

9/28/2023 Board of Directors Meeting
Written Public Comment Submissions

Submissions

Stephen Fesler 2
Michael King 2
Nelly 3
Scott Bader 3
Steve Homiack 4
Jared Jonson – SCIDpda 4
Amy Chen Lozano 5
Elizabeth Agi - ICHS 6
Comments Received after the deadline 6
Alex Tsimerman 6

Stephen Fesler

The launch of the T Line extension is emblematic of how poorly this agency is running overall. This board should be asking how CEO Julie Timm is going to deliver on the headways Tacomans and voters expected. As some of you may know, Sound Transit is delivering over 20% less service than it had promised in its planning documents to the FTA for the line. This is truly shambolic and once again shows that this agency is doing very poor work internally to model service levels and not holding its partners (Tacoma in this case) to account for their shared responsibility in project failures. This board should not let this slide just as it should not for other expansions in the works. I also urge this board to consider reporting Sound Transit to the FTA if CEO Timm will not develop an immediate strategy to remedy this issue. It's time to stop accepting mediocrity from staff and yourselves.

Regards,

Stephen Fesler

Michael King

Dear Sound Transit Board Members,

Thank you for taking the time to read my feedback on Sound Transit. I have had many positive experiences with the transportation system in Western Washington, but I have also had some grievances. Today, I would like to share my thoughts on the Sounder Train's operation.

Today - Sunday, September 24th - I arrived at the bus stop in Sumner Station as I usually do on weekend mornings in preparation to start my commute to work. My commute is typically anywhere from 1.5 to 3 hours on the weekends, given that I live in Bonney Lake, and work in University Village (Seattle). When I commute during the week, my travel time is shortened considerably because there is the option of a bus that leaves from Bonney Lake in the morning and evenings, as well as the Sounder Train that runs on a similar schedule. On a weekend day such as today, however, both the Sounder Train and the Bonney Lake P&R bus typically do not run at all. Due to the express bus running every hour, this takes a great deal of planning, and if the bus is late, it greatly affects my ability to get to work on time. Additionally, the buses become very full on the weekends, because they hold a much smaller capacity than the Sounder Train.

So it is more challenging to get to work on the weekends. I can imagine that for many like me, who work in retail and other sectors of the service industry, might feel excluded from the same privileges of getting to work as those who work a traditional, week-based schedule.

This being said, when I arrived at Sumner Station today, I noticed there was a large group of what appeared to be Seahawks fans waiting for a train to go to the game in Seattle. I assumed that there was no train coming, and that there was a general misunderstanding. Then I looked it up online, and noticed that there was additional service just today to serve the "special event" (listed as the Seahawks game). Again, for a person who works a job that allows those with free time on the weekend to enjoy events and leisure experiences such as these, I was a bit frustrated. For the longest time, I was hoping Sound Transit would open up a weekend schedule for the Sounder Train, because it would not only relieve some of my extensive commute to work, but it would also allow me

to be more flexible with my own work schedule and reduce the stress that comes with having to rush to a bus that only arrives every hour. To me, seeing an event like this being specially accommodated over all of us who have to travel so far to make ends meet at home, makes me feel like I am not a priority.

Compared to many other transit systems in the US, Sound Transit is generally reliable, safe, and affordable. I consider myself fortunate to be able to live so far away from work, and still (most of the time) make it there on public transportation. However, there is certainly room for improvement in its overall service towards customers who come from different backgrounds and have varying needs.

Once again, I would like to thank you for considering my needs. I appreciate all of what Sound Transit does for its community, and I hope this feedback is productive towards the future development of Washington's public transportation infrastructure.

Best,

Michael Geoffrey King

Nelly

Hello-

Julie Timm Dow Constantine Kent Keel Dave Summers Nancy Backus David Baker Claudia Balducci Bruce Dammeir Cassie Franklin Christine Frizzel Bruce Harrel Debora Juarez Joe Mcdermott Ed Prince Kim Roscoe Dave Upthegrove Peter Von Reichbauer Kristina Walker Mar Riker Roger Millar Russ Arnold Brooke Belman Mary Cummings Kathy Albert Andrew Austin Don Billen Desmond Maria Doucettperry Chris Elwell Nora Friend Moises Gutierrez John Henry Juan Higuera Julie Honeywell Luke Lamson Ron Lewis Ted Lucas Marie Olson Suraj Shetty Jason Weiss David Wright

Thanks for the great work that you are doing and go unrecognized, but the purpose of this letter is to alert you that Sounder train service is steadily on a downfall and any efforts to stop it are no visible.

Customers are left on their own on regular basis due to random cancellation of scheduled trains, this is not trivial, it actually affects peoples lives and anyone can judge this behavior as unethical and unjustified even more for an organization as important as this.

It is not okay the way Sounder treats its customers and I'm hoping you can review this matter and step in to ensure actual good quality train service is delivered to Washingtonians.

