

Appendix E

Public Comments

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Date received	Communication	Contacts
10/24/2024	The station at 14th/15th and Market has an issue with 15th St impacting the catchment area. A shallow pedestrian tunnel from the station to 20th would alleviate that and expand ridership to the dense part of Ballard to the West. A moving sidewalk would be an A+ transit upgrade but not required.	James Bushell
10/24/2024	The path forward should be the quickest one. This project is already 2 decades beyond needed, so waiting another decade (or more!) is preposterous. If elevated is faster to approve and build than a tunnel, then do that. Just get it done!	Athena B
10/24/2024	There is no need to continue studying the CID North/South plan. The community has shown outstanding support for both the 5th ave and 4th ave alternatives which should be the only ones to move forward. Shallow, mid, and deep are all viable for further study. In Ballard, the elevated 14th plan is likely best but studying the others is fine. Similarly, the consolidated Denny and SLU option should not move forward. The voters expect two stations, not one and construction impacts have been given too much importance in this 100+ year decision. The priority should be low cost, fast construction building the best system possible for our great grandchildren.	Erik Nielsen
10/24/2024	I cannot possibly state how imperative the 4th Avenue alternatives are to our city's future. Any additional cost is worth it in the long run and frankly I would only want my tax dollars going to one of the 4th Avenue alternatives. We can't afford to get this choice wrong. Seattle DESERVES a transit hub with connections and transfers as easy as LA's Union Station. Unless we're moving Sounder and Amtrak, building a new streetcar, and fundamentally restructuring the entire local AND regional bus network, Dearborn North/South is NOT an option. It is absolutely ridiculous that this great city is being teased with such staggering mediocrity. It has got to be 4th. The end.	Daisy Quinn
10/24/2024	Please select the 4th avenue alignment for this portion and really maximize the activation plan of the area around Union Station. The north and south of CID alignment will needlessly add transfers for riders between light rail lines, as well Amtrak and sounder, meaning that some will opt for other modes altogether which is at odds with the goal of building light rail in the first place. Please do the right thing, not the easy thing here and let's build something the next several generations will benefit from.	Efrain Hudnell
10/24/2024	I am one of the artist tenants at Inscape and the link extension construction will directly affect my working conditions as an artist and a small business. There are over 100 studios and even more tenants - I share a studio with 2 other artists. The ongoing noise and sound pollution will contribute to the displacement of Seattle artists, all of us already undervalued by the city for our cultural contributions to the community. Accommodations must be made for the tenants by funding provided to protect the infrastructure and historical/cultural impact of the building. Air purifiers, noise reducing windows and other investments are costs that tenants cannot burden on their own, with many tenants including myself being threatened with being priced out of the community. All considerations must be made to preserve the arts community in the Chinatown International District. Please hear the many voices of the current tenants of Inscape and consider the future of the arts and culture of Seattle by investing in our ability to flourish.	Bailee H
10/24/2024	Please make sure the transfer at CID is as seamless as possible	Oliver Chen

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10/24/2024	<p>I am concerned about the impact of the preferred alternative Dearborn station on the Inscape building, where I am one of many artists renting space for my business. This is especially a concern for me during the long construction time... vibrations, dust and noise could make working in our studios difficult or even impossible, especially since our historic building does not have double paned windows or modern filtration systems. I hope you realize that single building is home to ~100 small businesses who may need mitigation during your construction. The bigger picture also confuses me - I understand that reworking an existing station costs money, but it seems bad for system usability to add a 3rd station in the neighborhood at Dearborn, instead of facilitating easy transfers at Stadium and/or King Street. I do see some benefits to the station coming to Dearborn - it's not all negative - but I really hope you prioritize supporting the existing artist scene. The city is a rough place for artists these days and I am worried Sound Transit will inadvertently make that worse. But it could be amazing - you could activate our south end of the CID and include additional arts facilities in whatever developments accompany the new station! Please remember our community in your planning.</p>	Irene Nelson
10/24/2024	<p>Complex lang span structures or structures in urban environment are expensive to construct and disruptive to repair. It would be ideal that they are designed for 100-year service with minimal and predetermined maintenance. This thought must be set prior to even developing the RFP and must certainly be listed in the RFP if owners want the structure to last 100 years. If the structure need to be replaced prematurely, it not only increases the cost but also increases the carbon footprint and taxes the environment. Multiply this by the ten of thousands of structures we build, it can be very expensive both monetarily and environmentally. Would there be a requirement for corrosion control plan to achieve 100-year service life design? If yes, would the owner list it as a requirement of the project?</p>	Siva Venugopalan
10/25/2024	<p>I think this is all great and encourage the prime focus being on most efficiently moving the most amount of people to the most places they want to go. I.E. the SLU station, that doesnt look to close to where the large employers actually are. Im, not saying cater to Amazon or whatever but my interest is getting so many cars off our limited road space if they dont have to be there.</p>	Gabriel Lungstrom
10/25/2024	<p>As a business owner in both Pioneer Square and the International district, I am excited to see more transit serving those areas. However, I would prefer the 4th ave extension, as it has the least impact on small businesses in the area.</p>	Joseph Kent
10/25/2024	<p>Please build the preferred alternative with a tunnel under Salmon Bay and a station at 15th Ave. If we can't build this alternative then we should not build anything at all. Building an elevated bridge because it costs less is a terrible short term solution to a long term problem. Thanks, John</p>	John Walters
10/25/2024	<p>I lease an art Studio at the Inscape Building at 815 Seattle Blvd South. (the old INS building). The line is proposed to go alongside our building. I would like make sure that those of us who make our livelihood in this area not be displaced or disrupted too much. Inscape is an established community of art in the city and needs to be maintained.</p>	Jennifer Towner

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10/25/2024	<p>The SODO/Chinatown station must be a 4th avenue option. The interchange between lines and King Street station is essential both for Seattle's future and quality of transit. The issue is speed and reliability which is what transit needs if it's a fairer, lower cost, and more environmental alternative to cars. Any walking time between stations puts the preference to driving. I lived in Montreal which had a blue, green and orange metro lines. Each has two points of intersection. When one line fails you can take the other line. The lines do fail or there's a security incident. You don't want people to be stuck. It gets extremely crowded and unsafe. For reliability and speed of the lines which is equality factor in transit we need two high quality intersections between the two downtown lines. Otherwise, the whole system can fail. Look at the Montreal map and think from a route planning perspective when there's an electrical problem. We need 4th avenue or an adjacent station to the existing one in Chinatown.</p>	George Fisher
10/25/2024	<p>Please just build the Ballard Link Extension. Accelerate your timelines and stop this endless deliberating and attempts to appease everyone. These delays increase costs and threaten the entire project. Follow through on your promises to voters and build Ballard Link.</p>	Matthew Bailey
10/27/2024	<p>Keep the 4th ave option as the preferred alternative. It makes for a better more connected full system. Move forward on 4th!</p>	Gavin Yehle
10/28/2024	<p>The original Ballard Link ST3 Candidate Project clearly depicted a station at Jackson Street. The at-grade options were ruled out, and new alternatives developed. Whether it's under 4th or 5th, the project we voted for was meant to include a Jackson Street station. The North/South alternative feels like a slap in the face to those of us who voted yes on ST3.</p> <p>Build what was promised, or spend millions studying the North/South option only to uncover the same—if not more—hidden costs that previously deterred you from 4th Avenue. This city needs an alternative with a station at Jackson Street, and we're willing to invest in it. If inconvenience was acceptable, I wouldn't have voted for ST3 in the first place.</p> <p>map image attached</p>	Daisy Quinn
10/28/2024	<p>WSBLE Lauren Swift Central Corridor Environmental Manager Sound Transit 401 S. Jackson St. Seattle WA 98104-2826</p> <p>Dear Ms. Swift,</p> <p>I am writing as an individual member of the public in response to the Federal Transit Administration's Notice of Intent to Prepare an Environmental Impact Statement (EIS) dated February 12, 2019 and amended notice dated March 11, 2019 extending the comment period.</p> <p>I have three requests that I explain in further detail below:</p> <p>Eliminate or modify the Sound Transit "representative" alignment as part of the Draft EIS and defer selection of a preferred alternative until additional preliminary engineering work is completed.</p>	Rick Krochalis

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	<p>Evaluate the feasibility of a consolidated multimodal transportation station as an integral part of the new CID station, regardless of whether a 4th Avenue or 5th Avenue alignment is eventually chosen.</p> <p>Explore and evaluate Transit Oriented Development (TOD) in all station areas as integral feature of the analysis of each alternative and individual station siting. Consider different governance models to partner with Sound Transit for possible joint development opportunities.</p> <p>My first comment is that I appreciate the intensive level of Sound Transit planning and community involvement that has gone into the development of alternatives to be considered in the EIS scoping process consistent with 23 CFR part 450.318. It should be noted, however, based on this referenced regulation, and I quote, with emphasis added that:</p> <p>"Specifically, these corridor or subarea studies may result in producing any of the following for a proposed transportation project:</p> <p>Purpose and need or goals and objective statement(s);</p> <p>General travel corridor and/or general mode(s) definition (e.g., highll@y., transit, or a highway/transit combination);</p> <p>3. Preliminary screening of alternatives and elimination of unreasonable alternatives;</p> <p>4. Basic description of the environmental setting; and/or</p> <p>5. Preliminary identification of environmental impacts and environmental mitigation."</p> <p>My point is that this transportation planning work undertaken by Sound Transit to date can certainly be used for preliminary screening of alternatives and preliminary identification of environmental impacts, but scoping under NEPA and the rigorous analysis performed as part of the Draft EIS process must be used to determine and analyze the reasonable range of alternatives studied by the lead agency, Sound Transit and the Federal Transit Administration. The "representative" alignment used by Sound Transit to compare other alternatives during this pre-NEPA planning process is not required to be selected without any modification to be one of the alternatives subjected to detailed study in the Draft EIS. The Sound Transit analysis presented to the Elected Leadership Group on February 1, 2019 and the Stakeholder Advisory Group on January 30, 2019 showed several charts labeled Level 3 evaluation, Overview of Key Differentiators and Key Considerations Ballard Terminus Station. What is important is that these charts summarized many low and medium performing evaluation measures for the ST "representative" alignment as compared to two other potentially higher performing alternatives.</p> <p>Either the ST "representative" alignment should be eliminated at this time or a new "hybrid" representative alignment should be developed during the Draft EIS process before elected officials are asked to make a decision on what alternative should be considered the "preferred alternative." With only concept level design work completed during this pre-NEPA transportation planning and community engagement period, additional preliminary engineering completed as part of the Draft EIS process would allow a higher degree of reliability in selecting a preferred alternative.</p> <p>My second comment concerns using Sound Transit's stated Purpose and Need statement to develop and evaluate alternatives and select a preferred alternative. Several of the Sound Transit Purpose and Need statements directly relate and support the community's interest in</p>	

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	<p>further analysis of an alternative(s) which includes a multi-modal transportation and cultural hub linking King Street and Union Stations as a component of the Chinatown-International District (CID) Station. These statements quoted from the Federal Register Notice dated February 12, 2019 are:</p> <p>"Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.</p> <p>Connect regional transit centers as described in adopted regional and local land use, transportation and economic development plans and Sound Transit's Regional Long Range Plan Update (Sound Transit, 2104).</p> <p>Expand mobility for the corridor and region's residents, which include transit-dependent, low-income, and minority populations.</p> <p>Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies."</p> <p>The future CID station is the only station where all three light rail lines converge for transfers, is in close proximity, but not connected to Sounder Commuter Rail, Seattle Streetcar, Amtrak Intercity Rail, King County Metro and ST Express buses.</p> <p>Currently, these pedestrian transfers between modes are confusing and riders need to cross busy streets. As far as consistency for the proposal of a multimodal transportation hub in South Downtown with local land use plans and policies, the following excerpts are relevant:</p> <p>From Puget Sound Regional Council's Vision 2040 Plan:</p> <p>"MPP-T-32: Integrate transportation systems to make it easy for people and freight to move between one mode or technology to another."</p> <p>"MPP-T-21: Apply urban design principles in transportation programs and projects for regional center and high capacity transit station areas."</p> <p>Adopted Seattle Comprehensive Plan:</p> <p>"TG3: Meet people's mobility needs by providing equitable access to, and encouraging use of, multiple transportation options."</p> <p>"TG 7.6: Work with regional agency partners to expand and optimize cross-jurisdictional regional light rail and bus transit service investments that function as a single, coordinated system to encourage more trips to, from, and within Seattle on transit."</p> <p>I request that Sound Transit evaluate the feasibility of a consolidated transportation station as an integral part of the new CID station, regardless of whether a 4th Avenue or 5th Avenue alignment is eventually chosen.</p> <p>Finally, I would like to ask Sound Transit to work with the City of Seattle, as a cooperating agency under NEPA based on the Partnering Agreement between both parties signed on January 5, 2018 and December 10, 2017, respectively, to fully explore and evaluate Transit Oriented Development (TOD) in all station areas (See Partnering agreement section 2.3.4) as an integral feature of the analysis of each alternative and individual station siting. Sound Transit set the standard for high quality economic analysis studies of potential TOD sites along the light rail corridor from Tukwila to Federal Way and included the results in the Draft EIS for this project. This type of work should be replicated for the West Seattle to Ballard Link Extension. The scope for work for TOD studies with the</p>	

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	<p>City of Seattle would need to be developed to also take advantage of possible public-private partnerships with priorities set for those stations with the highest potential for redevelopment and increased ridership.</p> <p>The FTA Federal Register Notice dated February 12, 2019 page 3543 previewed such opportunities for joint development stating:</p> <p>"The build alternatives could also include transit related roadway, bicycle, maritime, and pedestrian projects by Sound Transit or others. Those improvements may be eligible for federal funding and could be part of the transit project or constructed together with it as part of a joint effort with agency partners, thereby meriting joint environmental analysis. This could include access improvements around station areas and over waterway crossings. Sound Transit would identify these improvements and could include them as it works with partner agencies."</p> <p>There is a sufficient planning and development time horizon for Sound Transit and the City of Seattle to learn and adopt best practices from other metropolitan areas with similar TOD opportunities. Both Denver and San Francisco took a long term planning approach to create a compelling vision and agree upon suitable governance models to partner with their regional transit agencies. San Francisco's Transbay Transit Center development was governed by a Joint Powers Authority and Denver's Union Station used three special purpose authorities for its work.</p> <p>Both projects gained federal funding to support these multimodal stations. There are at least two Public Development Authorities in Seattle whose jurisdiction covers the CID station area and other stations may require the engagement of different public private partnership entities.</p> <p>Thank you for the opportunity to comment.</p> <p>Sincerely, Rick Krochalis, AICP</p> <p>Copy to: Federal Transit Administration City of Seattle SCIDpda Historic South Downtown PDA</p>	
10/29/2024	<p>The preferred alternative makes very poor station choices in and around Pioneer Square and International District. The 4th Ave option is the best for our communities and the transit system at large. Not further researching this now will delay the system further and lead to cost increases.</p>	Ben Williams
10/29/2024	<p>While it may be cheaper and easier today, an alignment with no proper CID hub will be far more detrimental in the long term. A good, connective transit system in the future should be more important than a little cost savings now — and the best way to reasonably achieve that is a 4th Ave shallow/shallower alignment.</p>	Quinn Cook
10/31/2024	<p>Please choose the 4th Ave Shallow alternative or any of the other alternatives that provide easy transfers at the current line 1 CID station at Union Station. This station would act as the primary transit hub for Seattle providing for a better connected community as a whole.</p>	Andreas Keller

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10/31/2024	<p>Given that existing 1 line riders will have to transfer to travel north of Westlake, the transfer experience needs to be as quick and painless as possible. The preferred option of Dearborn/CID South fails in this respect. I urge the board to proceed with the 4th Avenue Shallower option as it would provide the quickest transfer. This would also benefit Eastside riders transferring southbound. Do not repeat the mistake of not prioritizing the rider experience as was done at Mt Baker station and others!</p>	Evan Nelson
11/01/2024	<p>I live in Ballard and, while the repeated delays of the Link extension are frustrating, even more frustrating would be getting this project wrong-- which I feel Sound Transit is about to do. The North and South of CID plan makes no sense at all. The South of CID station at 6th and Dearborn is essentially useless, and missing an opportunity to create a multimodal transit hub at Union Station is incomprehensible to me. Please for the love of everything sacred just do the CID and Midtown stations like originally planned and voted on.</p> <p>Thank you,</p> <p>Ted Hastings 98117</p>	Ted Hastings
11/04/2024	<p>Dear Ballardlink,</p> <p>I am a north Ballard resident and I support the preferred alternative of putting the terminal on 15th. This will allow for possible extension in the future to Holman Road and beyond. I have no opinion on tunneling vs above water crossing of the ship canal, however, environmental and budget considerations (versus aesthetics, etc.) should be taken into consideration.</p> <p>Thank you,</p> <p>Leila El-Wakil Loyal Heights</p>	Leila El-Wakil
11/04/2024	<p>The 4th Avenue options for International District/Chinatown are the only options that seem feasible and sensible.</p> <p>The 5th Avenue/Harrison Refined option makes the most sense in tandem with that.</p> <p>The new preferred alternative of having a completely new "South CID" station is absolutely mad from a passenger logistics standpoint and was clearly initially thought of by someone who never rides the light rail or trains in general.</p> <p>Also, as an aside, the proposed "Seattle Center" station should probably be called "Uptown/Lower Queen Anne" or something to that effect, as none of the proposed locations are actually in the Seattle Center, and the monorail already refers to their station at the Seattle Center as "Seattle Center Station". Having two different transit stations called "Seattle Center" would be confusing.</p>	Duncan Adelaide

