

*6/8/2023 System Expansion Committee*  
*Meeting Written Public Comment*  
*Submissions*

Submissions

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## *Dr. Christopher Morrison*

What an absolute farce it is that the King County Commissioner and Seattle Mayor keep proposing design changes to the Ballard Link Extension at such a late stage in the process, threatening to delay the project. I laughed out loud when giant corporation, Amazon, commented on the closing of Westlake during construction citing impacts to "small businesses". What a joke. Instead of worrying about construction impacts to "traffic", how about the City of Seattle use the Westlake closure as an opportunity to improve bike, pedestrian, and transit in SLU. I work in this neighborhood and it is one of the most car dependent and pedestrian unfriendly places in the whole City. A complete disaster.

Additionally, any hand wringing over the potential closure of streetcar should not be taken seriously until the city actually makes the SLU streetcar useful by building the City Center Connector.

The board needs to commit to the actual best options on the table. Those being the 4th street/Midtown option through Downtown/CID, giving Seattle and the region the best transit hub on the west coast, and the Westlake/Harrison preferred alternative that enables the best transfers to existing transit. You're making a decision that will affect the region's connectivity for the next 50/100 years. The late addition vanity projects that are the Commissioner's North/South of CID and the Seattle Mayor's "West of Denny" objects need to be soundly rejected.

Dr. Christopher Morrison, PhD

## *Stephen A Fesler*

While the draft Everett Link alignment north of Mariner is an unfortunate mess and will deliver very few benefits to folks in Everett and Snohomish County at-large, this board should slightly amend the Everett Link preferred alternatives motion on several critical matters that are in the spirit of that desired alignment.

1. Please clarify that the elevated segments and stations be located directly in the street where possible, that the agency will not rebuild road right-of-way allocated to Link, and that excess space under such guideway will be evaluated for potential public uses, such as parks and trails, and commercial integration opportunities. It's imperative that the board study affordable Link options that will induce people to take transit instead of driving, put savings to better Everett Link project elements, and build the extension quicker.
2. The agency should be studying multiple neighbourhood paths west of I-5 and north of the Everett Mall to Downtown Everett so that future infill stations can be built. Optimising such an alignment with feasible potential station locations should be an explicit goal in the motion. I'd also simply note that I-5 along this segment is too technically challenging and costly for Link.
3. As far as the Everett Station alignment goes, I'd implore the board to either modify or discard the EVT-C and D options. These options are deeply concerning as they would require mass demolition of buildings and elimination of many jobs as currently contemplated for little apparent community gain. If those options are to be pursued, the alignment must be located directly in a street (Broadway or

McDougall), not on private property and alleys because they will devastate the area. EVT-A, however, is the better option for transit integration and future expandability north. It would be worth studying that as the preferred alternative in some form.

Please revise the text before adoption. Thank you.

[Joe Kunzler](#)

Hi there Sound Transit Board System Expansion Committee and Boardmember Franklin;

I've CC'd Boardmember Franklin, who I hope is reading up on [M2023-47](#) and will have interest in my comments on this.

Unlike earlier comments, these comments are about items actually on the committee's agenda for passage & discussion. I believe it's good practice that comments about meeting administration be kept separate from substantive comments about business items. With that, here goes:

**Motion No. [M2023-47](#)**

There is going to be some consternation about how oh so, we should not have a Paine Field alignment. I've come around to supporting it.

Here's why: Boeing is sending a 737 production line to Paine Field. Boeing also offers to cover the cost of a footbridge to make a transit connection. It may not be perfect, but Boeing is willing to be a good corporate citizen and *chip in*. The next step is to get transit union brothers & sisters to talk with Boeing unionized workers and the need to *support* one another.

I also want to place on record that if/when we have an ST4 conversation, my support is contingent on the following:

a) Elevating the Rainier Valley in Seattle

b) A conversation about a spur to a Paine Field terminal if one is erected on the Mukilteo/West side in the mold of the Oakland Airport spur of BART. A real conversation, not what went down in 2015-2016. But real studies, honest dialogue, and a transparent conversation - which I submit we did NOT have in 2016 before the ballot measure was sent to voters- and we had to put together a united front. With that... If [The Urbanist](#) would like to lead the charge to better transit in Snohomish County and sit thru umpteen and one transit board meetings, Everett City Council meetings, Mukilteo City Council meetings, and have to try to cover Paine Field transit issues instead of draw cute lines on maps and whine about time penalties in beautiful essays - OK. Please take my seat in the transit activist operator's cab and my photo library; I extend my invitation. Otherwise, please stay supportive or out of the way.

