

2/9/2023 System Expansion Committee
Meeting Written Public Comment
Submissions

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YK Zhou

The attachment referred to in this comment is included at the end of this summary document.

Hello,

Please find attached my comments.

I hope for more information regarding the potential options, pros & drawbacks of each option, mitigation factors, etc. are more easily presentable and shared amongst the greater C-ID community via the non-profit organizations & key community stakeholders involved. Ideally, an infographic or a short blurb (under 15 pages) would be great to share within the next week or two. I personally don't feel that all information regarding the options have been properly conveyed or easily understood for the general public. I hope for greater simplification and greater outreach, thank you very much.

Best,

YK Zhou

Fortune Garden Restaurant

Cause Haun

Dear Sound Transit Board,

I am a visitor of the CID and as a Seattle resident benefit tremendously from a vibrant thriving CID. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to the CID which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.

Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.

Sincerely,

Cause Haun

Seattle

Christina Shimizu for Puget Sound Sage

The attachment referred to in this comment is included at the end of this summary document.

Dear Sound Transit Chair Constatine, Board of Directors, and CEO Trimm,

Please find the attached letter signed by over 90 stakeholders and friends of the Seattle Chinatown International District who oppose any of the WSBLE 4th and 5th Ave proposed station locations in the CID. We support instead, the North alterative and/or the North and South combined alternatives.

Please note that we are continuing to gather signatures and we will send an updated letter with additional signatories.

For more information or to send a response from your agency, please contact Christina Shimizu, Executive Director of Puget Sound Sage, or feel free to reach out to any of the small businesses, organizations, and community leaders who have signed on.

Thank you,

Christina

Christina Reiko Shimizu

she/her

Executive Director

[Puget Sound Sage](#)

chrissy@pugetsoundsage.org | c: (206) 552-5508

Michelle Miranda

To the System Expansion Committee:

my feeling is that any other location than the 4th shallow design would cause much unnecessary, inefficient, wasteful and inconvenient detouring for PS and CID residents, workers, visitors, tourists and event-goers into the future, causing generations to come to wonder 'Why on Earth . . .?' - as they struggle with unnecessary hauling to the distanced alternatives!

there is only one streamlined and economical solution to the transitioning between proposed additional LightRail lines, to reduce foot traffic (not to mention additional difficulty for the disabled) by integrating the entire transit hub as it presently exists in South Jackson St, - and with a view to the dynamic and remodelled intended appearance of the travel zone in the future.

I feel that, financing notwithstanding, we owe it to posterity to create a hospitably convenient, attractive and elegant solution to the needs of local residents and all others that pass through Seattle, - out of our appreciation for the place we currently make our home or workplace.

this also translates into enhanced safety and decreased security risks for pedestrian traffic, - and therefore vehicular as well, - which impacts the effectiveness of Public Safety Civil Services.

I think too, that the weather factors in.
in the heat of summer, and rain at all other times (!), - do we really want people unnecessarily trudging
in all directions, increasing volumes of travellers on sidewalks?
we need to encourage populations near and far to visit us, - not create a horrible and complicated
transit experience that deters the public from ever considering the Districts as a destination.

only the 4th Shallow plan (with a highly desirable future community space built out over the present
exposed tracks) offers this entire level of benefit.

please choose the 4th Shallow!

Michelle Miranda

[Retired resident - and car-less constant pedestrian who utilises all transport options centred at the
Jackson St hub, - of Pioneer Square, at Gridiron Condominium.]

Kathleen Johnson for Historic South Downtown

Re: Select 4th Ave S as the preferred alternative, avoid delay and additional cost

Dear Chair Balducci and Sound Transit board members,

Historic South Downtown is part of a diverse coalition of voices in the Chinatown International District
and Pioneer Square communities that are aligned on a path forward for the WSBLE project. **We believe
Sound Transit must select 4th Ave S. as the preferred alternative and continue to partner with the
community to identify solutions that minimize harm.**

A 4th Ave S. station has long been part of the broader vision for these neighborhoods and siting a station
on 4th Ave S. provides the greatest opportunity for a pedestrian-friendly transit hub and more efficient
regional connectivity.

We know avoiding delay and additional cost is a top consideration when selecting a preferred
alternative. Moving forward on 4th Ave S. keeps the system expansion project on schedule and
leverages Sound Transit's most recent efforts to address the issues raised in the initial design of the
station. Abandoning that work at this stage to explore a new station plan will introduce delays and
additional costs.

We do not accept the notion that moving a station outside of the CID avoids disruption.

The CID and Pioneer Square will still bear the brunt of construction impacts, but without the benefit of a
station, and connections to points south. Related, the City of Seattle is currently evaluating a slate of
infrastructure projects in our neighborhood that will be built regardless of where Sound Transit locates
their station. The City and Sound Transit should collaborate to find construction efficiencies to minimize
disruption and harm to CID and Pioneer Square residents.

We understand that this is difficult, but Sound Transit and Seattle have both pledged to help address
past harms: coordinating to limit all construction impacts is one very concrete way this should be done.
Sound Transit and City officials must work together to coordinate these massive and major projects, find
areas of common ground and reduce the overall construction period to avoid overburdening a
historically displaced community.

As it is, construction along Dearborn will impact the elderly who visit CISC, those who go for care at ICHS and those who live in ICHS Legacy Village. There is no impact free option, but 4th provides the neighborhood with the best access to all of the features of the planned system, and we can continue to work to reduce construction impacts through more in-depth planning.

The alternative ideas on the table are not studied and would likely serve far fewer riders all along the system than building the CID and Midtown stations as promised to voters in 2016. This decision would hard-code a serious usability error into the system for the next 100 years. It would be irresponsible to shift to so radical a plan without further study.

We have a shared desire for a light rail system that is efficient, user-friendly and provides for smooth and accessible connections. A station on 4th Ave S is the best option to achieve those goals and to serve the entire region and all the unique communities within it.

Sincerely,

Kathleen Johnson
Executive Director
Historic South Downtown

Lisa Dixon Howard, for the Alliance for Pioneer Square

The Alliance for Pioneer Square supports Sound Transit selecting the 4th Ave South shallow option as the preferred station location for the CID segment. The 4th Ave South station has long been a part of the broader vision for regional employers, property owners, businesses, and residents in Pioneer Square. The importance of this decision cannot be overstated. As the long-planned linchpin of the WSBLE and regional light rail overall, the location of the CID station will impact all other service areas, the entire light rail system and the greater Seattle region for generations to come.

We see a practical path forward for Sound Transit that will keep the project on track. Time is money. **Sound Transit should identify 4th Ave shallow as the preferred alternative**—it keeps the project and the ST3 program closer to the original schedule. Sound Transit has made meaningful progress on addressing the issues that the community identified in the initial design of 4th Ave S, including improved solutions on traffic diversion and access to residential buildings and parking.

As our community has consistently advocated, Sound Transit has the opportunity to do the right thing and land on a solution that serves the whole region, and all the unique communities within it. We appreciate Sound Transit's effort to date, and the team should have more time to further optimize the design and explore additional improvements.

Thank you,

Lisa Dixon Howard
Executive Director
ALLIANCE FOR PIONEER SQUARE

Diane Le

Sound Transit board members,

My name is Diane Le and I serve in the Chinatown-International District Business seat on the Historic South Downtown Board. We are part of a diverse coalition of community members, residents and business owners in Chinatown International District and Pioneer Square has long advocated for a WSBLE station in the CID that best serves our community's needs and the broader Sound Transit ridership throughout the region. We urge Sound Transit to identify 4th Ave S. as the preferred alternative. Sound Transit has made meaningful progress on addressing the issues that the community identified in the initial design of 4th Ave S, which has yielded a practical path forward:

- Select 4th Ave S. as the preferred alternative
 - Continue to partner with the community to evaluate and commit to solutions that minimize harm
- To do otherwise would be a missed opportunity for the neighborhood, the WSBLE project and the entire region.

Avoiding delays should be a top consideration when selecting a preferred alternative. Moving forward with 4th Ave S. keeps the system expansion project on schedule. Scrapping the good work Sound Transit has done to date and pivoting to a new station plan will introduce delay and additional cost.

An investment now in more thoughtful solutions on 4th Ave can move the WSBLE project forward and save millions during construction. Let's invest now to save later.