Thank you,

Nelly

Scott Bader

Sound Transit board and staff,

I read in the Urbanist that ST was looking to keep the 510 running until (at least) increased service levels could be offered on LINK beyond that which is probably with the planned opening of LINK to Lynnwood. Thank you for (apparently) making that your plan!

I write again to support continuing to run the 510, even more, as reported, because of only 10 minute headways and the overcrowding that is predicted due to those headways.

Please continue to keep the 510 running to avoid those adverse consequences.

(I also urge you to maintain the 510 in its current 'form' with stops only at Everett Station, S. Everett P&R, and Mountlake Terrace freeway flyer stop (with no stop at Lynnwood P&R). If it is felt that bus service is still needed out of Lynnwood to alleviate overcrowding, please run a 511/513 from Ash Way via Lynnwood P&R to supplement service - else we will end up with overcrowded 510s as well as the prediction about LINK.)

Thank you again for keeping the 510 running until LINK is available to Everett.

Scott Bader

Steve Homiack

Sound Transit board and staff,

I heard that you are considering keeping the 510 route after the link station opens up in Lynnwood.

I just want you to know that I would support this plan as many expect the LINK to be very crowded. Please continue to keep the 510 running to prevent these pressure points in the system from overloading.

(I also urge you to maintain the 510 in its current 'form' with stops only at Everett Station, S. Everett P&R, and Mountlake Terrace freeway flyer stop (with no stop at Lynnwood P&R).

Thank you again for keeping the 510 running until LINK is available to Everett.

Steve Homiack

Jared Jonson – SCIDpda

Hello Sound Transit Boardmembers:

In Spring 2023, the SCIDpda Board of Directors aligned with a broad coalition of CID stakeholders urging Sound Transit to select 4th Avenue shallow as the preferred alternative for the CID segment. SCIDpda and its Board of Directors continues to believe the connectivity and benefits provided by the 4th Avenue shallow station and alignment is the best choice for the future of the CID, and for the future of transit riders in the region. We are disappointed that the Sound Transit Board of Directors chose to select an untested, unstudied idea as the agency's preferred alternative for the CID segment of the project. We ask Sound Transit and the Board of Directors to engage in a more robust scoping process for the new draft EIS, to bring forward new alternatives that do more to minimize harm, while also providing the connectivity the voters were promised when we passed ST3. We urge the Board to commit to funding and providing technical support for mitigation measures that truly counteract construction impacts.

Best Regards,

Jared Jonson

Co-Executive Director
Seattle Chinatown International District
Preservation and Development Authority
(SCIDpda) | www.scidpda.org
409 Maynard Ave S, Suite P2 | Seattle, WA 98104
Phone (206) 550-6460 | Fax (206) 467-6376

Amy Chen Lozano

Dear Sound Transit Board Members:

Yesterday evening I had the pleasure of attending the Pier Party hosted by Friends of the Waterfront. Thus far they've raised \$120M to completely rebuild and redesign Pier 62 and the space between the Pike Place Market and the waterfront. It is slated to be completed by spring 2025 and it will be a sight to behold.

At this event, I also heard Mayor Harrell speak- that this is the Seattle he knows and loves- the people who show up, who care to show up. Well, this is us showing up- at every Sound Transit Board meeting reminding you that we are still here, still fighting for the 4th Ave CID station.

You say you want to build outside the neighborhood to help "preserve" the CID. We are telling you that your reinvestment of the 4th Ave station will not only preserve this historic district, but also revitalize the entire area. We believe in your Downtown Activation Plan, but the CID has to be included in more than just graffiti removal and additional garbage pick ups.

Our current Chinatown is in its 3rd location and has been here for nearly a hundred years. Help us stay for a hundred more. I promise you, our neighborhood, our community is worth the investment.

Thank you for your time.

Amy Chen Lozano

Transit Equity for All

Elizabeth Agi - ICHS

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

Good afternoon,

Please see the attached letter for International Community Health Services' comments to the Sound Transit Board of Directors. Please contact me with any questions or for more information on our position.

Thank you.

Comments Received after the deadline

Alex Tsimerman

The substance of this comment is included at the end of this summary document.