**Long-Term Light Rail Fleet and Storage Challenges**

We had some *parliamentary challenges* last Thursday, so I will try to put my idea forth via e-mail this time. Based on what I read in many places, including our friends at [The Urbanist](#) and Seattle Subway, if the long-term plan for ST3 and ST4 light rail orders was open gangways and fewer operator cabs, you may have less storage surface area needs. I hope the industry can please work with Sound Transit in this regard.

## **Appreciate remodel of Downtown Seattle stations**

I also meant to bring this up last Thursday, but since the System Expansion Committee may help fund this... I *sincerely appreciate* that the fare-paid areas are more clearly marked in Downtown Seattle stations - not just Northgate Link stations. Very helpful.

### **Conclusion**

There you go. I hope you appreciate the approach I'm taking here, attempting to keep the parliamentary stuff away from the people's business. When parliamentary systems collapse and affect the conduct of the people's business, we have a problem as the people's business is blocked.

Very strategically;

Joe A. Kunzler

[growlernoise@gmail.com](mailto:growlernoise@gmail.com)

## *Bill Hirt*

Dear Sound Transit Board,

The following Comment to the Board is the 6/03/23 post on my blog detailing ST should terminate Ballard extension at existing Westlake Station. End the "Cost Drivers", the \$12B 2nd tunnel, the \$4000 round trip costs for the Everett Extension.

Bill Hirt

The Sound Transit Board May 25th meeting included the 2023 Annual Program Review. The "key takeaway" was the program remains affordable on the "affordable schedule" but the "target schedule" remains unaffordable." That capital costs have increased \$472M since 2022, that debt capacity is 15.9% higher than what's needed to be affordable.

However, the project affordability gap, the ability to pay off the debt, DSCR, (Total revenue, minus operating cost divided by debt service) has decreased from 2.36x in 2016 when ST3 was approved, to 1.67x in Spring 2023, near 1.5X policy minimum.

The presentation included Sound Transit attempts to identify the "Cost drivers" reducing the affordability gap. That current cost drivers remain high but are plateauing and "Cost drivers are shifting to O&M cost to support a growing system with emerging and evolving needs".

Sound Transit chose to respond to the need to increase "affordability gap" (DSCR) by delaying the Ballard extension from 2037 to 2039. Yet the Ballard extensions "Cost driver" is not the 5-mile route from Ballard to Westlake, it's the \$12B needed to bore the second tunnel and to implement the four stations needed for access. Yet the Board concurred with the Sound Transit decision.

Prior to the Annual Program Review, Sound Transit had presented the Board with the status of the Everett Link extension. That the 16-mile, six-station extension had an "Affordable Schedule" for SW Everett Industrial as 2037. (Two years prior to Ballard Extension)

The bottom line is Sound Transit and the Board have chosen to give a higher priority to the 16-mile Everett extension than the 7-mile Ballard extension. They ignore the fact the Ballard extension will add transit capacity into Seattle while the Everett extension will be used to replace bus routes: Reducing transit capacity into the city and access for current riders.

That any rational “Cost Driver” assessment should include the nearly \$4000 trip cost added by the 16-mile Everett extension for 4-car light rail trains from Lynnwood. Sound Transit and Board could terminate Ballard extension at existing Westlake station, minimize operating costs as well as the \$12B needed for 2nd tunnel and stations. Doing so would provide an affordable Ballard extension in 2031, like the West Seattle extension.

Sound Transit service area residents, especially potential Ballard extension riders, deserve better.

### [Uptown Alliance](#)

**The substance of this comment is within a letter included at the end of this summary.**

Dear Claudia Balducci, Chair Systems Expansion Committee:

On behalf of the Uptown Alliance and the Land Use Review Committee, we respectfully submit the attached comments to be reviewed at the June 8, 2023 System Expansion Committee. Thank you for your consideration,

*Mercedes*

*Mercedes, Uptown Alliance*

### [Connect Casino Road](#)

**The substance of this comment is within a letter included at the end of this summary.**

Hello,

Please find here attached Connect Casino Road’s public comment ahead of tomorrow’s SEC meeting.

Best,  
Alvaro

## Irving Avila

Sound Transit System Expansion Committee,

I want to provide a comment on the 360 million dollars Sound Transit is spending to provide a few parking spaces for Sounder Stations. First of all, I want to state the obvious: clinging to a failed plan set in 2008 which was wrong then but is particularly outrageous now is just a terrible mistake. COVID came to change many things, and commutes will never be back to the previous "normal". As Roger Millar said: "We have to acknowledge that times change and we have to be thinking about more than building parking stalls at hundreds of thousands of dollars apiece". Building these parking stalls is wrong on so many levels: it's bad for social equity as we're spending more money on the few riders that own a car, it's bad environmentally as it keeps the status quo of car-centric design, it's even economically non-sensical as we know that there's no demand for these anymore.

