

05/08/2025 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

Brien Chow	2
Betty Lau	3
Mitch Johnson	5
Matt Bailey	5
Riley Guerrero	6

Brien Chow

I'm Brien Chow, Co-Founder Transit Equity for All and Outreach Chair of the Chong Wa Benevolent Association of Washington State.

Build the voter approved and promised 4th Avenue station!

First, it aligns with the Washington State Growth Management Act... "by ensuring long-term regional mobility and multi-modal connectivity for transit-dependent residents... low-income people, and communities of color."

Commitment to equity is in the Sound Transit 2022 DEIS.

Second, the 4th Avenue South station will enhance regional connectivity by creating a super transit hub, just like Westlake Station serves the North End.

The re-named North and South of CID alternatives do not come close to having 4th Avenue's advantages.

Some favor the preferred alternatives for self-interest and financial gain—they want staging area land for housing development; but the land will be there regardless of station selection.

Most importantly the North and South CID stations will create a ***"broken spine"*** to the regional light rail network... if chosen, will make the Sound Transit Light Rail network a huge failure, which would make the new Sound Transit CEO very upset because Sound Transit would win the trophy for the "Biggest Blunder Trophy!"

In Mayor Bruce Harrell's words...

"Sound Transit is a once-in-a-generation investment in our future..."

I say, *"Don't screw it up with the wrong decision!"*

Move Forward on 4th!

Thank you.

Betty Lau

I'm Betty Lau, co-founder of Transit Equity for All, board member of Chong Wa Benevolent Association, member of Sound Transit Citizens Accessibility Advisory Committee.

Congratulations on opening the Redmond 2 Line! Many can't wait for the 2 Line to get across Lake Washington to Seattle!

But wait! There are 3 station alternatives facing the Region: 4th Avenue at Union Station or N of CID or S of CID! The best route, 4th Avenue, is being scuttled in favor of preferred routes (N&S of CID that offer out-of-direction travel, forced longer walk and ride times, and a connection to nowhere (HNTB & VMS reports of 2023).

These Sound Transit expert consultant firm reports were not called to the attention of Sound Transit Board members nor the public.

In contrast, the public and Sound Transit board members were treated to a biased independent consultant's report that the voter approved and majority CID community chosen 4th Avenue Transit Hub at Union Station is "risky" because of "loose soils" and recalcitrant "railroads."

Here's what VMS says: North of CID (their terminology) station is "risky": "This alternative does place the station in a very constrained space for construction as well. *Making construction difficult and risky given the surrounding structures* [emphasis mine]."

I recently traveled to Singapore, Hong Kong, Japan and Taiwan, where light rail is built on land fill (to create more land), connecting to railroads and sometimes built beside them.

I laud Everett Mayor Franklin's and CEO Constantine's pledges for Sound Transit to act with transparency and accountability.

My suggestion: Direct staff and Community Relations departments to stop fragmenting information and end the information embargo!

We, the transit riding public, have asked for complete comparison charts across all alternatives since 2022, but all we've gotten are incomplete and scattered comparisons that don't improve as we give feedback.

To increase transparency, staff should release accurate comparison charts on:

1. Walking/rolling times for 4th Avenue and the N&S of CID preferred alternatives to get to other transit modes.
2. Conduct an Equity analysis of 4th Avenue and N&S of CID preferred alternatives to compare:
 - Numbers of people to be displaced
 - Numbers/names of buildings that must be demolished, businesses to be relocated
 - Impacts on community cultural and health organizations
 - Numbers, names and duration of street closures for each alternative
 - Numbers and duration of parking garage closures
 - Distance to other transit modes from King Street Station (measured in actual block distance, not a straight line from point A to Point B).

- Steepness of hill grades/slopes, depth of shafts, numbers of escalators & elevators for each shaft
3. Compare the “risks” of building on 4th Avenue to the “risks” of permanently losing connectivity, accessibility and economic benefits to the Region and CID neighborhoods of Chinatown, Japantown, Little Saigon if the preferred alternatives prevail.

According to the Sound Transit (2022 DEIS):

"The purpose of the project is Expand mobility for the corridor and the region's residents, which include transit-dependent residents, low-income people, and communities of color...The project is needed because: The region's residents and communities, including transit-dependent people, low-income people, and communities of color, need long-term regional mobility and multi-modal connectivity as called for in the Washington State Growth Management Act (Revised Code of Washington 36.70A.108)."

"Asian American and African American workers commute by public transit at nearly 4 times the rate as White workers." (Bipartisan Infrastructure Fact Sheet, 2023)

Clearly, the preferred alternatives of N&S of CID run counter to the purpose and need for light rail. As Mark Langley wrote, "It is indefensible to put forth a plan that bypasses the same communities that have been historically marginalized and underserved. It reduces the potential for benefiting from residential development and tourism, and further sidelines those who most need transportation access. It is a racist, classist [sic] plan; it is modern-day redlining."