The location of the CID station will impact all other service areas, the entire light rail system and the broader region for generations to come. The importance of this decision cannot be overstated. We encourage Sound Transit to choose the location that best serves our people and helps fulfill the long-term vision for this historic community.

Sincerely,
Diane Le

PHNOM PENH NOODLE HOUSE | 913 S. Jackson St. suite A | Seattle, WA 98104 | 206.785.6936 | www.phnompenhnoodlehouse.com

Monisha Singh

Dear Sound Transit Board Members,

I am writing on behalf of Chinatown-International District Business Improvement Area (CIDBIA). CIDBIA is one of 11 Business Improvement Areas (BIAs) in the City of Seattle and represents over 500 ratepayers within the CIDBIA assessment boundaries. CIDBIA is a geographic based nonprofit organization that is tasked with improving and promoting Seattle's historic Chinatown-International District as a vibrant business district. Since its inception in 1995, CIDBIA has worked towards its mission of improving and promoting Chinatown-ID through four areas of work: sanitation, public safety, marketing and events, and advocacy. Creating a clean, safe, welcoming business district is critical in the economic vitality of small, medium, and large businesses in Chinatown-ID.

CIDBIA is part of a diverse coalition of voices in the Chinatown International District and Pioneer Square communities that are aligned on a path forward for the WSBLE project. **We believe Sound Transit must select 4th Ave S. as the preferred alternative and continue to partner with the community to identify solutions that minimize harm.**

-
A 4th Ave S. station has long been part of the broader vision for these neighborhoods and siting a station on 4th Ave S. provides the greatest opportunity for a pedestrian-friendly transit hub and more efficient regional connectivity.

We know avoiding delay and additional cost is a top consideration when selecting a preferred alternative. Moving forward on 4th Ave S. keeps the system expansion project on schedule and leverages Sound Transit's most recent efforts to address the issues raised in the initial design of the station. Abandoning that work at this stage to explore a new station plan will introduce delays and additional costs.

We do not accept the notion that moving a station outside of the CID avoids disruption.

-
The CID and Pioneer Square will still bear the brunt of construction impacts, but without the benefit of a station. Related, the City of Seattle is currently evaluating a slate of infrastructure projects in our neighborhood. The City and Sound Transit should collaborate to find construction efficiencies to minimize disruption and harm to CID and Pioneer Square residents. Sound Transit and City officials must work together to coordinate these massive projects, find areas of common ground and reduce the overall construction period to avoid overburdening a historically displaced community.

We have a shared desire for a light rail system that is efficient, user-friendly and provides for smooth and accessible connections. A station on 4th Ave S is the best option to achieve those goals and to serve the entire region and all the unique communities within it. It is critical to support the future economic vitality of the Chinatown-International District and Pioneer Square neighborhoods.

We ask the Sound Transit board to wholly consider the impacts to one of the region's most special, unique, and fragile communities and the residents and businesses who call it home. This decision will impact people, businesses, and the landscape of the CID for generations.

Sincerely,

Monisha Singh

Executive Director

[Chinatown-International District Business Improvement Area \(CIDBIA\)](#)

monisha@cidbia.org |



Ryan Smith

To The Sound Transit System Expansion Committee:

Thank you for your hard work and efforts to design the critical expansion of our much needed mass transit system. I know you are considering many tough choices and I appreciate the thoughtful consideration you bring to such decisions.

I'm writing today to strongly encourage you to continue supporting a 4th Ave S Station. This station has long been a part of the vision for the system, and it provides important and efficient regional connectivity, by tying together the existing transit assets of Union Station, King Street Station, Coleman Dock, and Eastlink service. This location also best serves the adjacent neighborhoods. The Sound Transit staff has made great progress on designs for a 4th Ave S station that help to mitigate and minimize the impacts of citing a station at this location. I applaud the work staff have done to study various alternatives, but I don't believe any of the proposed alternatives provide the strong connectivity that our transit system needs. In addition, further study of additional alternatives will cause expensive delays which the project cannot afford.

Community members and leaders throughout our region have a shared desire for a system that is efficient, user-friendly and provides for smooth and accessible connections. The importance of this decision cannot be overstated. As the long-planned linchpin of the West Seattle and Ballard expansion project and regional light rail overall, the location of the CID station will impact all other service areas, the entire light rail system and the greater Seattle region for generations to come. As our community has consistently advocated, Sound Transit has the opportunity to do the right thing and land on a solution that serves the whole region, and all the unique communities within it. We need you to identify 4th Ave S as the preferred alternative and keep this project moving forward.

Respectfully,

Ryan Smith

Barry Blanton

To The Sound Transit System Expansion Committee:

I'm writing today to strongly encourage you to continue supporting a 4th Ave S Station. I serve as a volunteer leader in both Pioneer Square and Chinatown/ID, and my business, Blanton Turner, is located at 159 S. Jackson in Seattle. We chose to locate in Pioneer Square primarily due to it being a transit hub that allows our employees easy access to/from work.

The current Chinatown station has enhanced both neighborhoods, and the siting of this new station has long been a part of the vision for the system. It provides important and efficient regional connectivity, by tying together the existing transit assets of Union Station, King Street Station, Coleman Dock, and Eastlink service. In short, it makes sense.

This location also best serves the adjacent neighborhoods of Pioneer Square and Chinatown/ID. The Sound Transit staff has made great progress on designs for a 4th Ave S station that help to mitigate and minimize the impacts of citing a station at this location.

I applaud the work staff have done to study various alternatives, but I don't believe any of the proposed alternatives provide the strong connectivity that our transit system needs that the 4th Avenue S. location does. In addition, further study of additional alternatives will cause expensive delays which the project cannot afford.

Community members and leaders throughout our region have a shared desire for a system that is efficient, user-friendly and provides for smooth and accessible connections. The importance of this decision cannot be overstated. As the long-planned linchpin of the West Seattle and Ballard expansion project and regional light rail overall, the location of the CID station will impact all other service areas, the entire light rail system, and the greater Seattle region.

Sound Transit can do the right thing and land on a solution that serves the whole region, and all the unique communities within it. In short, it affords possibilities and opportunities for generations to come.

We need you to identify 4th Avenue S as the preferred alternative and keep this project moving forward.

Thanks for your leadership and vision to do the right thing.

Barry

[Grant Wojahn](#)

Hello Sound Transit System Expansion Committee,

My name is Grant Wojahn and I am the Co-Chair of the Alliance for Pioneer Square Board. I am reaching out as part of a dedicated coalition of Pioneer Square stakeholders asking the Sound Transit Board of Directors to select the 4th Ave. shallow option as the preferred alternative for the Chinatown International District Segment of the West Seattle Ballard Link Extension project. A 4th Ave S station has long been a part of the broader vision for regional employers, property owners, businesses, and residents in Pioneer Square. Sound Transit needs to identify 4th Ave S as the preferred alternative, as it will best serve the entire Link system as opposed to the other station alternatives proposed. The other station alternatives proposed from the studies are untested and will cause delays, while Sound Transit has made real progress on 4th Ave S. We also need to look at the long term efficiency in the system that the 4th Ave. shallow option will provide for users going North to South and East to West. For these reasons, I urge the Sound Transit Board to select the 4th Ave. shallow option as the preferred alternative.

Regards,

Miye Moriguchi

Sound Transit System Expansion Committee Members,

Thank you for your continued leadership on the West Seattle Ballard Link Extension. We know time is short to make decisions about the station locations for this important regional project.

CID community members are united in our consistent call for a station that is accessible, well-connected and contributes to this community's vitality. Based on information we have, refinements to the 4th Avenue Shallow (CID-1a) alternative that was reflected in the Draft EIS seem to have the best possibility of achieving those goals. Sound Transit has brought forward a new alignment and station locations not previously studied in the DEIS, but we are concerned that insufficient information exists to make an informed decision about that option.

We appreciate Sound Transit's efforts to date and encourage board members and staff to continue involving community members to surface opportunities, as well as to address concerns about construction impacts and to minimize harm. The fact is that all options have the potential to harm our community. But no option before you has been sufficiently studied to make clear what that harm looks like.

The CID and Pioneer Square neighborhoods have been disproportionately impacted by past infrastructure projects. While this project needs to avoid perpetuating that pattern, it also needs to benefit these neighborhoods in the long run.

