

# 8/24/2023 Board of Directors Meeting Written Public Comment Submissions

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## *Historic South Downtown*

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

Please find attached my comments for the Board regarding today's agenda.

Kathleen Barry Johnson

## *More than 2,800 individuals*

**Below is a representative message for more than 2,00 individuals**

Sound Transit Board Meeting Comments,

Dear Sound Transit Board Members,

Sound Transit must build Ballard Link Extension stations under 4th Ave in CID, at Madison Street in Midtown, and at 7th and Harrison in SLU. 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) that requires over \$100 million extra in direct costs, adds two years of delay in planning work, and increases the likelihood of future delays in opening the project.

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 in direct and indirect costs, when all is said and done. 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.

*Stephen Fesler*

This board is increasingly operating in bad faith and impunity. At last month's meeting, some boardmembers sullied themselves in lies and misinformation to get an option killing a South Lake Union station on the table. This is an illegal action that goes against the voter-approved plan. This board must revisit this issue and eliminate this illegal action. This board must also restore the original Denny Way station option on Westlake as the preferred option.

Transit advocates will not stand by idly as this board operates to dismantle the ST3 Program and make transit worse for all. That's why this board must also revisit its illegal March action that cancelled the Chinatown and Midtown stations. You must take this up immediately and right the situation or you will be facing your day in court as defendants in illegal acts on this board.

A first step to course correct is disapprove M2023-69 and R2023-25 today. Stop wasting our tax dollars on planning work that the voters did not approve. To approve this in light of the other illegal acts aforementioned is a gross abuse of power and also illegal under ST3. You have no legal authority to approve these actions.

Kind regards,

Stephen Fesler

*Lutz Gerhard*

Please vote no. We want real transit, stops that last for generations. We don't care about traffic disruptions. I work at amazon FWIW.

-lutz.

*Stephen Just*

First of all, thank you for considering to operate the East Link starter line next year! I've been waiting for this line to open for a long time.

I'd like the board to consider treating East Link as if it was fully open at that time when the starter line opens - by this I mean running the section from South Bellevue to Redmond Technology Station as planned, but provide rail replacement buses from South Bellevue to International District or Westlake running at a similar frequency to the rail.

This would allow any system redesign around the new line to proceed on an expedited basis. For example, I'd expect the 550 to be obsolete, and a rail to bus transfer at South Bellevue / International District would still be substantially faster if the bus filling in this leg of Line 2 was sufficiently frequent / the transfer lined up. You could possibly repurpose the existing fleet serving 550 to get double the frequency on that shorter route.

The other consideration I propose is for the other planned system expansions. Consider for future projects to add conditions to any construction bids where the line will open on the projected date whether the project is completed or not with the construction firm on the hook to fund rail replacement bus service operations from that initial opening date until the rail line opens. This would help to encourage your construction partners to do everything in their power to build the project right the first time.

Thanks,  
Stephen Just

### *Beth Osborne – Symetra*

Dear Julie Timm and Sound Transit Board Members:

Thank you for your leadership and commitment to advancing a high-capacity regional transit system.

On behalf of Symetra, I am writing to support the System Expansion Committee (SEC) recommendation to bring transit online when it is ready and safe, including service between South Bellevue and the Redmond Technology Center known, a project known as the East Link Starter Line (ELSL).

Symetra is a financial services company based in Bellevue, Washington, with over 1,000 employees living throughout the Puget Sound region in King, Snohomish and Pierce counties. As a regional employer we support maximizing transportation options for commuters throughout the system. We appreciate your past support for studying the complex set of challenges related to infrastructure-readiness, staffing, and safety surrounding the sequencing of new service to Lynnwood, Federal Way, and the Eastside.

The staff analysis shows that the testing of ELSL is nearly complete and that a March 2024 opening of ELSL will not negatively impact service to other lines. This section of light rail will serve employers, employees and communities that have already built transit-oriented developments.

Now that the analysis is complete, I urge you to support this critical opportunity to open the East Link Starter Line and bring light rail service between Bellevue and Redmond.

Sincerely,

Beth

**Beth Osborne** (She/Her)  
Director | Public Affairs & Strategic Community Partnerships

### *Brady Nordstrom – Futurewise*

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

Dear Sound Transit Board of Directors,

Please see the attached letter as Futurewise's comment in support of a phased opening of the East Link Extension via the East Link Starter Line. This relates to Resolution No. R2023-24 from the August 24, 2023 agenda.

Please let us know if you have any questions or clarifications.

Best Regards,  
Brady Nordstrom

--

Eastside Program Coordinator  
Futurewise

### *Dane Jepsen*

Honorable Chair Constantine and Members of the Committee,

My name is Dane Jepsen and I am writing today in support of Resolution No.R 2023-24 to authorize a phased opening of the East Link Starter Line. As a resident of Redmond the East Link Starter Line would provide a great benefit in my daily life. The Microsoft technology center station is a 10 minute bike ride from my apartment and the portion of the line that would be running would be useful for many daily trips. My wife works 2-blocks from a station in east Bellevue, additionally the line would offer us a transit option to downtown Bellevue that didn't require a transfer.

The East Link Starter line shows that the Sound Transit Board values transit riders by opening stations and delivering service as soon as they are ready to do so. Providing more and better service will enable many of my neighbors to enjoy less time using their cars and prepare us all for the full opening of the line.

I urge you to pass the Resolution and get the East Link Starter Line running in 2024.

Thank you,

Dane Jepsen

*Cordell Wagendorf*

Honorable Chair Constantine and Members of the Committee,

My name is Cordell Wagendorf and I am writing today in support of Resolution No.R 2023-24 to authorize a phased opening of the East Link Starter Line. As a Resident of the Spring District in Bellevue, the East Link Starter Line would make a tremendous impact in my daily life. Me and many of my fellow residents have been anticipating the opening on the Spring District/120th Ave Station since first touring the apartment communities here. Having the station and line open would further connect our area of the community with the other areas of the East Side. Being able to get downtown or even Overlake more reliably would be a huge boost for me personally.

