

*7/13/2023 System Expansion Committee*  
*Meeting Written Public Comment*  
*Submissions*

Submissions

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## *Seattle Subway, The Urbanist, and the Sierra Club*

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

Dear Members of the Sound Transit Board,  
Dear Sound Transit CEO Julie Timm,

On behalf of the Seattle Subway, The Urbanist, and the Chair of the Sierra Club's Seattle Group, please find a letter concerning Sound Transit 3 environmental planning, design, and implementation work attached. I am happy to coordinate any follow up discussion you might like to have. Thank you.

CC: Seattle City Council

Dear Sound Transit Board Administrators ([@Meeting Comments](#)),

Kindly include this letter as official written public comment for both the July 13, 2023 System Expansion Committee Meeting; and the July 27, 2023 Board of Directors Meeting. Thank you.

Kind regards,

**Ben Broesamle**  
COO  
[Seattle Subway](#)

## *Uptown Alliance*

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

Please find attached Uptown Alliance's comments submitted for the July 13, 2023, System Expansion Committee including a petition to SAVE 7<sup>th</sup> & Harrison Station sign by over 200 members of our community.

Thank you!

Uptown Alliance

## *Charles and Shari Mika*

Hello,

We are writing to communicate our support for a station at 6<sup>th</sup> & Harrison. This location is in the middle of a significant and growing area with residents, workers and visitors. It would seem to be short sighted to eliminate this station.

We are residents in this area, within a 10-minute walk. New construction all around us indicates that there will only be increased demand for a 6<sup>th</sup> and Harrison station.

Thank you,  
Charles and Shari Mika

### David Moore

Hello,

I appreciate the concerns with the 6th and Harrison station if the Denny station is moved west. However, the loss of service to the north end of the SLU neighborhood, Dexter, and the east side of Lower Queen Anne would be great. Also, the loss of the interchange with highway 99 would be a missed opportunity causing long term harm to our public transportation system. There is an alternative that both addressed the concerns with having two stations too close together, preserves the interchange with highway 99, and serves the neighborhoods even better. Instead of locating at 6th and Harrison please consider moving that station to the block between Mercer, Republican, Dexter, and 99. This location is still relatively close for buses assessing 99, not significantly more difficult for busses than a station at 6th and Harrison. Also, this location would be closer to the major employers, apartments, and businesses in north SLU, Dexter, and Lower Queen Anne.

Thank you.  
David Moore

### Darwin Jones

My name is Darwin Jones, a student at UW. I wholeheartedly support the continuation of the voter-approved ST3 light rail expansion plans. A widespread and consistent rail network is essential for our region's improvement. The existing system has already proven its value, providing reliable transportation. Expanding the network will alleviate congestion, enhance air quality, and promote sustainability. Let's honor the community's trust in the decision-making process and diligently carry out the ST3 plans. A comprehensive rail network will improve accessibility, attract businesses and talent, and create a vibrant city. Soundtransit, please prioritize the approved ST3 expansion projects. Together, let's build a better Seattle.

Best,  
Darwin

**Darwin Jones**

Pronouns: he/him  
Numbers maker | IHME

## *More than 1850 Individuals*

Below is a message representative of those submitted by over 1850 individuals

Sound Transit Board Meeting Comments,  
Dear Sound Transit Board Members,

We are writing to you today to urge you to put an end to the plan to start over on the Ballard to Downtown Environmental Impact Statement (EIS.)

The voters approved major expansion in 2016, and expect you to deliver it. Since then, we have participated in years of process and community engagement which produced the options already available to the board. Do we really have to wait even longer to finally ride a system we are paying for? It's time for the Sound Transit Board to choose from the existing Ballard Link Extension options. Stopping the new EIS means stopping the deletion of three of the highest ridership stations in the system: Chinatown International District, Midtown, and South Lake Union Stations. Stopping the new EIS means maintaining the high ridership system this entire region voted for in 2016.

A new EIS will take years to complete and is likely to waste of hundreds of millions of dollars. All in the interest of putting forth worse options that fewer people will use. More self-inflicted delays are unacceptable on their own, but these are costly self-inflicted delays with an end goal of justifying bad decisions.

Do not permanently destroy our transit system out of short sighted priorities. Stop wasting time and money on endless process, choose existing options, and stop the new EIS before it starts.

## *Rob Brandenburg*

Good afternoon. I am Rob, General Manager of the Pan Pacific Hotel, located at Terry Avenue and Denny Way, just east of Westlake Avenue.

**For the 5<sup>th</sup> time, I humbly communicate to reaffirm our OPPOSITION to the Original Westlake Avenue location for "Denny Station" that will devastate one of Seattle's most vibrant and upcoming neighborhoods.**

While many options for a DENNY STATION have been discussed and presented to you since March, I urge you not to go return to SQUARE ONE, allowing Westlake Avenue to be turned into a giant 1000 feet wide crater for 6 years!

At the same time, I am NOT sitting in front of you pretending to know all implications and effects on every presented option. I am NOT pretending to know the social economics and environmental impacts to our neighborhood according to every option chosen. BUT what I do know is that to consider

**closing a key artery in the heart of South Lake Union for six years** is simply bad decision making, irresponsible and severely hinders our recovery as a key engine of downtown.

The new **WESTLAKE SHIFTED WEST** alternative would be the least disruptive to the neighborhood, since it would move construction entirely off Westlake *onto a Private Property*.