It's critically important to us to be part of a winning regional solution that ties together Pioneer Square and the CID while mitigating disruption to residents and businesses. The attributes we seek are consistent with the Jackson Hub vision our community co-created over many years.

We believe Sound Transit can land on a solution that increases connectivity, advances equity and ensures our communities can thrive for generations to come.

Sincerely,

Miye Moriguchi
Real Estate & Facilities Manager
Uwajimaya, Inc.

Lynn Claudon

My name is Lynn Claudon and I both live and work in Pioneer Square. I am joining with other area residents and workers to urge the Board to select the 4th Ave Shallow Option as the preferred alternative for the Chinatown International District segment of the West Seattle Ballard Link project. I believe this option most respects the historic communities it borders as well as more quickly and efficiently serve and connect the rest of the region.

I urge you to select the 4th Avenue Shallow Option as the preferred alternative.

Lynn Claudon
Pioneer Square Seattle

Kelli Nomura for International Community Health Services

Dear Chair Balducci and Members of the Sound Transit Board:

I am writing on behalf of International Community Health Services (ICHS) to ask the System Expansion Committee and Board of Directors to name the 4th Ave S Station (as refined after the Draft Environmental Impact Statement, or DEIS) as the preferred alternative for the Chinatown-International District (CID) segment of the West Seattle-Ballard Link Extension (WSBLE).

ICHS is a Federally Qualified Health Center and a long-term care provider with four full-service health clinics, seven satellite sites across King County, and an assisted living facility in Chinatown-International District. We are deeply rooted in the Asian Pacific Islander (API) community, with a mission to provide culturally and linguistically appropriate health and wellness services and to promote health equity for all. ICHS was founded in 1973 and has continuously been a community anchor organization for the CID since then. In 2021, we served 29,683 patients from across the Puget Sound region.

At our flagship International District Clinic on 8th Avenue S and S Dearborn Street, we provide the full range of medical, dental, behavioral health and other health support services including a pharmacy. This location is also home to our assisted living facility Legacy House, our adult day program and our congregate meal program for seniors. Over 10,000 patients came to our ID Clinic in 2021, while Legacy House was home to 82 lower-income API seniors and over 400 clients received services at our Adult Day Program. Most of our patients travel to us using public transportation, are dropped off via third-party vehicles, or walk through the CID. Our second-largest clinic by patient volume is located in New Holly in south Seattle, and our staff frequently travel between there and the CID.

We strongly prefer the 4th Ave station location because, while no plan is impact free, it promises the least amount of impacts combined with the best outcomes for the neighborhood, our patients, residents and staff. The disruption of the CID's connection to South Seattle, Sea-Tac and Federal Way will cause a permanent and negative impact on our clients, staff, and organizational well-being. We are concerned that not having a direct connection via a 4th Ave station could drive patients away from ICHS care, harming our business model and the care of vulnerable and underserved people. Furthermore, the construction of a station at the Airport Way site will shift haul routes and detours onto Dearborn, bringing heavy traffic, pollution and dust directly onto our CID facilities. We lived through the expansion of the First Hill Streetcar through the CID, and we understand the level of harm even that much smaller project caused us.

Finally, we want to raise an important equity concern. If you disconnect the CID from south Seattle and South King County, then you are also disconnecting the various culturally and historically linked API communities who live in Beacon Hill down to Rainier Valley, and even further south to Federal Way from culturally appropriate health and social services. While many people living south are our patients or their families, they also view the CID as their cultural home and would be harmed by the loss of the most direct connection.

Thank you for considering our concerns and comments.

Sincerely,
Kelli Nomura
Chief Executive Officer
International Community Health Services

[John Leer](#)

To the System Expansion Committee

The city of Tacoma is in the process of selling the Mountain Division portion of their railroad. As the sale price is millions of dollars short of market value for the property it would be an opportune time to get a rider on the sale contract to protect future public transit use or access to this property. The line runs from the Tacoma Sounder Station at Freighthouse Square south through East Tacoma to Fredrickson and continues both southwest through Spanaway toward Yelm and McKenna and southeast through Graham and Kapowsin toward Mt Rainier.

This line could be a significant asset for future public transportation as it runs a half mile from Pierce Transit's 72nd St transit center and just under a mile from the new Spanaway transit center. It also runs through Fredrickson which is rapidly developing into a population and warehousing center.

John Leer

[Tom Lang](#)

As proposed by Cole Gleason in The Urbanist today, I support the idea of studying an alternative for the West Seattle-Ballard Extension that would not create a second downtown tunnel (interline all the Link lines). Please put this option on the table, as the others presented so far are inadequate.

Thank you.

- Tom Lang, Seattle

Cole Gleeson

Dear Sound Transit System Expansion Committee,

I am writing to ask Sound Transit to study an alternative to interline all downtown Link trains into a single downtown transit tunnel as an alternative to the current West Seattle and Ballard Link Extension (WSBLE) plan. I believe this alternative has the potential to offer many benefits to the Link system, including improved transfers, shallow station access, and high frequencies through the downtown core. Furthermore, I believe that it would be a better use of transit dollars to put cost savings from not boring a second transit tunnel towards completely grade-separating light rail on Martin Luther King Jr. Way and other portions of Link. This would ensure Link lines are more reliable and able to effectively share the tunnel.

The proposed second tunnel for the WSBLE expansion has surfaced several key issues:

- The cost of the project is much higher than the original estimate, leading to delays that suggest Ballard link is 4 years behind the original estimate when ST3 passed.
- Construction of an additional station in CID is causing worry among residents and businesses due to anticipated disruption.
- The final station alternatives after ST3 are built will be very deep, leading to long ingress/egress times for riders and poor transfers between lines.

Instead, I urge the committee to formally investigate approaches that do not require a second tunnel as part of the WSBLE expansion. There are a number of benefits:

- The downtown system will be much simpler, with easy to access stations, quick transfers (same platform or opposite platform), and all lines stop at all Downtown stations.
- Riders in the downtown core would see high frequencies with all three lines serving the same stations.
- The cost savings can be used to accelerate the construction of Ballard Link to the "affordable schedule" and to improve capacity constraints elsewhere in the Link system to ensure it is highly reliable.
- This proposal would forgo station construction at CID and Midtown, lessening construction disruption to residents.

There are a number of challenges with interlining all lines through the tunnel, I will admit. The first is capacity constraints Sound Transit states are the key reason the tunnel is needed. I ask you to re-assess predicted capacity over the next few decades and estimate how urgent a new tunnel is. When is ridership expected to require the second tunnel for smooth operations? Are there other capacity optimizations that can be made to move as many trains/people through the existing tunnel?

For example, I believe that the cost savings from this alternative would be best spent on grade-separating light rail on Martin Luther King Jr. Way and other portions of Link. This would greatly improve the reliability and safety of the system, ensuring trains could be effectively sequenced at high frequencies through the downtown tunnel. This could get us closer to semi-automation of Link trains in the future.

I encourage Sound Transit to add this alternative to their current Environmental Impact Statement (EIS) work for the WSBLE project and seek to answer the following questions:

1. What ridership is likely on Lines 1, 2, and 3 based on post-COVID trends, and what train capacity will be necessary to support that ridership during peak hours?

2. Can the existing tunnel, with improvements, handle trains more frequently than every three minutes?
3. What would be the cost, in terms of time and money, to design the WSBLE project to interline with the existing tunnel?
4. What potential construction or operational risks would exist with this alternative?

In conclusion, I strongly encourage Sound Transit to consider alternatives that avoid the construction of a second downtown transit tunnel as part of the WSBLE project. While a new tunnel may be necessary in the future, the current plans will leave us with a final ST3 system that falls short of the rider experience Sound Transit should provide.

Sincerely,
Cole Gleason

Further reading: <https://www.theurbanist.org/2023/02/07/build-ballard-link-faster-by-skipping-second-downtown-tunnel/>

Scott Bonjukian

Dear members of the board,

I want to make sure you see this excellent overview of the cost, engineering, and operations considerations of choosing not to build a second downtown light rail tunnel and instead route all lines through the existing tunnel. I fully endorse the concept for multiple reasons, not least of which is the extreme complexity we're finding in impacts to the CID and the poor rider experience anticipated at deep underground stations. The current tunnel most likely has capacity to run multiple train lines, and doing so would make for seamless transfers between the lines. Cities all across the world run three or more lines in a single trackway at frequent headways.