On a neighborhood level we have so many open spots for new retail all around the block, but I feel that businesses are waiting until Line 2 is open before they start to take advantage of this area. I have already noticed an uptick in activity around the block with just the recent BellHop program starting at the beginning of this month. Allowing easier ways to connect Spring District to the greater community would really help to start showing the many benefits and available gains of TOD to the rest of the Seattle area and even the rest of the country.

The East Link Starter line shows that the Sound Transit Board values transit riders by opening stations and delivering service as soon as they are ready to do so. Stations in areas like Overlake Village and Spring District are welcoming new neighbors every day, people who, like me, are excited to use light rail to get around.

I urge you to pass the Resolution and get the East Link Starter Line running in 2024.

Sincerely,

Cordell Wagendorf

*Bill Hirt*

The below post from my blog asks what gave the Sound Transit Board the authority to increase the Prop 1 ST3 \$54B between 2017 and 2041 voters approved to \$145B between 2017 and 2046 on light rail extensions they will use to replace bus routes, reducing transit capacity, and little to reduce congestion:

Bill Hirt

The August 10<sup>th</sup> Sound Transit System Expansion Committee meeting agenda included the following:  
For recommendation to the Board

**Motion No. M2023-67:** *Authorizing the chief executive officer to increase the agreement contingency for the construction agreement with the Washington State Department of Transportation for the design-build delivery of the I-405/NE 85th Street Interchange and In-line Freeway Station for the I-405 Bus Rapid Transit Project, in the amount of \$16,259,000, for a new total authorized agreement amount not to exceed \$303,519,000.*

4. **Motion No. M2023-68:** *Authorizing the chief executive officer to execute a modification to the contract with Jacobs Project Management Co. for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$81,000,000, with a 10 percent contingency of \$8,000,000, totaling \$89,000,000 for a new total authorized amount not to exceed \$193,000,000, all within the approved Stride baseline budgets.*

Thus, the System Expansion Committee meeting which previously approved spending \$500M on a Bus Base North that wasn't included in ST3 for servicing 48 Stride buses just approved paying WSDOT \$303.5M to "design-build delivery" of a I-405/NE 85<sup>th</sup> Street station that doesn't have parking for access to buses. They also approved increasing funding from \$104M to \$193M for "on-call general engineering services" for Stride Bus Rapid Transit program without any questions as to why cost nearly doubled.

All this increased funding raised questions regarding as to what gave the Board the ability to increase "approved baseline budgets". Again, authorizing spending \$500M for a Bus Base north not in ST3 and \$300 million on a station without parking. Yet no longer funding parking at Kingsgate, 44<sup>th</sup> St in Renton, and South Renton that was included in the ST3 map.

Even more important is what gave Sound Transit Board the authority to use light rail to replace bus routes into Seattle. In 2016, voters approved Prop 1 ST3, funding a \$54B transit system expansion between 2017 and 2041. That approval was surely based on the assumption that a transit system expansion would add the capacity needed to reduce roadway congestion into Seattle.

Instead, the Sound Transit Board is now planning to spend \$145B between 2017 and 2046 on light rail extensions to replace bus routes. The Northgate link was used to replace ST511-513, ST522 and KCM41 into Seattle. The Lynnwood Link extension will replace ST510 and all the Snohomish Community Transit 400 series buses. The Starter line will replace bus routes from South Bellevue P&R into Bellevue. When East Link debuts, it will replace all I-90 corridor bus routes into and out of Seattle. Reducing the number of buses reduces transit capacity and little to reduce congestion into the city

The bottom line is the Sound Transit Board plan to use ST3 funded "voter approved" light rail extensions to replace bus routes won't increase transit capacity. It will increase costs and reduce transit flexibility. The question remains what gave them the authority to spend so much for so little.



## Joe Kunzler

In case the below doesn't come thru, enjoy the 1,000-word attachment. It's a plan to end the Tsimerman crisis with a WWKMKD Strategy.

Chair Dow and CCs: I'm serious here - we're one Tsimerman outburst from a PDC complaint. The PSRC is about to go thru... some things. Let's keep the faith and make sure that does **NOT** happen here.

While we're at it, I'm going to say this... to me from outside looking in, Sound Transit should be the Seattle Seahawks of public transit: Always competing with loud fans and training the little guys how to win forever. The time for Sound Transit to do better is now. I just hope Sound Transit Legal can get into the fight.

## **WWKMKD?**

Do better Sound Transit;  
JOE KUNZLER

16 August 2023

Chair of the Sound Transit Board Dow Constantine

[dow.constantine@kingcounty.gov](mailto:dow.constantine@kingcounty.gov)

Chair Dow,

I want to start by saying I know are many things starting with a nationally-recognized environmentalist and a fellow American citizen – but you are not well, dark-hearted. The fact you allow Avrum (Alex) Tsimerman to continue to violate the Sound Transit Board Public Comment Rules; however, I find in a word: Hurtful. I've had enough of having to address Tsimerman's misconduct at every single Sound Transit Board Meeting, and I know this goes well beyond Sound Transit. So should you, so here is a battle strategy in a "WWKMKD Strategy" to hold Tsimerman accountable as I've been using a variant of the Heidi Wills Strategy of constant attack to enlist others in defending our institutions like it's 2019 and it's taking extraordinary time.

Now before I get into the details of the WWKMKD Strategy, I admit this is going to be difficult for you, plus time intensive. Difficult to me too and I want to warn you before I place before you that some other, er, rude & disrespectful tactics have occurred to me and are possibilities the longer this new Tsimerman Crisis goes on. I would like to leave the matter at that to avoid crossing the threshold from admonishing to threatening, hoping that you will take this polite request genuinely and seriously.