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11/05/2024	<p>I am worried about the preferred alternative route for the following reasons: (1) Wouldn't tunneling under the ship canal be FAR more expensive than an elevated bridge? (2) It seems to me that NONE of the route alternatives provide a station in the heart of the business & retail hub at South Lake Union, (the center of South Lake Union is near Mercer & Westlake and NOT at Aurora & Harrison) so why do all of these plans skip that area???? (3) I LIKE the preferred alternative that appears to provide an additional station for the ID/Chinatown, which could also help reduce the station bottleneck whenever a stadium event ends</p>	Mark Eshom
11/06/2024	<p>This is the 21st century. Please do this right and make the Ballard link extension underground. It may be more expensive at the outset, but it is the most sensible approach in the long run. This entire project is for the long run, is it not? Then please do it right from the beginning, instead of cutting corners to save a few dollars. Such approaches inevitably end up costing more in the long run. And marring the landscape in the middle of this beautiful city is too high a cost.</p>	Jeanette Brinster
11/06/2024	<p>If we can push through the ~\$7 billion west seattle link extension, we must get the route for the Ballard Link extension finalized and ensure it creates the best system for those who live in the CID and those who are traveling or commuting through.</p> <p>There is widespread support, especially within CID, for a shallow 4th Avenue Link station for the Ballard extension. Such a station would benefit residents of the CID as it would give them a truly world class transit connection to every part of the region, helping with economic mobility and reducing air pollution as less cars and trucks would need to travel through the historically disadvantaged neighborhood. It also simply makes financial sense as you get the most bang for your buck by building a station connected to the existing CID station instead of building two stations north and south of the CID. Doing so would not only be a massive headache for commuters and transit riders (20 minute transfers, awkward tunnels, you name it), but it would be terrible for the residents of the CID for the same reason. Not to mention building two stations is far more expensive than building one placed in such a prime location.</p> <p>We need to give the residents of the CID the connectivity to the region they deserved decades ago. Building the 4th Avenue and Jackson station for the Ballard Link extension is a must for us to begin to repay the community of the CID for all the hardships forced upon them by decades of racism and redlining.</p> <p>Building the 4th Avenue CID station for the Ballard Link extension is a must to ensure greater equity for the residents of the neighborhood and for Seattle to have a world class rail transit system for centuries to come.</p> <p>In addition, I do believe the South Lake Union station, or the track between that and the Interbay station, should have a flyaway built to allow for Link down Aurora Avenue in the future. It would add construction costs to the extension, but if we are to realize the City's Long Range Rail Plan released last year, that is also a must. In fact, we could use the money that would go to the north and south CID stations (since we should and must build the 4th Ave CID station) and use that to fund the construction of the flyaways. Doing this would also massively reduce construction costs and disruptions to the 1-line if we build an Aurora extension in a future capital project package.</p>	Wilson Bailey

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11/07/2024	<p>I'm new to this agenda but I would definitely love to see a light rail extension in the Ballard neighborhood. About 6 years ago when I first moved to Seattle, I've always loved the Ballard area. I would take a bus from SLU (where I was living at the time) to visit the Locks, go to the Farmer's Market, play games at Mox and build furniture at Ballard Woodworks. I've since moved to the Ballard area as it's always been a place I've wanted to live. However, its distance from downtown and SoDo has made it a bit of a chore to frequent places that I still visit: Westlake/Pier 55 and the International District. (e.g. The Seattle Waterfront, Uwajimaya and the Seattle Bouldering Project) Having a way to get to these places without having to drive in traffic would encourage me to expand my shopping destinations and I'm sure it would encourage others to visit all the shops/businesses in Ballard, as well. Reducing traffic and general carbon emissions from driving would also be a huge benefit to our already congested city. The proposed route seems much more ideal as the elevated route runs near the already active railway. Neighborhoods near the exposed section would probably appreciate the consolidation from a noise and property value perspective. I'm no expert in rail construction but if we can build this in an eco-friendly, cost effective way, I think it would be of great benefit to both Ballard and the greater Seattle area.</p>	Justin Hedani
11/07/2024	<p>Strongly in favor of 4th ave shallow or shallower options for CID and a midtown station. Improved connectivity to Amtrak and other link stations. Disturbance for several years during construction is far better than permanent lack of high quality connectivity for the entire transit system. Please focus on the future for these kind of major one chance projects. There will be disruptions wherever the construction takes place, but this will ultimately be a boon for the economy of the ID area. Harm to the local economy and residents in the area can be minimized during construction and is temporary. Harm to the multi billion dollar transit system due to station locations that don't allow for fast connection between lines is permanent. Please focus on connectivity and future-proofing this transit system.</p>	Trace Johnson
11/07/2024	<p>Please label stations on displays. also details on elevator and accessibility, parking...North /South descriptions in Union displays hard to find and read about. Maybe a group walk through with explanations from knowledgeable staff. (with microphones?)Thank you.</p>	Sue Kay
11/07/2024	<p>What location would let us build more cultural facilities, like community centers spaces for small business and parks? - What are the current station design plans? Are we considering somethings like commercial or mix used type of station in Japan, rather than "just a station. 2. How much affordable housing could be build for elders or very low income families around the stations? 3. How long will 4th Ave will be shut down to build the station or stations ? 4. After the stations are built, how many more people in the CID will use the new light rail station?</p>	Esther Chen

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11/07/2024	<p>as a CID resident, my preference is for north and south station. as 2021 CAG member, it wasn't clear the traffic and impact during multiple game days. please do an impact study for when multiple game days are occurring on the same day. when multiple concerts and festivals are occurring on the same day. the impact of constructions and traffic when multiple things are happening. not just on a quiet regular day. how many of residents move out/displaced when construction occurred at other stations? what are the air quality impacts with 12 years of construction when we already have I-5? we already under a flight path how are air filtered? are there manual air filters? additional trees to clean up? what are the noise level under construction? right outside our window in little saigon, already has construction and i cannot hear during meetings with their drilling</p>	Yin Yu
11/07/2024	<p>I live in NE Seattle and commute to South Lake Union and Belltown frequently. I'd like to see more accessibility for people in South Lake Union proper, around Fairview/Westlake, easy connection from everyone who is IN SLU rather than on the outskirts of the neighborhood. Additionally, I have to bike, light rail, then bike again for my fastest commute - make it easier to bring my bike on the train or down to the platform.</p>	
11/07/2024	<p>I'm in support of expanding to Ballard. I was wondering if most people there have vehicles and it's already accessible I wish the train ran all night truly. The 1 line and 2 line should have one last train at 3AM or 4 AM. This would be in support of people who have been drinking.</p>	Julian Lewis
11/07/2024	<p>After reviewing all options for the BLE scoping session, I was disappointed to see that the North South option was the preferred alignment for downtown/midtown. The loss of the midtown station is massive, while the walk-shed is still relatively covered, due to Downtown Seattle's intense topography, I believe there is a disproportionate impact to the deletion of this station. For the Chinatown portion of the project, the 5th ave shallow and 4th ave shallower options seem to be the most compelling, with the reuse of part of Union Station's concourse as a passthrough for the 4th ave being the best for transfer options. With 4th street redevelopment already happening, it would make sense to go with the 4th street redevelopment option for the least disruption. The north-south option doesn't really add much in terms of new coverage. Boxed in by I90 and I5, the Dearborn location promises redevelopment that would already be able to happen with the current CID and stadium station locations. Additionally, the new Pioneer Square/midtown option is particularly bad because the eastern side of the walk shed for the station is cut off by I5. Neither of these stations bring anything new to the table and present significant drawbacks relative to the other alternatives. I implore the board to reconsider the preferred alternative in the CID/downtown portions of the alignment as this might be one of the most consequential decisions that they will make for the future of our system. Even if it took longer, doing it right the first time is important to the success of our transit.</p>	Dante Morelli
11/07/2024	<p>Seattle deserves to have a regional hub just like other cities. Everything should be close together and only the alternatives with a station at Jackson Street should be considered.</p> <p>Midtown deserves a station, the North/South alternative doesn't put one there.</p> <p>The closer Seattle Center station is to Seattle Center, the better.</p>	Daisy Quinn

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11/07/2024	<p>Will there be opportunities for conversation/formalized process around a community benefits agreement? Are there considerations for ETOD, community centers, parks, cultural facilities in areas of land purchased/used by ST for construction? Will there be opportunities for jobs/building related to the construction process that can be given to community members? What do affordable housing options look like/are being considered as the LINK is being built? Is there a process for "reimagining Dearborn" re: public lighting, restrooms, green space, etc?</p> <p>I have a preference for the North/South station alternative over the 4th or 5th stations. Thanks for the presentation and info!</p>	Stephanie Zhang
11/07/2024	<p>I prefer the north and south option, but I really want Sound Transit to be distinct on where the traffic mitigation and reroutes are, how long it's going to be, what the volume of cars and buses going into the neighborhood is, both Pioneer Square and the International District. I think we're really worried about pedestrian safety, how that's going to affect pedestrian safety. I think that's the biggest concern because one of my friends got hit on the southeast corner of Hing Hay Park about two months ago.</p> <p>He's a big guy, so he flew up in the air. He was hit by a white truck, so if anyone knows the white truck, please let us know who did it. He was a big guy, so he survived it, but if he was like an older auntie or uncle, they wouldn't have survived, so we're really concerned about pedestrian safety, and we want to see a clear plan on what Sound Transit's traffic mitigation plan is.</p> <p>(Given through Cantonese Interpreter Howard Chou:)</p>	Rachtha Danh
11/07/2024	<p>I'm concerned about the new station will have issue with the air pollution in the International District Chinatown area. I'm also concerned about the safety for the kids, also worried about the safety for the elderly, and then the air pollution issue. Mainly, it's the safety issue, air pollution and the lighting, but please take it into consideration for the younger kids and then the elderly people about the air pollution and the safety.</p> <p>(Given through Cantonese Interpreter Howard Chou:)</p>	Kai Kwok Wei
11/07/2024	<p>I've been attending meetings all along, and the main concern is if the stop is at the 4th Avenue, it's going to affect the Chinatown gate, and then also the Hing Hay Park is going to be affected. The business on 4th Avenue is going to be affected, so I prefer to have the stop built at 5th Avenue instead of 4th. The majority of the Chinese population live on 6th Avenue and the Main Street in that neighborhood and would like to have the area to be a little bit more peaceful and quiet, not having the station there to have a lot of people going back and forth, and the traffic is one concern that I have.</p> <p>(Given through Cantonese Interpreter Howard Chou:)</p>	Mei Fong Zhu
11/07/2024	<p>The main concern is the safety around the station. To the citizens of CID, especially the older people, they're afraid to go out in the night because of the safety concern. The other concern is the noise as well as the air pollution in the area. The main concern is the homeless people. There's too many of them walking around, and it's not safe for the elderly people. The elderly people, they're concerned for the next generation. (Given through Cantonese Interpreter Howard Chou:)</p>	Ru Juan Ma

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11/07/2024	<p>The station has a big impact with the environment, especially to the pedestrians that's walking, not taking the transportation. The intersection and the traffic lights also are a main concern. The other thing is they're building low income housing, and I'm very concerned, so moved over to 13th Street. This is the vandalism to the entry door. Within three months there were six incidents that they broke into the door of the residents, so it's very unsafe. Also, same thing, sound pollution and air pollution is also a major concern when they construct the new location. The main concern is the safety of the residents in the neighborhood. Hopefully, the government will pay more attention to the senior people.</p> <p>(Given through Cantonese Interpreter Howard Chou:)</p>	Diane Weng
11/07/2024	<p>During the construction, the biggest concern is the air pollution and the noise pollution, and the elderly people mostly live in the 520 Main Street, in that area. If the construction is in their neighborhood, they're afraid to go out because of the noise and the air pollution. The other big concern is the homeless people. If the station is built, they're afraid that there's too many homeless people. They already have multiple incidents where early in the morning they would be knocking on the door. That would make them very scared to go out. The recommendation is the station should be built a little bit further from Chinatown so that it'll keep the neighborhood safe. There's the crime rate. They had a resident in the same building who went to the triangular area where the bus stops are near 520 Main Street. One of the residents that lives in the same building got pushed and fell on the street. I heard him fall and knock his teeth out. The main concern is the crime rate, and the safety for the elderly people.</p>	Wei Lan Wong
11/08/2024	<p>Extend DEIS comment period to 90 days.</p> <p>2. Do a social and economic impact study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon.</p> <p>3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID</p> <p>4. Drop consideration of 5th Avenue alternatives because Sound Transit board member and Mayor Harrell has said they are "culturally infeasible to build."</p> <p>Thank you.</p> <p>Betty</p>	Betty Lau

Date received	Communication	Contacts
11/08/2024	<p>The new DEIS needs to include independent consultant's reports on North of CID, South of CID, and original Midtown stations in order to compare with the 4th Avenue Risk Study. It must include soil studies and risks of displacement of numbers of low income BIPOC to be displaced and numbers of social service agencies to be affected, numbers of non English/limited English speaking seniors and those in Nikkei Manor Assisted Living. 2. The new DEIS needs to include studies of current attendance at community programs for residents and the public, such as elder care and elder services, especially those with mobility and cognitive challenges, martial arts, the Wing Luke Museum, the Japanese American Museum of Seattle, day cares, public (Summit Sierra) and private schools (Puget Sound Community School), special needs students, language and citizenship programs, youth programming, culturally and linguistically appropriate health care and herbal clinics, community social service programs, language schools and how light rail construction for all the alternatives would impact such programming and services. 3. The new DEIS needs to contain a multilingual plan for informing non English speakers throughout the region of each station's impacts on how they will travel about the region on light rail outside of their immediate neighborhoods as per the Language Assistance Plan and Title VI.</p> <p>Thanks, Betty</p>	Betty Lau
11/09/2024	<p>Please change the Interbay segment to be an underground tunnel instead of an elevated guideway, especially along Elliott Ave. This is critical for limiting the noise level for this residential area during both operations and construction. There is already a lot of noise pollution from the freight trains and roadway, which is already highly disruptive in this residential area. Please don't add to the noise! Underground tunnel, please!</p>	
11/09/2024	<p>The Ballard Link extension is much more important than the West Seattle Link extension. If any funds or resources from WSLE can be diverted to BLE then please do so. BLE will serve on average almost 3x as many daily riders per station as WSLE indicating much higher demand. Just the C-ID station alone is estimated to have as many daily riders as all of WSLE. Also the cost per BLE rider is a whopping 34% the cost of WSLE riders. Please email me at intcreator@gmail.com if you would like to see the math; I can give you a spreadsheet. BLE makes more social and economic sense to push forward now compared to WSLE. I also support a shallow 4th avenue station for C-ID. That area has great potential to be a transit hub with the existing Union Station, easy access to King Street Station, and several local businesses. It will be expensive and time consuming to build, but it will be worth it over the next 100-200 years when the station saves time on BILLIONS of trips (32,150 daily riders * 365 days * 200 years = 2.35 billion trips). Please choose 4th avenue shallow to be a legacy of the beautiful C-ID neighborhood and bring travelers there for decades to come.</p>	Brandon der Blatter
11/11/2024	<p>In the CID, I think one of the 4th Ave options would be better than the preferred Dearborn option, because the underground pedestrian connection to the existing station will make it easier to transfer. I don't think people will be willing to walk all the way from Dearborn to the existing station to transfer, especially when it's raining. The 4th Ave option would also make it easier for people to transfer to Amtrak and Sounder trains. The 4th Ave option is also more convenient to places I want to visit in the CID, like Hing Hay Park and a lot of the restaurants. People will be less likely to visit the CID if the light rail lets out so far away from the businesses they want to visit.</p>	Nora Sandler

Date received	Communication	Contacts
11/11/2024	<p>I'm concerned that the Sound Transit Board of Directors are sacrificing long-term network connectivity for short-term cost savings in the identification of the preferred alignment for the Second Downtown Light Rail Tunnel. On the Sound Transit website, it states that the Board prefers (and will likely choose if nothing is done) a station being located south of the Chinatown-International District (CID) and the existing CID Light Rail station, with a transfer station being located at the existing Pioneer Square Station. This routing is bad for the general public and our regional development, and I think Sound Transit should select the 5th Avenue Midtown and the 4th Avenue Shallow CID station alternatives instead. Firstly, locating the new station south of the CID, practically underneath the Interstates 90 and 5 freeway interchange, by little means improves transit access to the historically disenfranchised, discriminated, and underserved communities of the CID. Secondly, this is not what voters wanted or voted on when Sound Transit 3 (ST3) was passed in 2016. On the ST3 Ballot Measure (then Proposition No. 1), the plan originally called for new stations to be located by the existing CID Light Rail station and by the Seattle Public Library Downtown, with the one by the Library dubbed "Midtown". This routing option still exists under the "4th Avenue Shallow" and "5th Avenue/Harrison Street" alternatives on their website, so reviving them is by no means impossible. Thirdly, this is simply bad for riders. The Midtown station located under 5th Avenue that this Preferred Alternative would delete would likely be the most used station on the entire Light Rail system, being located by the Library, Seattle's Civic Center, the Columbia Center, and First Hill. Moving this new station to be by the existing Pioneer Square station would not only steal ridership away from that existing station, but create a needlessly long transfer (potentially exceeding 10 minutes!) for those coming from Bellevue but who want to continue south to SeaTac or Tacoma. Furthermore, having the CID station south of the CID itself, would — beyond its low ridership and probable undeserving of the community — also eliminate the quickest options for a transfer from Bellevue heading south. Having the station in the CID, whether under 4th or 5th Avenues, would also allow for direct and seamless transfers with Sounder commuter rail and Amtrak at King Street Station. I think that action should be taken to correct historic injustices, fulfill the promise assured to our region in 2016, and improve the future generations of Transit riders. Thus Sound Transit should choose the 5th Avenue Midtown station and the 4th Avenue Shallow CID station alternatives for construction of the Ballard Link Light Rail extension project.</p>	Ryder Ransom
11/11/2024	<p>Project Purpose & Need: I am glad that Sound Transit is making progress on advancing the design for the Ballard Link Extension. It is a project that is needed for Seattle and will greatly increase access for rapid transit in the area.</p> <p>CID/SODO Alternatives: I would ask Sound Transit to change their preferred alternative from Dearborn Street to the Shallow or Shallower options underneath 4th Ave. Moving the station to 4th Ave makes transfers between stations easier because it would be between King Street Station and the existing CID Station on the 1 Line. Even though having a station at Dearborn street can increase the area around a station that is within 10-minutes by walking, this option reduces the potential for having a central hub for rail in Seattle. Having a central hub makes transfers easier and I believe will make a stronger case for development in the area.</p>	Ramon Rafols