It would also result in a better station layout for transit riders. Subsequently, moving the SLU HARRISON Station to the **5<sup>th</sup> Avenue SE corner** (not as proposed on 7<sup>th</sup> Ave & Harrison) so it will be in closer proximity to The Seattle Center and the Memorial Stadium is just the logical solution!

I thank you for your Attention, Commitment to Serve on this board and continuous Diligence in this process!

At Your Service,



**Rob A. Brandenburg** (He/Him)

General Manager |

Member of the Board of Directors at [Seattle Hotel Association](#) & [Visit Seattle](#) STIA Advisory Board

[Ada Healy – Vulcan Realty](#)

I appreciate that this is a complicated issue, however, I am writing to urge you to vote for an alternative for the Denny Station that does not undo the accrued regional benefits of more than \$12 billion of public and private investment in South Lake Union. Choosing any alternative that closes part or all of Westlake for a protracted period of time is irresponsible and will cause irreparable harm to the neighborhood. The Westlake-Shifted-West alternative is the most cost effective and least risky option and the only one that will allow neighborhood and business continuity. We look forward to a thoughtful discussion at today's Sound Transit System Expansion Committee meeting.

Thank you for your time reading this email.

Ada Healey  
Vulcan Real Estate

## Carey Christie

Hello Sound Transit Board,

*I am writing with some serious concerns about the proposed South Lake Union and Denny Station. I urge you to vote for a better Denny Station plan and/or to consider adding a lightrail station location at 5th and Harrison, for the health of Seattle Center (the Monorail is not an effective mode of transport for locals).*

*I believe it will be untenable to shut down Harrison at 99 (the one major on-ramp to 99 downtown). The current proposed Denny Station located at Westlake Ave and Denny Way will require a closure of Denny way for 4-6 years which is a major thoroughfare between east and west parts of the city, especially for the Amazon traffic that is continuing to grow as people return to the office. Traffic is already so awful and the downtown area is dying after so many offices and businesses closing during the pandemic. This project is going to be terrible in terms of economic recovery.*

*Please consider either relocating the station westward, to not be so disruptive to a vital east-west corridor. Not only will dozens of local businesses be closed/displaced, but the remaining residents, businesses and commuters will be very negatively impacted.*

*For these reasons, I believe that Denny Station at Westlake should be shifted to the west.*

*Thank you for your consideration.*

CAREY CHRISTIE

## Bridget Singh

To Whom it May Concern,

My name is Dr. Bridget Singh. I own and operate a dental practice on 7th Avenue adjacent to Westlake Avenue and wish to comment on the Sound Transit 3 light rail project proposal.

After surviving the pandemic downturn in my business, with commuters working from home and little foot traffic, closing Westlake Avenue would again adversely affect my patients and employees' ability to access my business as well as all the other businesses located here. We have recovered and worked hard to build our business post-pandemic. However, now that people are back to work, Westlake is the route used by many of them accessing this vital area of Seattle commerce. Closing it for four years could be catastrophic for businesses like mine who rely on patients/customers/employees to readily access this area.

We can't afford another pandemic type downturn in business which I fear closing Westlake could trigger.

No option will appease everyone, but the "Shifted West" option certainly would be much better for us than all the others proposed and not disrupt as many businesses like mine.  
Thank you for your consideration.

Regards,  
Bridget Singh

### [Bill Hirt](#)

Dear Expansion Committee

You should consider the following post before proceeding with plans for both Starter Line and Lynnwood Link

Starter Line and Lynnwood Link "Benefits"

The previous post detailed why Sound Transit and the Board needed to do a cost/benefit analysis of the Everett Link extension before proceeding with plans to implement the extension in 2037. This post details why Sound Transit's plan to implement an East Link Starter Line and Lynnwood Link extension in 2024 will demonstrate problems with Sound Transit's approach to providing the benefits.

The cost part of the problem is Sound Transit budgets light rail car operating costs as ~\$30 per mile, \$60 per mile for each car for the round trip. The 7-mile Starter Line will cost \$420 per car for the trip.

The June 8<sup>th</sup> Sound Transit Expansion Committee detailed plans for Starter Line operation of 2-car trains with 10-minute headways, for 14, and potential 16 hours, 84-96 round trips. Thus, in 2024, the Starter Line debut will add \$70,560, and potentially \$80,640 per day to operating costs.

The June 8<sup>th</sup> meeting also detailed Sound Transit's plan for the 8.5-mile Lynnwood extension in 2024. That a mix of 3 or 4 car trains, would be routed every 8 minutes for 20 hours. The 150 round trips will add between \$229,500-\$306,000 to daily Line 1 Link operating costs.

Sound Transit's problem is the lack of benefits. For example, Starter Line access, except for parking at Redmond T/C and Bel-Red/130<sup>th</sup> station, is limited to those within walking distance of 5

stations along route. A fraction of the number of stops for access along Rabid Route B into Bellevue and on ST550 to South Bellevue P&R.

Sound Transit compounds that problem by forcing Starter Line riders to transfer to ST550 for the commute into and out of Seattle. Thus, any benefit from adding Starter Line from Redmond T/C to Bellevue will be limited at best. The lost access in Bellevue and the need to transfer to and from bus routes at South Bellevue are a strong disincentive to even ride transit.