The "WWKMKD Strategy" is as follows:

- 1) Remove Tsimerman for his derogatory introductory remarks:** At each Sound Transit Board Meeting, speakers are asked to avoid derogatory remarks plus introductory statements and only comment on the action item. Tsimerman's

“greeting” of a Nazi salute certainly is sufficient as both introductory and derogatory. Shut Tsimerman down twice, and you can please ban Alex Tsimerman for 180 days.

Remember also this much: We are ONE Tsimerman campaign speech from a referral to the PDC. ONE. I’d like to see Sound Transit spared from the HELL of a PDC complaint process that the PSRC is about to start going through, ok?

**2) Review Public Comment Rules at the Sept. Executive Committee meeting:**

Some of the Committee Chairs and Vice Chairs may not be clear about what is and is not allowed. Having a public comment rules review will provide clarity to all Chairs and concerned 12s for Transit.

**3) Keep the faith in three ways:** Yes, *keep the faith is point three for Karen Michelle Kitsis*, hence the KMK of WWKMKD Strategy. You let ST3 get tampered with, but I’ll let Seattle Subway speak for me. You let Tsimerman hurt hate like there’s no Chair in the Chair’s Chair. You’re *de facto* overly relying on my TASK FORCE KITSIS to get the PDC to solve the Tsimerman problem but getting the PDC to get at Tsimerman is a steady *process*. Tsimerman disregards all the PDC sends him. The PDC is reluctant to take this crisis urgently.

Of course, once the PDC files suit, getting the Attorney General’s Office to go for speedy sanctions and trial date seems harder to me from the outside looking in, especially considering how damn hard it is to get the federal courts to sanction Donnie Trump. But I am using the Heidi Wills Strategy to shut Tsimerman down permanently with a smile – sanctions, fines, and bankruptcy so Tsimerman loses his Mercedes to cover his PDC debts. When Tsimerman loses his Mercedes, this hate campaign of Tsimerman will likely come to an end. Just like when Tim Eyman got into huge legal and financial trouble after 2019 for another failed initiative and PDC troubles – so Eyman became close to if not... inert. So: What would Karen M. Kitsis do if our QB was here?

- a. Start with arming the local electeds in your county with PSRC legal guidance. I want you to remember you are the legend who caught the Karen Kitsis TD pass to get ST3 to the voters – and now it’s your time to safeguard and throw the ball like a Kitsis to advance commons defenses fairly.

Put the PSRC on the spot and urge they recommend model public comment rules to stand against malicious hate to be a backstop for local electeds. The MRSC’s Flannery Collins is waiting for an eligible QB to throw her the TD pass for the MRSC to lay out some public comment guidelines to help your county’s local electeds – and I am not eligible. Chair Dow, you’re the right guy for this, the way [Doug Baldwin once threw a TD pass to Russell Wilson](#).

- b. Call a meeting of the minds to get the offense united. Get every single city’s presiding officer and King County Chair Dave Upthegrove in a secure location like the Ruth Fisher Boardroom with me and Flannery. We need to

make clear the stakes here, present a united front and come up with common defense strategies. We need not be naïve about the threat of Tsimerman's attacks on deliberative democracy and campaign transparency but face them as patriots *face-forward*.

c. Publicly demand the PDC prosecute Alex Tsimerman. Start by writing them an e-mail blasting the PDC for delaying on prosecuting someone who can't file a single form for his 2023 "campaign" in Bellevue; who can't pay down his 2021, 2022 and now 2023 fines; and who campaigns during public comment. If you have the guts, call a press conference with me there. Oh, we'll have some fun.

In short, you need to unlock some allies and weapons for your people. Also give no quarter to hate in Martin Luther King, Jr. County, many thanks.

Thanks for hearing me out. I ask you to please understand: This is your opportunity for a Joe Biden moment, just as this is Flannery's opportunity to be Jans Sollenberg and my moment to be Volodymyr Zelensky. It's already Bellevue Mayor Lynne Robinson's Sanna Marin moment, and she's rising to the challenge. This is from the playbook of how history is made – both at Sound Transit and NATO.

Very strategically;

Joe A. Kunzler

19 August 2023

**RE: Enforce the ST Board Rules for Public Comment**

Dear Sound Transit Board;

The below is adapted from my accessibility request. I am asking that the Board Public Comment Rules be enforced, please. I really cannot justify the expense of going to an in-person meeting at Sound Transit when we have:

a) Alex Tsimerman repeatedly hurls hateful rhetoric with Nazi salutes as part of his introductory remarks/greeting. The Board rules for public comment clearly state, "Comments must be related to agenda items or matters designated for public comment pursuant to section 3.16.3." I don't see how hateful comments like "Sieg Heil" and references to his political opponent have anything to do with agenda items or matters designated to public comment.

b) Me being called out for calling Tsimerman out on his antics by ST Transit Police while Tsimerman keeps spewing hate.

So I'm just going to request, please, that Sound Transit Accessibility and Sound Transit Legal explain to Chair Dow Constantine AND all Committee Chairs & Vice Chairs exactly what the Board Rules mean; the importance of enforcing them to put malicious disruptive Tsimerman on a penalty schedule; and the high risk to Sound

Transit of a Public Disclosure Commission complaint for letting Tsimerman campaign. It's bad enough that the PSRC is going to go thru some things, I'd like to see Sound Transit spared.

Enough is enough is enough. We're partying like it's 2017 Sound Transit or 1937 Britain and expecting a different result than a few brave voices standing against appeasement.

Do we not forget the first rounded up by the Nazis was the disability community?

Do we ignore Trumpers are targeting the disability community?

Do we forget what Churchill was warning about in 1937...

"Since when can we afford to ignore the moral forces involved in the public opinion of the world? Moral force is, unhappily, no substitute for armed force, but it is a very great reinforcement, and it is just that kind of reinforcement which may avoid and prevent the use of armed force altogether."

There was a time when Sound Transit was a moral leader. When Sound Transit gave courage and weapons to stop Tsimerman instead of appeasing Tsimerman, that time was in 2022. Shameful what this current Chair has allowed to happen, shameful.