<https://www.theurbanist.org/2023/02/07/build-ballard-link-faster-by-skipping-second-downtown-tunnel/>

Please direct your staff to study this cost-saving alternative as part of the EIS process.

The core question: What sort of transit system do we want, and is a second transit tunnel really required to achieve it? Some of the article's key findings and ideas:

- Cost savings and reduced construction activity could open the West Seattle-Ballard segments sooner and on the schedule promised to voters
- \$2.1-\$3.1 billion in cost savings could be used to improve the system elsewhere, such as elevating the 1 Line through the Rainier Valley or other sub-regional improvements to improve system capacity and frequency
- Reducing or eliminating construction impacts in Chinatown-International District and to the 4th Avenue viaduct
- With one tunnel, all of the downtown stations are available on all lines
- For capacity, infrastructure or technology changes can allow for an increase in operational efficiency to allow all lines to run through the same tunnel at higher frequencies

- Avoids the very deep stations that would add as much as 5 minutes to rider travel times and add maintenance obligations for elevators and escalators (upkeep for which, unfortunately, Sound Transit is not reliable)

In my opinion, we could also provide alternative improvements to light rail access and mobility, especially to First Hill, by funding completion of the Center City Connector (the First Hill line was originally funded by Sound Transit) and lidding the I-5 freeway.

Best,
Scott Bonjukian

Trevor Reed

Dear Sound Transit Board of Directors,
Please consider adding a "no-build alternative" for the West Seattle and Ballard Link extension and examine the following:

1. What are the necessary investments to deliver sub-3-minute frequency in the Downtown Transit Tunnel?
2. What would be the ridership implication of greater frequency paired with better transfers via sharing the same platform?
3. Are median platforms feasible for transfers between lines? What are the ridership/trip time benefits?
4. What are the potential capital savings from avoiding a second tunnel? What are the potential operational savings from not building new stations?
5. What would the cost be of achieving grade separation and automation networkwide versus long-term operational costs?

Light metro automated metro systems are becoming best practice globally, as reflected by the Copenhagen Metro, Grand Paris Express, and to the north, Vancouver's SkyTrain. Running smaller trains, at a higher frequency, in smaller stations is the proven way to deliver high-quality service at the lowest possible cost. Unfortunately, we made the mistake of emulating Portland, not Vancouver. We've spent massively on creating a largely grade-separated system without sufficient separation to deliver the headways necessary to justify these massive costs. However, we have the opportunity now to fill in these missing gaps and create the high-frequency high-quality system our region deserves.. to the region.

Interlining the three lines and investing those savings in grade separation and automation would be transformative for the region and make Seattle a global exemplar in building transit.

Please do the right thing and at least study interlining + automation, we deserve a world-class system for the price we're paying - not remedial 6-minute headways with frequent service disruptions.

Best,
Trevor Reed

Vincent Slupski

I support adding an "existing tunnel" alternative to the EIS for the Ballard/West Seattle extensions, as suggested by The Urbanist. It may be that the existing transit tunnel is adequate for all planned light rail lines, and would avoid billions of dollars in expense and years of delay and construction disruption.

William Leedom

Dear Sound Transit

I read the below article (link below) in the Urbanist and thought it made some very good points with respect to the Second Tunnel that is currently the preferred alternative through downtown Seattle. I believe the option of combining all of the lines into one tunnel as suggested should be more thoroughly studied especially in light of the cost challenges ST is facing.

Thank you for your consideration.

Bill Leedom

<https://www.theurbanist.org/2023/02/07/build-ballard-link-faster-by-skipping-second-downtown-tunnel/>

William W. Leedom

Martin Westerman

Greetings ST,

Your WSBLE will

- deliver fewer passengers by light rail from SODO to West Seattle in ten years than Metro buses deliver from Downtown to West Seattle now
- dump more than three million tons of carbon and pollution into the Seattle area over 5-7 years, (light rail construction + congested traffic), which your system will never mitigate,
- waste millions of dollars in public resources on an unnecessary second tunnel through the CID
- eliminate more than 60 acres of valuable, desirable, expensive urban land from use for residential, commercial and green space development
- kill off more than three acres of forest, green space and habitat
- force more than two dozen businesses to close, others to relocate, and eliminate more than 500 jobs
- evict 500-1000 residents from their homes during a Seattle housing crisis
- not site stations anywhere near centers of commerce and housing from Interbay through Ballard

ST3 is NOT the transit, budget, timeline, equity, or throughput voters approved in 2016. You need to rethink the WSBLE, not use ST3 to cause destruction, displacement and pollution to deliver less than promised for a price beyond anything the public approved.

Looking forward to your rethinking and radically improving the WSBLE plan,

Martin Westerman, West Seattle

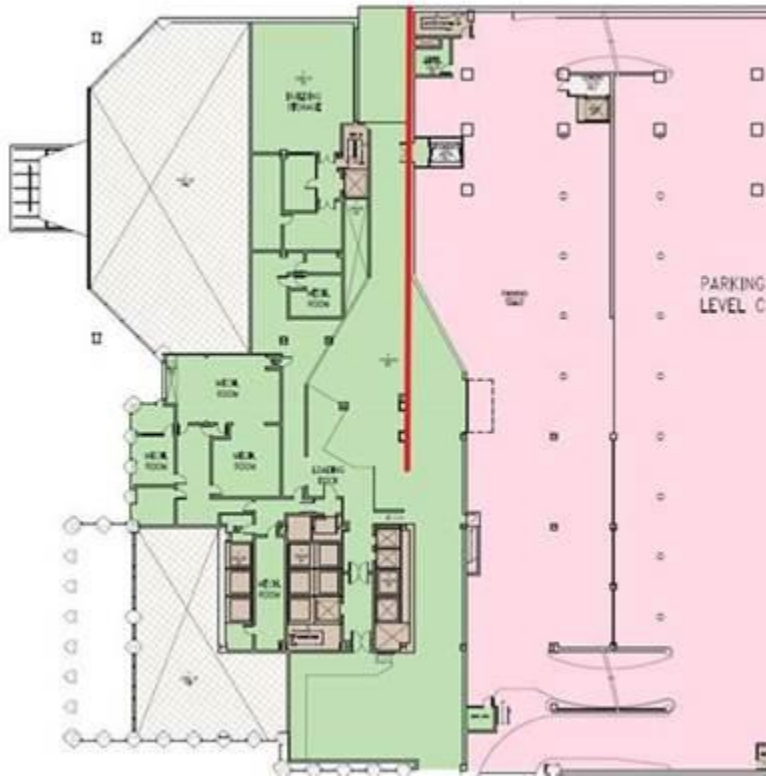
Colin Shinnars

Sound Transit Board,

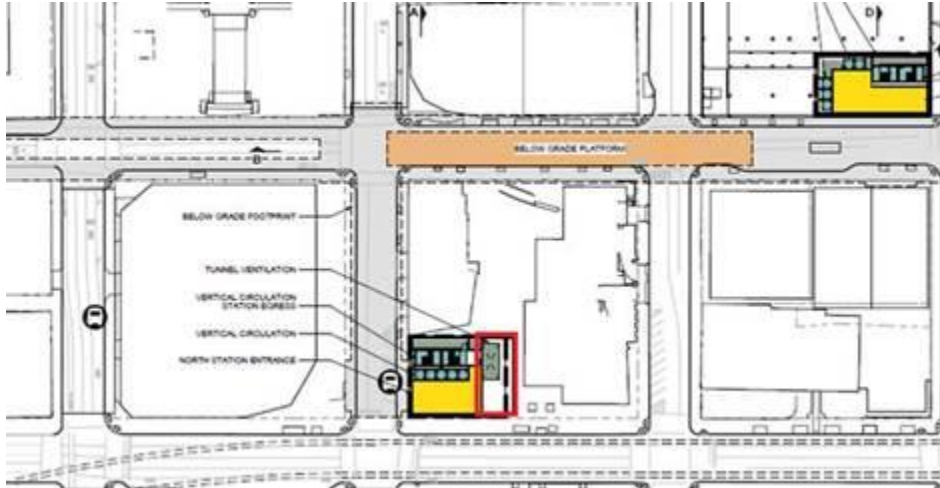
Thank you for your time discussing the extension of the light rail and potential station options several weeks ago. Vanbarton Group owns the major office building at 901 5th Avenue, which is proposed to be the site of a station entrance for the ST3 Midtown Station. We wanted to bring to your attention some of the significant impacts the Midtown Station would have to 901 5th Ave. The cost, feasibility and time implications of the items noted below are currently unknown but will absolutely be detrimental to the value and viability of our investment.