It will take bold leadership to correct the direction of this, and I hope that the money that is being planned to be spent here can be used in better projects that can actually increase ridership in a significant way and serve more people. Don't let a sunk cost fallacy make us spend even more on a failed project, please don't build these parking stalls.

Best,  
Irving Avila

## South Lake Union Chamber of Commerce

The South Lake Union Chamber of Commerce represents 253 member organizations and 1,500 individual members. We were startled to learn "SLU Harrison" station was quietly eliminated from the expansion plan considering the long standing commitment Sound Transit made for two stations in SLU.

From the perspective of a 50-100-150 year lifespan of the infrastructure, the cost of eliminating this station is unbearable considering South Lake Union is one of the most densely populated, fastest-growing neighborhoods served by Light Rail.

Key considerations:

— This site is critical to interface with Rapid Ride and other Metro mobility services on SR 99. It serves as a key connector for South Lake Union's community of 80,000 to 100,000 daily inhabitants (residents, employees and visitors) many of whom rely exclusively on public transportation.

— A "new" Memorial Stadium, a reinvigorated Seattle Center, and a busy Climate Pledge Arena (even before NBA expansion Climate Pledge hosts 210 events annually with up to 50% of attendees projected to use public transit) will fuel even more activity.

— A single “Uptown Republican” station is insufficient to guarantee reliable daily service plus surge events which burden Uptown residents and businesses, endangers public safety and impacts system performance.

— A station east of Seattle Center, in the vicinity of “SLU Harrison” creates a walkshed similar to the six Light Rail stations downtown along Third Avenue (Sodo to Westlake).

The loss of "SLU Harrison" station should be a grave concern to you as it is for SLU & Uptown stakeholders. Going forward without the SLU Harrison station (or a replacement) threatens to erode the value of our regional transportation system.

We invite you to join us for a walking tour to see the situation and hear from stakeholders firsthand. Please direct your staff to study ridership, access, equity and regional transit integration and locate a second station in SLU.

[South Lake Union Chamber of Commerce](#)

Jon Kiehna, Exec Dir

[Nora McGovern](#)

To whom it may concern -

I am writing in **opposition** to the board's decision to allocate \$359.7 MILLION dollars to build three parking garages. What the community actually needs is money toward higher performing investments - not parking. The fact this massive investment only creates 1,500 spots is outrageous. That is \$240,000 per spot, most of which would only be utilized one or two days a week. We want more service continually throughout the day. We want frequent reliable service. We want to know when trains are going to arrive! Increasing reliable rail service and public transit access to the rail. I hope the board chooses to reevaluate this allocation and put the funds where we actually need it.

Best,  
Nora

--

Nora McGovern

[Public comments received after the deadline](#)

## *Transportation Choices Coalition*

**The substance of this comment is within a letter included at the end of this summary.**

Dear Members of the System Expansion Committee,

Please find attached comments from Transportation Choices Coalition re: Sounder parking expansion.

Thank you for the opportunity to comment.

Best,

Kelsey

Kelsey Mesher (she/her)

Interim Executive Director  
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**Transportation Choices**

## *Betty Lau Verbal Public Comment Transcript*

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

I've read the WSBLE line is to be split into two: West Seattle so it can proceed, and the Ballard-CID segment is delayed for studies of the newest options.



There's a delay while a new DEIS is prepared for the N&S options. That doesn't make sense. Only a 4<sup>th</sup> Avenue Station provides connectivity and accessibility for the entire region.

The delay to study two new options will take several months, a very expensive several months. It doesn't make sense, especially when you consider that Seattle has hired a guy to persuade you board members the two N&S of CID options are best. We don't have \$280,000 to hire anyone to persuade you. We're just retired seniors on fixed incomes. So when we come around to ask for meetings, please see us. Don't ghost us.

The vast majority of the community in and outside of the CID support a new station on 4<sup>th</sup> Avenue. 4<sup>th</sup> Avenue is the only option that connects all 3 transit lines, affords the most accessibility to other transportation modes, and is the easiest for physically able and mobility challenged riders to use.

Thank you.