Date received	Communication	Contacts
	<p>Downtown Alternatives: Because I choose a different alternative for the CID/SODO segment, that defaults me to the 5th Avenue/Harrison Street Refined alternative for Downtown.</p> <p>South Interbay Alternatives: I like the preferred alternative at Galer Street/Central Interbay for this segment. This is the best option because it is the closest option to the cruise ship terminals. An important consideration for this alternative is how people will be able to get to and from their cruise ships from the station. From the maps provided and using Google Maps, the station's location is not directly accessible to the cruise ship terminals. Having access to the terminals will be a big incentive for people to use this station during the busy summer months.</p> <p>Interbay-Ballard Alternatives: For this segment, I like the preferred alternative of a tunnel underneath 15th Ave. I think that both station locations are good. At the Interbay station, I would consider how pedestrians will be able to access the station to and from Magnolia. I am not sure if the sidewalks along W Dravus Street will be good/safe enough.</p>	
11/11/2024	<p>I have already submitted a comment on the Ballard Link extension, specifically about the placement of the CID/SODO station. I still stand by my belief that constructing it at 4th and Jackson would have the most benefits for the network as a whole due to ease of connections, but would also be the most equitable to the residents of the CID as it would give them a truly world class transit center that is entirely underground, so it does not disrupt the neighborhood the way Interstate 5 does. I believe the best option specifically for the CID/SODO station is not the preferred alternative, as the station placement leaves much to be desired. I believe the shallower 4th Avenue station is the best option as its construction would not only be the cheapest - it would also be the fastest to build, which would limit any disruptions due to construction and allow the residents of the CID to enjoy unparalleled access to the city's and the region's employment opportunities far sooner than deeper options or options that move the station away from Union Station and the existing CID station on the 1 Line. For the remaining station placements, I prefer the preferred alternative, although building elevated for the Ballard and Interbay stations would have advantages in cost savings and making further 1 Line extensions from Market and 15th cheaper to construct. However, I do have to prefer the tunnel option as a rotating bridge could disrupt operations whenever a tall boat is passing through the ship canal which happens quite frequently. This does mean that future expansion will be more expensive, though I could imagine an elevated junction station somewhere around 85th and Aurora (there is Phinney Ridge so having the portal out of that could work) to interact with an elevated alignment along Aurora Avenue before joining the 2 and 3 lines at Northgate and terminating there, leaving a flyaway for a potential expansion to Lake City and Bothell. That last part is definitely a more long distance vision, but I do believe the City of Seattle's Long Range Rail Plan from 2023 should be looked at closer when planning out future expansion programs like a Sound Transit 4 ballot measure.</p>	Wilson Bailey

Date received	Communication	Contacts
11/11/2024	The current preferred alternative (Dearborn) would severely cripple SoundTransit's ability to create a future transit hub at Chinatown/Int'l District. Any of the other alternatives will surely create a larger benefit for the people of Seattle in the long run, and a larger cost now will mean a better transit system for all those in the future.	Heerod Sahraei
11/11/2024	I am a huge proponent of having light rail in Ballard. I think it would be a great improvement for the area. We should prioritize speed/efficiency and not let NIMBYs get in the way of progress for the community.	Destinee Evers
11/13/2024	For the love of God, if you want to see light rail in Ballard before 2060 - if you want to see light rail in Ballard at all - SHORTEN THE PLANNING PROCESS. I fear if you don't make forward progress and acquire momentum, ST3 will be overturned and BLE will be canceled. Planning is great but there is too much of a good thing. Planning causes delay, and too much delay can be fatal. You've had open houses and scoping meetings already - I've been to them. What's the value add of more? Show some progress. Show some forward movement. Acquire momentum. Shorten the planning process, minimize delay, and start actually BUILDING (ie, physically constructing something) sooner rather than later.	Jeffrey Wolf
11/13/2024	I'd like to make a statement in support of the 4th Ave. shallower and shallow alignments. All of the evidence points to either alignment being a far better choice for the region across all of ST's design priorities, from operations to equity. 100 years from now, the region and the CID would be vastly better off under a 4th Ave. alignment.	Will Tomasini
11/13/2024	For the preferred CID/SODO station, either the station should be eliminated or a pedestrian access portal should be constructed at 5th & Lane, with an underground passageway from the preferred station and to the existing Union Station station. This would allow access across the neighborhood and allow a connection, though a little bit of a stroll, to the other line and transit connections.	Stephen Hochberg
11/13/2024	The purpose statement uses language of "expand mobility" and "improve mobility" but does not define mobility. It would be better to indicate more unambiguous and concrete goals and principles. Is a purpose to maximize light rail ridership? To maximize mode shift (cars to light rail)? Something else?	Michael Gillenwater
11/13/2024	With regard to the Interbay-Ballard sections, if there are delays with the section of the line from Interbay to Ballard, would there be operations available to the Interbay station from the southern portion of the line? Is there enough operability to open a portion of the line without the terminus at Ballard?	Stephen Hochberg
11/13/2024	I strongly urge ST and the Board to pick the 4th Avenue station location for the CID. It's an opportunity we can't miss out on.	Catherine Welch
11/13/2024	I like the project. I am hoping for a tunnel station in Ballard because I understand a bridge over the canal would require the station to sit at a very high height due to at-grade rail issues. I wish a northern Seattle Sounder station could be explored for around 85th street or above and the new light rail link might could connect some day and give better transfer options between the commuter line north and light rail.	Jonathan Garland

Date received	Communication	Contacts
11/13/2024	<p>For the interconnection between the Interbay and Ballard stations, I concur with the tunnel option that is currently listed as preferred. An elevated track that complies with US Coast Guard regulations would be both cost-prohibitive and an eyesore on the skyline. For the Chinatown/International District, while I understand the desire to facilitate transfers between the proposed and existing station, I think the community has suffered enough construction delays and disruptions. The current preferred option or the alternate on 4th Ave would still serve the city with far less disruptions to an underserved community with historically little ability to advocate for itself.</p>	Alexander Le
11/13/2024	<p>ANN BRINK: I'm a resident of Ballard. I would like to be able to get information about the possible land acquisitions proposed for the Ballard North Station location. No one has this information for me today. They told me to go home and look it up, but it's pages and pages and pages, and it would be nice to have someone with a computer that could look those details up quickly. I found on my phone page 265 of 266 total, and 264, and then it crosses the Ballard bridge, 263 also. The 2022 proposal, Appendix L, only has one option which is going up 15th or slightly to the west of 15th. It doesn't show the one that would go up 14th, which is important. Those are the businesses I frequent. That part is important to me, so thank you.</p>	Ann Brink
11/13/2024	<p>GUINEVERE ORTRUN: I'm here today because I read that the Ballard light rail is being delayed until -- I could expect to be riding the train in 2039.</p> <p>I don't really need to do the math on that, but I'm going to be old by the time I ride the light rail into downtown Seattle, and some my neighbors are not going to be around anymore.</p> <p>I don't know if I'm going to still be living in Ballard at the time, but I was really disappointed to hear about delays.</p> <p>I can see that there's probably good reasons for some of those delays, but the snail's pace at which things are moving is really concerning to me. I'm trying really hard to, I don't know, not be rude or whatever, but I just really wish that people would speed up and realize that public transit is really important to the whole community.</p> <p>We should speed it up when we can and not allow for things to drag, for special interest groups to like take over. I don't have a lot of detail here. I just want my train.</p>	Guinevere Ortrun
11/14/2024	<p>Hi Scopers,</p> <p>My comment is for you to do an equity analysis of the racial, social, cultural, and economic impacts of the light rail station alternatives (4th, N&S of CID) on Chinatown International District. This was not done in the 2022 DEIS.</p> <p>Betty Lau</p>	Betty Lau
11/14/2024	<p>Hi,</p> <p>The DEIS time period needs to be 90 days, like last time, in consideration of the large numbers of non-English speakers in Chinatown International District.</p> <p>Thank you.</p> <p>Betty</p>	Betty Lau

Date received	Communication	Contacts
11/15/2024	<p>I am a working artist and tenant at Inscape Arts (INS) since 2020. My fourth floor studio faces Seattle Blvd on the north side of the building. I do not have a preference for the station location but if the "Preferred Alternative: Dearborn Street" option happens, my workspace will be heavily impacted and could become completely unusable. I, along with the 100+ artist tenants in the building, need serious abatement and mitigation if so. Our windows are historic single pane without screens. Construction noise will be extremely disruptive not only to me, but the clients that I serve who meet at the building. We will also need mitigation from dust and debris. Our parking lot may also be impacted because the entrance is on 6th AVE S. We need mitigation or reimbursement for this, too. The Dearborn Street station option will also likely increase the value of the INS property, further increasing the property taxes, and it is extremely likely that the owners will pass on this additional cost to us, the tenants. Artists contribute immensely to the infrastructure, livability and creative economy of Seattle. Inscape is one of the last large art complexes left in this city after years of gentrification and erosion of funding for the arts. The Dearborn Street station will further displace us and we need to be reimbursed (relocation funding) for that displacement. Effective reimbursement should be for individual tenants and as a community. The community organization at Inscape, known as Friends of Inscape, has a mission of preserving arts and culture by tying together the building's history of violent incarceration and detention with community organizing and arts in the International District/Chinatown. The station, if it displaces us, will greatly hinder that work and the organization should be reimbursed for this. A possible reimbursement option is to for Sound Transit or City to assist Friends of Inscape in purchasing the building to preserve it long-term. Thank you taking the needs of artists into consideration.</p>	Grace Flott
11/15/2024	<p>Dear Sound Transit,</p> <p>I am a working artist and tenant at Inscape Arts (INS) since 2010. My third floor studio faces Seattle Blvd on the north side of the building. If the "Preferred Alternative: Dearborn Street" option happens, my workspace will be heavily impacted and could become completely unusable. I, along with the 100+ artist tenants in the building, need serious abatement and mitigation if so. Our windows are single panes without screens. Dust, debis, and construction noise will be extremely disruptive not only to me, but the clients that I serve who meet at the building.</p> <p>Our parking lot will also be impacted because the entrance is on 6th AVE S. We need mitigation or reimbursement for this, too.</p> <p>The Dearborn Street station option will likely increase the value of the INS property, further increasing the property taxes, and it is extremely likely that the owners will pass on this additional cost to us, the tenants. Artists contribute immensely to the infrastructure, livability and creative economy of Seattle. Inscape is one of the last large art complexes left in this city after years of gentrification and erosion of funding for the arts. The Dearborn Street station will further displace us and we need to be reimbursed (relocation funding) for that displacement.</p> <p>Effective reimbursement should be for individual tenants and as a community. The community organization at Inscape, known as Friends of Inscape, has a mission of preserving arts and culture by tying together the building's history of violent incarceration and detention with</p>	Susanna Bluhm

Date received	Communication	Contacts
	<p>community organizing and arts in the International District/Chinatown. The station, if it displaces us, will greatly hinder that work and the organization should be reimbursed for this. A possible reimbursement option is for Sound Transit or the City of Seattle to assist Friends of Inscape in purchasing the building to preserve it long-term for arts and culture.</p> <p>Thank you for taking the needs of Inscape artists into consideration.</p> <p>Susanna Bluhm</p> <p>www.susannabluhm.com</p>	
11/19/2024	<p>I am a working artist tenant and teacher at Inscape Arts (INS) since 2010. I produce ceramic sculptures for gallery at Inscape. I also teach classes in ceramics at my studio. If the "Preferred Alternative: Dearborn Street" option happens, my studio will be heavily impacted and could become completely unusable. I, along with the 100+ artist tenants in the building, need serious abatement and mitigation if so. Our windows are single panes without screens. Dust, debris, and construction noise will be extremely disruptive not only to myself as an artist but for my students that I teach in my studio. Noise and dust will be a problem for us. I and my students need parking on the south end of the building. My studio is my livelihood. I can not make a living without it. Our parking lot will also be impacted because the entrance is on 6th AVE S. I may not be able to teach. We need mitigation or reimbursement for this, too. The Dearborn Street station option will likely increase the value of the INS property, further increasing the property taxes, and it is extremely likely that the owners will pass on this additional cost to us, the tenants. I have invested more than \$100,000. dollars in the physical plant that I need for my artwork and for teaching. My investment at Inscape includes two gas kilns, two electric kilns, the electrical infrastructure for these kilns, a large air cleaner, a slab roller and more. I will not be able to move this heavy equipment without considerable assistance. I will lose students in the interim while I can't give classes and will not be able to produce artwork for my gallery. Artists contribute immensely to the infrastructure, livability and creative economy of Seattle. Inscape is one of the last large art complexes left in this city after years of gentrification and erosion of funding for the arts. The Dearborn Street station will further displace us and we need to be reimbursed (relocation funding) for that displacement. Effective reimbursement should be for individual tenants and as a community. The community organization at Inscape, known as Friends of Inscape, has a mission of preserving arts and culture by tying together the building's history of violent incarceration and detention with community organizing and arts in the International District/Chinatown. The station, if it displaces us, will greatly hinder that work and the organization should be reimbursed for this. A possible reimbursement option is for Sound Transit or the City of Seattle to assist Friends of Inscape in purchasing the building to preserve it long-term for arts and culture.</p>	Kathleen Skeels
11/19/2024	<p>I am a working artist and tenant at Inscape Arts (INS) since 2009. My fourth floor studio faces Seattle Blvd on the north side of the building. If the "Preferred Alternative: Dearborn Street" option happens, my workspace will be heavily impacted and could become completely unusable. I, along with the 100+ artist tenants in the building, need serious abatement and mitigation if so. Our windows are single panes without screens. Dust, debris, and construction noise will be extremely</p>	PaTan Robinson

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	<p>disruptive.</p> <p>Our parking lot will also be impacted because the entrance is on 6th AVE S. We need mitigation or reimbursement for this, too.</p> <p>The Dearborn Street station option will likely increase the value of the INS property, further increasing the property taxes, and it is extremely likely that the owners will pass on this additional cost to us, the tenants. Artists contribute immensely to the infrastructure, livability and creative economy of Seattle. Inscape is one of the last large art complexes left in this city after years of gentrification and erosion of funding for the arts. The Dearborn Street station will further displace us and we need to be reimbursed (relocation funding) for that displacement.</p> <p>Effective reimbursement should be for individual tenants and as a community. The community organization at Inscape, known as Friends of Inscape, has a mission of preserving arts and culture by tying together the building's history of violent incarceration and detention with community organizing and arts in the International District/Chinatown. The station, if it displaces us, will greatly hinder that work and the organization should be reimbursed for this. A possible reimbursement option is for Sound Transit or the City of Seattle to assist Friends of Inscape in purchasing the building to preserve it long-term for arts and culture.</p> <p>Thank you for taking the needs of Inscape artists into consideration.</p> <p>PaTan PaTan'sArt.com</p>	
11/20/2024	I am one of hundreds of elderly residents of the 4th and Republican area that may be displaced. I would recommend alternative station location to avoid this. It will be impossible to find comparable housing for all of us.	Kristin Carver
11/20/2024	The more we look at options, the worse things look for the downtown tunnel/CID station. There are no positive outcomes from drilling a second tunnel. We should dedicate our resources to automating the system, grade separating the Rainier Valley, and solely relying on the downtown transit tunnel. The volume of trains would be high but not outside of global norms. The frequency of trains would keep crowds manageable and the benefits of concentrating resources would be profound. This would save several billion \$, all of which are needed to afford the tunnel in West Seattle (poor planning) and delivering Ballard on time (poor stakeholder management).	Benjamin Keller
11/21/2024	Very concerned about how this will impact some core creative institutions in downtown (SIFF). Please make sure we're considering our foundational Arts areas when deploying the Link Extension. I know this is difficult work, but keeping what remains of our artistic community in Seattle is of utmost priority to thousands in this city.	Ben Andrews

