

2/22/2024 Board of Directors Meeting Written Public Comment Submissions

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John Ho

Dear South Downtown Hub committee,

Across December 2023 and January 2024, I submitted six "pie in the sky" proposals to the Sound Transit Board. But for this email, I would like to focus narrowly on the presumed scope of the workshop and share my thoughts and concerns regarding South of CID transit connections and the design of the North of CID station in case I am unable to make it to the workshop on February 28th. A summary of my six proposals will be at the very end.

First of all, regarding South of CID transit connections, will there be a bus stop at the South of CID station? From what I've heard, the South of CID station is going to be right next to a busy stroad, so having a bus stop right at the station is going to make getting to other places, particularly the International District/Chinatown station, a lot easier and safer.

It would be even better if there were a streetcar stop at the South of CID station. The First Hill Streetcar already goes to Union Station, so all we have to do is add a short extension to the South of CID station.

As for the North of CID station, I've heard someone on the Internet call it a "3D maze." I think the complicated two level mezzanine can be simplified to a single level mezzanine by replacing escalators with elevators and replacing linear staircases with quarter-turn or half-turn staircases.

Also, if we lack the resources and political will to build a Pioneer Square Amtrak/Sounder station concurrently with the North of CID light rail station, we should still try to at least build provisional elements for such an Amtrak/Sounder station in case we ever decide to build it in the future. A "Pioneer Square Superstation" servicing both light rail and Amtrak/Sounder was the fifth proposal I submitted to the Sound Transit Board.

This concludes my thoughts and concerns regarding South of CID transit connections and the design of the North of CID station, and without further ado, a summary of the six proposals I submitted across December 2023 and January 2024.

In my first three proposals in December of 2023, I had advocated for a Midtown—South (of CID) route with the South of CID station connected to Union Station with an underground people mover, elevated gondola system, ground level streetcar line or shuttle bus line as a compromise between the 4th Ave—Midtown route and North (of CID)—South (of CID) route.

In my fourth proposal in early January of 2024, I had pivoted to advocating for a Midtown—NORTH (of CID) route.

Later in January, in my fifth proposal, I discussed a potential missed opportunity for a Pioneer Square Superstation serving the 1 Line, 3 Line, Amtrak, Sounder and potentially even high speed rail (by building Amtrak/Sounder platforms directly on the part of the BNSF tunnel between the North of CID station and Pioneer Square station; in other words, creating an Amtrak/Sounder station within the BNSF tunnel).

In my sixth and final proposal towards the end of January, I proposed extending the Seattle Center Monorail to Midtown as part of a future Sound Transit 4 package in the almost certain scenario where Midtown station is permanently deleted from the Ballard Link Extension.

Thank you for your time.

—John

Dear South Downtown Hub committee members,

There's something important I forgot to mention in my email where I shared my thoughts and concerns regarding South of CID transit connections and the design of the North of CID station, and summarized the six proposals I submitted to the Sound Transit Board throughout December 2023 and January 2024.

When I mentioned building a Pioneer Square Amtrak/Sounder station, you may have wondered what would happen to King Street Station. I alluded to this in my original Pioneer Square Superstation proposal, but in case you're not a board member or you weren't a board member when I submitted the proposal, I envision Amtrak/Sounder service being split between King Street Station and the Pioneer Square Superstation, with Pioneer Square taking over the Amtrak/Sounder lines that are already currently going through the BNSF tunnel, while the remaining lines continue to be served by King Street Station.

You may have also wondered how the Pioneer Square Superstation could potentially serve high speed rail in the future. It's simple: have high speed rail use the Pioneer Square Amtrak/Sounder station. This station will almost certainly use a "thru running" design, making it ideal for high speed rail. More importantly, placing a high speed rail station in a location as central as Pioneer Square makes it more convenient and accessible to go to or from Seattle than placing a high speed rail station in a remote suburb.

I might as well take the opportunity to also discuss an alternative to extending the Seattle Center Monorail to Midtown in case there's no political will for such an extension, which would almost certainly require replacing the existing tracks and trains. If we can't extend the existing monorail, let's just build a separate, independent First Hill Monorail.

What does the First Hill Monorail have anything to do with the Pioneer Square Superstation? If the First Hill Monorail were to be completely disconnected from the Seattle Center Monorail, I would relocate the First Hill Monorail's Westlake station to the Pioneer Square Superstation.

