

08/14/2025 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

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Joe Kunzler

Joe Kunzler here.

The world changed on Oct. 7, 2023. Many good local leaders have had to stand up to keep the Oct. 7 Wars from coming to their communities.

So I'm asking: Enforce and uphold the rules please.

Not just against Alex Tsimerman, but me and everybody else. Please.

Also: Sound Transit's rules helps others formulate theirs.

I'm not asking the meeting chairperson tomorrow to stand in the hot Vancouver airport (YVR) sun for justice silently like an Air Canada flight attendant.

Or squat in the hot sun and sounds of T-Mobile Park to call balls and strikes with the Mariners in a chase for the pennant.

Or be a Jewish-American hero and have to make "Never Again" *stick* while *also* standing up to that Aspergian self-described "Netanyahu from TeMu" Sound Transit 12 who is to the political right of you and wants to praise you to *anyone* in earshot.

Sort of like how Ginger Rogers is better than Fred Astaire in that she was in heels and dancing backwards... Or how when you want something said, ask a man.

When you want something done, ask an Eastside female transit leader. I can go on, I'm not kidding... ;-)

Or run around in pinstripes with football players in full pads and helmet while the fans at home and in the stadium boo you for interrupting the football game to do *your important job*: Enforce the rules. Hand out penalties. Keep play safe.

So please: Just uphold the rules. Call balls and strikes and throw the damn yellow flag. Like you always do.

Keep the faith with the Sound Transit 12s.

GO SOUND TRANSIT;

JOE

Betty Lau

**Emailed Public Comment by Betty Lau, Sound Transit System
Expansion Committee Meeting, Thursday, 8/14/25, 1:30 p.m. at Union
Station**

Hello, I'm Betty Lau, co-founder of Transit Equity for All, member of ST
Citizens Accessibility Advisory Committee (CAAC)

Boldface items are from the Puget Sound Regional Council Coordinated
Mobility Plan. These 7 principles are derived from Regional Transportation
Needs. My comments are in brackets:

- **Shorter trips with fewer transfers.**
[N of CID causes extra transfers, longer trips and out of direction
travel, especially for those coming from the Eastside--see 41st
Legislative District Resolution]
- **More services at times and places people need them.**
[N&S of CID are too far away from the CID and other transit modes with 12-
minute walks, steep hills & busy streets to cross]
- **Easy-to-find information on services and language support.**
[No multi- lingual signage, let alone any tactile maps and adequate signage in
braille]
- **Better access to healthcare and essential services.**
[N of CID replaces the more accessible original Midtown at Madison with its
superior access to healthcare and essential medical services connected via
Rapid Ride G Line-- critical for seniors and those with disabilities]
- **Affordable options for low-income families**
[200,000 sq. ft. available in CID buildings [HSD survey]
- **Well-connected, ADA-accessible infrastructure.**
[Aforethought, not Afterthought in station planning & design;
N&S of CID: deep shafts, forced out of direction travel, longer trip times, 12-
minute walks; South of CID doesn't connect to major employment or housing

centers with the station platform at 6th & Royal Brougham; farthest from other transit modes]

- **Better regional coordination to meet growing needs.**

[N&S of CID stations create a broken spine for connectivity and in bypassing CID, breaks the promise of benefits of light rail to CID communities of color.]

The best option that doesn't destroy the CID is the voter approved and community promised 4th Avenue Transit Hub! Or an as yet unthought of alternative.

The Eiffel Tower, the Panama Canal, the Moon Landing, and Japan's Bullet Train were all thought to be impossible, but ingenuity solved the problems. And it can solve the problems of finding another way that keeps Sound Transit's promises to connect the Region, including the communities of color of CID.

Thank you.

Sources: HNTB, Jan. 2023; VMS, Nov. 2023; PSRC; HSD 2025

Brien Chow

Public Comment by Brien Chow at Sound Transit System Expansion Committee Meeting, Thursday, 8/14/25 at Union Station, 1:30 p.m.

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

The Chinatown–International District is the vital heart of our regional transit network... the only place where Link light rail, Sounder commuter rail, Amtrak, buses, and streetcars all connect.

The current ST3 plan for the CID, whether the **5th Avenue station or the split North and South stations**, threatens to break this critical hub apart.

This will force riders into long, unsafe transfers, hurt small businesses, and go against Sound Transit's own equity promises.

Communities are united in demanding that Sound Transit stop, listen, and get it right the first time.

The best solution is the **4th Avenue Super Hub...**

... a plan that connects all transit modes seamlessly, protects this historic neighborhood,

and **builds a world-class, accessible, and connected transit system worthy of the next 100 years.**

I urge you to take immediate action to rethink the current CID plan

... and choose the solution that genuinely serves our community's needs, honors equity commitments, and strengthens the entire region's transit future.

The time to get this right is now—our neighborhood and riders deserve nothing less... Thank you.

This is why *Sound Transit* must...

Move Forward on 4th! and ***Stay off 5th!***

Brien Chow

GO TO FOR INFORMATION.. linktr.ee/TransitEquityforAll_MFo4th

Written Public Comment by Brien Chow at Sound Transit System Expansion Committee Meeting, Thursday, 8/14/25 at Union Station, 1:30 p.m.

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

Communities across our region are calling for Sound Transit to pause and reconsider key parts of the ST3 plan.

This isn't about stopping progress; it's about ensuring that billions of dollars in transit investments deliver safe, accessible, and connected service for everyone.

Too many current plans, especially in the CID, threaten to break vital transit hubs apart, deny access and opportunities, create long, unsafe transfers, force out-of-direction travel, and disproportionately harm the vulnerable: over 1,300 elderly non-English speakers, small immigrant businesses, the infirm, and people with disabilities.

It's time to listen to these concerns and build a transit system that truly works for ALL riders—now and for generations to come.

*“The Chinatown–International District...
Is the core of our entire transit network.”*

- It's the only place where:
 - ❖ Link
 - ❖ Sounder
 - ❖ Amtrak
 - ❖ Buses
 - ❖ Streetcars*all connect.*

Problems with Current Plan

- Current ST3 plan for the CID... **5th Avenue station or split North/South stations ... will:**
 - Break this hub apart, aka **“Broken Spine”** (Sound Transit Board term)
 - Create long, unsafe transfers (HNTB, 2023)
 - Force out-of-direction travel (HNTB, 2023)
 - Create a station that connects to...nothing (VMS, 2023)
 - Hurt small businesses (ST DEIS Dec. 2021)
 - Go against Sound Transit's equity promises (Title VI, Language Assistance Program)
 - Destroy the National Register Seattle Chinatown Historic District with years of street closures, resident & business displacement
 - Erase CID as the cultural center of Washington state's Asian American communities

Call to Action!!!

- Communities demand:
 - **Stop...** before making costly mistakes.
 - **Listen...** to those who will live with these decisions.
 - **Get it right...** once and for all.
 - **Don't waste billions...** on flawed, disconnected stations.

A Better Solution!!!

- **4th Avenue Super Hub:**
 - Connects everything
 - Protects the CID neighborhoods
 - **Builds a world-class, accessible, and connected transit system worthy of the next 100 years.**

This is why *Sound Transit* must...

Move Forward on 4th!

and *Stay off 5th!*

Brien Chow
Co-Founder
Transit Equity for All

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GO TO FOR INFORMATION... linktr.ee/TransitEquityforAll_MFo4th