As Churchill also said in that December 1937 speech, "These countries all over Europe look to Great Britain, not to fight their battles—for we plainly cannot undertake to do that—but to keep the flag flying in the interests of peace, freedom, democracy and parliamentary government."

To that, I say, "These cities and regional bodies all over King County look to Sound Transit, not to fight their battles—for we plainly cannot undertake to do that—but to keep the flag flying in the interests of peace, freedom, democracy and parliamentary government." This Chair is hauling down that standard for what exactly?

We have a TASK FORCE KITSIS playing to get the PDC to send the Attorney General after Alex Tsimerman. The PSRC will have the PDC visit them and investigate for being a port of choice for Tsimerman. We have heroes rising in Bellevue to defend their home from Tsimerman.

Where is the Sound Transit that led the way in 2020, 2021 and 2022? Where is the MRSC? Where is the King County Executive's Office?

Sound Transit is partying like it's 2007 and expecting a different result than [case #27890](#) or worse—time to start showing some leadership to be a leader. Or maybe it's time for some of your most loyal fans got a bit... disruptive too. That's what happens when political norms get tossed - read [How Democracies Die](#) please.

Finally, no wonder Karen Michelle Kitsis is a Deputy Commish in *Connecticut*. No wonder. The blame falls on this Board for each Sound Transit star's departure for appeasing Tsimerman out of this Chair's unfounded fears. Now that the primary objective of pulling Tsimerman off of Badassuchi has been accomplished... Every

hit my team gets on Tsimmerman is for HER and the ST3 we were supposed to get. Not to mention saving the PDC from irrelevancy. Not to mention holding Tsimmerman accountable, doing the job this Chair should be not just doing but *leading*.

Do better Sound Transit;  
Joe A. Kunzler

## *Comments Received after the deadline*

### *Scott Bonjukian*

I endorse everything Seattle Subway is saying about the generational mistake that Sound Transit proposing with regards to the Ballard-West Seattle light rail station alignments. The only option through Downtown that makes any sense for a transit agency that cares about its passengers is 4<sup>th</sup> Avenue in the CID. Please read this article in full, understand the problems with proposals not connect our light rail lines, and make the right decision to build a useful transit system.

Don't take it from me - thousands of people have spoken up for a 4<sup>th</sup> Avenue station, including a majority of CID residents. Thank you.

<https://www.theurbanist.org/2023/08/24/op-ed-chinatown-deserves-a-transit-hub-not-terrible-transfers/>

Scott Bonjukian

## *Fae Evelyn Chinnici*

I request that this email be treated as written testimony for the upcoming public meeting of the Sound Transit Board scheduled for Thursday August 24 2023.

I would like to register my disapproval and opposition to additional time and funds being spent on Environmental Impact studies/statements/assessments in relation to the Link Light Rail Ballard Link Extension.

No more delays. The public has been very clear with regards to their wishes on this matter. Stop wasting time searching for reasons to NOT give us the public transit system we voted (and are actively paying) for.

I am a homeowner in District 2. I've watched Sound Transit drag its feet in delivering the Graham Street station for OVER 15 YEARS. These tactics are designed to delay the progress that is intended to help our most needy residents and neighbors.

It shouldn't take millions of dollars and years of wasted time to tell you that building light rail in zero-interest locales (as defined in the ridiculous "north CID" / "skip midtown" proposal) is a bad idea.

Public infrastructure should NOT be built around speculative real estate deals like Dow Constantine's "Civic Campus" initiative. Plans and dreams of this kind appear and disappear as readily as Seattle snow. You needn't look further than the giant empty hole across the street from City Hall to prove this point.

Light rail stations belong where people are RIGHT NOW: Midtown, South Lake Union, and within the heart of the CID (as represented in the "shallower" 4th Avenue station proposal).

This is how we give our city the world-class transit that it deserves.

Thank you for your time.

~

Fae Evelyn Chinnici

## *Edmund Krolopp*

Hi,

The transit routes developed over the coming decade will very likely be in use for a century or more. A the North and South of CID alternative stations poor connectivity (increased transfer distance & time for light rail bus and sounder connections) as well as the elimination of the Mid Town station (the station projected to have the highest amount of non-commuter traffic) will result in a far worse transit system with substantially lower ridership.

To put it bluntly, board members voting for alternatives other than 4th st. will not receive my vote for reelection and if they succeed will be remembered for creating the least effective metro transit system of this size in the United States.

Edmund Krolopp

## Seattle Subway

Dear Sound Transit Board Chair & Members,

**Seattle Subway** is writing today to request that the Board **vote no** on moving forward with **M2023-69 & R2023-25** which would spend over \$100 MILLION additionally on an UNNECESSARY, new, Draft EIS for Ballard to Downtown Link Expansion. Instead, please **save \$100 million in direct costs** and **avoid two years of extra planning process**, today. We have studied this enough. Please construct the Ballard Link Extension stations at 4th Ave in CID, at Madison Street in Midtown, and at 7th and Harrison in SLU. Seattle Subway believes in this agency's stated mission of supporting people, planet and prosperity by providing affordable, environmentally-friendly public transit, and we are here to comment on behalf of transit riders, and to elevate the goal of equity for transit riders who will actually have to use this system. Equity for transit riders means **reducing travel times for transit riders** and making sure that the **system is designed with the people who will use it in mind**.

You must not allow critical stations with critical transit connections to be deleted or relocated creating a lack of access and additional delays for riders. This applies in south lake union and connections to Rapid Ride E just as much as it applies to 4th Avenue in CID and Madison Street in Midtown stations. The fourth avenue station in CID must be built as the crown jewel of our transit system, connecting our entire regional rail system including Sounder, Eastside to southbound link transfers, and Amtrak. The Midtown station is the best performing new station in ST3 and must be built for its just-barely-acceptable connection to the Madison Corridor and Madison Street BRT.

Millions of future transit rides depend on the decisions this board makes, please make respecting transit riders and their time, and **equity for transit riders** your top priorities.