## UPTOWN ALLIANCE LAND USE SOUND TRANSIT SUBCOMMITTEE

June 8, 2023

Claudia Balducci  
Sound Transit, Systems Expansion Committee Chair  
Sent electronically  
Seattle, Washington

Dear Council Member Balducci and System Expansion Committee Members:

Uptown Alliance needs to express its opposition to the elimination of the SLU Harrison Street station. Both the Uptown neighborhood and our very important neighbor, Seattle Center, need to have a station entry on the east side of our neighborhood to serve not just Uptown office workers, residents, and visitors, but also everyone that comes to Seattle Center to visit and to attend the many, many events that occur here. This area continues to be a growing, vibrant area, and will only continue to grow in the future.

A station on the east side of Seattle Center has had consistent public engagement and strong support, and with the addition of a new Memorial Stadium and a very busy Climate Pledge Arena, there must be a station in this vicinity. The concept of a combined station with walksheds are too distant between Westlake West and Republican West to adequately serve the businesses, residents, tourists, Seattle Center and Uptown visitors.

With further study of ridership, access and equity, and transit integration, we are sure that you will find there must be a station that connects to the workhorse of Metro's Rapid Ride on the SR 99 corridor.

Our request to you: please make sure that Sound Transit staff is specifically directed to identify and study options for a new location on the east side of 5<sup>th</sup> Ave to replace the previously proposed Harrison Street station. We stand ready to participate in that process.

Our invitation to you and invite all Sound Transit Board members: please come to a tour of this area with us in the next couple weeks. You will see for yourself what a dynamic and growing area this is. We look forward to providing input into the continued Further Studies work.

Best,  
Mercedes Fernandez, Uptown Alliance  
Maria Barrientos, Uptown Alliance  
Debi Frausto, Uptown Alliance

CC: Julie Timm, Cathal Ridge, Leda Chahim, Sound Transit

Elliot Helmbrecht & Marshall Foster, City of Seattle

June 8, 2023

Attn:

Chair Claudia Balducci,

Vice Chair Kim Roscoe,

Members Nancy Backus, David Baker, Cassie Franklin,

Bruce Harrell, Kent Keel, Joe McDermott, and Dave Somers

*Submitted virtually to: [meetingcomments@soundtransit.org](mailto:meetingcomments@soundtransit.org)*

**Re: Identifying Preferred Alternatives for SR-526/Evergreen Station Area  
(Motion No. M2023-47)**

Dear Chair Balducci and Members of the System Expansion Committee,

Thank you for the opportunity to comment on the identification of preferred alternatives and other alternatives for study in a Draft Environmental Impact Statement for the Everett Link Extension.

I am the Director of Connect Casino Road—a community-based organization whose mission is to identify, champion, and bring to life the vision and dreams of the Casino Road community.<sup>1</sup> The Casino Road neighborhood is the home of some of Snohomish County's largest populations of Spanish-speaking households, low-income families, and undocumented people. Our community gives the neighborhood its distinct cultural identity, which is valuable and irreplaceable.

Over the past six months, my team and I have had many conversations with neighborhood stakeholders about their hopes and concerns with the planned light rail station at the intersection of SR-526 and Evergreen Way. **We spoke with 20 social service organizations, 21 small business owners, and nearly 400 neighborhood residents.**<sup>2</sup> Many people expressed concern that light rail construction would cause traffic disruption and permanent displacement. They also stated a clear preference for building the light rail line and station on the north side of SR-526—within walking distance of Casino Road but removed enough to minimize construction impacts and direct displacement of beloved neighborhood businesses like Casino Square.

I ask that you listen to the voices of the Casino Road community and prioritize their concerns as you identify preferred alternatives for the EVLE DEIS.

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<sup>1</sup> For more information about Connect Casino Road, see our website's About Us page:  
<https://www.connectcasinoroad.org/about-us>

<sup>2</sup> Comment letters from each of these three stakeholder groups are available here:  
[https://drive.google.com/uc?id=158csruYP5DbX87PXnjCg\\_DuHj5MQuauN](https://drive.google.com/uc?id=158csruYP5DbX87PXnjCg_DuHj5MQuauN)

## Connect Casino Road's Comments

### *Preferred Alternative*

- **Do not identify a preferred alternative for SR-526/Evergreen.**

The Board is not required to select a preferred alternative. In fact, doing so could detrimentally impact public trust in the planning process by signaling that the Casino Road community's concerns were not taken seriously.

Neither EGN-B nor EGN-E are supported by the Casino Road community. The Elected Leadership Group's recommendation that one of these alternatives be selected as "preferred" stands in stark contrast to the concerns raised by Casino Road community members, including prolonged traffic disruption, loss of business, and permanent displacement of unique cultural resources for the region's Spanish-speaking communities. Proceeding with the ELG's recommendation could raise legitimate concerns over the Board's commitment to equitably engaging disadvantaged communities in the planning process.