In summary, I propose splitting Amtrak/Sounder service between King Street Station and a new Pioneer Square station inside the BNSF tunnel, having this Pioneer Square Amtrak/Sounder station serve as the host for Seattle high speed rail and having the First Hill Monorail stop at Pioneer Square instead of Westlake if it were to be separate and disconnected from the Seattle Center Monorail.

A Pioneer Square Superstation serving the 1 Line, the 2 and 3 Lines, Sounder, Amtrak, the First Hill Monorail and high speed rail would be a truly epic transit transfer hub.

Thank you for your time.

—John

Christy Korrow

Dear Mayor and Sound Transit Board,

Today at 1pm I texted Sound Transit to let them know there was a large pile of human feces in the stairway leading down to the light rail at the Cap Hill station (Denny and Nagle entrance). I received a response that they would let the right people know.

When I returned home at 5pm, it was STILL THERE!

This is unacceptable and an embarrassment to Sound Transit.

You and your team need to do better, have more pride in the stations and keep them clean for those of us who use them.

The farmers market was today and it draws a lot of people and families to the neighborhood.

The citizens who use public transit deserve better.

Christy Korrow

Joe Kunzler

Dear Sound Transit Board;

Joe Kunzler here. I want to begin by reminding everyone that 24 February will be 2 years of Russia's War on Ukraine. As you may recall, I am wont to use Ukraine War analogies to address Tsimerman's misconduct for Tsimerman = MAGA = Ruzzia. But this missive isn't just about protecting our commons from one threat. I have many suggestions and thoughts so here goes:

First, I endorse M2024-09 but I would also make Boardmember Kim Roscoe CHAIR of the Rider Experience Committee in M2024-10. The current Chair of the Ridership Committee is a known appeaser of Tsimerman and does not ride nor defend Sound Transit sufficiently. Many are upset with the Ridership Committee's performance of their oversight duties. It's time to change it up and give the gavel to a new person. Second, I deeply appreciate the actions of System Expansion Committee Chair Claudia Badassuchi to expel Avrum (Alex) Tsimerman for six months. I especially appreciate that Boardmember Birney, Mayor of Redmond - the community at the epicenter of the current struggle over Tsimerman - got to observe that one. As I am wont on all such Tsimerman matters, let me quote Zelensky to you:

" Ukraine's global role is to be a security donor, a security exporter. Ukrainians know how to be strong and will always be strong and help others."

Now, and especially now with Redmond, the epicenter of the latest community confrontation over Tsimerman, is the time for Sound Transit to be that security donor, that "security exporter". That is your #1 role, Sound Transit - lead our transit community. You have the smartest people, the most artistic designer in Liz Trunkey from the Pierce subarea, you were the land of Karen Kitsis, and you help stand up and operate the ORCA Pod of fare collection. Now is the time for Sound Transit to increase efforts to secure us all from Tsimerman, and your 12s will lead the way in Redmond. *We will.*

Because when, not if, we win in Redmond we will help others defend themselves from Tsimerman's hatemongering. We will have to *defeat* Tsimerman because it appears the Public Disclosure Commission wants to dither at best on the task of defunding Tsimerman.

Conclusion

Ultimately, as Zelensky also has said,

"If every time there was a need everyone in the world was confident that help would come, the world would be definitely safer."

I want to make a Kitsinista and Wills Wing Alumni allegory to this:

"If every time there was a need everyone in the world was confident that help would come, the world would be definitely safer, more inclusive and more interconnected and therefore more peaceful."

For it is the Sound Transit that Heidi Wills helped give birth to and defended so well against Tim Eyman that must be that security donor. That innovator. That toolkit builder of deeds and ideas to connect and *heal* our region, our state, and our nation as a "security exporter".

Sound Transit must also please discuss at this retreat preparations to provide full assistance to the 2025 efforts to bring Everett Transit and Community Transit together. Nothing more, nothing less. We cannot have Everett Transit be the most underfunded partner and one of the best innovators in the transit community. We cannot.

If you want peace, then discuss how to do more of *both* exporting security and promoting unification at your retreat, please. If you want more turmoil, *don't*. Don't we deserve a PAX Sound Transit era after just the past eight years?

Thank you;

Joe A. Kunzler

growlernoise@gmail.com

Les Parrott

My name is Les Parrott. I'm a psychologist and author - and a resident of South Lake Union.

I've lived in SLU for 18+ years with my wife and our two children (now young adults).