We look forward to working with you to avoid these proposed, multi-century mistakes.

Sincerely,

Seattle Subway

CC: Seattle City Council

Julie Timm, CEO, Sound Transit

## Richard Gullo

I'm a Capitol Hill resident and frequent Link light rail rider, and upon hearing of the drawbacks of the proposed North and South of CID alternative to the Chinatown - International District transit hub, I'd like to register my strong opposition to North and South of CID.

Seattle deserves a world-class transit system, and I'm disappointed by the efforts of Dow Constantine and Bruce Harrell to replace the CID transit hub with this poor North and South of CID alternative that would waste 10 minutes of my time each time I'd make a transfer between Seattle's light rail lines.

To the Sound Transit Board of Directors, please reconsider the North and South of CID proposal, and instead build the transit hub at Chinatown - International District as was initially proposed in Sound Transit 3.

Thank you,

Richard Gullo

### *Julie Ralls, MD*

I am a Caucasian, English speaking only, disabled MD, now very low income resident who came to WA state three years ago to survive Covid. My first two years were in Redmond. I have lived now in the CID for a little over a year.

I was aware of the heated discussions over putting a station here in the CID. I NEVER heard a clear presentation by Sound Transit about that option nor this new N/S proposal. If I haven't gotten clear information, just in English, there's no way the board has actually elicited clear feedback from my neighbors and me.

I am recognized as disabled by the federal government and, as I write this, I am on the train to get an injection for a VERY painful

herniated disc which has impaired me for the last 8 months. No doctor to date has treated this NOR is even willing to complete forms on my behalf for a discount ORCA card.

Two weeks ago Sound Transit staff had a table at a Little Saigon celebration. I spoke with one woman who assured me Sound Transport had over years held informative meetings over and over again to clarify the plans for a station in the CID at either 4th street or 5th street. This was hard to believe. If the information was clear, it wasn't well presented in the Asian Weekly or International Examiner.

I did get a temporary low income card just using my Medicare card. But if no MD will do this paperwork, I am limited. She took my contact information and promised to help. I never heard back.

Recently the Seattle Times did an overview on this issue. Tammy Morales is now more in favor of the N/S option. Urban Visions, with CEO Greg Smith, owns and controls undeveloped property exactly where this S. Option is being planned. To choose this N/S Option is to choose one, I gather Caucasian, already very rich person over a multitude of struggling small businesses in the CID.

Yes, the CID did give negative feedback. But please don't translate a request to put the brakes on a 4th street station as you misinterpreted a request for clarification as a rejection of ANY improvements in this neighborhood.



I saw the civic discord in Seattle all the way in Albuquerque. I thought by now at least the leadership here would communicate competently, clearly, with a multicultural professional approach. Instead I saw first the mess with a behind our backs expansion by 500 beds of the Salvation Army Shelter.

I thought leadership had learned something only to see the county AGAIN, without transparency, lease property from Greg Smith. I'd love to know how much fine dining went in to that decision.

This N/S Option may not come from racism, but it is top down elitist management of taxpayer funds. It's so obvious and reeks of corruption.

I urge the Sound Transit board and ALL my representatives to represent your constituents and not a handful of real estate developers. This isn't Orange County, CA., where I was born. However if Greg Smith profits here also, I'm in another vortex of apathy where the most vulnerable are swept out of view. Their voices ignored.

I ask you to do the right thing. Move forward with the original idea of a station at 4th street but do EVERYTHING in your power to mitigate the disruption of that project on the residents and business owners in the CID.

That was the request. It wasn't a NO. I hope you move forward on the 4th street plan. Delays only sink this neighborhood deeper into blight. We need far more support to be heard in the CID.

Julie Ralls, MD

### *Unnamed Commenter*

As a regular light rail user, the new proposal of North & South CID transfer is not ideal for commuters and regular users of the light rail. Please build a transit hub at the Chinatown international district as originally proposed.

### *Bradley Eckstein*

This region voted for efficient and fast light rail. Light rail design impacts a city for generations. Please move forward on 4 and stop wasting time on a horrible north-south option.

Bradley Eckstein

Roosevelt

## *Tim Gould*

Dear Sound Transit Board Members,

Sound Transit must build West Seattle-Ballard Link Extension stations under 4th Ave S. in Chinatown/ International District, at Madison Street in Midtown, and at a convenient site in South Lake Union neighborhood, such as 7th and Harrison. I write to you today to urge you to not start over on the Ballard to Downtown Environmental Impact Statement (EIS) that would add two years of delay in planning work at a cost of upwards of \$100 million, as well as result in likely future delays in opening the project.

The voters approved major system expansions in 2016, and expect you to deliver these projects. Public participation and community engagement has produced the options already available to the board. Instead of starting over a major project EIS, the Sound Transit Board should move ahead with the 4th Ave S. and Madison Street/ Midtown station locations among the existing Ballard Link Extension options.

A new EIS that would delete three of the highest ridership stations in the system-- Chinatown International District (CID), Midtown, and South Lake Union--- would be an exercise in futility, adding nothing of value to the planning process. Sound Transit must maintain and advance the high ridership system this entire region voted for in 2016.

A new EIS will take years to complete and would waste hundreds of millions of dollars if all it does is advance worse options for station locations that fewer people will use. Such self-inflicted delays are unacceptable and become even worse when used to justify bad decisions.

The rider experience when using the completed system should be paramount in design and alignment siting decisions. I urge the Board to stop wasting time and money on endless process, choose the options with superior ridership and ease of transfers, and skip a new EIS that is not necessary. Select the 4th Ave S. station in the CID, and a Madison Street station location in Midtown.

Sincerely,  
Tim Gould

## *Unnamed Commenter*

Please keep the long-promised transit hub in the Chinatown-International District (CID) and a station in Midtown. Transfer times/distances for the proposed North of CID and South of CID stations are completely unacceptable. Creating a transit system with these lengthy transfers is not a transit system built for all. It's time to deliver the system that was voted for.