Given the complicated and sensitive nature of the SR-526/Evergreen station area, it would be reasonable to wait to select a preferred alternative until the agency has shared its draft environmental impact statement with both the Board and the Casino Road community.

I strongly urge the SEC to amend Motion M2023-47 to state no preferred alternative is identified for SR-526/Evergreen.

### *Other alternatives for study in the Draft Environmental Impact Statement*

- **Study EGN-A, an elevated alignment running along the north side of SR-526.**

The Casino Road community strongly supports EGN-A. This alignment would route the light rail on the north side of SR-526 and eliminate direct displacement impacts to Casino Square businesses and other members of the Casino Road community. Sound Transit plans to study a north-of-526 alignment regardless, so the agency should study a station that best suits that alignment.

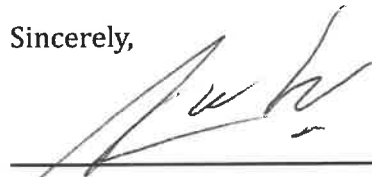
- **Study EGN-B and EGN-E.**

Casino Road community members that we spoke with understand the need to study a range of options. While they continue to raise concerns about EGN-B and EGN-E, they accept that multiple alternatives must be studied to mitigate the risk of unexpected challenges. Once the draft EIS is complete, the community expects Sound Transit to re-engage the Casino Road neighborhood with an emphasis on accessibility, transparency, and social equity.

I appreciate the Board's commitment to equitable transportation planning. Connect Casino Road will continue listening to the Casino Road community and doing what we can to ensure that their voices are heard throughout the planning process. I look forward to continuing to partner with Sound Transit and its Board of Directors to make the Everett Link Extension a success.

Thank you for your leadership.

Sincerely,



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**Alvaro Guillen**

Connect Casino Road, Executive Director



**Date:** June 8, 2023  
**To:** Sound Transit System Expansion Committee  
**From:** Transportation Choices Coalition  
**Re:** Please Consider Re-Evaluating ST2 Parking & Access Needs

Dear Members of the Sound Transit Board,

We are writing to raise questions related to proposed second Sounder parking garages planned for Kent and Auburn.

We fully understand that parking garages provide critical access to transit for those coming from further away, in more suburban areas, or in areas with insufficient active transportation infrastructure or local transit connections. That said, travel patterns have changed drastically since 2020, and the usage has plummeted. Garages in Auburn and Kent are currently only reaching 40-60% capacity.

One of the key policies in ST3 was a commitment to evaluate projects before implementing with a key focus on analysis of access demand.

“Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects.”

While the garages in question are ST2 projects, we urge the Board to follow their own policy directive to ensure that we are making the best and highest use of \$350 million taxpayer dollars, and to consider the current ridership patterns and context and introduced by covid.

We strongly support maintaining and investing these funds in more sustainable -- and useful -- strategies for communities, such as additional Sounder service and multimodal connections, and in looking into managed parking solutions. These types of investments would ensure better long-term environmental, ridership, and socioeconomic impacts, three critical performance measures that Sound Transit has adopted to evaluate their proposed investments. Grounding investments in key outcomes is one of the best things Sound Transit can do to regain public and taxpayer trust.

Thank you for your consideration.  
Sincerely,

A handwritten signature in black ink that reads "Kelsey Mesher".

Kelsey Mesher, Interim Executive Director  
Transportation Choices Coalition

*Alex Tsimerman*

**This comment was submitted during verbal public comment.**

# FOR HE PY COW

## FR. Alex Tsime man

### Derogatory Words

# 261 derogatory words

Enter any topic...

sort by:  also related to:

highlight:

insulting	disallowed	demeaning	racist
rude	disparaging	vulgar	homophobic
snide	sexist	derisive	slur

creepy	mockery	expletive	misspelled
semitic	nicknames	antisemitic	patently
malicious	unprofessional		uttered
intemperate	idiomatic	potentially	charge
o hand	humiliating	phrases	phrase
hostility	adjective	parenthetical	disgusting
vile	misogynist	implied	boastful
suggestive	stereotypical	mentioning	veiled
slander	lazy	cruel	dated
mispronounced	vicious	overt	constrained
utters	impolite	misspelling	interchangeably
implying	cryptic	interpreted	distasteful
overtly	humorously	patronizing	references
mischievous	coached	imitation	allusion
referencing	ambiguous	bellicose	utterances
nonsense	misinterpreted	shorthand	vagueness
colloquialism		ironic	misunderstood