We were actually the first to move into 2200 condominiums on top of the Pan Pacific (corner of Westlake and Denny) when it opened. We LOVE living here and want to remain here!

I'm writing to weigh in on the SLU station study and **support the concept for the "Denny Westlake Shifted West Station" with a SLU Station at 5th & Harrison.** Why?

For starters, it allows the neighborhood to continue to operate during years of station construction, and provides the fastest station build at both locations. This minimizes negative impacts on business, non-profits, traffic, and residents. Not only is the process better but the end result is superior with an eventual SLU Station at a more central location. While there are numerous other reasons, these are reasons enough.

Many people call this area home and it has only begun to recover from the pandemic. The other alternative would be the death-knell for all who live in this area (and its businesses). It would be a major setback to the rebuilding of city we all love. Please give serious consideration to **the "Denny Westlake Shifted West Station" with a SLU Station at 5th & Harrison.**

Thank you,
Les
Les Parrott, Ph.D.
South Lake Union
Seattle, Washington

Jaime

Dear Sound Transit Board,

I first want to thank you for providing Seattle area citizens a means of inexpensive travel to and from our downtown corridor that is more energy efficient than running a plethora of buses. I am sure it has been addressed before the committee before that there are extensive safety concerns on the light rail and as such, normally I would

Not speak out as I would assume any conversation on the topic would be an unnecessary redundancy. Lately, however, the issues that have arisen on the light rail and in its stations have become so severe I feel it requires an additional voice be added to the conversation. Early mornings on the light rail have become unsafe for passengers because violent acts are not addressed. Yesterday, February 21st at about 6:15am I boarded a train to westlake from Northgate station. Before the train left the station, a mentally ill man attacked an elderly gentleman on one of the cars, kicking and hitting him and yelling something indiscernible. I got off the train car and approached three of your security officers for assistance stating, "There is a man being attacked in this car." The security team did not move and nonchalantly stated, "Yeah, we know."

I repeated what I had told them incredulous that they were not acting and they said, "We know," Again.

I understand that it is unsafe for your security team to approach violent people and would not assume that is their responsibility; however, I do believe it is the responsibility of your employees to come to the

aid of victimized people on your transportation platform. Those guards should have helped the gentleman being accosted to another car. Please do better, no one deserves to feel unsafe just because they can't afford Parking downtown or want to do their part in helping the environment.

Sincere thanks for your time

Jaime

Katy King

I am excited for more rail options in Seattle, and I realize that transfers between lines are of course necessary for many trips. In planning the light rail extensions, please recognize that having to exit a station, walk outside several blocks, and go back underground to a different station *is not a transfer*. This is a complete change between two systems that are poorly connected.

This was the case when the Husky Stadium station opened. In order to "transfer" to the 67 route to get home, it was a half mile walk -- not so far for me, but a long walk for my two then-preschoolers who were with me. Fortunately it was not raining and they were in good moods. Our current transfer to Roosevelt or Northgate stations is more doable.

A rail-to-rail transfer in the same station, or perhaps walking through a tunnel to a nearby station, is a transfer. Having to leave a station, walk -- possibly in the rain, up hills, across streets -- and re-enter another underground station, is simply not accessible for many people.

Katy King
Seattle, WA

Troy Serad

Hello Sound Transit Board Members,

With funding secured for the Tacoma Dome Link Extension project, and design work now underway, it is time to restart planning that will join Tacoma Link Light Rail with Central Link, as the Pierce County starter line was proposed, voter approved, engineered, and built to do. Regional light rail was always supposed to go to Downtown Tacoma, the heart of the South Sound, and this goal dates back to at least 1987. It then became one of the bedrock objectives of Sound Transit, a component project of the agency's long range plan from 1996 to at least 2014. Achieving this goal was a consensus policy of City, County, and Sound Transit officials. Conceptual plans and cost estimates were prepared.

Unfortunately, this goal was tabled before the ST2 vote when it was confirmed by CEO Joni Earl that there was insufficient funds to both extend Central Link toward Tacoma and prepare Tacoma Link for joining. Ever since, this core objective has grown dim in the memory, largely

due to lapses in institutional knowledge. Practically none of the Tacoma Link planning and environmental review documents are online, making them unavailable for easy public review. If it were not for a vehicle procurement snafu in the late 90s that led to slightly divergent tram dimensions, we would be preparing for this connection now. Without it, as we are witnessing today, the County transportation system is being seriously injured. A false choice between serving Downtown or the Tacoma Dome has repeatedly presented itself, confounding our planners, and it is generating Countywide impacts.

