

11/13/2025 System Expansion Committee
Meeting Written Public Comment
Submissions

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Lynda O'Brien

These trees in LFP help with global warming. They are home to Bald Eagles and other bird species. There is already a BAT lane heading towards town and rail stations.

These trees are irreplaceable. At a cost of 83 million to save a commuter 2 minutes appears egregious and ridiculous.

By using signalized intersections and short-queue jump lanes while allowing for sidewalks if desired-transit-speed improvements would be nearly identical to a full lane build out.

Please save our trees and put the \$83 million to a different project.

Please put an immediate pause on tree removals, demand a transparent revaluation of alternatives and make sure your environmental priorities are matched by action.

Thank you in advance for doing the right thing by shutting this project down.

Best Regards,

Lynda O'Brien

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Form letter related to I90 trail lights

The following form letter was submitted by over 100 individuals.

Sound Transit Board,

Many lights that should illuminate the I90 trail near Judkins park have been inoperable for more than a year now, they need to be fixed!

The I90 trail is a very important connection for local community members, connecting to park spaces on the I90 lid, Thurgood Marshall Elementary, Washington Middle School, and many other local destinations.

The I90 trail is also a major component in the greater regions bike routes, as it connects directly to the I90 bridge and the Eastside, Beacon Hill via the Mountains to Sound Greenway trail, Little Saigon and Capitol Hill via the Jose Rizal Bridge, the CID via Dearborn Ave, the Central District via the Central Park Trail, and the Rainier Valley via the MLK Jr Way bike lane.

The upcoming opening of the Judkins Park light rail station will make this area a transit hub too. Making sure transit riders have a positive first experience will ensure that transit riders continue to use the 2-line. Fixing the lights will help guarantee that the 4Billion+ investment in the 2-line pays off.

Given the myriad uses of this park space, fixing the lighting needed to be a priority, but the lights have been off for more than a year. Please prioritize fixing the lighting!

Betty Lau

Written Public Comment by Betty Lau at System Expansion Committee Meeting, Thursday, Nov. 13, 2025, 1:30 p.m., Union Station

I'm Betty Lau,

The good news is an emergency plan for light rail evacuation of those with disabilities and guide dogs is being developed and has been tested! Thank you!

In the spirit of CEO Constantine's call for "continuous improvement" and ST Board Chair Somers' 6 Principles (1) do what is best for the region, 2) put riders first, 3) foster inclusive collaboration, 4) be responsible stewards, 5) act with transparency, and 6) use data informed decision-making), here are areas of further need to improve:

The Community Accessibility Advisory Committee (CAAC) is still treated inequitably. We had requested a presentation on BLE, the same one provided in ST workshops and open houses. What we got was a watered-down version from that given in public meetings. We learned there are two segments called BLE and WSLE, the number of stations and two are called Dearborn Street (South of CID) and one is called Midtown (North of CID). A new DEIS is being written to be completed in winter or spring.

The presentation also differed in the lack of maps, illustrations, details on locations, preferred alternatives or the differences between them.

During Q&A, questions were met with silence. They are:

1. "Why is one station called Midtown when it's not in Midtown? It's confusing"
2. "How many transfers do the North and South alternatives entail, and what are the walk times between stations?"

3. “In emergencies, how will you deal with those with disabilities who have limited or no English?”

The silence on questions reminds me: “The absence of information allows those who are not complicit, but unaffected by wrong-doing, to look away.”

One Day, Everyone Will Have Been Against This,

Omar El Akkad, American journalist & award-winning author

Further, “It also underscores the County’s ongoing efforts to promote accessibility, remove barriers to employment and build a culture of belonging for all residents.” KC Councilmember Girmay Zahilay constituent newsletter, Oct. 31, 2025

It’s tough to feel “belonging” with the North/Midtown at James and South/Dearborn St. of CID Bypass Plan. It’s the same as being left behind. Imagine the extra travel burden imposed on those with disabilities.

Watered down workshops and silence when questions are asked don’t align with this promise:

“Sound Transit remains committed to working closely with its partners to continue serving the public. Efforts will continue to prioritize serving riders who depend on Sound Transit’s services, *including seniors, people with disabilities, Title VI protected populations (race, color, national origin), low-income and limited-English-proficiency populations.*” *Ibid*, emphasis mine.

What partners? The Sound Transit Community Advisory Committees (CAGs) were disbanded in 2022!

As a senior of color and representative of a Limited-English-Proficiency (LEP) population with infirmities and disabilities, we continue to be marginalized.

Treat CAAC members as cognitively functioning people. Give us the same information with the same materials staff provide at public workshops and open houses! Answer questions. That’s what equity and collaboration look like.

Aforethought, not Afterthought!

Thank you.

Public Comment by Betty Lau at System Expansion Committee Meeting, Thursday, Nov. 13, 2025, 1:30 p.m., Union Station

Hello, I'm Betty Lau from the Chong Wa Benevolent Association and the Citizens Accessibility Advisory Committee (CAAC).

Thank you for the emergency evacuation plan for those with mobility issues.

More improvement needs to happen about information requested by CAAC. We were given information more suitable for 3rd graders. Details on stations provided at Sound Transit open houses are withheld from us.

A. Questions were met with silence. Here are two of them:

1. "Why is one station called Midtown when it's not in Midtown? It's confusing."
2. "How many transfers do the North and South alternatives entail, and what are the walk times between stations?"
3. "In emergencies, how will you deal with those with disabilities who have limited or no English?"

A. Meetings are every other month, thus slowing down the flow of information to us and slowing down the feedback we are providing. This needs to change to monthly, to align with equity with other Sound Transit committees.

B. There needs to be a CAAC culminating report to the Community Oversight Committee for inclusion in their annual report.

Finally, remember King County Executive-elect Zahilay's pledge that "Efforts will continue to prioritize serving riders who depend on Sound Transit's services, *including seniors, people with disabilities, Title VI protected populations (race, color, national origin), low-income and limited-English-proficiency populations*" (*Ibid*, emphasis mine).

Aforethought, not afterthought! Thank you.

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Further, “It also underscores the County’s ongoing efforts to promote accessibility, remove barriers to employment and build a culture of belonging for all residents” (KC Councilmember Girmay Zahilay constituent newsletter, Oct. 31, 2025).

It’s tough to feel “belonging” with the North/Midtown at James and South/Dearborn St. of CID Bypass Plan. It’s the same as being left behind. Imagine the extra travel burden imposed on those with infirmities and disabilities.

Watered down workshops and silence when questions are asked contradict this promise:

“Sound Transit remains committed to working closely with its partners to continue serving the public. Efforts will continue to prioritize serving riders who depend on Sound Transit’s services, *including seniors, people with disabilities, Title VI protected populations (race, color, national origin), low-income and limited-English-proficiency populations.*” *Ibid*, emphasis mine.

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Aforethought, not Afterthought!

Thank you.

Form letter related to Ballard Link Extension

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.

Sincerely,

Vincent Srey

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