

07/10/2025 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

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Brien Chow

Public Comment by Brien Chow at Sound Transit System Expansion Committee Meeting, Thursday, 7/10/25 at Union Station, 1:30 p.m.

I'm Brien Chow, co-founder of Transit Equity for All.

We have a once-in-a-generation chance to get this right.

The 4th Avenue Station, combined with the new Cascade Line...
is the clear, common-sense choice for a connected Region.

It strengthens our regional transit spine... linking Ballard to Tacoma... and Lynnwood to the airport...
with one unified hub in the Chinatown-International District.

It keeps the promise of more business, more foot traffic, more opportunities for the CID.

This isn't just about one neighborhood...
it's about access, equity, and efficiency for the entire region.

4th Ave Station keeps transfers easy... connections fast...
avoids steep hills, 12-minute walks, out-of-direction travel,
and elevator-only access of the preferred alternatives.

Let's not break the system with a broken spine blunder.

Let's build the smart... future-ready transit network the Region and the CID deserve... with 4th Ave. Station at its heart.

Thank you.

Move Forward on 4th! ... and Stay Off 5th!

Brien Chow

Co-Founder

Transit Equity for All

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Sound Transit Board Meeting Public Comment by Brien Chow, July 10, 2025, Union Station, 1:30 p.m.

I'm Brien Chow, co-founder of Transit Equity for All.

4th Ave Station + New Cascade Line:

The Right Choice for a Connected, Future-Ready Seattle

The Region and Seattle needs a unified, efficient transit system—not a fractured one. The 4th Ave Station, paired with the new Cascade Line, keeps our regional spine strong, seamlessly linking neighborhoods, commuters, and visitors. It's the smart, future-proof solution to keep our city moving forward—together.

☒ 4th Ave Station + New Cascade Line

The Right Choice for a Connected, Future-Ready Seattle

The “New Cascade Line” Is Coming in 2026 <https://amtrakcascades.com/stations/seattle/>

Amtrak Cascades is upgrading with modern Airo trainsets, bringing:

- Faster, more frequent service to Portland, Vancouver BC, Bellingham & Eugene
- Cleaner, more sustainable travel
- More intercity riders arriving in Downtown Seattle via King Street Station

Why 4th Ave Station Is the Smart Hub

The proposed 4th Ave Station is the only location where all major modes of transit converge:

- Ballard–Tacoma Link (Future 1 Line)
- Lynnwood–Federal Way Link (Current 1 Line)
- New Cascade Line (Amtrak Airo trains via King Street Station)
- Sounder Commuter Rail
- Regional + Intercity Buses

All within steps of each other, creating Seattle’s only true multimodal transfer hub.

Seamless Transfers Boost Ridership

- Riders on the New Cascade Line can walk 1 block to Link at 4th Ave Station
- No long walks, steep hills, or confusing transfers
- Easy for:
 - Seniors and mobility-impaired riders

- Families with luggage
- Daily commuters and regional travelers

Stronger Case for Federal Funding

- The 4th Ave option delivers real regional coordination
- Federal transit grants prioritize high-impact, integrated hubs
- This is the “generational investment” Seattle needs—uniting urban, regional, and intercity travel

✗ Why North & South CID Don't Work

Feature	☑ 4th Ave Station	⚠ North CID	✗ South CID
Transfer to New Cascade Line	☑ 1-block to King Street	✗ Long walk or elevators	✗ Elemental trek & far
Easy Light Rail Transfers	☑ Seamless & direct	⚠ Requires elevators	⚠ Disconnected station
Accessibility	☑ ADA-friendly	✗ Barriers & elevation	✗ Multi-elevator reliance
Unified Hub	☑ Central, connected	✗ Fragmented options	✗ No major connections
Future-Proof	☑ Scales with Amtrak & Link	✗ Limited benefits	✗ Weak long-term draw

☑ The Bottom Line

The 4th Ave Station is the only option that:

- Connects to the New Cascade Line (Airo trainsets)
- Supports a unified regional hub
- Is accessible, efficient, and ready for growth

👤 North and South CID options cannot match these benefits.

Don't break the spine...

Build the future...

Choose 4th Ave.

Move Forward on 4th! ...and Stay Off 5th!

Brien Chow
Co-Founder
Transit Equity for All

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Betty Lau

**Public Comment by Betty Lau, Sound Transit System Expansion
Committee Meeting, Thursday, 7/10/25, 1:30 p.m. at Union Station**

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

I'm excited about Sound Transit pledges of transparency and accountability, especially "continuous monitoring for improvements."

I am a member of the Citizens Accessibility Advisory Committee (CAAC), which advises on needs of those with disabilities and senior citizens. Here's what I'm seeing:

- Top down, tightly controlled agendas we are not allowed to add to
- No chair or vice chair, or meeting minutes
- Selective action: some concerns get elevated to the next level up while some are ignored
- No monthly meetings
- No report backs when asked for
- No requested briefings allowed such as given to the ISRD board and COP
- No final year-end report to the Sound Transit board to know how ST is doing with regard to concerns of those with disabilities and the elderly
- No way to report our concerns to the Community Oversight Panel to include in its annual report to the board
 - The annual COP report is always deficient on Equity and Social Justice part of its report. In fact, Equity and Social Justice is never mentioned in the annual report as though it doesn't exist as part of the Oversight report.

I find the above infantilizing, condescending, and demeaning.

Although we have age related limitations or disabilities, we of the CAAC are cognitively functioning adults. We want to be treated with the equity and dignity accorded to the Community Oversight Panel.

Whoever is structuring CAAC agendas and meetings needs talking to. Please see to it for the sake of transparency and continuous improvement.

Thank you.