Date received	Communication	Contacts
11/21/2024	<p>Good Evening,</p> <p>Complete the Shallower 4th Avenue CID station. This is the only option that would make king street station a central hub and make changes trains easy. It is worth the time and money for the long term investment.</p> <p>Very Respectfully, Will Condon King County Resident</p>	Will Condon
11/24/2024	<p>Craig Ima - Family member of the Mary Ima LLC who owns 410 4th Avenue – Ballard Link Extension project - The Preferred Alternative Route affects us. We are against this route, or the other routes that affect us, as it will take the building away from us and impact the Washington State Department of Correction's 43-year stay with us helping convicts acclimate to becoming contributing members of society. As my cousin, Matt Ima, mentioned, we were not told about this project and a family contact of ours informed us that we could be affected.</p> <p>We've owned it since 1940 (84 years) SUPPORTING THE COMMUNITY Family was incarcerated during WWII because of being from Japanese decent. My uncle, Kenji Ima (who was incarcerated in the internment camp) is here to make a statement along with my cousin Matt Ima and sister Stefanie Lindgren.</p> <p>Kept it and ran as a hotel until late 70s. Supporting low income community. We feel a part of the International District.</p> <p>Mary Ima (Grandmother who originally bought it in 1940) best use for the community with the DOC, Washington State Dept. of Corrections. Give back to the community and maintain retirement.</p> <p>Have been approached through the years. No interest. Believed the right thing to do was SUPPORTING THE COMMUNITY (a win win) DOC is and has been a great partner. 43 Years!!!!</p> <p>More than 10,000 served. Helping marginalized citizens close the gap of the racial inequalities of this nation. Help them become productive members of society.</p> <p>100 beds with a waiting period. Carrie Stanley - Reentry Center Administrator is here to tell you more.</p> <p>History, landscape, service.</p> <p>Tell you this because of the hardship of the internment camps, unjust, hard work, to make lives better for the next set of generations, American dream, to move forward and do the best they could, and now it seems like similar times all over again. I've got two daughters who I would like to help make their lives even better with continuing this legacy. This would be the 4th generation. SUPPORTING THE COMMUNITY</p> <p>Current preferred alternative route is too expensive, disruptive, and cumbersome for the use.</p> <p>Eminent domain on a public use facility is not allowed. Again, eminent domain on a public use facility is not allowed. The DOC does not own the property, 43 years seems like it has some standing. And we would like to continue this partnership.</p> <p>Also, there is nowhere for a relocation of the program. THE DOC HAS DONE an EXTENSIVE AND THOROUGH SEARCH! Communities do not want this in their neighborhood so where it is on 410 4th avenue is ideal. Carrie Stanley will testify to this.</p> <p>We are loyal community-serving Americans, supporting what enhances the community and the greater good of our society.</p>	Craig Ima

Date received	Communication	Contacts
	Thank you Board for considering my input on SUPPORTING THE COMMUNITY.	
11/25/2024	<p>To whom it may concern: I'm commenting on behalf of the building located at 410 4th Avenue which could be impacted by the Ballard Link Extension Project. I am against this project happening in this area. The building has served the local community for more tha 8 decades. It continues to serve the Washington State Department of Corrections Program. That facility has no alternatives as they have a comprehensive search over the past several years and have found no options for DOC to operate. Eminent domain should not be enacted on a public use facility -- especially one that helps promote the marginalized people. Thank you so much for your consideration.</p>	Anne Ima
11/26/2024	<p>Hello,</p> <p>I am in favor of the North and South Preferred Alternative as I believe that it is the only option that will allow the International District to grow in a manner that is organic- that is which will fulfill the current residents' wishes for more greenspace, more affordable housing, and more culturally and age-appropriate services.</p> <p>I do want the traffic reroutes studies on all the options and their impacts on the walkability of the ID neighborhood.</p> <p>I want to know where the exhaust vents will be located and how that will impact the air and noise quality for all options.</p> <p>I want to know which business will be impacted by the construction and what the mitigation plan is for those that will be impacted for all options.</p> <p>I want to know which buses will displaced and where, if any, new buses will replace any of those that will be displaced for all options.</p> <p>Thank you, Rachtha</p>	Rachtha Danh
11/28/2024	<p>Conduct an Equity analysis of the social and economic impacts of light rail options on the CID and Pioneer Square. Such analyses were not included in the 2022 DEIS. Needed Information for comparison of alternatives: social and economic impacts to businesses, residents, museums, schools, tourist attractions, health clinics and effects on linguistically and culturally appropriate service providers, clients, customers, and patients.</p> <p>Brien Chow</p>	Brien Chow

Date received	Communication	Contacts
11/28/2024	<p>Good points... I'd want to double check to see if that's one of the typical review instruments under an EIS process. I would think so, but I'd want to check.</p> <p>Even if it's determined the agency isn't legally obligated under NEPA, it doesn't mean they shouldn't perform such a review... especially if they want to live up to the "equity" they claim to embrace in their mission statement. <></p> <p>Happy Thanksgiving everyone.</p> <p>"Be kind, for everyone you meet is fighting a battle you know nothing about." ~Wendy Mass</p> <p>Paul R. Sweum, Designer & Fabricator</p> <p>AZWAglassworks</p>	Brien Chow, Paul Sweum
11/28/2024	<p>Any light rail option on 5th Avenue poses such severe risks to the cultural and economic vitality of the endangered CID that it should be removed from consideration and noted as "culturally infeasible to build" because it disproportionately impacts low-income, non-English speaking communities of color--a sentiment shared by all community members living in and outside of the CID.</p>	Brien Chow
11/29/2024	<p>This would have tremendous negative impact to a community and district that is already marginalized. 7 years of construction (minimum) would also put the Inscape Building and it's artists in a difficult situation for a positive work environment.</p>	Alvin Jansuy
11/29/2024	<p>I share a studio at the Inscape building and am concerned about the following:</p> <p>Loss of rare arts workspace, jobs, and economic development - More loss of regional cultural production. The creation of Inscape created new arts jobs and workspaces. With the likely noise, dust, and vibration from construction, these spaces might be no longer conducive to working, and we risk a community loss of 110 artist studios.</p> <p>Since ST2 construction began behind the building, artists have experienced increase in noise and dust, coming through the single-paned, non-sealing, flap windows. We ask Sound Transit to look into mitigation and building improvements, and if that is not possible to support artist tenants in relocation.</p> <p>Increased property valuation from transit. The building is an investment for its owners and they have expressed their rights to change the use to redevelopment into a "higher use." We are seeing how similar development in Los Angeles is affecting the affordability in Koreatown and Little Tokyo. We ask Sound Transit to look at ways to support the arts community and mitigate this potential.</p> <p>Historic and Archaeological Resources — This former US immigration and detention center contains unprotected artifacts of Seattle immigration history, including the tar graffiti written by detainees on in the exercise yards. We ask Sound Transit to look at preserving these artifacts that likely fragile to dust and vibration.</p> <p>Community-oriented Transit Development is proposed to the south of the building, which could potentially harm the historic Chinatown-International District community, which features affordable housing for seniors and</p>	Osnat Lustig

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	families. We ask Sound Transit to raise their level of public engagement/decision making in this endeavor so that the neighborhood community determines the results of this development.	
11/29/2024	How much parking in the area will be displaced during construction and will parking be a priority for the finished sites? I support the north/South station for the future...less disruptive to the community during construction and provides opportunities to expand CID future developments to benefit business owners and residents. Thank you.	Betty Lock
11/30/2024	<p>Dear Sound Transit,</p> <p>Any light rail option on 5th Avenue poses risks to the cultural and economic vitality of the endangered Chinatown/ID that it should be removed from consideration and noted as “culturally infeasible to build” because it disproportionately impacts low-income, non-English speaking communities of color--a sentiment shared by all community members living in and outside of the CID.</p> <p>Extend the DEIS comment period to 90 days, as was done for the 2022 DEIS so there is more time to engage with those that are disproportionately impacted.</p> <p>Conduct an Equity analysis of the social and economic impacts of light rail options on the Chinatown/ID and Pioneer Square. Such analyses were not included in the 2022 DEIS. Need information for comparison of alternatives: social and economic impacts to businesses, residents, museums, schools, tourist attractions, health clinics and effects on linguistically and culturally appropriate service providers, clients, customers, and patients.</p> <p>Chinatown is my cultural home, please be consider of our history and elders.</p> <p>Rebecca Chan, CPA She/Her/Hers 206.409.7657 (M) No Text Service</p> <p>We live on the traditional land of the first people of Seattle, the Duwamish People past and present. We honor with gratitude the land itself and the Duwamish, Muckleshoot, Suquamish, and Tulalip Tribes.</p> <p>Write it on your heart that every day is the best day of the year. - Ralph Waldo Emerson</p>	Rebecca Chan
12/01/2024	Hi! Excited for this new link. If you site in the CID at the preferred location, please take into account all the many artists who have work space at the adjacent Inscape building, and do everything you can to mitigate construction vibration, noise, dust and other impacts on these artists and this historical landmark building. The artists are rightly concerned that their working conditions will deteriorate greatly as construction begins, and as I'm sure you know, artist working space in Seattle is very difficult to come by and precious. Invest in making the Inscape building noise and dust proof, or find a location to relocate the artists. Please listen to their concerns and act accordingly. Thank you.	Matt Offenbacher
12/01/2024	Transportation is one of the greatest impacts on the environment and climate in the City of Seattle and the region. An effective transportation system which continues to allow for people in the region to move to jobs,	Matthew Bissen

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	<p>goods, services, and their life flow without a car is critical. High capacity transportation that supports dense walkable and interconnected neighborhoods will also work to reduce sprawl and support growth management goals/requirements. Also, as a downtown resident and Pioneer Sq business owner it is critical to support our economy and livable neighborhoods with sound decisions for both the environment and the economy.</p> <p>Sound Transit planners and the Board should prioritize alternates which support the most reliable mobility, intersystem transfers, intermodal transfers and support previous investments.</p> <p>To accomplish this the shallow 4th and the shallow 5th avenue alternates are clear in how they provide for the highest integration with the existing CID station as well as Sounder, trolley, Amtrak and future high speed rail and the 4th Ave bus corridor. While the construction period will have impacts, the long term benefits and connectivity of Pioneer Sq and the CID to a true regional/national transportation hub is critical to the success of these south downtown neighborhoods.</p> <p>The second alignment alternative to strongly support is the Midtown Stop and/or configurations which best align with or have stops as close to Madison St. as possible. The city and county had just invested millions of dollars and years of construction to open the G Rapid Ride line. Sound transit needs to consider the environmental benefits of providing the best connectivity to this growing system line. It should be also noted that Sound Transit continues to make decisions to not provide effective transit support to 1st Hill, one of the most dense residential and service centers in the region. If Sound Transit continues to not serve this neighborhood they need to connect effectively and directly to the systems which are.</p> <p>Finally, Sound Transit and the Board should consider the environmental/economic risks of linking station development with private development. Adjacent TOD development is a must and wonderful. However, linking the station concept and ridership success to a station based on developer investment, work, and quality in lieu of supporting existing ridership/walksheds and businesses is not sound planning or environmental policy. The vacant lot across from City Hall continues to remain a drag on downtown environmental, economic, and social health all in the name of transferring public/development rights to private developers.</p> <p>Thank you for considering these points and my support for a Midtown alternate that aligns with Madison St/BRT line and a CID alternate that aligns with a shallow 5th or shallow 4th alternate.</p>	
12/01/2024	<p>Sound Transit</p> <p>We in the Community have worked hard to revitalize Chinatown/CID in the past decade. Building the Chinatown Gate, improving and expanding our lighted Hing Hay Park, CIDBIA's implemented sanitation/safety programs and marketing vacant store fronts with viable businesses. With all this years effort, we now have a pretty decent cultural neighborhood.</p> <p>Sound Transit should be improving neighbors, and not destroy neighborhoods. Any light rail option on 5th Avenue poses severe risks to our unique cultural and economic vitality and could destroy our neighborhood.</p> <p>I have been working in the Community for over 70 years. Currently Board</p>	Tuck Eng

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	<p>of Trustee in the Chong Wa Benevolent Association. Eng Association, CIDBIA and the Historic Gate Foundation.</p> <p>Please find an alternative and terminate the option on 5th Avenue.</p> <p>Respectfully yours,</p> <p>Tuck Eng HCGF pres.</p>	
12/02/2024	Strongly advocate for an automated line with an alignment that has no at-grade crossings. Like the Vancouver SkyTrain. This allows shorter, more frequent trains (better for riders), smaller stations, which saves cost and increases flexibility for planning, and helps given the driver shortage	Jacob Anderson
12/02/2024	I dare Sound Transit to be bold and consider an automated transit solution. I also urge Sound Transit to consider Seattle Subway's views on the matter, and make sure this part of Link is ST4 ready.	Joe Kunzler
12/02/2024	I am part of the Seattle art community, and I learned that The Dearborn Street Preferred Alternative Station is affecting the ability for artists to work at InScape Arts, and will compromise community, historical, and living resources during its construction and into the future. I join many other Seattlites in asking that Sound Transit take comprehensive steps to mitigate these effects, including the unhealthy dust and noise tenants are exposed to, the risk of increased rental costs proven to result from Light Rail station installments, the potential compromise of unprotected historical artifacts such as the tar signatures of detainees on the building exterior, and the costs to residents of Chinatown/International District who rely on affordable housing. Please actively support our residential and artist communities who are the stewards of this neighborhood. The lifeblood of Seattle must not be regarded as a necessary casualty of connecting the city. Thank you for your time.	Ann Grace
12/02/2024	Ballard Link alternatives should include considering different technologies, especially automated options that could allow for higher frequency and smaller---and therefore more flexibly positioned---stations as suggested by https://seattletransitblog.com/2024/12/02/ballard-link-mode-selection/	Daniel Perelman
12/03/2024	This alignment doesn't make much practical sense. Please consider an east/west line to Ballard from UW. It would get much higher ridership and solve the problem of locating a Ballard station because you could have more than one! This would replace or supplement the 44 bus line with stops in Wallingford, Fremont, West Woodland, 15th, and historic Ballard.	Conrad Guadagni
12/04/2024	<p>As a former artist in residence at Inscape, an invaluable and unparalleled cultural resource in Seattle, I hope that Sound Transit take into consideration all of the points that the artists and community of the building have recommended including:</p> <p>Loss of rare arts workspace, jobs, and economic development - More loss of regional cultural production. The creation of Inscape created new arts jobs and workspaces. With the likely noise, dust, and vibration from construction, these spaces might be no longer conducive to working, and we risk a community loss of 110 artist studios.</p> <p>Since ST2 construction began behind the building, artists have experienced increase in noise and dust, coming through the single-paned, non-sealing, flap windows. We ask Sound Transit to look into</p>	Margaret Argiro

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	<p>mitigation and building improvements, and if that is not possible to support artist tenants in relocation.</p> <p>Increased property valuation from transit. The building is an investment for its owners and they have expressed their rights to change the use to redevelopment into a "higher use." We are seeing how similar development in Los Angeles is affecting the affordability in Koreatown and Little Tokyo. We ask Sound Transit to look at ways to support the arts community and mitigate this potential.</p> <p>Historic and Archaeological Resources — This former US immigration and detention center contains unprotected artifacts of Seattle immigration history, including the tar graffiti written by detainees on in the exercise yards. We ask Sound Transit to look at preserving these artifacts that likely fragile to dust and vibration.</p> <p>Community-oriented Transit Development is proposed to the south of the building, which could potentially harm the historic Chinatown-International District community, which features affordable housing for seniors and families. We ask Sound Transit to raise their level of public engagement/decision making in this endeavor so that the neighborhood community determines the results of this development.</p>	
12/04/2024	<p>My small art business Vaughn Bell Studio LLC is located in the Inscape Building. As a resident of this building and a small business owner in the cultural sector I would like to comment on the preferred Dearborn Alternative. With the likely noise, dust, and vibration from construction, my work space which has multiple single pane windows directly adjacent to the proposed construction might be no longer conducive to working. We risk a community loss of 110 artist studios.</p> <p>Since ST2 construction began behind the building, artists have experienced increase in noise and dust, coming through the single-paned, non-sealing, flap windows. We ask Sound Transit to look into mitigation and building improvements, and if needed, to support artist tenants in relocation.</p>	Vaughn Bell
12/04/2024	<p>I am a daily user of public transit on 5th Avenue, and an avid supporter of the Ballard Link Extension. I do not support the high cost of claiming eminent domain in the heart of historic Chinatown International District. Please extend the DEIS comment period to 90 days, as it will require time for people—especially local stakeholders—to understand the proposal. Specifically, we need to know if taking the land under eminent domain is contested by the property owners, and the consequences of such an action. The Chinese and Japanese communities in the area have suffered many injustices, from exclusionary acts, internment, Marshall Law declared, repeated displacement, and ongoing discrimination. The city needs to proceed with great sensitivity before it does further generational damage. Please do the right thing and give people the time to understand the proposal. Sincerely, Grace Norman area resident</p>	Grace Norman
12/04/2024	<p>I am concerned about the construction proposed that will negatively impact the historic Immigration Building. This building is an important part of Seattle and National history. It also is in the process of being converted to studio space for artists of many different types. The artists have already put a lot of their own time and money into it.</p> <p>I hope the City will take these threats to the building and surrounding communities into account and find an alternate plan for the route from Ballard to West Seattle.</p> <p>Thank you in advance for your consideration</p>	Lu McBride