The Lynnwood Link “benefit” is limited by the fact it only increases access by adding 500 new parking stalls at the Lynnwood T/C and North and South Shoreline Stations. (It does include spending \$240B for a NE130th St Infill Station by 2026 but doesn’t include any parking for access.) Instead choosing to require commuters with access to bus routes to transfer to light rail for the commute into and out of Seattle.

It's the same approach Sound Transit used for the Northgate extension. They terminated ST512 and 513 at Northgate, ST522 at Roosevelt, and replaced KCM41 into the city. However, they continued to route ST510 into Seattle during the peak commute with an additional stop at Montlake Terrace.

Still, Sound Transit, relying on those with “non-motorized access (i.e. Parking) predicted the extensions three stations would add between 41,000-49,000 riders. However, Sound Transit refuses to release quarterly Service Provided Performance Reports with the results of the October 2021 Northgate debut.

It would have “likely” included data showing riders added by each of the Link’s three stations was a fraction of projections. How many riders chose ST512, ST513, and ST522 routes that require they transfer compared to ST510 that continued into and out of Seattle.

Ridership on both the Starter Line and Lynnwood extension will depend on the disincentive to transfer. Starter Line riders will be forced to transfer to ST550 at South Bellevue P&R for the commute into and out of Seattle. The Lynnwood extension operation will



require all ST510 and Snohomish Community Transit SCT400 riders to transfer to the link for the commute into and out of Seattle.

The bottom line is Sound Transit has limited light rail “benefits” by failing to add parking for access. The Northgate Link demonstrated the “benefits” of ridership, even for those with access, are diminished by the need to transfer between bus routes and trains. Next year the Starter Line and Lynnwood extensions will “likely” confirm that result, negating much of the purported “benefits”.

### *Elaine and Herb Selipsky*

Unfortunately my husband and I can’t be at the meeting July 13th, but we want to let you know our opposition to the plan.

As individuals, we aren’t allowed to remove one tree from our property - this plan removes nearly 500 trees; that’s a tragic loss for the environment.

It’s a very expensive plan - there are better ways to use taxpayer money for mass transit.

So little travel time is to be saved for such a huge disruption to the community!

Please listen to the voices of our community.

Sincerely,

Elaine Selipsky  
Herb Selipsky

### *Joe Kunzler*

Dear Sound Transit System Expansion Committee;

A couple acute fumigations as my travel schedule keeps me from testifying:  
a) As a 12 for Sound Transit, I want the Committee Chair to actually keep the faith, enforce the Board Rules, and throw out unparliamentary public commentators. I want to be very, very clear as the commander of TASK FORCE KITSIS... as President Biden would say,

*We will stand for liberty and freedom today, tomorrow, and for as long as it takes.*  
Alex Tsimerman is Putin's main man in Seattle and Trump's Seattle Fan Club President. Alex Tsimerman is an abelist, racist, sexist threat to all of us. Alex

Tsimerman, like Donald Trump, is a candidate for office and as such must be treated more harshly than others. Because we are ONE Tsimerman speech from a PDC complaint - and we're on the set of Pandora's Clock.

Alex Tsimerman believes we will surrender our beliefs, that time is on his side. I am urging you to remember this is Heidi Ann Wills' House and the House of the Karen Kitsis Touchdown Pass for ST3 and the House of Badassuchi, and in this House we will not surrender.

To quote President Biden again;

Never give up on a better tomorrow. The defense of freedom is not the work of a day or a year. It's the calling of our lifetime, of all time.

We are steeled for the struggle ahead. Our unity will not falter. I promise you.

With that... I'll actually get to address an agenda item. I understand the Stride BRT project is running late.

Maybe it's time to start looking at what is truly necessary to get transit out the door - and what is nice to have. Maybe.

Maybe it's time for Sound Transit to stand up for herself like it was 2019 all over again.

Maybe it's time for Sound Transit to realize right now you have troops in the field fighting for you.

Maybe it's time for Sound Transit to realize right now you have it better than any California transit.

**Bottom Line:** Maybe it's time for Sound Transit to realize right now you have to get a sense of mission. You can start by getting after Tsimerman, then cutting red tape to project delivery.

Do better Sound Transit;  
Joe A. Kunzler

July 11, 2023

Central Puget Sound Regional Transit Authority, Sound Transit, Board of Directors  
Sound Transit CEO, Julie Timm  
Seattle City Council  
Sound Transit Board Meeting Comments (7/13/2023 SEC & 7/27/2023 BoD)

Via Email

To the board of directors of Sound Transit:

Seattle Subway, The Urbanist, and the Chair of Sierra Club's Seattle Group are among the strongest supporters of mass transit and of the Sound Transit 3 project that you can find in the Puget Sound region. We collectively worked hard to pass ST3 and to make it a success. However, we are extremely alarmed at the way ST3 is going off the rails.

We oppose a recent trend of making sweeping changes to the system voters approved in 2016, changes that would come at the expense of transit ridership and the climate. The Sound Transit Board needs to stop wasting time with studies that are becoming frivolous and that exhibit a lack of urgency to get ST3 built as promised. As we continue to add residents and jobs, and as the impacts of the climate crisis grow worse, we need to build voter-approved mass transit projects faster.

We oppose the delay and monetary cost imposed by the board beginning another Draft Environmental Impact Statement (DEIS) process. Endless planning and constant revisions have now caused ST3 north of SoDo to be delayed by at least four years and likely more. This is time we cannot afford to waste. We have no guarantee new options will be better, but every guarantee that redoing the DEIS will delay this project further and add hundreds of millions of dollars in cost.