1. Major impact to Seattle City Light vault which serves, 901 and surrounding buildings. There are 3 feeds into this vault and we are unsure of the location of all connections. If this vault is impacted, it would also most likely trigger the need to replace all SCL transformers on the 25th floor and logistics would be very complicated as the ones in place were airlifted to 901 at original construction.
2. Major impact to the main demarcation room for all building telecommunications (immediately adjacent to the SCL vault).
3. Significant MEP infrastructure reconfiguration would be required (Fire Life Safety, mechanical, electrical, HVAC, plumbing, etc).
4. Loss of loading dock bays and exit drive lane. As deliveries are required, a new loading dock for the building would need to be designed which would impact the garage, parking availability, and potential easement with the condos and be extremely expensive to design and build.
5. Condo natural gas line will need to be relocated which is currently located on the west side of the loading dock exit drive lane.
6. Exterior Plaza storm system cistern reconfiguration/relocate required (drain water from roofs)
7. Condo generator fuel fill station will need to be relocated which is currently located on the west side of the loading dock exit drive lane.
8. Complete loss of suite 100 (16K sf) and all future revenue
9. Partial loss of suite 400 (~10K) and all future revenue
10. Loss of Air Handling Unit #7 and associated infrastructure
11. Loss of retail freight serving loading dock and retail space
12. Loss of "coin" elevator which serves floors 4, 1, LD, LL
13. The garage Fire Life Safety dry system will need to be reconfigured.

14. Loss of north garage emergency exit stairwell which would need to be reconfigured
15. Loss of valet area of the parking garage (including demo of the vault would be required) and associated parking stall loss
16. It appears the project will extend into the building eastward beyond the red line below, (see snippet of loading dock floor). This will have significant impacts on building structure and MEP infrastructure.



The below red highlighted box is the primary area of major concern for 901. Additionally concerning is the tunnel ventilation location, not only would this be detrimental visually to the building but would also likely have major environmental impacts and have air flowing up the north side of the building.



This is not a comprehensive list and only an estimate of some potential major impacts Sound Transit would encounter moving forward with the Midtown Station entrance at 901 5th Ave. The amount of time for designing around these items and potential logistical nightmares could delay the project substantially. Costs could be astronomical and are unknown until the project is well underway. With the amount of unknowns, we believe having the Midtown Station entrance at 901 5th Ave. would be a huge gamble on the overall budget and construction timeline. Please let us know if you have any questions or want us to clarify anything.

We will be developing further information relating to these impacts and will share it with you as it is prepared.

Thank you,

Colin Shinnors
Managing Director
Vanbarton Group LLC

Gary Reifel

Hi ST3 Committee,

Writing in support of the design pictured here which eliminates the Avalon Station is the best design yet. Clearly the ST3 design team has listened to residents.

Merging the Avalon station and the Alaska Junction station with the tunnel design at Andover and 32nd makes great sense and saves an estimated \$80M in transit dollars.

Other benefits include:

Minimizes impact to surface streets and drivers during and after construction.

No negative impact to sight lines on road ways that accompany an elevated design.

Separates trains from cars and pedestrians which will reduce accidents.

The approach up Andover Street aligns well with the Delridge station and leaves the entry into West Seattle visually the same.

Thanks for your work.

Gary Reifel

Zach Johnson

As residents of West Seattle for over ten years my wife and I would like to strongly give our support to the elimination of the Avalon Station and realignment. The overall benefits to housing, businesses and traffic seem to greatly help what seemed to be a congested line. More road closures in and around West Seattle will only hurt our neighborhood more as well.

Thank you

Alejandro

Hello ST council members,

My name is Alejandro.

I am a new member of the West Seattle area and to the Avalon neighborhood. It is greatly disappointing to see my neighbors of this area actively fight against the Avalon station.

This whole area is seeing a large uptick of new apartments. Not having the Avalon station will be extremely short sighted. As new Avalon apartments do not include parking this station is NEEDED to promote transit.

Savannah Myers

Hi there,

I would like to submit the following comment for the System Expansion Committee Meeting, today, 2/9. --

My name is Savannah Myers and I live in the Avalon neighborhood. I want to advocate for the elimination of the Avalon station because it saves taxpayer time and money.

Thank you,
Savannah

Daniel Cavazos

Hello,

I am writing to comment on the West Seattle Light Rail expansion.

First, I am against removing the Avalon station. There is great progress towards and continued opportunity for development in the area directly surrounding the Avalon station. It is short-sighted to not provide access to the light rail for people in the area and to not have TOD in the area. The extremely significant elevation gain between the Delridge station and the Junction station necessitates a station between the two. Decades from now, our children will look back on the decision to keep the station and thank us.

Second, everything possible should be done to streamline non-car access to the Delridge station. The Delridge and South West Seattle corridors have been neglected by city leaders for decades. From several (and continuing) years of delays on the alleged Rapid H Line, to zoning that precludes a proper grocery store leading to a major food desert. Now, ST is moving the 'Delridge' station as far north as is humanly possible. I understand the supposed benefits of moving it north and won't argue those here. But if it must happen, everything possible must be done to ensure streamlined access by the Rapid H line and other busses, limiting as much as possible distance needed to walk to get onto the train. Roads should be reconfigured to prioritize and speed up bus access to the station. And bike lanes, safe sidewalks and plentiful secure bike parking must be included. You have a chance to rectify the neglect of our diverse community. Please do it.

Thank you,
Daniel Cavazos

Joe Boomgard-Zagrodnik

Hi, I'm speaking as a member of the Avalon neighborhood in West Seattle. We have reviewed the further studies documentation which included two components relevant to the Delridge Segment. (1) Delridge Access, Integration, and Realignment (2) elimination of the Avalon Station. We greatly appreciate these preliminary further studies and strongly support their inclusion in the Final EIS following the suggestions below.

On Tuesday we confirmed with Sound Transit that to date they have not studied the elimination of the Avalon Station with the Delridge Station in the original DEL-6 location, as was implied by board motion M2022-57. The refinement was only studied in tandem with the Delridge Access refinement. This is a critical oversight because the potential \$80 million cost savings of the Avalon Station elimination can not be realized when combining it with the \$50 million added cost of the Delridge Access refinement, leaving net cost savings of only \$30 million. In addition, the Delridge Access refinement presents additional environmental challenges to Longfellow Creek that may render it unfeasible.

Our two requests are:

- (1) In the "eliminate Avalon" option (with Delridge Access refinement), move the tunnel portal two additional blocks downhill to the NE side of Yancy/Avalon.
- (2) Study the "eliminate Avalon" option with the original DEL-6 station location, and a tunnel portal again on the NE side of Yancy/Avalon.

The tunnel portal adjustment appears to be technically feasible based on our initial conversations with Sound Transit and would avoid the construction of a tunnel portal within a residential neighborhood,

avoid the permanent closure of 32nd Ave SW and/or SW Andover St, avoid all direct impacts to Transitional Resources, and further reduce the number of residential displacements.

Thank you,

Joe Boomgard-Zagrodnik

Kim Schwarzkopf

Hi System Expansion Committee,

I've lived in the Delridge/ Avalon/ West Seattle area for 27 years and have been working towards building a healthy community for future generations.

I have many concerns about the WSBLE - especially in regards to

-building a second tunnel through downtown and the CID. It's wasteful and destructive.

-building a new concrete "rail" DUW route over and through the Seattle's only river- the Duwamish river which will devastate the salmon

-and DEL6 near Longfellow Creek and the floodplain

-And DEL 6 displacing, destroying and disrupting Delridge/Avalon neighborhoods with an elevated rail and retained cut.

- and frustrated with the utter lack of ST Outreach and engagement since the Board gave the green light on preliminary engineering.

- and irritated with the lack of communication to property owners in the area about road closures for Del 6 modifications/refinements.