pejorative	disrespectful	bigoted	derogative
profane	defamatory	hurtful	hateful
insensitive	slandorous		inappropriate
uncomplimentary	unprintable		criticism
ethnic slurs	word	connotation	sarcastic
slang	negative	obscene	unkind
o ensive	colloquial	misogynistic	racial slurs
condescending		derogatory remarks	dismissive
disparaging remarks		racial slur	racially insensitive
contemptuous		disparaging comments	endearment
racial epithets	racial epithet	whore	ipponit
profanities	fagot	harassing	nigger
insulted	guy slurs	blasphemous	insult
politically incorrect		slurs	racially charged
obscenities	expletives		negative connotation
belittling	curse words	explicit	foul language
paki	abusive	demean	vulgar language

expressions	malevolent	vitriolic	uncouth
discourteous	overriding		objectionable
un altering	obnoxious	scurrilous	spiteful
prejudicial	deprecatory	crass	indecent
tactless	unbecoming	ungentlemanly	jest
classless	uncalled	unchaste	uncivilized
indelicate		e eminate	unpatriotic
calumnious	deprecating	tasteless	boorish
anti-semitic	tongue-in-cheek		undiplomatic
onomatopoeic		semantic change	derogating
dyslogistic	opt-out	obrecitation	theatrical
insultable	viled	denigratory	insultment
detractory		a roitive	unparliamentary
despiteous	epithetic	calumnatory	traducent
dislander	social group	racialist	ethnic group
ethnic slur	reclaiming	queer	late latin

sexually suggestive	crude	guy slur
discriminatory	obscene gestures	racial
mocking	negative connotations	mean
verbal abuse	racial overtones	racists
disparage	demeaned	racially
dehumanizing	degrading	sexually harassing
o end	diss	swastika
		epithets
hate speech	disparaged	defamed
harmful	racial stereotypes	verbally abusing
sexual	hate	toxic
epithet	strong	threatening
o ended	remark	critical
joking	harsh	hostile
shaming	stereotyping	uttering
lewd	connotations	playful
invalidating	foul	petty
		gross

historical linguistics	grammar	ableist
	gatekeeper	

That's about all the derogatory related words we've got! I hope this list of derogatory terms was useful to you in some way or another. The words shown here at the bottom of the page were added to the list because they were either new or more relevant than the ones currently on it. If you have any feedback, that is, if you have any feedback for the site, please share it here, but please note this is only a hobby project, so I may not be able to make regular updates to the site. Have a nice day! D

11/11/07  
 11/11/07  
 11/11/07



*Matthew Curry*

**This comment was submitted during verbal public comment.**



## City of Seattle

Edward B. Murray, Mayor

### Department of Transportation

Scott Kubly, Director

July 15, 2015

Sound Transit  
Attention Kathy Leotta, ST3 Draft Priority Projects  
Union Station  
401 S. Jackson St.  
Seattle, WA 98104

**RE: ST3 Draft Priority Projects**

Dear Ms. Leotta:

The City of Seattle is extremely supportive of future expansion of the regional transit system being developed in the ST3 system plan. We appreciate the opportunity to comment in detail on the Draft Priority Projects. This letter reflects coordinated comments from other city departments. You will find that these comments include specific corridor details and projects inquiries that will inform us about the impacts or trade-offs that these projects may have to the overall system plan and how they integrate with Seattle's transportation and land use plans.

First and foremost, the City of Seattle supports light rail connecting Ballard to Downtown to West Seattle. We believe that a new downtown tunnel is a key element of this corridor, and necessary for the future core capacity of the Puget Sound region. It is our assumption that this tunnel will be in the areas under 4<sup>th</sup>, 5<sup>th</sup>, or 6<sup>th</sup> Avenue, consistent with alternatives in the South King County High Capacity Transit Corridor Study. We do not support the at-grade alignment through downtown because of impacts to the downtown traffic and mobility and the inability to serve South Lake Union. The next four paragraphs provide further insight to develop and evaluate this priority project.

In the Ballard to Downtown segment of this corridor, we request Sound Transit analyze an alignment that includes a below grade station with pedestrian connections to the existing Westlake Station platforms, a station serving South Lake Union in the area of Westlake Ave N and Denny Way, a station at State Route 99 and Harrison Street, a station in the vicinity of Mercer St. and 1st Avenue N. serving Uptown and the Seattle Center, a station in close proximity to the Elliott Trail bridge (near the future Expedia site), a station in the vicinity of 15<sup>th</sup> Avenue and Newton (near Whole Foods), a station in the vicinity of 15<sup>th</sup> Avenue and Dravus Street, a station in the vicinity of 15<sup>th</sup> Avenue and Market Street, and a station at 15<sup>th</sup> Avenue and 65<sup>th</sup> Street. We would also like to see an alternative with a terminus at 15<sup>th</sup> Avenue and Market Street and how these alternatives could interline with a future Ballard to University District alignment, for cost and ridership comparison.