## *Unnamed Commenter*

(I was originally attending this meeting virtually, but unfortunately needed to leave early for a work meeting.)

I am a citizen in my mid twenties, and unfortunately many people my age and younger are either unaware of or are unable to attend these meetings, but a significant percentage of them take public transit as a primary mode of transportation. I can assure you that people in my generation value well-designed transit, and will question the sense of anyone who voted to skip the CID neighborhood in the Ballard Link extension, should this come to pass.

Skipping the CID neighborhood in favor of the North and South of CID options for Ballard Link will be a generational mistake. The CID neighborhood is already a transit hub, connecting riders of Amtrak, Sounder Commuter Rail and Link Light Rail with nearby connections to Seattle Streetcar and dozens of bus routes. Connectivity is vital to the functionality of public transportation and skipping the proposed 4th Street station would handicap the entire system. This will make it more difficult for the entire region to use the light rail, and will discourage future generations of riders.

On top of this, the CID connection is what voters agreed to in the ST3 vote. Changing these plans at this time is not only a foolish decision from a transit planning perspective, but it is dishonest. In considering skipping the CID neighborhood, you are wasting time and tax money discussing whether or not to pull the rug out from under the transit users of the region. Even if the North and South of CID option saves some money or is the "easier" option in the short term, it will be the worse plan for the future of the system. We must do this right as a city for future generations, even if it is not easy. Please do not let us down.

Thank you.

## *Anthony Jonas*

Do not waste the billions of dollars this region has invested in regional transit.

4th Avenue is where the station belongs, next to ALL THE OTHER STATIONS.

I supported ST1 ST2 and ST3 because I trusted Sound Transit to build a functional system, with center platforms, quick transfers, and safe vehicles.

If this most basic of decisions can't be made correctly, I will never support ST4.

-Anthony Jonas

## *Patrick White*

All you board members who weren't paying attention during the public comment period deserve to be fired and this entire board needs to be restructured. Politicians who do not care about transit should not be serving on the board of a transit agency.



## *Unnamed Commenter*

To have a functioning light rail system we need a major hub in CID. Please just pay out the businesses that would be affected by a 4th Ave station and get moving already with the option good for 90% of the folks in the region. Thank you.

## *Unnamed Commenter*

Board,

Please build a station in Chinatown rather than make transfers harder than they need to be.

Best regards

Bellevue Resident

*Betty Lau – Transcript from verbal public comment*

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

The residents and businesses of the Chinatown International District are still being kept ignorant of developments on further studies ordered for 4<sup>th</sup> Avenue.

We are kept ignorant of what's happening with N&S options, your staff saying there's nothing to report because it's only "administrative" stuff.

There have been no community meetings since Jan. 5 to inform us of what's going on, let alone outreach to non-English speakers; yet we are the most immediately impacted by your decisions. That's why we're here!

This is a hugely expensive delay, I urge you to vote no on M2023-69 and R2023-25, authorizing \$136 million for engineering studies for N&S of CID with nothing for 4<sup>th</sup> Avenue.

Move Forward on 4<sup>th</sup>!

Thank you.

*Chris Machielse*

Hi Sound Transit Board,

I am writing to oppose Motion M2023-69 and Resolution R2023-25 as they are currently written.

Additional process for the Ballard Link Extension that does not correspond to the voter approved plan for the Link light rail system, adds years of delays that will lead to escalating costs, and potentially deletes the highest ridership stations in the system (South Lake Union and Midtown/First Hill, with First Hill having already been skipped before in the original Link alignment due to cost/engineering risk) is a non-starter.

Board Member Harrell has publicly encouraged Seattleites to embody so-called "Space Needle thinking" as we ponder how to recover from the COVID pandemic, particularly with regards to Downtown Seattle. Unfortunately much Board discussion lately frankly lacks any such imagination. Here is some "Space Needle thinking" for the Board to consider:

- King County can successfully redevelop its campus in Pioneer Square to provide much needed housing (market rate and affordable alike) without constructing a light rail station (North C/ID) on the property. Likewise, Amazon - whose workers are working remotely 2+ days a week - will have no problems surviving construction on the 1 block of Westlake that carries very low vehicle volumes compared to other segments of Westlake that are not impacted.
- I agree with needing mitigation for construction impacts in the C/ID, however the idea that moving once-in-a-century infrastructure investments in rapid transit service that support the neighborhood (unlike freeways which permanently destroy & separate neighborhoods) out of the neighborhood entirely is a blunder that will be regretted by Seattleites (including [C/ID residents](#) & business owners) and others who commute to Seattle for decades to come. In the 1960s, I am certain planners like those at Sound Transit would have taken no care for this neighborhood - kudos for listening to the community this time around and wanting to do no harm. However the notion that we are somehow so incapable of coming up with a plan to mitigate temporary construction impacts or put in place policies that will help to reduce displacement to the extent that we are just going to bypass the C/ID entirely instead is equivalent to admitting complete defeat. At the MLB All Star Game, business owners in the C/ID bemoaned that visitors from out of town did not patronize restaurants in the C/ID and sales were actually down compared to a normal weekend. With additional rail service being located fully outside of the C/ID imagine then how these same business owners would ever expect to see any benefit from the North C/ID and South C/ID alternatives?
- I-5 will only grow more congested, and as Board Member Millar repeatedly points out, at a pricetag of \$110B to widen I-5 by just 1 lane per direction we will need regional alternatives to driving. Our connection to King Street Station will only grow in importance as we need to shift trips onto improved Sounder & Amtrak (and possibly someday high speed rail) trips. A transit hub in C/ID is a multi-generational investment

that has multiplier effects on activating King Street Station, making the 1st Ave+First Hill Streetcar more integrated with our transit network, & making light rail a viable alternative for travelers who live in the C/ID and pass through it. Adding additional 5-10 minute transfers is not how to get the public onto Link light rail.