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12/05/2024	<p>Design any development to ensure there is no loss of rare arts workspace, jobs, and economic development, leading to further loss of regional cultural production. In particular, protect the Inscape building. Go beyond "no loss," and ensure any development provides a net increase of arts workspaces, jobs, and economic development opportunities. Provide full mitigation compensation including materials damage/losses and temporary or permanent relocation costs if current occupants are impacted by construction. Include impacted artists' artworks in any new construction as public art acquisitions or activations. These are hard costs of the proposal, must be budgeted and planned for accordingly, and cannot be externalized as collateral damage inevitable in "development."</p> <p>2) Provide financial compensation to those whose ability to afford rent at Inscape and other cultural spaces would be undermined by an increased property valuation from transit, until Sound Transit is able to prove with financial and qualitative data that its development has led to net economic opportunity and income increases for the cultural workers, organizations, and businesses directly impacted by BLE.</p> <p>3) Protect artifacts of Seattle immigration history, including but not limited historic graffiti by detainees.</p> <p>4) Invest in a robust, accessible public engagement and decision-making process at the "collaborate" and "empower" levels in the International Association for Public Participation's "Spectrum of Public Participation. (https://sustainingcommunity.wordpress.com/2017/02/14/spectrum-of-public-participation/).</p>	Susano Surface
12/05/2024	<p>As a long-time Asian-American resident of Seattle and frequent visitor and patron of businesses in the International District, I urge you to take care in all your project work in the International District:</p> <p>There have already been many past harms inflicted on the community here from past infrastructure projects. And some of that is very recent -- since ST2 began, the building that is home to the largest collection of artists studios and businesses, and other types of organizations, including nonprofits, have experienced dust and vibrations and noise that interferes with work and event planning at this vibrant, historic community for artists and for the public.</p> <p>Please do something NOW to address the disruptions people are already experiencing, so that this community of hundreds of people can continue to thrive and contribute to the local economy.</p> <p>Please do something now that protects the historic artifacts at this historic building.</p> <p>Please increase engagement with the community around this area.</p> <p>And please do something to prevent and mitigate against more disruptions like this in the future. Don't make things worse for small businesses and artists and historic artifacts. Make things better.</p> <p>Thank you.</p>	Annabel Wrightsman
12/05/2024	<p>I have two strong preferences:</p> <p>Provide a station at the intersection of 7th Avenue & Hwy 99 - this will make for easy interchanges with the RapidRide E line, to provide continuing rapid service to the Aurora Ave. corridor in N Seattle.</p> <p>2. Move the Ballard station to be closer to the center of activity in Ballard (near Ballard Ave & 20th Ave)</p>	Mark Lavrentyev

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12/05/2024	My name is Stefanie Lindgren and I am one of the owners of 410 – 4th Avenue, Seattle, WA 98104. I oppose any Ballard Link Extension routes that would cause our building to be demolished.	Stefanie Lindgren
12/05/2024	<p>Public comment for the scoping period for BLE/EIS December 2024:</p> <p>My name is Sage Miller. I am an anti-displacement ally to those living and/or working in the CID and with those with a long family history rooted in the CID. I am well aware of the past injustices and racial discrimination fostered on those living in the CID, going back from the mid1800's into present times. The ST Board has been made well aware of the history of the CID through past public testimony.</p> <p>My understanding is Sound Transit is still looking at preferred alternatives for the ST3 location. I am in support of the position taken by "GREAT for all in the CID" which has long advocated for Mid-town/Dearborn St stations (N-S stations) as opposed to the 4th or 5th Ave alternatives.</p> <p>Preserving the cultural integrity of the CID, consideration of the potential environmental impact, disruption of small businesses, preservation of its fragile tree canopy, all point to the N/S alternatives.</p> <p>The 4th Ave Station , according to outside experts and ST studies, is NOT a viable alternative. I was surprised to see the 5th Ave. diagonal re-packaged and presented again as an alternative option. My understanding is it has long been opposed by most all community members. When I see phrases like "minimize mitigating factors" in the 5th Ave schematic, I question the reality of what that will actually mean. Within the proposed plan, businesses within the construction area will be torn down under "eminent domain" Outside the "construction area", parking, environmental hazards, and all that comes with construction of a large project such as this will affect the CID for years. To re-emphasize, the Dearborn Ave./Mid-Town (N-S) stations should be the preferred alternative.</p> <p>Thank you for the opportunity to make my voice heard.</p>	Sage Miller
12/06/2024	Light rail has been an overwhelming success for the region. We need to stop doing excessive reviews - Whatever we can do to get shovels in the ground and start building this project is the best. I can't wait to ride this line from Ballard.	Brad Nelson
12/06/2024	The new CID station should have quick and easy transfers from the existing line 1 CID station. A new 4th or 5th Ave shallow station would create a world class transit hub in the heart of Seattle.	Andreas Keller
12/06/2024	Along Elliott Ave, especially between the Seattle Center and Smith Cove Stations, please have an underground tunnel and NOT an above-ground track/guideway. It is a highly residential area of Interbay, and we would like to minimize noise pollution from trains running all day and night. It is already bad enough with the freight trains and Pier 86 grain terminal. Don't add to this, please. Underground tunnel, please!	

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12/06/2024	<p>I support light rail, the Ballard Link extension and all other extensions in the planned expansion and LOVE light rail. Thank you for conducting this outreach. As many others, I do find it more than a bit worrying that cost estimates for actually building light rail as compared with those estimates has so greatly eclipsed even the worst-case scenarios when proposed (and even when revised, then revised again, and presumably will eclipse even the latest estimates). As someone who also works for a governmental organization, I feel it substantially erodes public trust for other projects originating from government or government-adjacent entities in working with the public. I know so much hard work has gone into this and there have been many unanticipated hurdles to clear, but as a fellow public servant, I would urge future link extensions and other projects to provide realistic projections to the public in the hard and long load of hopefully regaining some public trust.</p>	J L
12/06/2024	<p>the shown preferred alternative for CID/SODO seems like a long walk for a transfer connection from the sounder trains at King Street station to Dearborn Street location along with several at grade street crossings how many minutes will this journey take? How long if you are mobility impaired? the at grade crossing of 4th Ave has always been the biggest obstacle of getting from train to current light rail station or bus connections. I always dream of a pedestrian underpass under the rail lines and surface streets.</p>	Mark Sawyer
12/06/2024	<p>Dear Sound Transit,</p> <p>I ask you to take a deeper look at the impact of the Dearborn Alternative and also see if there is an additional alternative to all of the alternatives (4th, 5th, and Dearborn). As a tenant of the Inscape Building at 815 Seattle Blvd. South, and also a engaged member of the C-ID community, I have advocated against the 5th and 4th Ave. stations. Now seeing these schematics of a large construction site encompassing the city's largest art studio building for seven years, it is clear that this plan with the building in its current state will make these 110 artist working spaces null to their purpose.</p> <p>I ask that Sound Transit deeply study the impacts of its preferred alternative on loss of cultural space, loss of economics, loss of jobs, and a further harm to the region's diminishing ability to support working artists in the face of the loss of affordable housing and workspace.</p> <p>Currently, the ST2 project is unmitigated for the artist tenants, while all of the spaces feature 1930s, single-paned, non-sealing, metal framed flap windows. Over the last several years since construction began, the jackhammering can hit a certain high frequency and volume that makes it unbearable to be in the space, and I have to leave for the day. Also there is a noticeable increase and high level of dust, that is unlike the typical dust in a house. Some of the dust appears larger, and it is dark. Every week I "Swiffer" dust the floor, and use a hand swiffer on the surfaces, and wipe away a dark gray layer of dust. I have an air cleaner in my space to try to make my space healthier, but I am not certain what I really am working in, and I am certain it will be a much worse issue with Dearborn construction without some changes to this building. I ask that ST look into how the workspaces can continue to be suitable and safe spaces for the artists. If that is not possible, Sound Transit will also need to study how to support and relocate 110 artists and arts non-profits currently in the building, and support them in finding this kind of space. It</p>	Tara Tamaribuchi

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	<p>is difficult to find affordable mixed-use, Class C spaces, at the sizes offered in this building, which range from 100sf to 1000.</p> <p>Sound Transit also could study ways to support the arts community that has been at risk at losing the building to redevelopment, since the ownership put the building on the market in 2021. We do know that the owners see the building as an investment and have expressed their right to use it as such. As Friends of Inscape has now formed a nonprofit led by tenant, arts, and immigrant leaders, we ask Sound Transit to study ways work with this group on saving this artist space.</p> <p>Currently, the Landmarking office at Department of Neighborhoods is finishing the controls and incentives for landmark designation with the ownership, and the building should be landmarked in early 2025. The building features a very special artifact of immigration on the south exterior exercise yards -- walls of tar graffiti left by detainees, which is currently unprotected and appears to be falling off the walls year by year, and possibly from the current construction. I ask Sound Transit to study the technical preservation of these artifacts that would likely be harmed by this major construction project.</p> <p>Lastly, with the community-oriented transit development proposed to the south of the building, I ask that Sound Transit studies and collaborates with the C-ID neighborhood in determining who and what goes into these spaces. This is a very special and rare neighborhood, one of the few historic Chinatown's left in North America that is residential and for the community, and it has not lost its vitality as a community center and become touristy facade of itself. As new development by the neighborhood can potentially harming the neighborhood which features affordable housing for low-income seniors and families, I ask Sound Transit to raise their level of public engagement/decision making in this endeavor so that the neighborhood community determines the results of this development. Instead of a threat to the neighborhood, this development should be an extension that supports the community.</p> <p>Thank you, Tara Tamaribuchi artist and tenant at Inscape President, Friends of Inscape</p>	
12/06/2024	<p>I am an artist and tenant at Inscape Arts (INS) since 2017. If the "Preferred Alternative: Dearborn Street" option happens, my workspace will be heavily impacted and could become completely unusable. I, along with the 100+ artist tenants in the building, need serious abatement and mitigation if so. Our windows are single panes without screens. Dust, debis, and construction noise will be extremely disruptive not only to me, but the clients that I serve who meet at the building.</p> <p>Our parking lot will also be impacted because the entrance is on 6th AVE S. We need mitigation or reimbursement for this, too.</p> <p>I have concerns that this former US immigration and detention center contains unprotected artifacts of Seattle immigration history, including the tar graffiti written by detainees on in the exercise yards. I would ask Sound Transit to look at preserving these fragile artifacts from dust and vibration.</p> <p>The Dearborn Street station option will likely increase the value of the INS property, further increasing the property taxes, and it is extremely likely that the owners will pass on this additional cost to us, the tenants. Artists</p>	Andrea Gahl

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	<p>contribute immensely to the infrastructure, livability and creative economy of Seattle. Inscape is one of the last large art complexes left in this city after years of gentrification and erosion of funding for the arts. The Dearborn Street station will further displace us and we need to be reimbursed (relocation funding) for that displacement.</p> <p>Effective reimbursement should be for individual tenants and as a community. The community organization at Inscape, known as Friends of Inscape, has a mission of preserving arts and culture by tying together the building's history of violent incarceration and detention with community organizing and arts in the International District/Chinatown. The station, if it displaces us, will greatly hinder that work and the organization should be reimbursed for this. A possible reimbursement option is for Sound Transit or the City of Seattle to assist Friends of Inscape in purchasing the building to preserve it long-term for arts and culture.</p> <p>Thank you for taking the needs of Inscape artists into consideration.</p>	
12/06/2024	<p>Stop wasting tax payer dollars on environmental studies. This need to be built, one way or another there will be an environmental impact. The fiscal impact of your delays due to environment studies has essentially resulting in this expansion to be fiscally infeasible. Gross incompetence in city planning and your department in delays due to these sorts of studies could result in the cancellation of this project. Your are billions over budget. And likely will be tens of billions over budget by the time this gets built (if ever). The land and route should have been pre-determined long ago and purchased or leased accordingly. The impact to future costs of property along the route is already stretching the costs to an insurmountable amount. ST3 has been one of the greatest failures to the tax payers in the history of this city. It has now been nearly 10 years and there is very little to show for it, while costs have ballooned. Environmental studies will do nothing to help this get done and the more these useless studies continue the more the tax payers will be on the hook for. Just fucking build what needs to be built and what we have been funding via property and sales taxes for 10 years.</p>	Dude Dudeson
12/06/2024	<p>Dear Sound Transit,</p> <p>The northern end of Elliott Ave. W. is a vibrant hub of thriving locally owned businesses and is an asset to the surrounding neighborhoods of Magnolia, Queen Anne, Ballard, and Belltown.</p> <p>I strongly support extending the proposed transit tunnel all the way down Elliott Ave. W. to emerge somewhere north of the Magnolia Bridge. An above-ground option would be ruinous for this busy and unique commercial neighborhood. Above-ground (and particularly elevated) track would be an eyesore and effectively prohibit non-transit use of valuable commercial property so close to downtown.</p> <p>Sincerely,</p> <p>Rebecca Castilleja</p>	Rebecca Castilleja
12/06/2024	<p>Build the Ballard line with the preferred alternatives in all locations except the CID/SODO section, which should really focus on either the 4th Ave shallow and 4th Ave shallower options that better connect to existing Link Stations and pedestrian thoroughfares</p>	Chelsea Pagan

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12/06/2024	<p>My wife and I live in the Fujisada Condominium immediately north of the proposed 5th Ave Diagonal option site. I would welcome that option as it provides convenience for the Chinatown residents, workers and visitors. The increase in business to the existing restaurants and stores will be very welcome and profitable. Those who predict an END to Chinatown need simply walk or drive over to the Alaskan Way Waterfront to see how Major Construction had minimal impact on the foot traffic on the boardwalk. Businesses remained open and will thrive due to the improvement to the area. I believe the 5-6 year estimated Construction period will be well worth the wait. The businesses displaced can be compensated for loss of revenue and costs of relocating. I understand the current owner of the large parking lot fronting the old Uwajimaya store location wants to retain development rights to the property. Why not buy the land and give that owner "Air Rights" to develop the land after the station is completed. This might remove a large roadblock and give the Owner and ST3 a Win Win solution. Any and all objections to the 5th Ave Diagonal proposal can be mitigated and fears addressed. As far as I know, the leaders of the opposition do not live nor work in Chinatown. I do!!! Please consider my opinion as one from a Neighborhood Insider. Jay Yanamura 253-332-3603</p>	Jay Yanamura
12/06/2024	<p>Service and possibly surcharge for cruise traffic at Smith Cove, and attention to long term connectivity to Sounder and Amtrak connectivity in ID.</p>	Ethan Li
12/07/2024	<p>Starting from Ballard and heading south:</p> <p>The End (or beginning as I see it as someone in Ballard) I would prefer the tunnel along 14th Ave, The reasons being, 14th is less traveled by though traffic. If along 15th the on and off load of passengers to and from the link would more than likely cause traffic build ups, as well as large disruptions while under construction. The benefits of 14th would be a larger area for on and off loading of passengers to and from the train, ease of construction, it would also allow the utilization of the 14th ave corridor for bus or trolley lines that would be able to feed Ballard continuing the vision of a transportation network. Also, when you factor in the replacement of the Ballard bridge (study done in 18') and the nightmare that will cause on 15th I think it best to shift and create a new Urbanistic idea along 14th rather than try and force the 3rd largest arterial road in Seattle to fit that mold.</p> <p>Once across the bay the stop on Dravus seems to be in a good spot, I would say it might be best to start the tunnel portal as close to the station as possible keeping the Industrial area intact. Salmon bay is near and dear to the locals and since you're making a tunnel anyways minimal impact north of Dravus would be ideal.</p> <p>I'll add you may want to consider the route of the tunnel in tandem with the idea of tunneling the Ballard bridge, I know that is out of scope for this project but you should look at the possibility of that tunnel and how to keep options open for the future possibility of having that exist.</p> <p>South of Dravus to smith cove is a real wild card in my mind. The preferred fly over of Galer and Magnolia bridge seems a bit excessive for the minimum gain it has, however I can see the appeal of being closer to Expedia, magnolia bridge, and the Elliot Bay trail. The W Prospect alternative with a station in "Central Interbay" might be the better option though. The helix bridge across the street from the station would allow for those in that waterfront area to access the train without minimal impact, there is already a large parking area you can utilize for passenger on and off load as well as the retained cut along the east side of the magnolia</p>	Matthew Thormodson