There is one thing that brings a glimmer of hope- please see the two requests below-

We have reviewed the further studies documentation which included two components relevant to the Delridge Segment. (1) Delridge Access, Integration, and Realignment (2) elimination of the Avalon Station. We greatly appreciate these preliminary further studies and strongly support their inclusion in the Final EIS following the suggestions below.

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Thank you,

Kim
Kim Schwarzkopf, Producer
DNDA Board of Directors, Member

Comments Received After the Meeting

Darcell Slovek-Walker, for Transitional Resources

My name is Darcell Slovek-Walker and I am the CEO of Transitional Resources, which is a non-profit organization providing behavioral health services and supportive housing to BIPOC and extremely low-income individuals with mental health conditions and long histories of homelessness. I want to start by saying how much we appreciate the work Sound Transit has done to study refinements that would minimize the impact to Transitional Resources' services and housing. Two of the refinements in the Delridge section—the one that shifts the path south and the one that removes the Avalon Station--will both save TR's main properties.

We are extremely grateful that a refinement in the route has been identified that would save our main buildings. But I would be remiss not to mention that one of our properties would still be impacted by this route. And furthermore, we have significant safety concerns with construction occurring so close to our properties where very vulnerable people reside and receive services, not to mention the ongoing noise impacts once the light rail is complete. The nature of our clients illnesses can make them especially susceptible to noise and at times less cognizant of safety issues in their surroundings.

A slightly longer tunnel of just 500 feet further would protect the residents of Transitional Resources from sound impact, in addition to the property impact, as well as reducing the access issues that would be caused by roadwork on Avalon. We are asking that Sound Transit conduct further study to assess the possibility of extending the tunnel to Delridge east of Avalon and on the northwest corner of Yancy St. If the tunnel started east of Avalon, the Delridge station height would be lower to the ground, reducing transit transfer issues of the current DEL-6 design. The benefits of a slightly longer tunnel need to be weighed against the costs to human lives and additional properties saved. If there is a reason why a longer tunnel is infeasible, it should be addressed in the FEIS.

Thank you for the time and attention you are giving this matter. Our community benefits from us all working together to finding the best solutions for West Seattle.

Sincerely,

Darcell Slovek-Walker, LMHC
Chief Executive Officer
Transitional Resources

Johannes Heine

Good afternoon expansion committee,

I strongly urge you to support the elimination of the Avalon Station in the light rail expansion. This decision will result in numerous benefits for our community, including reduced residential displacements, a more efficient route, and cost savings of up to 80 million dollars.

This change states it will not significantly impact ridership, and in fact, is likely to lower the overall travel time for the West Seattle segment to SODO. Additionally, it will reduce road closures and minimize the impact to residents all over West Seattle. As the scope of the project is reduced it is also likely to take less time to construct, allowing West Seattleites access to smart transit sooner than expected.

In conclusion, the elimination of the Avalon Station is the best course of action for the West Seattle community. It allows for a smart and efficient route that minimizes impact to West Seattle residents who have already gone through years of frustration with the West Seattle Bridge. Besides, wouldn't it be great to come under budget and on time?

Thank you for your time and consideration.

Sincerely, Johannes Heine

Marilyn Kennell

> (1) In the "eliminate Avalon" option (with Delridge Access refinement), move the tunnel portal two additional blocks downhill to the NE side of Yancy/Avalon.

>

> (2) Study the "eliminate Avalon" option with the original DEL-6 station location, and a tunnel portal again on the NE side of Yancy/Avalon.

Kristen Johnson, for Transitional Resources

Delete this and above header if necessary

Commenter Name

Paste body of public comment message here

Commenter Name

Hello to the System Expansion Committee Board Members,

My name is Kristen Johnson, and I am the Development Coordinator at Transitional Resources. We wanted to take a moment to recognize and thank you all of the work and communication from those on the Sound Transit Board and project staff—we deeply appreciate all of your efforts and for hearing our comments to save our buildings, and for your work to keep the services that we provide intact for those we serve and for the larger community.

As you may remember, our main buildings that contain our outpatient service offices, supportive housing offices, and 31 apartments for low-income adults living with serious mental illness, were under threat from the original proposed route of DEL-6. The two updated proposals of the Delridge section both save these buildings, and again we are very grateful for this.

However, we would be remiss to not express our concerns for the other potential impacts of this route to our facilities, services, and clients. One of our other properties, a house on Andover, will be removed by these new proposed routes. We are also concerned about the proximity of the guideway by our buildings and the potential noise and disturbance it could cause to our clients who live in the buildings next to it. Many of our clients who live in these buildings have mental illnesses that make them sensitive to noise, which would potentially could cause them stress and increase the symptoms of their illness. We are also concerned about the impacts and potential hazards to our clients that the construction in this immediate area next to our buildings would bring. We've mentioned previously that when we had construction in front of our building before, we had several safety issues, and one of our clients was even hit by a car. Our clients are sometimes not mindful of their surroundings and mitigating these impacts is incredibly important since construction will be going on for a very long period of time.

With all this in mind, at this time, we do want to express our interest in a further study to investigate an option to have the tunnel entrance be on the east of SW Avalon Way and the northwest corner of SW Yancy street. This could be a welcome option as it would significantly reduce the surface, noise, and construction impacts to TR and our clients. We are asking for you to conduct a study and do the math on the cost vs benefit of a slightly longer tunnel, approx. 500 feet longer, from where the extension has already been proposed in the studies. If there is a reason why a longer tunnel is infeasible, then we would like this to be addressed in the FEIS.

Thank you again for your efforts. We look forward to continuing to work with you on this project.

Thank you,
Kristen

Kristen Johnson
she/her
Development Coordinator
Transitional Resources
(206) 883-2049

Jane Nelson

I live and work in Pioneer Square (and have for quite a few years). I am joining with other area residents and workers to urge the Board to select the 4th Ave Shallow Option as the preferred alternative for the Chinatown International District segment of the West Seattle Ballard Link project. I believe this option most respects the historic communities it borders as well as more quickly and efficiently serves and connects the rest of the region.

I urge you to select the 4th Avenue Shallow Option as the preferred alternative

Adam Hasson

Dear Sound Transit System Expansion Committee:

I'm writing to strongly encourage you to recommend the 4th Avenue Station alternatives. It is by far the best location for accessibility and connection with other forms of transportation such as the Sounder Train, Seattle Streetcar and Amtrak. It is close to dense, walkable, historic neighborhoods of Chinatown/ID and major event spaces and stadiums. It utilizes and energizes the plaza around the historic Union Station Building. From a long-term perspective, it is the ideal location in a system meant to serve for generations to come.

Best,

Adam Hasson

Aleksa Manila

To whom it may concern:

Wholeheartedly, I want the board to know that I support 4th Ave as the preferred alternative.

Thank you for your time.
aleksamanila

Sandra

Hello Sound Transit staff,

My name is Sandra and I live in West Seattle. Please relay my comment to the ST Board and any other decision makers involved. **Thank you** for considering two new Avalon proposals that would save TR's main properties.

I request that ST conduct a further study to assess the possibility of extending the tunnel to Delridge east of Avalon and on the northwest corner of Yancy St. Transitional Resources has asked for this to be studied early in their comments, but Sound Transit has not indicated if this is a possibility.

Please do the math on the cost vs. benefit of a slightly longer tunnel. If there is a reason why a longer/deeper tunnel is infeasible, it should be addressed in the FEIS.

Sincerely, Sandra in West Seattle

Sent from my iPad

Ben Broesamle, for Seattle Subway

Dear S.E.C. Chair Balducci, S.T. Board Chair Constantine, all members of the Sound Transit Board, and CEO Timm,

Please find a written copy of remote testimony already provided at February 9, 2023's SEC meeting below. Any follow up that you, your staff, agency staff, or other government entity staff would like to have with Seattle Subway is always most welcome, please direct follow up to my attention.