Please consider how continuing down the path of Motion M2023-69, Resolution R2023-25, and all the others delivers on the rapid transit system promised to voters. Or are we okay with being another Forward Thrust moment in history that will inevitably be regretted by future generations?

Thanks,

Chris Machielse

Current rider of 1 Line & Seattle, WA resident (District 5)

Future rider of the 1, 2, & 3 Lines & Redmond, WA employee

### *Unnamed Commenter*

The proposed North and South of CID stations impose ***unacceptable*** transfer times which will suppress transit ridership.

Yes to CID station as an essential transit hub, Yes to Midtown Station and its critical connection to First Hill, and yes to SLU station.

### *Jacob Calvillo*

Hi ST Team,

I want to emphasize as much as possible that I want ST to proceed with the 4th Ave CID station. I feel that my less politically active friends feel the same way.

I am primarily a car user but am in full support of ST light rail expansions despite the significant cost and drawn out operation schedules. Swallowing high taxes is tolerable so long as there's sufficient hope that the end product will be worthwhile. I believe a downtown transit hub with exceptionally short transfers is essential to the ST network. The Ballard link is the time to make it happen.

A higher station cost and increased construction impacts to the CID are prices worth paying in my humble opinion.

Thank you for taking my comment.

Jacob Calvillo,  
Fremont resident

### *Unnamed Commenter*

Please respect your East-Link, West-Link, South-Link, Sounder, and ADA riders, and take advantage of the inevitable replacement of the 4th AVE viaduct. Alter the replacement's timing so it's concurrent with construction with a shallow station underneath.

Build a transfer station in the CID there. This is where everyone expects a transfer to be, given that CID is a long-established core of the Sound Transit and KC Metro, and not to mention it's also by Seattle's main train station and Sounder service.

Only people who follow Seattle's transit projects know that you are pursuing the option to avoid this! Again, all other Seattle-area residents and visitors still assume new Link services will connect in the CID.

Choosing the North-of-CID option is incredibly bad for the Sound Transit system service and reputation.

*Alex Tsimerman*



FOR HE PY COW

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**Derogatory Words**

261 derogatory words.

Enter any topic...

sort by: relevance also related to:  iter

highlight: no highlight

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

creepy	mockery	explosive	misspelled
semite	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
slender	lazy	crude	dated
mispronounced	vicious	overt	construed
utters	impolite	misspelling	interchangeably
implying	cryptic	interpreted	disasteful
overly	humorously	patronizing	references
mischievous	couched	imitation	allusion
referencing	ambiguous	bellicose	utterances
nonsense	misinterpreted	shorthand	vaguely
colloquialism		ironic	misunderstood

pejorative	disrespectful	bigoted	derogative
profane	defamatory	hurtful	hateful
insensitive	slandering	unprintable	inappropriate
uncomplimentary	word	connotation	criticism
ethnic slurs	negative	obscene	sarcastic
slang	colloquial	intoxicated	unkind
condescending	derogatory remarks	dismissive	racial slurs
disparaging remarks	racist slur	racially insensitive	dismissive
contemptuous	disparaging comments	endearment	racially insensitive
racial epithets	racial epithet	whore	uppit
profanities	faget	harassing	nigger
insulted	gay slurs	blasphemous	insult
politically incorrect	slurs	racially charged	insult
obscenities	expletives	negative connotation	racially charged
belittling	curse words	explicit	foul language
haki	abusive	demean	vulgar language

expressions	malevolent	vitrific	uncouth
discourteous	overriding	objectionable	uncouth
un altering	obnoxious	scurrilous	spiteful
prejudicial	deprecatory	crass	indecent
tactless	unbecoming	ungentlemanly	jest
classless	uncalled	unchaste	uncivilized
indicate	e eminate	unpartertic	unpartertic
calumnious	deprecting	tasteless	boorish
anti-semitic	tongue-in-check	undiplomatic	boorish
onomatopoeic	semantic change	derogating	undiplomatic
dyalogistic	opt-out	obreciation	derogating
insultible	viled	denigratory	theatrical
detractory	a roative	unparliamentary	insultment
despiteous	epithetic	calumninary	insultment
dislander	social group	racalist	trudcent
ethnic slur	reclaiming	queer	ethnic group
			late latin

sexually suggestive	crude	gay slur
discriminatory	obscene gestures	racial
mocking	negative connotations	mean
verbal abuse	racial overtones	racists
disparage	demeaned	racially
deshumanizing	degrading	sexually harassing
o end	dis	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	petty
		gross

historical linguistics	grammar	ableist
	gatekeeper	

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 list will be in some way associated with derogatory, but perhaps tenuously (if you've currently got it sorted by relevance, that is). 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! D

I Love III

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M.F. Co



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## HISTORIC SOUTH DOWNTOWN

August 24, 2023

Sound Transit Board members,

Historic South Downtown is part of a broad coalition of Chinatown International District and Pioneer Square leaders, residents and business owners. We continue to value your leadership on the Sound Transit board. We appreciate your efforts to ensure the Ballard Link Extension project serves our communities.

As we enter into a new EIS process focused on the Ballard Link Extension project, we ask that you be cognizant of how planning processes are treating CID and Pioneer Square neighborhoods differently than the significantly wealthier and more influential neighborhood of South Lake Union (SLU).