Seattle Municipal Tower  
700 5<sup>th</sup> Avenue  
Suite 3800  
PO Box 34996  
Seattle, Washington 98124-4996

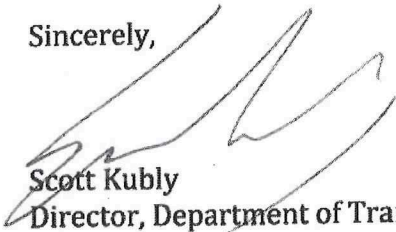
Tel (206) 684-ROAD / (206) 684-5000  
Fax: (206) 684-5180  
Hearing Impaired use the Washington Relay Service (7-1-1)  
[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

development, permitting, construction, and funding methods and alternatives to accelerate the completion of ST3 funded projects.

We anticipate a successful partnership to expand the regional transit system, provide safe, efficient and sustainable transportation choices for or residents and regional riders. If you have any questions about these Draft Priority Projects, please don't hesitate to contact me or Michael James at [michael.james2@seattle.gov](mailto:michael.james2@seattle.gov) or (206) 386-4012.

Thank you again for the opportunity to comment.

Sincerely,



Scott Kubly  
Director, Department of Transportation  
City of Seattle

CC: Andrew Glass Hastings  
Barbara Gray  
Jon Layzer  
Paulo Nunes-Ueno  
Bill Bryant  
Hannah McIntosh  
Diane Sugimura  
Tom Hauger  
Michael James

# MERCER CORRIDOR STAKEHOLDER COMMITTEE

January 20, 2016

## Community Organizations

South Lake Union  
Chamber of Commerce

South Lake Union  
Community Council

Queen Anne  
Community Council

Queen Anne  
Chamber of Commerce

Uptown Alliance

Uptown UDF  
Stakeholder Committee

Magnolia  
Community Council

Magnolia- Queen Anne  
District Council

Seattle Parks Foundation

## Businesses & Non-Profits

Amazon.com

AEG Facilities

Cornish College  
of the Arts

Center for Infectious  
Disease Research

EMP Museum

Fallon International

Firmani + Associates, Inc

Fred Hutchinson  
Cancer Research Center

Graphica Inc

Hurry Curry of Tokyo

KCTS 9

Museum of History &  
Industry

Morningside Academy

Northwest Folklife

One Reel

People and Performance  
Strategies

Pacific Northwest Ballet

Pacific Science Center

PEMCO Insurance

Pottery Northwest

Seattle Family  
Chiropractic

SCCA House

Space Needle and Chihuly  
Garden and Glass

Seattle Children's Theatre

Seattle Children's Museum

Seattle Repertory Theatre

Seattle University

Terrenzio Solutions, LLC

Teatro ZinZanni

Tutta Bella Neopolitan  
Pizzeria

Vulcan, Inc

The Vera Project

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 S Jackson Street  
Seattle, WA 98104

**Subject: Mercer Corridor Stakeholders  
Preferences for ST3 Package**

Dear Board Members:

The Mercer Corridor Stakeholders, who are representatives of businesses and community groups in the South Lake Union, Denny Triangle, Uptown, and Queen Anne neighborhoods of Seattle, believe that the regional transit network operated by Sound Transit must be expanded, and that light rail service must reach this rapidly-growing extension of Seattle's downtown core.

South Lake Union, Denny Triangle and Uptown are dense urban neighborhoods as well as PSRC-designated Regional Growth Centers that contain some of the highest concentrations of employment in our region. The Seattle Center, located in the heart of Uptown, is a regional attraction that welcomes more than 12 million visitors every year. Building out ST3 to deliver the most efficient and effective high-capacity transit system possible is critical to maintaining the region's competitive advantage, ensuring the future success of our regional economic centers, and providing improved access to regional attractions like Seattle Center. To this end, we propose an ST3 package that includes the following elements:

- **New tunnel through downtown Seattle** – We strongly endorse the new light rail tunnel through downtown Seattle connecting Tacoma to Ballard through Denny Triangle, South Lake Union, and Seattle Center/Uptown (Option 3). This tunnel is a prudent investment because it attracts the highest ridership, provides the most reliable service, and allows for future system expansion. This tunnel is critical for connecting residents with jobs region-wide and for providing a viable transit alternative to commuting by automobile. The tunnel should extend to serve the major employment and residential centers in the Denny Triangle, South Lake Union and Seattle Center/Uptown Regional Growth Centers. An at-grade rail line along First Avenue through downtown does not offer the travel times, capacity, or connectivity for a reliable and effective regional transit system.