"Thank you madam chair and members of the committee. My name is Ben Broesamle and I am a founder of Seattle Subway. I am speaking to you today on behalf of our organization to discuss Sound Transit's planning for Chinatown International District station where in our view it is clear that the agency has two critical imperatives. First: create a great regional transit hub with an extremely shallow 4th avenue CID station option; and second: take responsibility for equity and look at all future impacts to the CID community holistically and long term for all types of infrastructure, even beyond light rail, and their potential construction impacts. At minimum, this must include repairs and replacement of South Jackson Street Bridge, 2nd Ave Extension Bridge, and the 4th Ave Viaduct, which will each still be torn up in the future, likely piecemeal, and likely during the timeline of the WSBLE project, and all will negatively and significantly impact the Chinatown / International District community—a community that has born more than its share of trauma and impacts over the city's century and a half of existence. We are concerned that organizations supporting CID station alternatives outside of CID don't realize these other projects located in the community have a similar long term need, and similar potential for negative impacts to the community.

This agency must not plan in a vacuum, and all levels of government must work together to look at this neighborhood through a very long-term and holistic lens when considering how to minimize harm; and all levels of government must work together to find the funding from local, state, and federal sources to complete all of these infrastructure projects in the CID at once to the great benefit of the community, and to centuries of future transit riders.

Thank you for your time today and we look forward to continuing to be your biggest fans!"

Thank you again.

Best regards,

Ben

Ben Broesamle

COO, Treasurer

Seattle Subway

Michael Cofer

I do not believe that the West Seattle light rail is a good option for this community. I do believe that more public transit is needed, but this is not the correct or best option. I also believe that a light rail will destroy the charm and small town feel of West Seattle that we currently enjoy today.

More importantly we should not be taking away any housing units in a city that is currently in a housing crisis on several levels. Less housing equals and even higher cost.

I implore the committee to look at other options such as expanded bus service, ferry or even gondolas and street cars to downtown that would still keep the small West Seattle feel but offer expanded service for those needing it.

I support more public transportation just not light rail.

Paige

To the committee,

Elimination of the Avalon station would create a large domino effect of consequences. The current study lists ridership at the station as low, and says the removal of it will not have an effect on ridership, but it absolutely will. By the time Light Rail is complete in West Seattle there will be at least 1,000 additional apartment and townhome units added surrounding the Avalon station, not counting how many of these units will be aimed towards multiple inhabitants in them, or how many additional spaces will eventually be proposed to be built within the next 10 years as well.

Ridership will absolutely be affected by this since the next closest stations "passengers can walk to" are 20 minutes speed walking uphill. The passengers the study assumes will take transit will instead need to speed walk 10 minutes uphill in order to catch a bus, that hopefully arrives on schedule to get them to the Light Rail station in time. As someone who is young and healthy these walks are still a challenge. People with disabilities, children, those who will rely on Light Rail in order to shop and carry heavy bags, the elderly, or those carrying a child will have to account for double the time to access these other points.

The people pushing for the removal of Avalon station are mostly car owners that don't want to deal with street closure traffic, look at the comments on West Seattle Blog to see their opinions. The removal of the station will largely impact POC and people from lower economic classes that do not have access to cars, making public transportation their only way to get around. It currently takes less time to drive into the city than it does to walk to the bus stop from where Avalon station is proposed, so the encouragement for public transportation use is completely lost.

I encourage every person responsible for making this choice to walk from the proposed Avalon station to the buses and wait to take a ride to the Junction and Delridge station. I encourage everyone to take that same route fully walking, as is proposed in the study, to the Junction and Delridge station, where passengers will be rerouted. I encourage everyone to walk this route in 30 degree weather and in the rain, as that is the temperature passengers will be walking in for 6 months of the year, and again when it is 90 degrees outside during the summer. Walk these routes carrying heavy bags and with your children or other family members. Consider that the vast majority of these riders will not be coming from where

Avalon station is located, but further north, lower on the hill. Only then will the justification that this closure is simple and will not effect ridership appropriately be made.

Costs saved will be about \$31 million, but what will the cost be in 10-years when Light Rail is already outdated due to not thinking about the constant changes happening within these neighborhoods?

Reach out to the residents who will use this station to see their opinion on the matter. Not just those that live in the vicinity, but every person living from 30th Ave to 39th St, from Avalon Way up to Hanford St. From my understanding, there was a walkthrough done that only people on 32nd St knew about, which is unrepresentative since the vast majority of them are car users with driveways and no reason to stop driving. Reach out to those in apartments and those without any parking options, aside from street parking. Please remember that Light Rail is for the future generations and it is most impactful for those that don't have the ability to easily get into and out of a car. Think towards the future constantly changing population and think about who will be the ones actually impacted by these choices.

Thank you,

Paige

[Lisa Lange](#)

I'm writing to strongly support the shift of the Alaska Junction station to 42nd Ave SW. I've lived just south of the Junction on 40th Ave SW for 27 years and in my opinion the 42nd Ave. SW station entrance makes the most sense for connecting with bus transit and the Junction community. Also, it's an opportunity to get rid of Jefferson Square and hopefully replace with a better design.

Lisa Lange

To Sound Transit Board Members,

My name is _YK Zhou_____. I am the owner/manager of ___Fortune Garden Restaurant_____.

My business has _____ 15_____ employees, and we have been doing business in the Chinatown International District for _____ 11.5_____ years.

The station location that is my **first choice** is _ None decided yet.

_____.

My reasons for this are:

1. I still personally do not feel comfortable deciding on such a decision yet. The North & South route was only briefly introduced to me in the November/December business meeting, and the meeting on this Tuesday was the first time that I and many others heard about the full details of these two new options. I don't believe a full comprehensive study on the effects such as future truck load travels, and other mitigation factors have been fully studied for the North & South options compared to the research/study that was completed for the 4th & 5th ave options earlier last year.

Reading online, I believe there is a level of transparency between C-ID community members/stakeholders that are still not very clear, including me. The options, pros & cons of each option, and the transfer travel of all options for the C-ID need to be shared on an wider level especially when the board is voting on it next month. C-ID community will be voicing their opinions in the next open meetings, but there will be conflicts between 4th shallow, and the north & south options. I would like sound transit and all the non-profit organizations collectively share detailed information of each option on their social media, and inform the great C-ID community of each option before anything. Opinions and thoughts for most will be largely due to what they see on social media, and not by stakeholders and community members actually reading through the packet & options properly.

2. n/a

The station location that is my **last choice** is

_____ n/a_____.

My reasons for this are:

1. n/a

2.

Whatever location is chosen, my top concerns/values that Sound Transit should consider are:

1. Sound Transit needs to publish a infographic or short blurb (Preferably under 15 pages) that explains all possible C-ID options, the pros and the drawbacks of each option, pollution/health damage, mitigation factors (traffic, truck haulers, etc.) to each non-profit organization & key stakeholders for greater transparency & engagement.

2. I hope that sound transit sees the benefit of upgrading the green space of the existing C-ID train station, and the opening of the future stations. Green/recreational space can drastically change the community and re-activate this neighborhood. Sound Transit holds a lot of equity in changing the projection of a neighborhood from either going worse or better. I hope that regardless of the final stations chosen, that Sound Transit will improve recreational spaces throughout the C-ID stations (current C-ID station, North & South).

To submit, please email your comment to meetingcomments@soundtransit.org and CC alexis.lair@soundtransit.org, leda.chahim@soundtransit.org, and shantib@scidpda.org.

致 Sound Transit 董事會成員，

我的名字是_____。

我是_____的企業主/經理。我的公司有_____

名員工，我們在唐人街國際區做生意已經_____年了。

我首選的車站位置是_____。

我的原因是因為：

1.

2.

我最後選擇的車站位置是_____。

我的原因是因為：

1.

2.

無論選擇什麼地點，我最關心的 Sound Transit 應該考慮的問題是：

1.

2.

要提交，請將您的評論通過電子郵件發送至 meetingcomments@soundtransit.org 和抄送 (cc) alexis.lair@soundtransit.org, leda.chahim@soundtransit.org, 和 shantib@scidpda.org.

February 8, 2023

Central Puget Sound Regional Transit Authority (Sound Transit) Board of Directors
Sound Transit Board Chair, Dow Constantine
Sound Transit CEO, Julie Timm

Via Email

RE: WSBLE station location in the Chinatown International District

Dear Chair Constantine, Board of Directors, and CEO Trimm,

We, the undersigned, are community members of the Chinatown-International District (CID). We are residents, independent local business owners and workers in the CID; members of non-profit organizations, active participants in and stewards of the CID. We are also customers and patrons who choose the CID as our most cherished neighborhood to dine, shop and enrich our lives. We are diverse in the hats we wear, but unified in our passion to preserve, protect and sustain the unique, authentic character, vibrancy and livelihood of the CID.