About 8 in 10 riders who access Tacoma Dome Station drive alone to it. It is a very successful Pierce Transit park-and-ride. However, most transit users are heading to Downtown or points nearby. Many others secure regional connections away from the Dome, like at Commerce Street, Union Station, or Pacific/24th. Despite this truth, core bus services like the SR-7 Stream Line are being forced to deviate to the Dome. Next month, ST 590 service to Downtown will be cut back to the Dome, a shocking strategy to reduce service hours that no other major city would tolerate. It is an open question if future BRT lines will end at either the Dome or Downtown—or strangely serve both—possibly skipping a regional center in service of a poorly located light rail terminus. Key transit connections are to be broken Downtown, and there is lingering confusion about where and how Tacoma should be served. The opportunity costs of not serving Tacoma's center with regional transit are forcefully coming into focus, particularly as peer cities negotiate for downtown stations and amenities. The failure to integrate the railways harms not only Tacoma transportation, but virtually everywhere in urban Pierce County. It depresses the value of our Link Spine, for which we will have struggled almost 50 years to plan and build.

Sound Transit's growing system should support the vitality of local agencies and cities, complimenting their long range plans. It should not upend them. By failing to join Tacoma Link and Central Link, once one of the agency's core objectives, that is precisely what will happen in the South Sound.

Don't allow that to happen. Let's restart planning for an integrated and seamless Link light rail system, from Downtown Tacoma to Sea-Tac and beyond.
Thank you for your time.

Respectfully,

Troy Serad

[*Commenters submitted after the meeting deadline*](#)

Betty Lau – Transcript of verbal comment

Sound Transit Board Meeting Public Comment by Betty Lau, February 22, 2024, 1:30 p.m., Union Station

Greetings Sound Transit Board members! I'm Betty Lau, co-founder of Transit Equity for All.

The Ballard Link update of Feb. 21 does not mention the promised 4th Avenue environmental studies from the board vote of Mar. 23, 2023.

I hope the Feb. 28 workshop is not another “check off the box” experience while forging full speed ahead on what the vast majority of CID, Pioneer Square, SODO, the 36th and 37th Legislative Districts do not support--the North and South of CID locations, which disconnect the entire regional system and which leave behind Seattle's last and largest community of color: the CID.

Board member Harrell said in the *Seattle Times* (2/21/24), “We don't run away from high expectations. In fact, we draw energy from them.”

Where are the “high expectations” for the voter approved 4th Avenue Transit Hub at Union Station?

Where is the “energy” for creating an accessible, connected light rail system?

Where's the inclusion, racial, social and economic justice in all this?

Keep your promise of doing further environmental studies of the 4th Avenue Transit Hub at Union Station!

Thank you.

Brien Chow – Transcript of verbal comment

Sound Transit Board Meeting Public Comment by Brien Chow, Thursday, February 22, 2024

Time saving, direct access to stations builds ridership...

4th Ave. means direct access for regional, Chinatown, Japantown, Little Saigon and Pioneer Square residents & businesses to any light rail station... with the least amount of walking/rolling for all, especially disabled riders.

4th Ave. means no uphill walking/rolling to Jail Station at N of CID or crossing busy freight traffic streets at South of CID station.

N/S of CID stations require longer walks & extra transfers to access lines to South Lake Union, Seattle Center, Ballard, Rainier Valley, Everett, South Lake Union or the Airport.

N/S of CID stations require Rainier Valley and Beacon Hill riders to transfer to get to Chinatown.

N/S of CID stations disconnect easy access to other transit modes: busses, streetcar, Amtrak/Sounder, ferries...

While accelerating Chinatown, Japantown, Little Saigon exclusion and expulsion.

Only 4th Avenue at Union Station connects the entire region...

Time saving, direct access builds ridership...

I'll say it again...

Time saving, direct access builds ridership...

Time wasting, indirect access destroys ridership...

for a hundred years!

Move Forward on 4th!

Thank you

Brien Chow

Alex Tsimerman

STOP! NOW!
DEM NAZI FASCISM
Junta!!!
Bandito!!!

Alex Tsimerman
Pt. Standup-America!
for 40 yrs they control
as ST3 \$160B they criminae