As devastating as the N&S of CID flaws are to the general ridership, please think extra hard of how reduced or no connectivity, forced out of direction travel, longer walks and trips, and extra transfers will impact the elderly and those reliant on wheelchairs, walkers, canes and other assistive devices.

Thank you.

Mitch Johnson

This comment/request is for the System Expansion Committee.

Please consider expanding route 513 to allow two directional travel. Currently there are hundreds of people explicitly seeking a way to connect from Lynnwood Transit Center to the Seaway Transit center in the mornings, and back again in the afternoons. This route is currently serviced by the 513 route, but unfortunately those buses provide service to people with the opposite commute, and then return EMPTY to begin the route again.

All we're asking is that we be allowed to pay and ride these empty buses as they return to begin their currently offered service again. I realize that perhaps not every bus returns empty, but as I commute this corridor near daily (in my single occupancy vehicle), I see that definitely some buses do return empty.

It seems likely to me that this service could be offered in a way that is revenue positive because at least some buses and drivers are already driving this route. I am confident that even if the return trips were more infrequent than the current 513 schedule, that they would still attract hundreds of daily commuters, many of whom are currently driving single occupancy vehicles to work instead.

This seems like as close to a slam dunk as you're going to get to modeshift hundreds of drivers, and increase revenue and ridership for sound transit. And you could do it immediately.

Please consider utilizing whatever extraordinary processes you have to accomplish this service change request as soon as possible. Doing so would demonstrate that sound transit indeed listens and acts to serve the community. Waiting until next march or even this fall would be a tragedy.

Thank you,

Desperate future transit customer,

Dan Strauss' constituent,

Mitch Johnson

Matt Bailey

Hello,

I'm a Seattle resident and transit rider who lives in the Judkins Park neighborhood. I'm disappointed about the delays and lack of transparency regarding the opening of Judkins Park station and Line 2 across Lake Washington. I hope you can provide an update and an opening date for this line, as it's critical transportation infrastructure. This station and line should've opened as promised in 2023. Thank you for providing the community with an update at this meeting.

Best regards,

Matt Bailey

Riley Guerrero

Esteemed Members of the System Expansion Committee,

Pierce County Housing Authority (PCHA) is offering comment for this meeting regarding the preliminary proposed light rail expansion. PCHA is an affordable housing provider in Pierce County that owns and operates 727 apartments across ten communities, as well as a federal Housing Choice Voucher Program. We are here today because our largest community, Chateau Rainier, is directly bordered by - and quite possibly in the path of - the proposed routes continuing the Light Rail from Fife Station to the Tacoma Dome Station.

PCHA is excited for the expansion of the light rail to our community, and cheers that it will open doors for us and our neighbors to more easily use public transit to access employment, connect with community, and navigate the South Sound without having to rely on a car. We see this expansion as a great benefit to our County, and we were thrilled to realize that 248 of our families would soon be within walking distance of the Fife Station of a robust regional light rail system. However, we learned only through our partners at the City of Fife that one of the proposed routes would come through the backside of our property, causing major disruption to our residents during construction and complicating our long-term plans for the property.

PCHA is currently in pre-development for a Low-Income Housing Tax Credit rehabilitation of Chateau Rainier, which, to this point, we have operated as an naturally-occurring affordable housing complex without federal grants or investiture. This complete renovation of the property – including siding, roofing, structural work, systems improvements, and the interior renovation of our units – has been determined necessary to preserve this housing for another thirty years in service for our community, and to improve the conditions of the property for our residents. The uncertainty around the Sound Transit light rail extension and its possible impact on Chateau Rainier over the next fifteen years is making this rehabilitation significantly less appealing for investiture by Tax Credit partners with whom we've been in conversation, and is undercutting our ability to finance keeping this Transit-Oriented affordable housing development in proper condition for both the current residents and for the generations of residents to come.

Pierce County Housing Authority is very optimistic about the possibilities that will be brought to our region by the light rail. However, we do not want to see this project be balanced on the backs of the residents of affordable housing. The dark and disparate legacy of infrastructural megaprojects is one that we hope the light rail will eschew, and not carry down the rails in this system extension. We look forward to being an active partner to this Board, and working collaboratively to ensure that any sacrifices that our community may be asked to bear in the delivery of this vital public service be made whole.

Thank you for your time and consideration.

Sincerely,

Riley Guerrero

Planning, Policy, and Community Engagement Manager
(She/Her)

Pierce County Housing Authority

253.620.5478 Direct | 253.620.5445 Fax
11515 Canyon Road E. | Puyallup, WA 98373
pchawa.org