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	<p>bridge will allow for easier replacement of that bridge per the 18 study. It wouldn't leave a section of your train high in the sky over nothing and could allow an easier replacement of the magnolia Bridge in its current location or along Armory way once that project is taken on.</p> <p>Once in the tunnel south My opinions will start to lack as my knowledge of the areas aren't as strong. I think the Seattle center station should be as close to CPA as possible. The further west options seem to be less adequate for the train purpose. I don't have an opinion on the SLU station however Denny will more than likely dictate that. Saka proposed to halt the trolley, however, it was turned down by the other council members. I would say it's better to adjust the trolley tracks in favor of building the station north south on Denny, however I'll let the locals of that area dictate that.</p> <p>The Only thought I have south through downtown would be make sure the west lake connection is easy to transfer to between trains. That will be the largest crossover for those of us using the train from the north side.</p> <p>As for CID It seems like there are issues all around. I would suggest considering the impact it has on the businesses and homes that will be taken over, however that seems to be the largest hub with the sounder, grey hound, and Amtrak, meeting there as well. The preferred CID is quite far from there. Though I doubt I'd be dissuaded from using the train if that station was built but like how the airport has what seems like a 1/2 mile walk to the terminal I would ask myself every time I rode it "who thought this was a good idea"</p> <p>Thanks for doing your job and helping to create a transportation system that will outlive us all. I just hope you can take the opinions of those of us who live here now so it will work better for the future Seattleites that will inherit our city.</p>	
12/08/2024	<p>I have several concerns with the potential siting of the CID station(s) but am focusing here on those related to the potential southern station location.</p> <p>Siting a station here would likely cause the loss of rare arts workspace, jobs, and economic development, and contribute to an ongoing loss of regional cultural production. The creation of Inscape created new arts jobs and workspaces. With the likely noise, dust, and vibration from construction, these spaces might be no longer conducive to working, and we risk a community loss of 110 artist studios. Since ST2 construction began behind the building, artists have experienced increase in noise and dust, coming through the single-paned, non-sealing, flap windows. Sound Transit needs to look into mitigation and building improvements, and if that is not possible to support artist tenants in relocation.</p> <p>Increased property valuation from transit is likely to occur. The building is an investment for its owners and they have expressed their rights to change the use to redevelopment into a "higher use." Sound Transit should look at ways to support the arts community and mitigate this potential.</p> <p>Historic and archaeological resources will be put at risk by siting a station here. This former US immigration and detention center contains unprotected artifacts of Seattle immigration history, including the tar graffiti written by detainees on in the exercise yards. Sound Transit has a responsibility under federal and state regulations to mitigate adverse effects to the historic building and these artifacts, which are likely fragile to dust and vibration.</p> <p>Finally, community-oriented Transit Development is proposed to the south of the building, which could potentially harm the historic Chinatown-</p>	Margaret Berger

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	International District community, which features affordable housing for seniors and families. Sound Transit should raise their level of public engagement/decision making in this endeavor so that the neighborhood community determines the results of this development.	
12/08/2024	<p>My name is Britta Johnson. I have rented an art studio at the Inscape Arts and Cultural Center since 2012. I consider myself extremely lucky to have this studio, as affordable, rugged art making space is extremely hard to find in Seattle. My primary medium is stop motion animation; dust, noise, and any kind of shaking are very detrimental to my ability to work. I have already experienced problems with the existing dust from ST2; it's clear that the proximity and scale of the ST3 project would make a huge impact on my practice, and I ask that Sound Transit take my needs into consideration. In addition to impacts affecting me specifically, I join others concerned about the following wider impacts:</p> <ul style="list-style-type: none"> • Loss of rare arts workspace, jobs, and economic development - more loss of regional cultural production. The creation of Inscape created new arts jobs and workspaces. With the likely noise, dust, and vibration from construction, these spaces might be no longer conducive to working, and we risk a community loss of 110 artist studios. Since ST2 construction began behind the building, artists have experienced increase in noise and dust, coming through the single-paned, non-sealing, flap windows. We ask Sound Transit to look into mitigation and building improvements, and if that is not possible to support artist tenants in relocation. • Increased property valuation from transit. The building is an investment for its owners and they have expressed their rights to change the use to redevelopment into a "higher use." We are seeing how similar development in Los Angeles is affecting the affordability in Koreatown and Little Tokyo. We ask Sound Transit to look at ways to support the arts community and mitigate this potential. • Historic and Archaeological Resources - this former US immigration and detention center contains unprotected artifacts of Seattle immigration history, including the tar graffiti written by detainees on in the exercise yards. We ask Sound Transit to look at preserving these artifacts that are likely fragile to dust and vibration. • Community-oriented Transit Development is proposed to the south of the building, which could potentially harm the historic Chinatown-International District community, which features affordable housing for seniors and families. We ask Sound Transit to raise their level of public engagement/ decision making in this endeavor so that the neighborhood community determines the results of this development. <p>Thank you for your time and attention to these concerns.</p>	Britta Johnson
12/08/2024	<p>Sound Transit</p> <p>Save Chinatown, Not destroy by going on 5th! Go 4th!! We have being working hard to re-vitalize and expand our culture.</p> <p>Thanks Have a great day Tuck Eng</p>	Tuck Eng
12/08/2024	To Sound Transit: My scoping comments are: Extend DEIS comment period to 90 days. 2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon. 3. Study physical, social, equity impacts to	Hal Chinn

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	1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID	
12/08/2024	<p>Hi there,</p> <p>I am giving feedback about Sound Transit's planning for disrupting light rail in the CID.</p> <p>Please extend the DEIS comment period to 90 days;</p> <p>2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon;</p> <p>3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID; and</p> <p>4. Drop consideration of 5th Avenue alternatives because Mayor Harrell has said they are "culturally infeasible to build."</p> <p>Thank you, Mary</p> <p>~ a better world is possible, Rowen White</p>	Mary Miller
12/08/2024	<p>Dear Sound Transit,</p> <p>My wife and I have 4 scoping comments:</p> <p>A. Extend DEIS period to 90 days;</p> <p>B. Do a study for the DEIS of the cost-benefit analysis of the BLE CID segment alternatives: 4th Avenue, North of CID, South of CID and Original Midtown stations;</p> <p>C. Do an equity analysis of social and economic impacts to the 3 neighborhoods of Chinatown, Japantown and Little Saigon of light rail construction with and without a station for each alternative: 4th Avenue, North of CID and South of CID and Original Midtown stations.</p> <p>D. Do an ADA accessibility study to compare station alternatives for North and South of CID preferred alternatives: 4th Avenue at Union Station, and Original Midtown station.</p> <p>Yours,</p> <p>Francis and Laura Shea</p>	Francis Shea, Laura Shea
12/08/2024	<p>Please act today! Save Chinatown! To Sound Transit: My scoping comments are: Extend DEIS comment period to 90 days. 2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon. 3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives</p>	Kevin Lee

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	proposed for CID 4. Drop 5th Avenue alternatives from consideration. ST board member & Mayor Harrell says they are "culturally infeasible to build." Best regards, Kevin Lee Seattle YFT President	
12/09/2024	This project when completed is going to put live all of us. We need to make the right choices so this line is the most successful with transit in mind. The rider experience and connectivity needs to be at the top for making decisions. Also we need to have future expansion in mind.	Joshua Karell
12/09/2024	<p>Failing to site a station at the regional transport hub of King Street/CID would be a multi-generational mistake.</p> <p>In order for our region's growth to not result in road traffic gridlock for generations to come, we must have grade-separated mass transit as an accessible/convenient and reliable alternative to driving. The preferred alternative's failure to site a station at King Street/CID fails on all of those qualities:</p> <p>Accessibility/Convenience: every additional transfer required by the mass transit route makes that trip more likely to be taken via car. This is especially so for those using mobility aids as well as those traveling with strollers or luggage. For any trip involving stations on the Ballard to Tacoma line and Amtrak or Sounder, the preferred alternative's failure to site a station at King Street/CID adds the additional barrier to transit usage of requiring a third journey segment (as a transfer to the Everett/Mariner to West Seattle/Redmond line).</p> <p>Reliability: when a trip requires an additional transfer, the reliability of that trip will be decreased, since it requires nothing to go wrong in more places. Given Link's not-uncommon shutdowns and substantial disruptions, and especially considering that it runs at-grade with vehicular traffic for some sections, needing to rely on not just one but two Link lines to both be running normally at once to make a connection with Sounder/Amtrak is a factor that will likely discourage many time-sensitive trips (including commutes) from being made via mass transit under the preferred alternative.</p> <p>Most infrastructure projects create disruption during their construction. While great effort should be invested to minimize those temporary impacts, these should not be done at the expense of foregoing permanent benefits of the project. Specifically: although the preferred alternative may lead to less road traffic during the construction period, the project it proposes to build would be substantially-less compelling of an alternative to driving for many trips, almost certainly leading to increased traffic for generations to come. We should not let such short-term thinking degrade the value of a multi-generational project.</p>	William McGough
12/09/2024	<p>A decade and a pandemic has passed since the original ideas for ST3 were developed. Traffic patterns have changed. With a restart of the BLE project, I suggest to consider the following changes:</p> <p>To speed up construction and avoid Rainier line to lose access to CID Station, focus on Ballard/SLU to Westlake while all other lines use the existing downtown tunnel. (either with a separate OMF at Interbay or single-track connection south of Westlake Station)</p> <p>2. Update the mode selection and consider shorter automated trains like other transit systems around the world are doing.</p> <p>3. Consider a 2nd station by the Ballard Library.</p> <p>For more details and alternatives, and input from many riders, please review:</p>	Martin Pagel

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	Focus on SLU and Ballard – Seattle Transit Blog Ballard Link Mode Selection – Seattle Transit Blog Martin Pagel South Seattle resident and transit blogger	
12/09/2024	To Sound Transit: My scoping comments are: Extend DEIS comment period to 90 days. 2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon. 3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID 4. Drop 5th Avenue alternatives from consideration. ST board member & Mayor Harrell says they are “culturally infeasible to build.” Steven Yee	Steven Yee
12/09/2024	To Sound Transit: My scoping comments are: 1. Extend DEIS comment period to 90 days. 2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon. 3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID 4. Drop 5th Avenue alternatives from consideration. ST board member & Mayor Harrell says they are “culturally infeasible to build.” Sincerely, Changchi hwang	Changchi Hwang
12/09/2024	To Sound Transit: My constructive comments are: Extend DEIS comment period to 90 days. 2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon.	Lai Ping Kimura

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	<p>3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID</p> <p>4. Drop 5th Avenue alternatives from consideration. ST board member & Mayor Harrell says they are “culturally infeasible to build.”</p>	
12/09/2024	<p>As a resident of Chinatown and frequent user of ST Light rail (don't own a car). The 4th Avenue Shallow concept is by far the best alternative for Chinatown. As one who lives in Chinatown, the challenges of construction, detours and closures and other inconveniences associated with construction is a small price to pay for what the outcome of a 4th Avenue station brings to Chinatown and Pioneer Square. Once completed the transportation hub in the CID will be like no other as it will draw people from all regions of King County into Chinatown. The new station will be an enabler for Chinatown to grow and become a go-to place for locals and visitors alike. It will indeed revive Chinatown.</p> <p>The 4th Ave station also provides opportunities to make better use of Union Station and improve the safety around the station. The proposed improvements to Union Station and Plaza will attract people to the area provided that it is a safe and attractive area to be. This area is currently unsafe at night and a place where homeless people congregate during the day. Safety and security must be a priority.</p> <p>The North of CID Alternative is unacceptable to those of us living in Chinatown. I live in Chinatown and when I travel to SeaTac Airport I will either have to walk up hill with my luggage to the North of CID Station (unacceptable long walk with luggage) or I will have to take the Light Rail train north to Pioneer Square Station, then walk to the North CID Station to wait for the southbound train to SeaTac Airport station. Since light rail trains run from 10-15 minutes depending on time of day, the wait time can be up to 10-15 minutes for a southbound train to arrive.</p> <p>The Community and Regional Access graphic that indicates Hing Hay Park to SeaTac/Airport Station of 44 minutes is very misleading and inaccurate. The 4th Ave Shallow Alternative graphic indicates Hing Hay Park to SeaTac/Airport Station of 39 minutes. There is no way that the North of CID station is only 5 minutes longer at 44 minutes! A train transfer at North of CID Station must include not only the wait time for the southbound SeaTac train to arrive, but also the additional walking transit time at the North of CID Station of getting off the northbound train from CID Station and walking to the southbound train line. Therefore, Hing Hay Park to SeaTac should take at least 10 to 15 mins longer from the North of CID Station alternative than from the 4th Avenue Shallow Station alternative.</p> <p>The South of CID Alternative is unacceptable to those of us living in Chinatown. Although a reason given for this alternative is that it “avoids direct station construction disruption in CID”, such reasoning is extremely shortsighted and short-term thinking. It absolutely makes no sense to have a second station in Chinatown that is only 4-5 blocks from the existing one, for the sake of avoiding some construction disruption in the CID. One must look at the big picture, or think in the long term, as to what is best for Chinatown and its future (next 100+ years), and not be concerned about construction disruption which is very short term thinking. A centralized station such as the 4th Ave Shallow Alternative with the existing CID station will be a constructive force (not a disruptive one like</p>	Donald Liu

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	<p>the I-5 construction which separated Chinatown) bringing more people into Chinatown, to live, to work, to visit which will help Chinatown grow and prosper. As a Chinatown resident, accessibility to just one central station in Chinatown is foremost. Having two separate stations just blocks away makes no sense at all.</p> <p>The location of the South of CID station has many disadvantages. Its location is in area of high crime, drugs and homelessness. The location of a major gas pipeline and high voltage lines is a safety concern. A public train station should not be in such close proximity to such hazards and danger (think also potential for terroristic acts).</p> <p>My comments above ultimately affect the environment of Chinatown. Chinatown is now the crime capital of Seattle. More has to be done to revitalize Chinatown and make the area safe for residents like myself. Expanding the existing Chinatown station to include the 4th Ave Shallow station will help reinvigorate the heart and core of Chinatown, as well as its businesses.</p> <p>Respectfully submitted,</p> <p>Donald Liu</p> <p>A long-time Chinatown resident</p>	
12/09/2024	<p>Extend DEIS comment period to 90 days.</p> <p>2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon.</p> <p>3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID</p>	Brien Chow
12/09/2024	<p>Please find the PDF attachment containing my public comments on the Scoping for the Ballard Link Extension (BLE), in your efforts to publish a Draft EIS for the project.</p> <p>Included in the document are various comments regarding the BLE segment, in addition to a Systems Inefficiency Analysis comparing a potential alternative in ST's Link buildout to the design of other major rapid transit systems around the country.</p> <p>I hope you find my comments and analysis informative and helpful as you move forward on this project. Thank you for your time and consideration in your review of my thoughts, and all other comments submitted from other parties.</p> <p>I'm happy to be of further service or answer any questions.</p> <p>"Be kind, for everyone you meet is fighting a battle you know nothing about." ~Wendy Mass</p> <p>Paul R. Sweum, Designer & Fabricator AZWAglassworks</p>	Paul Sweum

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	<p>Paul R. Sweum 217 185th Ave SE #111-206 Covington, WA 98042 AZWAglassworks@gmail.com December 7, 2024 Board Administrator & SoundTransit Board of Directors SoundTransit 401 S. Jackson St. Seattle, WA 98104</p> <p>Re: 2024 BLE scoping process - public comment period</p> <p>Dear Board Administrator, Chair Constantine and Board members:</p> <p>I bring this to your attention as a resident who’s lived in eastern King County for the majority of my adult life. I was raised in south Bellevue and attended school there. I’ve studied and worked in urban planning since the 1990s; being employed by and collaborating with community associations, small towns, cities, counties, special districts, tribes, State and Federal agencies.</p> <p>In the current scoping process for the Ballard Link Extension (BLE), I’ll give perspectives on potential alternatives for Link light rail planning (specifically station placement in the Chinatown/International District [CID] area) in addition to other recommendations for BLE scoping. It is my hope that Sound Transit (“ST” or “agency”) lands on a solution that serves both regional riders with maximum efficiency on the overall Link system, in addition to minimizing adverse impacts to the local CID historic district – making an effort to mend its adversarial relationship with the community – to work towards opening doors to future collaborative efforts, should such possibilities materialize.</p> <p>I. Initial comments</p> <p>Future consideration and capacity planning with a 3rd downtown tunnel</p> <p>The region is already looking at increasing capacity and potential bottlenecks with train sets when you merge the 2 Line from the Eastside with the current 1 Line in the Seattle/Snohomish County portion of the trajectory. It’s not a stretch to see 2 Line capacity, in addition to other future potential Link extensions, necessitating additional tunnel dedication past ST3 projects; crunching numbers on future riders and capacity needs should reveal as such. I would just ask you, at this time, to consider that in current analyses to avoid any short-sighted miscalculations in line & station planning that could present difficult fixes in the future. Some ideas to this effect have already been explored by Seattle Subway. Although I don’t necessarily concur 1 with all of the aims in their proposal, as a comparative analysis I believe there’s value in considering their ideas.</p> <p>II. CID station area alternatives to CONSIDER for scoping</p> <p>#1 for CONSIDERATION: 4th Ave Shallow station</p> <p>In terms of connectivity to what I refer to as the King Street Station/CID hub (or “supernode,” another descriptor I often use) from a planning and long-term transit perspective this is the most optimal solution. All Link lines achieve maximum potential efficiency in connectivity; creating seamless transitions between Link light rail, the bus system, Sounder commuter rail, Amtrak, Seattle street car and ferry terminals. I don’t know how potential high speed rail would fit into this, but it should... but for</p>	