MAILING ADDRESS

PO Box 3007
Seattle, WA 98114-3007

ADMINISTRATION

720 8th Ave S, 2nd Floor
Seattle, WA 98104
206.788.3650

**INTERNATIONAL DISTRICT
MEDICAL & DENTAL CLINIC**

720 8th Ave S
Seattle, WA 98104
206.788.3700

ICHS LEGACY HOUSE

803 S Lane St
Seattle, WA 98104
206.292.5184

**HOLLY PARK
MEDICAL & DENTAL CLINIC**

3815 S Othello St
Seattle, WA 98118
206.788.3500

**BELLEVUE
MEDICAL & DENTAL CLINIC**

1050 140th Ave NE
Bellevue, WA 98005
425.373.3000

**SHORELINE
MEDICAL & DENTAL CLINIC**

16549 Aurora Ave N
Shoreline, WA 98133
206.533.2600

**SEATTLE WORLD SCHOOL
TEEN HEALTH CENTER**

1700 E Union St
Seattle, WA 98122
206.332.7160

**HIGHLAND MIDDLE SCHOOL
HEALTH CENTER**

15027 Bel-Red Rd
Bellevue, WA 98007
425.373.3135

**ICHS MEAL PROGRAM
AT BUSH ASIA CENTER**

409 Maynard Ave S, Plaza 6
Seattle, WA 98104
206.521.4129

**ICHS PRIMARY CARE CLINIC
AT ACRS**

3639 Martin Luther King Jr Way S
Seattle, WA 98144
206.788.3700

MOBILE DENTAL CLINIC

206.445.8454

September 28, 2023

The Honorable Dow Constantine, Chair
Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

Submitted via email: meetingcomments@soundtransit.org

RE: 4th Avenue South Remains the More Accessible and Voter-Approved CID Station Option and Must Be Given Due Consideration Compared to the Unstudied North/South Stations

Dear Chair Constantine and Members of the Sound Transit Board:

I am writing on behalf of International Community Health Services (ICHS) regarding the ongoing review of the preferred alternative for the Chinatown-International District (CID) segment of the West Seattle-Ballard Link Extension (WSBLE). **ICHS remains concerned that Sound Transit is moving forward with the North-South stations without due consideration for their full range of impacts on our neighborhood and community.**

ICHS is a Federally Qualified Health Center and a long-term care provider. We have four full-service health clinics and six satellite sites across King County, including an assisted living facility and our flagship medical and dental clinic in the CID. We are the largest provider of healthcare to Asian Americans, Native Hawaiians, and Pacific Islanders (AANHPIs) in Washington State, with a mission to provide culturally and linguistically appropriate health and wellness services and to promote health equity for all. In 2022, we served 30,612 patients from across the Puget Sound region. ICHS celebrates its 50th anniversary this year and has been a community anchor organization for the CID since its founding.

The Sound Transit Board’s decision in March to select the unstudied North-South station locations as the preferred segment alternative was based on a stated desire to reduce harm to the CID. However, this decision will instead deny the CID, Pioneer Square, and other neighborhoods of a convenient, accessible, and voter-approved ST3 station. It will also eliminate direct light rail access from the CID to South Seattle, the airport, and in the future, South King County. These are direct harms to the AANHPI communities as a whole and to ICHS as a business.

ICHS served over 9,000 patients and clients at our International District Medical and Dental Clinic, assisted living facility Legacy House, and Healthy Aging and Wellness Program (HAWP) for seniors in 2022, all in the CID. Most of our patients travel to and from the neighborhood using public transportation. We have staff who travel not just from their homes to a single ICHS clinic for work, but between multiple sites across King County. Disconnecting the CID from direct access to both the south and east light rail lines will make accessing health care more difficult for

our thousands of lower-income, limited English speaking AANHPI patients, and it will make it more difficult for our employees to travel for work. Getting to and from ICHS, Legacy House, and HAWP will be tangibly more difficult for our patients and staff if the North-South stations are built instead of the 4th Avenue South station.

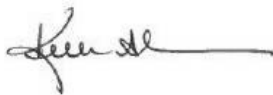
Any new station must provide the value and tangible benefits to the community that we have consistently asked for, and have been promised, over the years. Based on the limited information available about the North-South option, we do not believe it delivers on the promises made to our community. We believe that a station on 4th Avenue South would be able to deliver the best combination of value and benefit for the least collective harm. These benefits include:

- Efficient connectivity that reflects the voter-approved plan for regional transit, including direct connection to SeaTac International Airport via the CID;
- A transit hub that seamlessly connects riders to multiple modes of public transportation from all parts of the region directly via the CID;
- Accessible, navigable, and safe station entrances that are truly walkable for the over 1,200 limited mobility and limited English seniors in the CID;
- Clear wayfinding and transfers that enable a smooth rider experience through a vibrant and vital regional neighborhood; and
- Activation of the area around the station to address public safety concerns in our historically marginalized neighborhood.

As Sound Transit initiates a new environmental review process for the Ballard Link Extension, ICHS urges the Sound Transit board and staff to take *all* necessary steps to fully understand the impacts of all the available station options, and to keep the community informed throughout your process. The Board has an obligation to center your decision-making on the communities most impacted by these decisions, and it is the board's responsibility to make meaningful and intentional investments that create more accessibility and contribute to the vibrancy of our historic neighborhoods.

ICHS is committed to the preservation and prosperity of the CID and Pioneer Square and will continue to be a constructive partner to Sound Transit to identify the best possible outcomes for this essential work. Thank you for considering our concerns and comments.

Sincerely,



Kelli Nomura
Chief Executive Officer
International Community Health Services

P.#1.

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