

1/11/2024 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

<i>John Ho</i>	2
<i>Comments submitted after the deadline</i>	3
<i>Betty Lau – Transcript of verbal comment</i>	3
<i>Alex Tsimerman</i>	3

John Ho

Dear Sound Transit and King County Executive Dow Constantine,

Across three proposals throughout December of 2023, I had proposed a Midtown—South (of CID) route with an underground people mover, elevated gondola system, ground level streetcar line or shuttle bus line connecting the South of CID station to Union Station as a compromise between the 4th Ave—Midtown route and North (of CID)—South (of CID) route.

With this new proposal, I hereby withdraw my advocacy of a Midtown—South route in favor of a Midtown—NORTH (of CID) route.

A Midtown—North route is exactly what the name implies, a route having stations at Midtown and North of CID, with the South of CID station deleted entirely.

From what I have heard, Midtown was supposedly promised a light rail station during the development of the original Central Link, but the station had to be cancelled due to a deadline regarding federal funding. Now, Midtown has been promised a light rail station a second time with the Ballard Link Extension, and it would be pretty heartbreaking for Midtown to have their promises broken twice. A streetcar line was built allegedly as compensation for the loss of the original Central Link station, but, especially with construction of the Culture Connector in perpetual limbo, a streetcar line cannot completely replace a light rail station.

Many residents in Midtown want a light rail station in Midtown, which is why they support a 4th Ave—Midtown route. At the same time, many residents in Chinatown do NOT want another light rail station in Chinatown, which is why they support a North—South route. With a Midtown—North route, both sides can get what they want. And construction of a Midtown—North route will be even less disruptive to Chinatown than construction of a North—South route.

In terms of construction costs, a Midtown—North route should, at worst, only be slightly more expensive than the North—South route as proposed by Sound Transit, and at best, actually slightly cheaper.

Deletion of the South of CID station will require passengers on the 1 Line to transfer to the 3 Line at the SODO or North of CID station if they want to get to Chinatown, but the South of CID station envisioned by Sound Transit lacks a direct connection to Chinatown anyway. Chinatown can already be reached through light rail, while Midtown currently cannot. A Midtown station will add far greater utility than a South of CID station.

As for the North of CID station, I think the complicated two level mezzanine can be simplified to a single level mezzanine by replacing escalators with elevators and replacing linear staircases with quarter-turn or half-turn staircases.

In conclusion, I now strongly advocate for a Midtown—North (of CID) route as the best practical compromise between the 4th Ave—Midtown route and North (of CID)—South (of CID) route. Thank you for your time.

—John

Comments submitted after the deadline

Betty Lau – Transcript of verbal comment

Transcript of Public Comment by Betty Lau at Sound Transit System Expansion Committee Meeting, Thursday, 1/11/24, 1:30 p.m. at Union Station SEC Committee Members and Sound Transit Staff; I'm Betty Lau of Transit Equity for All.

Happy New Year! And may this year be better than last year for attention to race and social justice in your decision making!

First, I want to thank departing CEO Julie for her work improving the ridership experience with getting some long overdue maintenance tasks done.

I am sad she is leaving. When I saw her interview on *Northwest Now*, I was so excited and hopeful when she shared her passion for bringing light rail and its benefits to communities of color; but hopefully, for continuity, her successor will fulfill that promise.

Her candor was refreshing.

For the System Expansion Committee members, please pay attention to the TAG recommendations to stop delays. There's already a two-year delay on 4th Avenue and now there's another delay for South Lake Union. Every delay costs \$50 million per month! Move Forward on 4th and Midtown Stations!

Thank you.

Alex Tsimerman

STOP! NOW!
DENY NAZI FASCISM
YUNTA!!!
BANDITO!!!

Alex Tsimerman

Pt. Standup-America!