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	<p>now, the regional transit system – as intended by the voters under ST3 – will be best-served in this alternative.</p> <p>While construction will have some impacts on the Chinatown Historic District, no structures will be destroyed nor affected within the actual footprint of the district. The end product of this alternative, however, will greatly benefit the CID community by bolstering its connectivity to this improved supernode.</p> <p>Moreover, this alternative presents a fantastic opportunity to make transit, vehicular, and pedestrian mobility at this location dramatically safer. Link and transit connectivity benefits aside, this alternative resolves critical life & safety issues by rebuilding centuries-old seismically compromised infrastructure of raised streets at the location – all in desperate need of attention.</p> <p>“...it is important to note the following infrastructure will need repair and replacement in the timeline of construction or early years of operations of the new light rail lines funded by ST3: the 2nd Avenue Extension Bridge (built in 1928, poor condition in 2019), South Jackson Street Bridge (built in 1910 and updated in 1987), and the 4th Avenue Viaduct (built in 1910).”</p> <p>“It does not strike us as wise to eliminate the promise of creating a properly connected regional hub in order to save construction on 4th Avenue, when construction on 4th Avenue will have to be completed regardless of what Sound Transit does.”</p> <p>Projected costs and the inconvenience of construction timelines have been acknowledged, documented, and highlighted as concerns for this alternative on numerous occasions – in public ST subcommittees, Board meetings, and through my personal conversations with ST officials. Interestingly enough, additional attention to this alternative materialized through a recent report by a ST “independent consultant” (previously a TDLE engineer on ST’s payroll, as I understand it) to the ST Expansion Committee on 11/14/2024, which appeared to be an ill-conceived effort to assassinate this 4th Avenue Shallow station alternative.</p> <p>I’ve read through literally hundreds of engineering reports and technical memorandums over the years, and this one was... almost entertaining, but more uninformative and wanting, to say the least. The problem with this sort of commissioned task-specific report – in its patronizing, terse content and laser focus on perceived obstacles, construction timelines, and a general no-can-do approach – is how it reveals its true colors in its narrow scope and failure to advise with (or even introduce, for that matter) the idea of proven solutions to potentially bolster any pathway of success for the station construction parameters in question. Forget informing ST Board members that any potential solutions exist in the first place, or may be worthy of further investigation, in the interest of borrowing ideas from proven methods to patch together a can-do strategy.</p> <p>It is my hope we think bigger in our solutions – in this effort for Seattle’s regional rapid transit system now spanning over a half century – to realize its maximum design potential and the successful delivery of a stellar, state-of-the-art, efficient, world-class light rail system that is the envy of other cities.</p> <p>Let’s try something novel for a minute; a focus on ideas and a glass half-full approach in the best interests of what the Puget Sound region actually voted for and approved in 2016’s ST3 ballot measure. There are numerous examples of transit and construction projects in the United States and around the world that have dealt with poor soils, political</p>	

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	<p>acrobatics with entities like railroads, seemingly insurmountable engineering challenges, and certainly the challenges of rerouting traffic and the related inconveniences through such a megaproject.</p> <p>Some examples include:</p> <p>Metro Line 52, Amsterdam, Netherlands... poor soils, complex politics, construction delays, special tunneling techniques used to protect historic structures (opened July 2018)</p> <p>150 North Riverside, Chicago, IL... a 54-story skyscraper constructed on a 2-acre site in the West Loop, with 75% of its acreage dedicated to railroad corridor and easements (completed in 2017)</p> <p>Japan... geosynthetic-reinforced soil structures for railways (article from March 2014)</p> <p>There are engineering and planning professionals out there – including Sound Transit staff more informed than I – who are more than capable of cobbling together examples and solutions to this effect. Can we be more curious and creative?</p> <p>All points and examples aside, a hard fact still remains... however you pick to take your medicine (or in this case wherever you pick it), there are bound to be disruptions when you build a transit system after the rest of the city has been constructed. If a pragmatic approach suggests we take our medicine before having our ice cream – why not pick the option that results in the best long-term solution?</p> <p>A city can recover from closing a street for construction of a transit station, but it's way more difficult to recover from a poorly designed transit system. While it presents inconveniences and disruptions during construction, the short-term impacts of traffic are ultimately negligible when compared to the number of riders that can be attracted to the upgrades, streamlined connectivity, and maximized efficiency of a well-designed transit system.</p> <p>What is ironic about this, along with the perceived reticence of the agency to pursue the 4th Avenue Shallow alternative, is that many construction-related concerns in this endeavor bring into account the short- and near-term inconveniences involving auto mobility – traffic, parking garages, street access points, etc. – precisely the root problem the transit system is being built to resolve in the first place!</p> <p>This is about managing expectations. I'll argue that Seattle & King County residents can work with impacts and delays from construction – even protracted, difficult construction – if they know a quality solution will be waiting on the back end. This has been proven in recent times, literally a few blocks away. In the last decade Hwy 99 on the Alaskan Way Viaduct was successfully converted into a tunnel, with a rebuilt seawall and world-class amenities. It transformed the city for the better with road and pedestrian safety, creating new business growth, bolstering tourism, while opening up access to the waterfront and Pike Place Market. This is a perfect example of taking the medicine before the ice cream – tolerating essentially a decade of construction – with fantastic results, and to great fanfare. Expectations are managed. Everyone goes home happy.</p> <p>Let's also remind ourselves – we're not building an efficient transit system for "us" – we're building it for future generations. If fear of railroad behavior and its imposing delays during construction weighs so heavily on the Board's mind; then dangle a carrot, or hire a coordinating specialist, further cultivate working relationships, use different intermediaries, buy someone a steak dinner, or cut a better deal. Just think outside the box. As I mentioned earlier, there's other success stories out there; railroad relations, poor soils, and timelines should not</p>	

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	<p>dictate, nor shape a decision of this magnitude for literally millions in our region. All things considered, in the end the claim of wanting to avoid construction impacts feels hollow, and it's not a particularly compelling argument to avoid building a crucial transit hub that will impact the region for generations – easily 100, 150, 200, or more years – not exaggerations in arcs of time.</p> <p>A well-designed transit system called for by the voters, public safety with a rebuilt 2nd Ave Extension/Jackson/4th Ave Viaduct and improvement to the efficiency of the transit network – resulting in a improved supernode and ultimately increased ridership – outweigh construction challenges, timelines and costs that can be addressed with determination and well-informed, creative solutions. I not only implore, but challenge the Board to see past these aforementioned challenges for the 4th Avenue Shallow alternative, and to harness the political will to meet its responsibility to the voters.</p> <p>Note: per my initial comment... in theory a 4th Avenue Shallow alternative could be kicked down the road for a future 3rd tunnel option (which leads to my suggestion #2) – but if you take your medicine now, like I'm suggesting with all the opportunities and life & safety considerations for fixing this corridor despite a longer construction timeline, I'd strongly consider making this your top CID area station priority for this project.</p> <p>#2 for CONSIDERATION: 5th Ave Deep (sort of?) station</p> <p>This potential alternative concept was included in the WSBLE Draft EIS in 2022 as alternative CID 2-b. Content explaining this option stated: "An underground connection would be provided to the northbound platform at the existing station. The tunnel and station would be about 180 feet deep, approximately 90 feet deeper than Alternative CID-2a, which would allow the station to be mined rather than constructed using cut-and-cover methods and would reduce surface disturbance during construction."</p> <p>I haven't seen a high enough level of detail on that proposed alternative to be able to determine to what extent adverse impacts would be brought to the CID neighborhood or structures adjacent to 5th Ave. Is it possible to reboot a form of this option and tweak it to eliminate condemnation of structures in the Chinatown Historic District, and does it really need to be 180 feet deep?</p> <p>In terms of proximity and alignment with the current CID Link station next to Union Station, this appears to achieve very satisfactory maximum Link system efficiency between tunnels and transfers. It also does not present as many complexities during construction, or a potential decades-long timeline, like the 4th Avenue Shallow Station alternative.</p> <p>I'm picturing the layout for this tunnel right below the 5th Avenue alignment... I'm not a transit or systems engineer, but I'd be curious to know if it's possible to use the current CID station entrances to access this new tunnel, if it's staggered at a lower level under 5th Avenue from the current CID station platform (think of a California split residential layout, perhaps with some overlap) and accessible by necessary and/or upgraded vertical conveyance systems.</p> <p>In addition, to make it more accessible and cut down transfer times, perhaps it doesn't need to be as deep as the aforementioned proposed alternative from the WSBLE Draft EIS. Perhaps modifications to the current CID station, such as east platform expansion in the direction of and under 5th Avenue (for access to the lower line and bolstering the vertical conveyance equation with additions to accommodate circulation) would allow riders to make the descent into a lower level (mined) new tunnel central platform and its bi-directional Link lines.</p>	

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	<p>Moreover, if this option involves tunnel mining and minimal surface intrusions (adjacent to the east platform of the current CID station & 5th Ave) with no disturbance to the Chinatown neighborhood beyond partial/intermittent 5th Ave street closures, it appears to achieve the best of all worlds: an ultra-efficient transfer to the current CID Link station, serving the CID/King Street station supernode, a shorter construction timeline (opposed to concerns with the 4th Avenue Shallow Station alternative) and a means of proximity for an underserved local community – and doing so with no adverse impacts to the Chinatown Historic District and structures within it.</p> <p>III. CID station area alternatives to ELIMINATE from scoping #X1 to ELIMINATE - North/South of CID Stations alternative</p> <p>The North/South of CID stations alternative was deemed the “preferred alternative” in a ST Board decision on 3/23/2023 regarding the WSBLE Draft EIS, prior to this scoping process and after the project split into the two WSLE and BLE segments. If played through to adoption in its proposed alignment, this alternative adds out-of-direction scenarios with additional travel time of 10-20 minutes for a 2 Line rider from the Eastside trying to reach the 1 Line to connect with the current CID/King Street Station supernode or further south to SeaTac airport and beyond (this also applies to the opposite direction with out-of-direction travel). Working within such a design of the Link system, the idea of riders being required to take inefficient pathways like this lands somewhere beyond unconscionable – and is counterintuitive to what the system is built to do in the first place – take riders from the places they live to the places they need to get to in the most efficient manner possible.</p> <p>It’s also worth pointing out that in this station placement scenario, the system design leaves a rider potentially choosing the clunky alternative of leaving the system from the incoming 2 Line south of CID, then bumping to surface streets to negotiate several city blocks before descending back into the system at the currently existing CID station to take a southbound train on the 1 Line to SeaTac airport and other locations south of the CID. This is not only inefficient, inadequate, unsafe, and cruel to folks with mobility issues and children – but in the larger picture an unfathomable disservice to riders across the region in future generations. Needless to say, this so-called “alternative” also defeats the core purpose of a rapid transit network, since the whole point is to move every rider throughout the region in the most efficient way possible without having to physically leave the system – and certainly not to leave the system and venture surface streets for three blocks – simply to enter into it again.</p> <p>This alternative also bumps the location for what would be a Midtown station further south on the line, deviating from a critical station location presented to the voters as an ST3 concept. This configuration will introduce potential bottlenecks and choke points in the downtown tunnel at the Pioneer Square and Westlake stations, since additional out-of-direction riders going between King Street Station/Seatac airport and the Eastside will add unnecessary congestion to the system – when they could have caught the other line at CID or simply left the system at that same location for their destination or transfers by other means at the supernode... and this isn’t beginning to contemplate the impacts of soccer, football, baseball, and concert events at the SODO stadiums.</p> <p>The N/S CID Stations alternative flies in the face of best planning practices, thwarts common sense connectivity for intermodal transportation hubs, brings up fundamental safety concerns for riders, compromises transit equity and may violate Federal law and/or guidelines called out in the Intermodal Surface Transportation Efficiency Act (ISTEA)</p>	

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	<p>of 1991 and Federal transportation equity policies. It is critical for ST to evaluate what is at stake in this situation not just for the aforementioned concerns – but also to determine if the agency is potentially jeopardizing its ability to secure future Federal grant monies that may be withheld for reasons involving these accounts of potential gross negligence in this matter.</p> <p>Efficiency in design is not a novel concept for these systems. These are the ABCs of transit planning. Rapid transit systems have seen buildout with success, under constraints way more difficult than these, in scores of other metro regions for 100+ years – utilizing best available practices and techniques in planning, design and construction.</p> <p>To figure out if and how the N/S CID Stations alternative presents an anomaly of inefficient out-of-direction travel among its peer transit agencies, I performed an assessment to compare SoundTransit’s Link buildout to over 15 other systems in major metro areas in the United States (and one in Canada); including light rail in Portland, Sacramento, Los Angeles, San Diego, Phoenix, Minneapolis and Dallas; rapid transit in Atlanta, Vancouver BC, the Bay Area BART and Washington DC; and legacy rapid transit systems in Philadelphia, Chicago, New York City and Boston. Even with any analysis oversights, errata or significant transit systems not included in this analysis, the point of achieving system efficiency for the best possible deliverable to the regional voters still stands.</p> <p>In this analysis, a singular fact was revealed – should SoundTransit proceed with this N/S CID Stations alternative – it will carry the distinction of being the only rapid transit system on the North American continent with inefficient out-of-direction travel built into its line design from a terminus to a critical system transit hub (see the accompanying spreadsheet at the end of this document for analysis details).</p> <p>Please read that prior paragraph again and allow it to sink in.</p> <p>I have made my perspectives clear on this alternative and the catastrophic, generations-long domino effect it would set into motion. I would think, and hope, enough additional concerns have also been brought up outside of my comments; including from other transit planners, engineers, stakeholders, decision-makers and members of the public.</p> <p>Simply put, choosing this alternative would be an exercise in gross negligence and set into motion a negative domino effect for decades to come that’s implausible for contemplation. Please drop this alternative from consideration in this BLE scoping process... without hesitation.</p> <p>#2X to ELIMINATE - 5th Ave Diagonal CID Station alternative</p> <p>This potential alternative concept was included in the WSBLE draft EIS in 2022 as alternative CID 2-a – then removed at some point – and then, once again, it was reintroduced in November 2024 as a possible station option for this BLE scoping process.</p> <p>If it was not being dropped inside Seattle’s Chinatown-International District, a designation in the U.S. National Register of Historic Districts, under normal circumstances I might see this as a potential opportunity for a Link station location. From a system efficiency standpoint, this does achieve satisfactory tunnel & surface transfer points for the transit system supernode in that area. However, the adverse impacts it presents to the CID and Asian community deem it an unacceptable alternative.</p> <p>When a project like this is proposed within a registered historic district, the NEPA process involves a heightened focus on the potential impacts</p>	

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	<p>to buildings and the character of the district, primarily through a “Section 106” review which is part of the National Historic Preservation Act (NHPA). The process must thoroughly analyze and evaluate all potential cultural resource impacts; historic properties, sacred sites, traditional cultural practices, archaeological sites, in addition to impacts on intangible cultural values and community identity, to name a few. In this process, agencies must consult with affected groups to understand potential impacts and devise mitigation strategies when proposed actions have adverse effects on those groups and resources... and that just begins to skim the surface of requirements. That said, I’d strongly suggest the agency take a deep dive into the NEPA & Section 106 part of this process to visualize where it will go and see if it’s even viable to begin with; forecasting potential time, treasure, headaches, and negative political fallout from it being triggered and pursued to a conclusion.</p> <p>NEPA processes aside, the adverse impacts of construction to the Asian community living in this registered historic district – a transit station alternative proposing the razing of structures and businesses, in addition to acute construction impacts – are difficult to contemplate, let alone justify. Having previously worked for Tribal communities, I’m no stranger to bearing witness to systemic bullying of historically disenfranchised communities – be it intended or not. The protests by the CID community in this process are easily justified by the gut punches this community has been dealt over its historical arc – the systematic shrinking of the CID, the construction of Interstate-5 bulldozing and bisecting the community, promises not kept from the process surrounding the current CID station, exclusion and not having a seat at the table, wrongful incarceration, and a centuries-long parade of racially motivated hate crimes – to make mention of just a few.</p> <p>This historical arc, and these facts, should not be lost on the ST Board. Moreover, these accounts should factor into the decision-making process for a Link station location in the CID area in a very relevant way. This 5th Avenue Diagonal station alternative only adds fuel to the fire, and exasperates an already adversarial relationship between ST and CID-based community groups that is solely of the agency’s undoing.</p> <p>Speaking from an observer’s perspective regarding my immigrant and Asian friends... an immigrant’s journey is beset with perils and a steep learning curve for assimilation into American life. It requires a brave constitution for those who travel it; something few privileged American citizens generations-removed from the immigrant experience can relate to or clearly understand. The CID community is a familiar and safe place for them to land. Many of the CID storefronts, like the ones potentially set for the wrecking ball should this alternative see its conclusion – while providing low rents and the means to realize small business growth – not only represent the livelihoods of their owners, but springboards for immigrant communities to propel their way to a successful future. Our systems and programs should be designed to give them support and lift them up – not eliminate the means to establish themselves – means in short supply, and with finite alternative options. Needless to say, this proposed station is not helpful in this regard. It will kill upward mobility and pathways to dreams trying to be realized.</p> <p>Furthermore, what good is it to build a transit station if you’re wrecking the heritage and culturally identifiable places of a community the system’s supposed to bring you to in the first place?</p>	