It is unacceptable to use short-term concerns about construction impacts to permanently degrade the ability of our regional mass transit system to move people to and from major destinations for the next 100 years. The last straw is the newly proposed "Shifted West" Alternative that deletes the South Lake Union (SLU) station because it moves Denny Station too close to it and supposedly makes the turn between stations infeasible. We cannot add back deleted tunnel stations to the line later. This decision is forever. This newly proposed alternative requires a new DEIS, dragging out this process further.

The SLU station would serve more than 10,000 daily riders according to agency projections and serve one of the fast-growing neighborhoods and largest and most dynamic job centers in the Pacific Northwest. The SLU station would provide a key connection with the busiest bus corridor in the state: Aurora Avenue. It bears repeating, deleting the South Lake Union Station is a terrible idea and it should not require delaying this project with further study to ascertain that.

The fate of the station at Denny is a microcosm of the poor decisions and flawed processes that have bedeviled this project in the seven years since voters approved it. Tacoma Dome Link Extension and Everett Link Extension are behind schedule too, and leaders have failed to zero in on routings that work well. Everett Link's latest plans are laden with property takings, revealing a [displacement-heavy approach](#) that will drive up costs while leading to worse outcomes. Siting alignments in the right-of-way of wide roads would be a much more efficient use of space and money while greatly reducing displacement, and the [agency's resistance to this idea](#) has been odd. In short, leaders have not exhibited the vision and timely problem solving to implement the plan while pursuing necessary mitigation.

For example, a four-year construction impact at Denny is significant but can be mitigated and will not significantly jeopardize downtown's overall recovery. Los Angeles was able to keep Wilshire Boulevard running during recent construction of their city's subway. Transit can be detoured around the closure and reliability can be guaranteed with temporary bus lanes. People driving will also have alternatives.

Decades of lost ridership can't be mitigated. Neither can the impact to the climate of those lost transit trips that will likely be fossil fuel burning trips instead. Construction impacts are a reality for any major infrastructure project. Our city and region will be far stronger afterward.

We expect the Sound Transit board to hold the line against efforts by any local government to compromise the timely delivery of ST3 projects. It's deeply unfortunate that the City of Seattle could not get their concerns addressed earlier in this already seven years deep process. Why they failed to do so is beyond us, but jettisoning entire stations, particularly high ridership ones, should not be on the table.

We have gone to the legislature in the past, including in the 2022 session, to seek additional revenue authority for Sound Transit, just as we campaigned hard for ST3 in the first place. We stand ready to do so again – but not for a compromised, gutted system that doesn't resemble what voters were promised, and won't meet our region's transportation needs.

We hope that the Sound Transit board is willing to do the necessary work to get ST3 back on track and deliver what voters approved. If it is not, then we will have to consider other options, including seeking legislative action to change how Sound Transit is governed. Our support cannot be taken for granted. We stand ready to work together to fix ST3 and get project delivery on track. We hope you do as well.

Sincerely,

Seattle Subway  
The Urbanist  
Robert Cruickshank, Chair, Sierra Club Seattle



Neighborhood  
with a Sense  
of Community

July 12, 2023

Inclusive  
and diverse

To: Sound Transit System Expansion Committee  
Via online submission

Thriving  
Arts District

**Re: Uptown Alliance Petition to SAVE 7<sup>th</sup>/Harrison Station**

Home to  
Seattle Center

Dear Committee Chair Balducci and Committee Members,

Uptown Alliance and our community are very concerned about the possible elimination of the 7th/Harrison station that has been shared by Sound Transit staff and we urge the Board to not include any plan that eliminates this station in the new Ballard Link Extension DEIS.

Great local  
businesses

Attached you will find a petition we sent out to our community signed by over 200 stakeholders who share this concern with us.

Walk, Bike,  
Bus, Monorail,  
(and drive)

Our understanding from Sound Transit staff presentations is that this “consolidation of stations” came from concerns about impacts from shutting down Westlake Ave in the DT-1 preferred alternative. Our Uptown neighborhood understands how difficult construction impacts can be – we lived through the “Mercer Mess”. But eliminating a station from the voter approved plan that has strong support between neighborhoods for over 8 years and decreases equity and access to major employment centers as well as Seattle Center, the most highly attended arts and culture asset in our Region, is not the solution.

Diverse and  
affordable  
housing

Historic buildings  
with character

A few other consequences to consider:

Open space for  
healthy living

Distinguished  
cultural and  
philanthropic  
organizations

- 1. Metro & ST Bus Service** – 7<sup>th</sup>/Harrison has long been intended as a mobility hub for SLU and Uptown Triangle. It is the only station site that would create a direct transfer connection to RapidRide E, for wheelchair and other limited mobility users. 7<sup>th</sup> also supports Metro routes 5, 16, and 28. Additionally, ST envisions increased future use of I-5 Mercer St offramp into SLU for regional bus service, such as the current ST route 320 from Bothell. 7th/Harrison may serve as western terminus for these routes, increasing mobility. Elimination of a station at this location decreases regional transit connectivity.
- 2. Regional Job Centers** –Drawing employees regionally can only happen with well-located transit stations that connect with buses and within convenient walking distances. A strong equity opportunity would be lost in not connecting people outside the City to job centers like SLU and Uptown; and equally true is connecting the opportunity of employees living in dense urban centers to jobs outside of Seattle.