We very much value the long-term benefits of the CID continuing to be one of the most important transit centers in the entire NW region, bringing together Sound Transit, Metro and Seattle streetcars. **We are confident this can be achieved while also avoiding the devastating consequences resulting from any of the initial proposed DEIS station locations on 4th or 5th Ave which would lead to the permanent displacement and cultural erasure of the CID neighborhood.**

We appreciate that you have heard the entire CID community voice opposition to a station in the historic heart of the CID at 5th Ave S and S King St. We thank you and Sound Transit staff for introducing newer station and alignment alternatives for consideration in CID Workshops #3 and #4.

Based on preliminary information presented in CID Workshops:

- We prefer the new CID station to be moved to the North alternative or North *and* South alternative of our neighborhood's core and ask Sound Transit to continue studying these alternatives as the preferred alternative.
- We urge Sound Transit to **reject** 4th Ave, 5th Ave and all station options initially proposed in the 2022 DEIS for the Seattle Chinatown International District, along with their refinements.

The CID is a source of livelihood for our working-class, immigrant and refugee communities and is our cultural home. [Despite repeated harm from generations of infrastructure projects](#), disinvestment, racial discrimination, and redlining; we built and sustained our homes, gathering spaces, culturally-specific small businesses, and community-based organizations. Through resilience and resistance, we made our neighborhood the home it is today and we are committed to protecting and expanding our ability to thrive in place.

We believe that any station in the heart of the CID, on 4th or 5th Ave S, would have disastrous consequences for our neighborhood which is currently at a [heightened risk of displacement](#). And, according to research on [Disaster Gentrification in King County](#), disasters like this often lead to displacing communities.

Our concerns with 4th and 5th Ave station options have yet to be addressed:

- No significant progress has been made on reducing the 9-11 year construction duration in the core of our community.
- Given that both the 4th and 5th avenue options involve underground work in areas of extensive fill and [liquefaction prone soil](#), there are too many risks and unknowns for Sound Transit to predict accurately construction lengths. We don't want to be in a situation where one year into construction, Sound Transit engineers find surprises and we can't change course.
- Further definition of haul routes, automobile, transit, freight and pedestrian detours need to be provided.
- Major concerns with traffic congestion, rerouting and bus service disruption during the 6-year partial closure of 4th ave and the 4 years of a full closure of 4th and Jackson during which no buses will be able to move through there at all and will be rerouted to 5th ave. These transit delays will not only impact CID residents but service to the Rainier Valley as well, as cited in the racial equity tool kit.
- Per Sound Transit studies, at peak hour, 2,300 vehicles are expected to pass through 4th Ave. 50% is expected to be diverted. This is 1,150 vehicles each hour. ST modeling indicates the neighborhood can only handle 160-180 diverted vehicles per hour in the historic CID core. This means the neighborhood will experience gridlock every week day during peak hours for 9 to 11 years and this doesn't even consider game and event days.
- Traffic rerouting endangers our senior residents and clogs up our streets with traffic, preventing customers from accessing our small businesses.
- The potential long-term benefits from equitable transit-oriented development with a 4th Ave shallow option is very limited, if any. In contrast, there are *far* more possibilities in the north option. This makes the 4th Ave shallow an even worse choice - the CID community pays a high price from impacts in the short term, while gaining fewer benefits in the longer run.
- The CID is at a heightened risk of economic and cultural displacement and these factors have yet to be deeply studied. This includes assessing 1) economic displacement caused by rising rents (and other costs of living) which force people to relocate, and 2) cultural displacement wherein people chose to move because the neighborhood no longer supports a critical mass of culturally related businesses and institutions that served them and that together, create the cultural milieu that supports them and provides a sense of agency and belonging. Factors of economic displacement include rising land values, rent increases, property tax and interest rate increases that, together, inflate housing costs and force people to relocate. An analysis of cultural displacement must examine the economic displacement of culturally related businesses, cultural institutions, community-based organizations, and community services that together

strengthen social cohesion and create a cultural home for people, especially important for communities of color, immigrants, and refugees.

- Repairs to the 4th Ave viaduct should not be considered an added benefit to this option without a clear understanding and disclosure of the compounding impacts of 4th Ave viaduct replacement beyond construction of the 4th Ave S station.
- The newly proposed 4th Ave Shallower also does not improve overall construction time and footprint. We appreciate the work being done by Sound Transit engineers and other staff on this mitigation alternative, but Sound Transit's track record of construction timelines and best estimates for station scope is not one we are willing to trust with so much on the line. We do not believe that Sound Transit has sufficient information to advance this alternative as a community-based option.

There are compelling reasons to locate the new station just to the north and/or south of the CID core. For example, moving the station to the North of CID or just South of CID, or both, provides clear benefits to the community with significantly less disruption:

- Offers regional connectivity to all three future lines
- Maintains proximity and connectivity to CID
- Projects a shorter construction duration by half a decade
- According to Sound Transit, the North alternative would not cost more than the 4 Ave option.
- Far more opportunity for equitable transit oriented and community-based development focused on thriving in place

We believe that Sound Transit's due diligence to the community in assessing alternatives and broad community interest in further study of both a North of CID and South of CID station locations (along with other changes that would result, such as moving the Midtown station) requires expanded analysis and comparison of proposed sites in the DEIS.

While we believe that the CID has faced an undue burden of infrastructure projects historically, we also acknowledge that moving the station to north or south of CID may have its own set of unintended consequences to providers and residents of those respective locations. Sound Transit and the CID community must continue to meaningfully engage and work with community members to create a plan to mitigate harm to residents of these areas.

Sound Transit must be accountable to its publicly stated commitment to race and social equity. We see your next actions as a test to that commitment. We wholeheartedly invite you to be open, transparent and fully engaged with us as Sound Transit continues study and analysis, before any formal staff recommendation or board decision on a preferred CID Segment alternative is made; and before any final decision is made to proceed with an alternative.

Initial Signatories, as of February 8th 2023:

Individuals

Alan "TN" Trang

Amy Nguyen

Anibal & Marjana Ruiz

Bettie Luke

Betty Lock

Bill & Carol Richardson

Binko Chiong-Bisbee & John Bisbee

Brad Tong

Bruce Brundige

Casey Bui

Christa Thomas

Christina Shimizu

Danielle Higa & Francis Eugenio

Dave Huang

David Ingram

Devang Mehta

Diane Sugimura

Ella Mae Santos

Ellen Ferguson

Gei & Matt Chan

Hisato Kawaminami

Jason Kaku

Jerry Chihara

Jill Nishi

Judy Tobin & Michael Baker

Juna Gates

Karen Akada Sakata

Kaitlin Uemura

Kaitlin Madriaga

Katherine Cheng

Kevin Tran

Lauren Takisaki

Lisa Watanabe

Lori Matsukawa

Maya Mendoza-Exstrom

Mike Vu

Mimi Gan

Nanette Fok

Nhon (Nin) Truong

Nina Wallace

Rachtha Dahn

Ryen Shimizu

Savitha Reddy Pathi

Sean Arakaki
Stefanie Van Rafelghem
Sue Kay
Tera Beach
Teresa matt
Tiffani Lee Kumabe
Tracey Wong
Travis Quezon
Warren & Susii Higa
Wendy Yamamoto
Victor Mizumori

Small Businesses

Bush Garden
Chihara Architecture
Fort St George
Itsumono
KOBO at Higo
KOBO LLC
Maneki
Pioneer Barber Company
Sairen
Seattle Best Tea
WKND studio/DaDaDa Gallery
Trichome

Building Owners

Jan Johnson, Panama Hotel
Ling Chinn, Rex Building
Paul Murikami, Jackson Building

Organizations

ACRS
CID Coalition
Graham Street Community Action Team (GS CAT)

- Cham Refugees Community
- Co Lam Pagoda (Vietnamese Buddhist Community)
- Velma Veloria (Filipino Community of Seattle)
- Somali Community Services of Seattle
- Somali Health Board

Massage Parlor Outreach Project (MPoP)
Malicious Vixens
Puget Sound Sage
Restaurant to Garden (operated out of Danny Woo)