Specifically:

1. Insistence of finalizing an unvetted Preferred Alternative (PA): As of the July 27, 2023 Sound Transit Board meeting, there remains no PA in the SLU neighborhood. This is after SLU underwent an extended period of additional study (well after the end of DEIS Comment Period). South Downtown had a similar extended study, after which, a PA decision was made, despite the continued, vocal opposition of a significant portion of local interests.
2. Significant vetting of potential new alternatives before a PA is chosen. In SLU, continued study is being pursued to avoid the selection of a PA that might have vocal opponents among influential interests in the neighborhood. The alternatives being considered in SLU have been subject to studies that show: (a) detailed transit integration study; (b) detailed analysis of impact on ridership on light rail and various connecting transit modes (b) detailed analysis of impact on low-income, limited English proficient, and communities of color based on different potential station locations; (c) impact of station location options on surge events from Seattle Center. Compared to CID, where the North-South option was chosen with very few studies, done in a cursory manner, without meaningful investigation into these important factors, with the details to be delivered in a future new DEIS process **after the PA decision was made.**
3. Elevation of a single narrative (minority) of local voices and erasure of those who object. At the conclusion of Sound Transit's period of additional study, a minority of CID voices chose to support the redirection of investment into areas outside of CID and Pioneer Square. The elevation of this minority of voices has been used to falsely paint the North/South PA as an option with significant community support, which it does not have. Further harm is being imposed when, in meetings with various decision-makers *or their designated representatives*, people objecting to North/South are told that the matter is decided, and no further discussion will be entertained. In contrast, in SLU, the Board continues to engage meaningfully in search of a PA that doesn't face objections from various interested parties.

Voices in CID and Pioneer Square continue to object to the imposition of the North/South PA because choosing those two locations directs investment to those locations, and away from the core of CID, where the people seek equitable and improved transit access to where they live, work, and connect to culture. Despite promises to elevate equity in its deliberations over the building of Sound Transit 3, Sound Transit has instead aimed its efforts away from the neighborhoods. At a time when Chinatown International District has been named one of the 11 Most Endangered Places in America, moving transit expansion from the heart of the district, pointing investments away from the neighborhood, these seem to be mistakes that we will regret for decades to come.

From the beginning of this process, community members have been united and consistent in our call for a CID station that is accessible, well-connected, and contributes to south downtown's vitality. The Board's recent decision to select the unstudied North-South station locations as the preferred alternative unfortunately presents serious connectivity challenges, especially for residents and visitors in the CID and Pioneer Square communities.

The North-South option does not fulfill the vision of efficient regional connectivity, cuts off direct connection between the CID and SeaTac airport, and creates barriers for eastside riders, Sounder, and ferry commuters, and others traveling from South King County and Pierce County, as well as reducing connectivity to First Hill and its medical centers. When selecting the North-South options as the preferred alternative, board members argued that moving the station out of the CID would reduce harm to the neighborhood. However, the trade-offs of this decision have not been clear or explicit to those communities most impacted by the loss of connectivity.

I urge you, as Sound Transit moves forward with preliminary engineering, to take all necessary steps to fully understand the negative impacts on connectivity and accessibility posed by the North-South option, and to keep the community informed throughout your process. I also ask that the Board take any steps forward to invest in the North-South Option with full awareness that it is unstudied and creates permanent and difficult to mitigate connection issues. We should avoid building up momentum until we are certain, as a community, that the North-South Option is, indeed, the best we can do.

With a light rail station now removed from the CID neighborhood, it is imperative that you engage the community and invest the resources to fulfill the promises made and to bring the Jackson Hub vision to life -- a collaborative effort put forward by a coalition of partners and committed to by our city and county leaders in recent ST Board meetings. This work can't wait until further DEIS work or the beginning of construction outside of the geographic area that makes up the Hub (4<sup>th</sup> & Jackson). The Board should direct staff to begin implementing the locally-identified near-term "quick wins" and improvement to begin on a longer timeline.

Again, we are grateful to each Board member for your work. We know that you take seriously your obligation to lead a 100-year planning process, and to center the communities most impacted by the loss of a light rail station. Your continued leadership in making significant and intentional investments will create more accessibility and contribute to the vibrancy of our historic neighborhoods. We, and the coalition we represent, are here as constructive partners to help you advance this essential work.

Sincerely,  
Kathleen Johnson  
Executive Director  
Historic South Downtown



Futurewise c/o WeWork  
1201 3rd Ave #2200, Seattle, WA 98101  
(206) 343-0681  
[futurewise.org](http://futurewise.org)



August 23, 2023

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

*Re: Futurewise support for phased opening of the East Link Extension via the East Link Starter Line (Resolution No. R2023-24).*

Dear Sound Transit Board of Directors:

Futurewise works throughout Washington State to support land-use policies that encourage healthy, equitable and opportunity-rich communities, and that protect our most valuable farmlands, forests, and water resources. Futurewise has members and supporters throughout Washington State, including in East King County. **We are writing to share our strong support for Resolution No. R2023-24, which would authorize a phased opening of the East Link Extension via the East Link Starter Line (“ELSL” or “starter line”).**

Futurewise believes that safe, efficient, and reliable multimodal transportation systems are integral to the growth and future success of the Puget Sound region. In particular, high-capacity public transportation options, such as light rail, provide many benefits to our economy and quality of life by better connecting people to goods, services, and jobs. Light rail can also help us meet our regional climate goals by providing an alternative to single-occupancy vehicle travel.

After construction-related project delays, an option was developed in which the East Link Starter Line could be completed and tested in late 2023, and opened in Spring 2024 without delaying the Lynnwood, Federal Way, or Downtown Redmond Link Extensions. **We urge you to pass Resolution No. R2023-24 now and provide the many benefits of light rail to the Eastside between South Bellevue Station and Redmond Technology Station sooner rather than later:**

- Building transit ridership takes time. By launching this section of the East Link sooner, we can build ridership to support the successful launch of other future light rail extensions.
- Opening the ELSL can help us better meet our regional climate goals to substantially reduce emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050).
- The ELSL can bring economic activity and transit options to neighborhoods that have already invested in transit-oriented communities, such as the Spring District in Bellevue and Overlake Village in Redmond. The ELSL also can make other TOD projects viable sooner, which may provide spillover benefits for housing creation.





We believe that the Eastside is ready for the East Link Starter Line and urge you to authorize it on August 24, 2023. Thank you for your diligent work to make this important, voter-approved investment a reality in 2024.

Regards,  
Brady Nordstrom

253.886.2099  
Futurewise Eastside Program Coordinator  
[www.futurwise.org](http://www.futurwise.org)