3. **Seattle Center** is a regional asset and approximately 75% of the 12 million visitors (pre-covid; pre-Arena) come from outside the City of Seattle. The loss of 7<sup>th</sup>/Harrison station eliminates easy access for transit riders to the east side of campus. Two of the largest visited organizations, the Space Needle and MoPOP, are located on this side of campus.
4. **Climate Pledge Arena**, in just two seasons, approximately 30% of CPA's visitors attended events by public transportation and they expect that number to grow to 50% (per CPA staff). This world-class sports and music arena attracts people from all over our Region and currently every ticket comes with an Orca pass for the day of the event. If Denny West station is built instead of 7<sup>th</sup>/Harrison, the walk to CPA is approximately 1 mile, which is unacceptable for a regional transit system. It also burdens the Republican West station as the only event station sending thousands of riders into a dense neighborhood at all times of day and night. This could require significant pedestrian environment and safety improvements as well as design for queuing, transit times, etc.
5. **Memorial Stadium** - The winning bidder for the new Memorial Stadium is committed to a student-centered facility, that increases equitable access to sports for youth of our entire region. 7<sup>th</sup>/Harrison station is critical to connect students to this exciting new regional asset.
6. **New Development** – Upzoning in Uptown and SLU has recently been completed and new development continues in this area around 7<sup>th</sup>/Harrison. Uptown currently has four (4) major office buildings in design development in its east side which is exactly the type of growth expected when a station was originally planned for this area.
7. **Aurora Corridor** – 7<sup>th</sup>/Harrison essentially forms the transit link for people living along the Aurora Avenue corridor, where housing density is robust. Future plans for re-imagining Aurora ([The Aurora Reimagined Coalition](#)) to be more like the highway that runs through Vancouver, BC will make the corridor more community friendly, and invite more pedestrian and bicycle use for transit connections to light rail.

**Instead, we urge you to direct your staff and consultant team to develop an alternative that includes a 7<sup>th</sup>/Harrison station by utilizing different construction methods that either significantly reduce or eliminate the impacts on Westlake Ave.**

Sincerely,

**UPTOWN ALLIANCE**

Rick Hooper  
Co-President

Mercedes Fernandez  
Co-President and Co-Chair  
Land Use Review Committee

Maria Barrientos  
Co-Chair Land Use  
Review Committee

**Petition to SAVE 7<sup>th</sup>/Harrison Transit Station Support**

Name	City	State	Postal Code	Signed On
Uptown Alliance	Seattle	WA		7/6/2023
Deborah Frausto	Seattle	WA		7/6/2023
Maria Barrientos	Seattle	WA		7/7/2023
Isaac Patterson	Seattle	WA	98117	7/7/2023
Megan Riel-Mehan	Seattle	WA	98122	7/7/2023
John Clemens	Seattle	WA	98119	7/7/2023
Heidi Beck	Seattle	WA	98109	7/7/2023
Kamilla White	Seattle	WA	98109	7/7/2023
Charles Mika	Seattle	WA	98160	7/7/2023
Laura Fagan	Seattle	WA	98155	7/7/2023
Kelly Nolan Shafer	Seattle	WA	98109	7/7/2023
Paul Urla	Seattle	WA	98109	7/7/2023
Cathy Sarkowsky	Seattle	WA	98112	7/7/2023
Donald Kunz	Seattle	WA	98109	7/7/2023
Tim Callahan	Seattle	WA	98119	7/7/2023
Jack Banh	Seattle	WA	98119	7/7/2023
Kyle Wilkins	Seattle	WA	98122	7/7/2023
Alan Architect AIBC AIA FRAIC	Seattle	WA	98119	7/7/2023
stacey clawson	Seattle	WA	98105	7/7/2023
Kathryn Bearden	Seattle	WA	98116	7/7/2023
N A	Seattle	WA	98109	7/7/2023
Caroline Engle	Seattle	WA	98109	7/7/2023
Addison Elkins	Seattle	WA	98109	7/7/2023
m h	Austin		76813	7/7/2023
Janet Callis	Seattle	WA	98119	7/7/2023
Randall Collins	Seattle		98119	7/7/2023
Nikki Demers-Changelo	Seattle	WA	98104	7/7/2023
Betty Velasquez	Los Angeles		90002	7/7/2023
Gayle Baker	Kelso	WA	98626	7/7/2023
Aarshi Subba	Jaipur		302003	7/7/2023
Andrew Cartica	Seattle	WA	98109	7/7/2023
Allan Farkas	Seattle	WA	98119	7/7/2023
Helene Kaplan	Seattle	WA	98121	7/7/2023
Jackie Nguyen	Seattle	WA	98109	7/7/2023
Tom Mara	Everett	WA	98201	7/7/2023