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	<p>I'll argue that it completely defeats the purpose.</p> <p>Contemplating what is proposed to be taken away on the front end of station construction: at 6th Ave & Weller, a unique structure with a blue roof facade (the former site of Uwajimaya) containing businesses such as Oasis and Jollidaze Cafe; at 5th Ave & King St, Joe's Bar & Grill, a Rice & Hot Dog business, Seattle Best Tea Co., Ping's Food Market, UmmaDak Homestyle Korean Fried Chicken – all within spitting distance of the Chinatown Gate – and all part of the essence of a pedestrian's entrance into this welcoming, unique cultural experience for residents and visitors alike... and this is merely a cursory inventory of what is viewable from the street.</p> <p>Normally, conventional thinking on problem-solving suggests this brings an opportunity for atonement; for the agency to explore a course of partnership with the CID community on the back end of any modifications being made to the blocks in question. Certainly, this alternative does not present a typical TOD scenario, nor should it. For example, under friendlier circumstances ST could involve community groups through TOD so they may be shaped to fit the context of the historic district and set in motion culture-oriented priorities and needs. Ideas for programs and development could be fleshed out and flourish in a collaborative effort with agreements or some sort of framework that embraces cooperation, seats at the table for all stakeholders, community oversight, and the exercising of best behaviors by everyone involved... as one might think.</p> <p>Unfortunately, Sound Transit has not done itself any favors in the adversarial relationship it has sown with the Asian community in the CID. At this juncture, I fail to visualize how the agency would even navigate any possibility of reconciliation – a problem the onus is solely on the agency to fix. Considering a shaky foundation for trust and a history of promises not kept, any handshake deals are obviously out of the question. This behavior by the agency is further evidenced by the waffling of city and ST leadership on whether or not to pursue this alternative in the first place; it's on the books, then off... then back on again? I would have expected better from ST, which is either confused and rudderless, or playing a shell game with station placement driven in part by external forces. Either way, the agency has been completely tone-deaf to the CID community... the whole thing is strange. Moreover, the bad optics of this – which add to the unrelenting, centuries-long poor treatment of the Asian community – take shape as cruel, underhanded, and disturbing on a sinister level.</p> <p>Because of this history (and I'm sure there's more I'm unaware of), I'm highly skeptical such an opportunity would be pursued in an effort appearing in good faith – assuming the agency would even feel compelled in the first place – which is really unfortunate, as sadly it torpedoed what might otherwise be a colossal opportunity to reverse a long history of blunders and ill treatment of the CID community by the transit sector of government.</p> <p>While I applaud Sound Transit for delivering a mostly safe, carbon-free and trip-efficient transit system to the region so far – the agency has a steep hill to climb in learning how to be a good neighbor –especially with disenfranchised groups. These folks – our Asian brothers and sisters – should have a right to go about their daily business free of intrusion, retain an intact and evolving community of their own accord, modify it for betterment as they see fit, maximize wellness and cultural purpose without anyone blocking their way, and live their lives under a historic district's protective umbrella to assist in self-determination. The functions of government should serve to improve communities like Seattle's</p>	

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	<p>Chinatown-International District – not force edicts by chokehold, impose limitations, wreck things, erase culture, or cast a spectre over lives.</p> <p>Was it really that much of a far cry to extend an olive branch and seek successful outcomes for the CID community and all the stakeholders involved? What happened to a success-for-everyone approach? I challenge the agency to do better in the future.</p> <p>In the meantime, ENOUGH. Please drop this alternative and find another way.</p> <p>IV. Additional & design-related comments</p> <p>CONSIDER for EIS: Acknowledgment statement regarding CID community</p> <p>As part of an endeavor to make amends with the CID and its Asian community, a statement similar to the acknowledgment of the Native American tribes and their lands in the TDLE Draft EIS (issued Dec 2024) could help to improve relations and document good intentions on the part of the agency. This is suggested as an olive branch for a very unique set of circumstances – we’re not talking about a small kerfuffle with a single property owner or business over a Link guideway or station placement – this is a protracted situation involving a historically disenfranchised community and location designation in the U.S. National Register of Historic Districts. Considering the adversarial relationship and aforementioned accounts with the CID community from the previous section, a statement by the agency – submitted, for the record, in this forthcoming EIS process – can signal a good-faith effort to stay the course on a framework of better understanding and cooperation.</p> <p>In the larger picture, this is a modest ask that could go a long way. As a potential fresh starting point, it can trigger a big return through a small effort, and hopefully sets into motion a larger endeavor by the agency in simply “doing the right thing.”</p> <p>CONSIDER for SCOPE: Retain the Midtown Station</p> <p>As mentioned prior, the Midtown Station is retained when the N/S CID alternative is abandoned. This station is at a location critical to the Link network and will address a part of town currently underserved, including providing better access to the medical facilities on First Hill. This station concept was part of the ST3 proposal that informed the voters in 2016, and as should be delivered as promised.</p> <p>CONSIDER for SCOPE: Designs for central platforms in 2nd Link downtown tunnel</p> <p>This may go without saying, but I encourage you to consider the feasibility of a central platform for the new Link light rail tunnel. I don’t know if this will make much of a difference in transfer times, but I’m guessing it makes the most sense for minimizing the width of the station in the tunnel. It also provides the opportunity for quick cross-platform transfers, should the need arise for a rider.</p> <p>V. Final thoughts</p> <p>Finally, I’d like to with you some thoughts on the importance of your role as decision-makers, especially in guiding a transit agency with a regional footprint.</p> <p>Urban planners – whether they’re certified or not – all follow a Code of Ethics. We first learn this in our college planning programs. Its emphasis and importance to our work only deepens with our professional experience, through the scenarios and challenges thrown at us. The Code of Ethics should be part of a planner’s DNA, and helps the trained professional to separate collaborative, thoughtful, well-crafted planning</p>	

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	<p>from negligent or misguided processes that could end in potentially catastrophic results.</p> <p>While certified planners are bound by these Ethics in AICP, I would argue that a Board of decision-makers stewarding and guiding the works of a regional transit agency is not only also bound by those same type of ethics – but moreover, their role in carrying out those ethics in the public trust is even more critical.</p> <p>The following lists the AICP Code of Ethics and Professional conduct from Section A, “The Principles to Which We Aspire”:</p> <ol style="list-style-type: none"> 1. People who participate in the planning process shall continuously pursue and faithfully serve the public interest. 2. People who participate in the planning process shall do so with integrity. 3. People who participate in the planning process shall work to achieve economic, social and racial equity. 4. People who participate in the planning process shall safeguard the public trust. 5. Practicing planners shall improve planning knowledge and increase public understanding of planning activities. <p>The AICP Code of Ethics and Professional conduct was revised in 2021. In spite of my criticisms today, I see myself as a cheerleader for Sound Transit’s mission, purpose, and the game-changing deliverables in transit solutions it provides the central Puget Sound region. As merely a single voice in the public, I write letters to FTA officials and the U.S. Transportation Secretary – anything to help prod along efforts to secure funding – and plan on continuing to do so... but I will also comment to the agency to bring to your attention what I see as potential mistakes, oversights, or errors in judgment.</p> <p>I believe all the stakeholders in this project are striving for the best quality deliverable for our region, in this Link light rail expansion process. To build it takes decades, and while some messy scenarios along the way are inevitable, hopefully they’re resolved while serving as teachable moments for all involved. However, how we go about it – with the effects on our environment, community resources and welfare, historic treasures, unique places, and the balance of impacts on human lives in that process – is even more important.</p> <p>I’m happy to answer any questions and be of further assistance.</p> <p>Respectfully and with gratitude, Paul R. Sweum transit & rail advocate town planner technical writer author</p> <p>VI. “Transit Systems Inefficiency Analysis” spreadsheet (see pp. 13-14)</p>	
12/09/2024	<p>Extend DEIS comment period to 90 days.</p> <ol style="list-style-type: none"> 2. Do a social and economic impacts study of station alternatives for the CID. Include impacts such as walking distances on residents and businesses, institutions, health clinics, schools, after school programs, tongs, family associations, and museums in Chinatown, Japantown, and Little Saigon. 3. Study physical, social, equity impacts to 1200+ elderly, physically challenged non-English speaking residents for each of the alternatives proposed for CID. 4. Drop 5th Avenue alternatives from consideration. ST board member & Mayor Harrell says they are “culturally infeasible to build.” 	Amy Chen Lozano

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12/09/2024	<p>My family owns and operates an apartment building at 408 Aurora Ave N. The proposed construction of the underground station at Harison and Aurora (7th Ave) has the potential to cut almost all access to our building. I hope you will consider moving that station or constructing it in a way that minimizes the impact to pedestrians. We offer some of the most reasonably priced apartments in that part of town and we would not survive being cut off from that access point for multiple years of construction.</p> <p>Thank you, Matt Clark</p>	Mathew Clark
12/09/2024	<p>We prefer that the station be located elsewhere than Harrison and 7th. Ave. N., but if it must be, please be sure that there is good pedestrian access to our apartment building at 408 Aurora Ave. N. from the south. That will be vital to us.</p>	Chris Clark
12/09/2024	<p>The environment for Ballard Link and the second downtown Seattle tunnel (DSTT2) has changed dramatically since the ST3 vote in 2016 and the initial Draft EIS.</p> <p>Transfers between the two tunnels (1 Line to/from 2/3 Lines) have unacceptably long walks and level changes -- far more than peer subways. This was not disclosed in the ballot measure: it implied the stations would be at the same level as the existing stations and transfer walks would be normal for a subway. Normal means around 3 minutes or less -- not 8 or 10 minutes. That threatens the line's ridership and usefulness, since half the destinations will require a transfer downtown.</p> <p>2. The likelihood of overcrowding without DSTT2 was always debatable. Now with work from home it seems less likely. The biggest bottleneck is between Westlake and U-District stations, which DSTT2 would not address.</p> <p>3, ST should pursue the ST3 candidate project to upgrade the existing tunnel (DSTT1) instead of building DSTT2. That would raise the maximum reliable frequency from 3 minutes to 1.5 minutes, giving plenty of capacity for three lines in the tunnel. (Tacoma Dome-Lynnwood, West Seattle-Everett, Redmond-Mariner.) Ballard-Westlake would be a separate line with everybody transferring at Westlake.</p> <p>4. ST should add an alternative with an AUTOMATED Ballard-Westlake line. Automated lines have become the international standard for new lines. An automated line would both be less expensive to construct AND could run at ultra-high frequency (every 2-5 minutes) without significant extra costs, as the Vancouver Skytrain does. The lower capital costs would come from smaller stations, smaller trains, and a smaller tunnel.</p> <p>5. Sound Transit should leave an option for the automated line to be extended southeast in a future vote, serving First Hill and Little Saigon, and possibly North Rainier to Mt Baker station.</p> <p>6. Alternatively, Sound Transit could extend the automated line south in the DSTT2 corridor and continue to West Seattle, replacing the West Seattle Link project. This again would significantly reduce construction costs compared to ST's current preferred alignment, and might give smaller stations more freedom to have closer transfers with DSTT1 stations.</p> <p>7. Sound Transit should also consider the No-Build Alternative to Ballard Link, as a way out of the usability and cost dilemmas that emerged after the vote and were not in the Representative Alignment in the ballot measure.</p>	Mike Orr

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	<p>8. Sound Transit should add a bus alternative for Ballard Link to complement the No-Build Alternative, addressing the corridors of King County Metro routes C, D, 15, and 40. RapidRide C & D improvements are already in ST3, so that could be a starting point.</p> <p>9. Delete the 14th Avenue NW Ballard station alternative. It's a long walk from the center of Ballard's density where the bulk of riders would be walking from.</p> <p>10. Add an underground Ballard station alternative around 20th-22nd Ave NW to serve the center of the urban village.</p>	
12/09/2024	<p>Two items I forgot in my last feedback.</p> <p>11. Keep the 4th Avenue Shallow and Shallower CID station alternatives in the EIS. This is the best for passengers after the 5th Avenue Shallow alternative in the representative alignment.</p> <p>12. DO NOT PURSUE the "CID/N - relocated Midtown" or "CID/S - Dearborn" station alternatives in the preferred alignment. These have unacceptably long transfer walks to their counterpart stations in the existing downtown tunnel. CID/N is also too long a walk to CID destinations. The "Dearborn" station platforms are significantly further south than the Dearborn Street station entrance, adversely affecting both transfers to the 1/2 Lines and walks to CID destinations.</p>	Mike Orr
12/09/2024	<p>Another thing I forgot.</p> <p>13. Keep the The 5th Avenue Shallower DIAGONAL alternative in the EIS. It and 4th Avenue Shallow(er) are much better than the "CID/N - relocated Midtown" and "CID/S - Dearborn" alternatives both for transfers and for walking to CID destinations.</p>	Mike Orr
12/09/2024	<p>I am an artist with a studio at Inscape 815 Seattle Blvd South. I mostly ride the bus a lot to and from the studio and would like to know how routes will be impacted before, during, and after construction. My main routes in and out of the studio are by bus (62, 28/5, 40) and driving via 99. As a pedestrian I am concerned about safety (cars, dust, construction) to and from the studio during construction and after. I would like for the station to improve the pedestrian experience in the area around the building. I'm concerned about the impacts of rerouted/disrupted transit on local businesses and elders. I would like to know about noise and dust pollution during construction - will working at Inscape be hospitable/safe? How will the external features of the historic building be protected? I'm concerned about the future of the building as a relatively affordable space for artist studios. I would love for the project to be an opportunity to invest in arts & cultural spaces. Generally I'm concerned about the impacts of housing affordability with the proposed stations.</p>	Emily Turner
12/09/2024	<p>both the Proposed & Preferred route alternatives from downtown through Seattle Center and over to Elliott/15th Ave call for a cut and cover tunnel. The Republican St. Alternative (currently identified as preferred) involves creating tunnel portal on a sensitive slope with documented landslide history, and will completely divide the Uptown neighborhood for multiple years. The Mercer St alternative is superior in terms of both grade and curve for the tunnel portal exist, combined with not impacting a sensitive slope, but has other considerations. Either alternative could be significantly improved - and cause much less risk and negative impact to Uptown neighborhood by implementing a deep bore tunnel, as has been used previously by Sound Transit. Why has this alternative not been considered in the design & planning efforts?</p>	Gary Roshak

Date received	Communication	Contacts
12/09/2024	<p>Hi Sound Transit,</p> <p>Since we are spending billions of dollars to construct the Ballard link, we should make it convenient for commuters to navigate so that they will use it. I believe that the new light link rail stations that will be part of the Ballard link should be positioned so that the rail system as a whole functions as an integrated whole that is convenient and efficient for commuters to navigate.</p> <p>With respect to the station in the international district, this station should CLEARLY be adjacent to (or below?) the existing Light Link international district station and King Street Rail station. Commuters should not be forced to walk five blocks or more (as they would if either of the other two station locations are used), thus incurring delay and inconvenience if they want to access another line of the Light Link system. This will motivate them to avoid using the system. The availability of other sites in the general vicinity should not be allowed to decide this important issue.</p> <p>I know less about the pros and cons of the proposed positions of the Ballard station. However, I believe that the most efficient system for commuters should determine where stations are located.</p> <p>With regard to the scope of the future EIS, I am not sure about how this process works. If a particular proposed station location is not evaluated in this EIS that will soon be under way, will that location be dropped from consideration? If so, I believe that the most commuter-friendly of the proposed station locations should be included within the scope of this future EIS even if that location has been covered in a past EIS.</p> <p>Sincerely, Rosemary Sweeney</p>	Rosemary Sweeney
12/09/2024	<p>The Project Purpose and Need statement should emphasize the need for easy connectivity between lines and among modes and that the user experience should be paramount in the project design.</p> <p>The Chinatown-International District location is the major transportation hub for the region. People will transfer between Amtrak, Sounder, multiple Link Light Rail lines, streetcars, buses, and taxis. Travelers will also have a lot of baggage and maybe small children. There must be a convenient and easily navigated pedestrian connection among King Street Station, the current Chinatown-International District (CID) station, and the new Link platforms associated with the WSBLE project.</p> <p>I support moving planning forward with the 4th Ave S. Shallow Station and 5th Ave S. Shallow Station alternatives, with particular attention to making the additional CID station as shallow as possible, with good connections to the existing CID station platforms.</p> <p>A recent consultant report indicates that the 4th Ave shallow station will take 12 years to build and may have construction delays due to BNSF. These issues can be mitigated and the whole project is not scheduled to be open till 2039 so getting the CID station in the right place on 4th or 5th Ave will not delay the whole project.</p> <p>With 2 million more people in our region in the next 20 years we need to have a world class transit system which keeps people using transit not cars. We need this for equity, environmental and land use issues. I had thought that we were settled on the 4th Ave. shallow alignment then new politicians are elected and voter promises are undone. This is very frustrating to voters and makes me not trust the process.</p> <p>A connecting concourse could be either overhead or underground to provide safe passage across busy 4th Ave S. and the mainline railroad tracks.</p> <p>The brand new "preferred" alternative must be dropped and the only</p>	Arvia Morris

Date received	Communication	Contacts
	<p>alternatives should include a new station very close to the existing International District Station and King Street Station (Sounder and Amtrak) for ease of inter-connectedness.</p> <p>Another alternative that could prove helpful is to study an alignment that merges the Ballard line into the existing downtown transit tunnel and uses that routing underneath 3rd Ave instead of building a new tunnel underneath 5th Ave. Various operational efficiencies would be needed to run more trains through the existing tunnel but this may prove more cost effective than a new tunnel. Thank you for considering my view.</p>	
12/09/2024	<p>Of the options under study, the 5th Avenue South diagonal seems best; the board preferred option with split CID stations is the worst. The network needs good connectivity. Please study no second tunnel with the east, south, and west lines in the existing DSTT and the Ballard line to/from Westlake only; I know it is out of scope. ST3 is in crisis; the crisis is deeper than that of Sound Move, when the Board reset was very significant. Has the ridership modeling been updated with the decline in office employment?</p>	Jack Whisner
12/11/2024	<p>Dear Sir/Madam:</p> <p>I suspect that federal assistance will most likely be far and few over the next four years so time will be on STs side. And I know I'm a few days late but here is an important suggestion regarding the 4th Ave Shallow Alternative option which is:</p> <p>Reach an agreement with BNSF to move their track and tunnel entry over 20-30 yards, this would allow ST to move the 4th Ave CID station north of Jackson St. This seems like it would eliminate some of the headaches associated with BNSF, 5th Ave residents and deep tunneling options.</p> <p>I hope this helps and is something ST would look into. Having a conveniently located station would be a tremendous asset for the city.</p> <p>All the best, Larry Scheib</p>	Larry Scheib