Our analysis (see attachments) shows that the population, employment, and tourist/event attendees in these three north downtown neighborhoods are among the highest in the region, and that they will continue to grow. Sound Transit's own analysis shows that the new downtown tunnel could have daily ridership that is nearly 80,000 higher than a surface route along First Avenue. The additional cost of the tunnel is a worthy investment since the cost of not building it—in terms of added regional congestion, additional bus service needed to serve those riders, and delays to other surface transit—would be high.

To maximize the efficiency and capacity of the new tunnel, we support staff's **LRT System Operations Option #3**, which will connect the new Ballard line to the Tacoma line, providing more balanced ridership among the three light rail lines, the greatest reliability for the overall system, and the highest capacity for future expansion.

# MERCER CORRIDOR STAKEHOLDER COMMITTEE

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## Community Organizations

Danah Abarr  
Executive Director  
**South Lake Union Chamber of Commerce**

Mike McQuaid,  
President  
**South Lake Union Community Council**

Thatcher Bailey  
Executive Director  
**Seattle Parks Foundation**

Ellen Monrad  
Chair  
**Queen Anne Community Council**

Martin Henry Kaplan, Architect AIA  
LURC Chair  
**Queen Anne Community Council & Uptown UDF Stakeholders Committee**

Charley Shore  
Executive Director  
**Queen Anne Chamber of Commerce**

Michael Davis  
Co-president, Transportation Committee  
Chair  
**Uptown Alliance**

Carol Burton  
President  
**Magnolia Community Council**

Stephen Deforest  
Chairman  
**Magnolia-Queen Anne District Council**

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## Businesses and Non-Profits

John Schoettler  
Director - Global Real Estate and Development  
**Amazon.com**

Leonard Garfield  
Executive Director  
**Museum of History & Industry**

Ron Severt  
CEO  
**Space Needle and Chihuly Garden and Glass**

Steve Ransom  
Director, Premium Seating Services  
**AEG Facilities**

Kent Johnson, Ph.D.  
Founder & Director  
**Morningside Academy**

Karen Sharp  
Managing Director  
**Seattle Children's Theatre**

Liisa Spink  
Cornish Playhouse Manager  
**Cornish College of the Arts**

Robert Townsend  
Executive Director  
**Northwest Folklife**

Donna Marie Bertrand  
Executive Director  
**Seattle Children's Museum**

Louis R. Coffman  
Senior Vice President/COO  
**Center for Infectious Disease Research**

Chris Weber  
Executive Director  
**One Reel**

Jeffrey Herrmann  
Managing Director  
**Seattle Repertory Theatre**

Patty Isacson Sabee  
CEO + Director  
**EMP Museum**

Curt Archambault  
Vice President  
**People and Performance Strategies**

Bill Hogan, Director of Athletics  
Eric Guerra, Assoc. Athletic Director  
**Seattle University**

Maura Fallon  
CEO  
**Fallon International**

John Tangeman  
Manager of Audience Services  
**Pacific Northwest Ballet**

Joseph D. Terrenzio  
Attorney  
**Terrenzio Solutions, LLC**

Mark Firmani  
President  
**Firmani + Associates Inc.**

Will Daugherty  
President & CEO  
**Pacific Science Center**

Markus Kunz  
Executive Director  
**Teatro ZinZanni**

Scott Rusch  
Vice President, Facilities & Operations  
**Fred Hutchinson Cancer Research Center**

Stan McNaughton  
Chief Executive Officer  
**PEMCO Insurance**

Ada M. Healey  
Vice President, Real Estate  
**Vulcan Inc.**

Camberly Gilmartin  
VP Client Services + Development  
**Graphica Inc**

James Lobb  
Executive Director  
**Pottery Northwest**

Tim Lennon  
Executive Director  
**The Vera Project**

Becky Yoshitani  
President  
**Hurry Curry of Tokyo, PNW, Inc**

Jill Goldberg, DC  
Owner  
**Seattle Family Chiropractic**

Amy French  
Dir. Marketing & Comm. Relations  
**Tutta Bella Neapolitan Pizzeria**

Robert I. Dunlop  
President & CEO  
**KCTS 9**

Glen Moore  
Facilities Manager  
**SCCA House**