David Moore	Seattle	WA	98104	7/7/2023
Pam Longston	Seattle	WA	98109	7/7/2023
Matthew Curry	Seattle	WA	98144	7/7/2023
Danielle Monaghan	Seattle	WA	98119	7/7/2023
Wendell Skiffington	Seattle	WA	98112	7/7/2023
Kimberly Gonzales	Seattle	WA	98119	7/7/2023
Tom Lang	Seattle	WA	98133	7/7/2023
Richard Evans	New Windsor	NY	12553	7/7/2023
Josh Edwards	Seattle	WA	98119	7/7/2023
Nancy Silberg	Wenatchee	WA	98801	7/7/2023
David Bush	Seattle	WA	98109	7/7/2023
Elizabeth Archambault	Seattle	WA	98109	7/7/2023
Jan Hadley	Seattle	WA	98160	7/7/2023
Erin Darnauer	Seattle	WA	98119	7/7/2023
Leona Strizich	Seattle	WA	98160	7/7/2023
Madi Winter	Saint Louis		63105	7/7/2023
Gloria Childress	Pawtucket		2860	7/7/2023
Claudette Beeson	Seattle	WA	98119	7/7/2023
Paul Cummins	Seattle	WA	98109	7/7/2023
Kinsley Ogunmola	Seattle	WA	98112	7/7/2023
E-Ping Nie Medalia	Seattle	WA	98109	7/7/2023
Raney Newman	Seattle	WA	98121	7/7/2023
Dylan Bray	Seattle	WA	98109	7/7/2023
Jayna Patel	Seattle	WA	98109	7/7/2023
Eric Wong	Seattle	WA	98109	7/7/2023
Steven Waterfield	Seattle	WA	98160	7/7/2023
Carolyn Mawbey	Pleasanton	CA	94566	7/7/2023
Kathleen Keaney	Seattle	WA	98109	7/7/2023
Ursula J. Lomnicki	Seattle	WA	98103	7/7/2023
Carolyn Mueller	Seattle	WA	98119	7/7/2023
Leo Stilwell	Seattle	WA	98121	7/7/2023
Lee Bruch	Seattle	WA	98103	7/7/2023
John Spady	Seattle	WA	98160	7/7/2023
Travis Close	Seattle	WA	98103	7/7/2023
Kay Knapton	Seattle	WA	98119	7/7/2023
Dee Caplan	Seattle	WA	98122	7/7/2023
Sue Tanner	Seattle	WA	98199	7/7/2023
Jamie Alls	Seattle	WA	98118	7/7/2023
Ryan DiRaimo	Seattle	WA	98121	7/7/2023
Linda Rozanski	Seattle	WA	98119	7/7/2023



Alistair Patrick	Seattle	WA	98107	7/7/2023
Brenda Barnes	Seattle	WA	90060	7/7/2023
Joy Halstead	Seattle	WA	98112	7/7/2023
Terry Branson	Seattle	WA	98119	7/7/2023
Miles Baker	Seattle	WA	98105	7/7/2023
Zachary Burton	Seattle	WA	98119	7/7/2023
Osnat Lustig	Seattle	WA	98119	7/7/2023
Sean Maloney	Seattle	WA	98109	7/7/2023
Melanie Davies	Seattle	WA	98111	7/7/2023
Michele OConnell	Seattle	WA	98109	7/8/2023
Adele Rudolph	Seattle	WA	98104	7/8/2023
Cindy Patterson	Seattle	WA	98121	7/8/2023
Grace Block	Seattle	WA	98109	7/8/2023
Shari Mika	Seattle	WA	98121	7/8/2023
Rebecca Olson	Seattle	WA	98119	7/8/2023
Rachel Kullman	Seattle	WA	98119	7/8/2023
Nicholas Kullman	Seattle	WA	98119	7/8/2023
Ian U	Seattle	WA	98119	7/8/2023
Roberta Olson	Seattle	WA	98109	7/8/2023
peri hartman	Seattle	WA	98109	7/8/2023
Victoria Garcia	Seattle	WA	98133	7/8/2023
Nate Brown	Seattle	WA	98133	7/8/2023
Mercedes Fernandez	Seattle	WA	98199	7/8/2023
Vanessa Boehm	Seattle	WA	98103	7/8/2023
Katherine Idziorek	Charlotte	NC	28203	7/8/2023
Sharon LeVine	Seattle	WA	98122	7/8/2023
patricia Drummond	Seattle	WA	98119	7/8/2023
Colette Ogle	Seattle	WA	98160	7/8/2023
Bonnie Brunton	Seattle	WA	98119	7/8/2023
Lia Musumeci	Seattle	WA	98133	7/8/2023
Kurt Meyer	Seattle	WA	98109	7/8/2023
Carol Jackson	Seattle	WA	98103	7/8/2023
Evan Klein	Central Islip		11722	7/8/2023
Gaby Torres	Wilmington		19803	7/8/2023
Kevin Keaney	Seattle	WA	98109	7/8/2023
Rachel Choi	Seattle	WA	98109	7/8/2023
Diane Ferzli	Seattle	WA	98109	7/8/2023
Martha Herriott	Seattle	WA	98105	7/9/2023
Brian Heston	Seattle	WA	98109	7/9/2023
Artem Pronichkin	Seattle	WA		7/9/2023

M Phillips	Seattle	WA	98109	7/9/2023
Corey Skurka	Seattle	WA	98109	7/9/2023
Adriane P	Seattle	WA	98119	7/9/2023
Carlo Guarino	Seattle	WA	98119	7/9/2023
Ravi Raju	Seattle	WA	98109	7/9/2023
Steven Fortney	Seattle	WA	98160	7/9/2023
Damo Sridharan	Seattle	WA	98109	7/9/2023
Christopher Martinez	Seattle	WA	98109	7/9/2023
Michael Herschensohn	Seattle	WA	98109	7/9/2023
Jenny Guarino	Seattle	TX	98119	7/9/2023
James Schmick	Seattle	WA	98109	7/9/2023
Chris Longston	Seattle	WA	98109	7/9/2023
Kelley Wetzel	Seattle	WA	98107	7/9/2023
Nadia Sawir	Seattle	WA	98109	7/9/2023
Betty Lucas	Seattle	WA	98199	7/9/2023
Juan Rodriguez	Seattle	WA	98119	7/9/2023
Mary Metastasio	Seattle	WA	98119	7/9/2023
Lesley Fox	Seattle	WA	98119	7/9/2023
Cynthia Moulton	Seattle	WA	98109	7/9/2023
Lisbeth Ramirez	Hazleton		18202	7/9/2023
James Rice	Acworth	GA	30101	7/9/2023
Catherine Dunn	Seattle	WA	98109	7/9/2023
Max DETRANO	Seattle	WA	98109	7/9/2023
Rick Sander	Seattle	WA	98109	7/9/2023
Patricia Nutt	Seattle	WA	98109	7/9/2023
William Nutt	Seattle	WA	98109	7/9/2023
Pasha Rabizadeh	Seattle	WA	98160	7/9/2023
Joann Mertens	Seattle	WA	98109	7/9/2023
Shelini Sooklal	Seattle	WA	98109	7/9/2023
Rick Hooper	Seattle	WA	98109	7/9/2023
Daniel Boorman	Seattle	WA	98109	7/9/2023
Carol Olwell	Seattle	WA	98119	7/10/2023
Kay Wolf	Seattle	WA	98102	7/10/2023
Bentson McFarland	Seattle	WA	98117	7/10/2023
Scott Stanley	Seattle	WA	98109	7/10/2023
Pedro Paulo Vezza Campos	Seattle	WA	98109	7/10/2023
Sally Reavis	Seattle	WA	98122	7/10/2023
Sarah Reynevelds	Seattle	WA	98119	7/10/2023
James Beeson	Seattle	WA	98119	7/10/2023
Kristen Liang	Seattle	WA	98109	7/10/2023

Ashley Monda	Gig Harbor	WA	98335	7/10/2023
Ron Stoehr	Seattle	WA	98119	7/10/2023
Lucien Ong	seattle	WA	98104	7/10/2023
Joan Gordon	Seattle	WA	98109	7/10/2023
Emily Davis	Seattle	WA	98109	7/10/2023
Ethan Raup	Seattle	WA	98117	7/10/2023
Christopher Obenchain	Seattle	WA	98119	7/10/2023
Peter Condit	Seattle	WA	98103	7/10/2023
Jeffrey Herrmann	Seattle	WA	98109	7/10/2023
G Lee	Brooklyn		11226	7/10/2023
Ediverto Galvez	Panorama City		91402	7/10/2023
Pete Rush	Seattle	WA	98124	7/10/2023
Cyrus Despres	Seattle	WA	98119	7/10/2023
Ari Rogers	Seattle	WA	98102	7/11/2023
Candice Chevallier	Seattle	WA	98119	7/11/2023
Reed Hampton	Seattle	WA	98107	7/11/2023
Robin Randels	Seattle	WA	98103	7/11/2023
Mary Edenshaw	Seattle	WA	98111	7/11/2023
Renee McCoy	Seattle	WA	98109	7/11/2023
renee tipton	Seattle	WA	98119	7/11/2023
ken winslow	San Diego	CA	92104	7/11/2023
Andrea Winslow	Alpine	CA	91901	7/11/2023
Allison Kramer	Seattle	WA	98109	7/11/2023
PATTILOU REEVES	Seattle	WA	98119	7/11/2023
Paula Mueller	Seattle	WA	98117	7/11/2023
Michelle Bufano	Seattle	WA	98115	7/11/2023
Ashley Smith	Seattle	WA	98144	7/11/2023
Clemens Eppner	Seattle	WA	98109	7/11/2023
Sandra Jenkins	Bullhead City	AZ	86426	7/12/2023
Lynn Terpstra	Seattle	WA	98105	7/12/2023
Elyas Beria	Seattle	WA	98109	7/12/2023
Ryan Davis	Seattle	WA	98118	7/12/2023
Todd Leber	Bothell	WA	98021	7/12/2023
Jacob Spiezle	Seattle	WA	98160	7/12/2023
Jaime Lazich	Seattle	WA	98121	7/12/2023
Jane Zalutsky	Seattle	WA	98109	7/12/2023
Sienna Spencer-Markles	Seattle	WA	98115	7/12/2023
Edyth Birk				7/12/2023
Thomas Vaughn				7/12/2023
Jeff Steenbergen				7/12/2023

Mary Ann Swissa

7/12/2023

Vera Hosner

7/12/2023

Judith de Jonge

7/12/2023

Monique Courcy

Seattle

WA

7/12/2023

Pamala Mijatov

Seattle

WA

7/12/2023

Seattle Sims

Seattle

WA

7/12/2023

## *Comments Received After the Meeting Deadline*

### *Jared Axelrod - Amazon*

Chair Balducci and members of the System Expansion Committee,

While I did not have an opportunity to give public comment at today's meeting, I wanted to share some brief comments about the Denny station status report.

First, thank you. We know that taking the extra time to fully study these station alternatives is not always easy or popular. But when making these long-term investments in our region's infrastructure, taking the additional time to get this right is prudent and responsible. So thank you to the board and staff for your continued focus on this matter.

As we and many other stakeholders have shared, we continue to have strong concerns with the alternatives that would result in multi-year closures of Westlake Avenue for a half decade or longer. These closures, in the heart of our region's economic center, would have intolerable impacts to the surrounding community, which for us includes the tens of thousands of employees and visitors our come to our offices every day, but also the small businesses, retailers, and service partners that make up the South Lake Union ecosystem.

Just today, I had lunch along Westlake Avenue. If you walk it, you'll see a vibrant, active, thriving environment; full of people and pets; workers, visitors, and residents; cars, buses, and streetcars, commerce and activity and placemaking.

And it's not just these anecdotes — this recovery is seen in the data, too. Just today, the Downtown Seattle Association published their June update to their [Economic Recovery dashboard](#), which found that worker foot traffic surpassed 52% of 2019 levels — a new high since the start of the pandemic. Compare that to only 38% in June 2022, and you'll see that we're on the path to recovery.

This recovery is important, and is one that voters want to see. In a [recent survey](#), 80% of voters believe downtown Seattle's recovery is important for both the economic well-being of the city and for their quality of life.

But the proposals to close this portion of downtown would put an end to all of that. And would backslide on the progress that so many partners have committed to helping with downtown's recovery.

We appreciate the board's understanding of these concerns, and were encouraged to see the two additional refinements be put forward. In particular, the Denny Westlake Shifted West option, which almost entirely eliminates some of the worst construction impacts to the surrounding neighborhood, has a lot of benefits while **saving the agency \$440 million** in a time when those savings truly count. We urge the board to advance the Denny Shifted West alternative.

In closing, I'll also add that as the board looks ahead to future analysis of these options, the board should not advance any proposal that closes Westlake Avenue and surrounding streets without a full traffic mitigation plan in place that would fully plan for how people, bikes, vehicles, and transit would move around the neighborhood without creating the gridlock and congestion that transit like light rail is intended to address.

Thank you for your time.

[Alex Tsimerman](#)

FOR HEPY COW

FR. Alex Tsimerman

**Derogatory Words**

261 derogatory word.

Enter any topic...

sort by:  also related to:

highlight:

insulting	disallowed	demeaning	racist
rude	disparaging	vulgar	homophobic
snide	sexist	derisive	slur

creepy	mockery	explicative	misspelled
semitic	nicknames	antisemitic	patently
malicious	unprofessional		uttered
intemperate	idiomatic	potentially	charge
o hand	humiliating	phrases	phrase
hostility	adjective	parenthetical	disgusting
vile	misogynist	implied	boastful
suggestive	stereotypical	mentioning	veiled
slander	lazy	cruel	dated
mispronounced	vicious	overt	consumed
utters	impolite	misspelling	interchangeably
implying	cryptic	interpreted	distasteful
overtly	humorously	patronizing	references
mischievous	couched	imitation	allusion
reticent	ambiguous	bellicose	utterances
nonsense	misinterpreted	shorthand	vaguely
colloquialism		ironic	misunderstood

popovative	disrespectful	bigoted	derogative
profane	defamatory	hurtful	hateful
insensitive	slandorous	unprintable	inappropriate
uncomplimentary	word	connotation	sarcastic
ethnic slurs	negative	obscene	unkind
o ensive	colloquial	misogynistic	racial slurs
condescending	derogatory remarks	racially insensitive	dismissive
disparaging remarks	disparaging comments	endearment	
contemptuous	racial epithet	whore	ipponat
profanities	fagot	harassing	nigger
insulted	gay slurs	blasphemous	insult
politically incorrect	slurs	racially charged	
obscenities	expletives	negative connotation	
boltdling	curse words	explicit	foul language
paki	abusive	demean	vulgar language

expressions	malevolent	vitriolic	uncouth
discourteous	overriding	objectionable	
un altering	obnoxious	scurrilous	spiteful
prejudicial	deprecatory	crass	indecent
tactless	unbecoming	ungentlemanly	jest
classless	uncalled	unchaste	uncivilized
indelicate	e eminate	unpatriotic	
calumnious	deprecatng	tasteless	boorish
anti-semitic	tongue-in-cheek	undiplomatic	
onomatopoeic	semantic change	derogating	
dyalogistic	opt-out	obrecitation	theatrical
insultable	viled	denigratory	insultment
detractory	a rontive	unparliamentary	
despiteous	epithetic	calumnatory	traducant
dislander	social group	racialist	ethnic group
ethnic slur	reclaiming	queer	late latin

sexually suggestive	crude	gay slur
discriminatory	obscene gestures	racial
mocking	negative connotations	mean
verbal abuse	racial overtones	racists
disparage	demeaned	racially
dehumanizing	degrading	sexually harassing
o end	diss	swastika
hate speech	disparaged	defamed
harmful	racial stereotypes	verbally abusing
sexual	hate	toxic
epithet	strong	threatening
o ended	remark	critical
joking	harsh	hostile
shaming	stereotyping	uttering
lewd	connotations	playful
invalidating	foul	peaty
		gross

historical linguistics

grammar

gatekeeper

ablest

That's about all the derogatory related words we've got! I hope this list of derogatory terms was useful to you in some way or another. The words down here at the bottom of the page will still be updated as I find more. If you have any feedback for the site, please share it here, but please note this is only a hobby project, so I may not be able to make regular updates to the site. Have a nice day! :)

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