

11/14/2024 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

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Linda Nalis and Joseph Wilson

The following form letter was submitted by those listed above.

Sound Transit Board Meeting Comments,

Dear Sound Transit Board Members,

Sound Transit must build Ballard Link Extension stations under 4th Ave in CID, at Madison Street in Midtown, and at 7th and Harrison in SLU. We are writing to you today to urge you to put an end to the plan to start over on the Ballard to Downtown Environmental Impact Statement (EIS) that requires over \$100 million extra in direct costs, adds two years of delay in planning work, and increases the likelihood of future delays in opening the project.

The voters approved major expansion in 2016, and expect you to deliver it. Since then, we have participated in years of process and community engagement which produced the options already available to the board. Do we really have to wait even longer to finally ride a system we are paying for? It's time for the Sound Transit Board to choose from the existing Ballard Link Extension options.

Stopping the new EIS means stopping the deletion of three of the highest ridership stations in the system: Chinatown International District, Midtown, and South Lake Union Stations. Stopping the new EIS means maintaining the high ridership system this entire region voted for in 2016.

A new EIS will take years to complete and is likely to waste of hundreds of millions of dollars in direct and indirect costs, when all is said and done. All in the interest of putting forth worse options that fewer people will use. More self-inflicted delays are unacceptable on their own, but these are costly self-inflicted delays with an end goal of justifying bad decisions.

Do not permanently destroy our transit system out of short sighted priorities. Stop wasting time and money on endless process, choose existing options, and stop the new EIS before it starts.

Guruansh Singh

Hello,

Please find below my comment for the System Expansion Committee:

I am a resident of Seattle and I commute to the Eastside for work. I recently learned from the Sound Transit website that the agency will no longer be publishing Agency Progress Reports (APRs). I am writing to you today to voice both my disappointment as well as request an appropriate replacement for APRs that continues to inform the public about current capital projects.

Since committee meetings occur during business hours, any project updates shared in such meetings are not immediately accessible for the vast majority of the working public. The APR gave its readers the ability to asynchronously consume granular information about the status of the projects in a standardized, organized manner across all active projects.

The alternative given by the agency is to review the "Project Updates" section for the respective projects but these pages are not comparable in terms of the level of detail available in the APRs. For example, until June 2024 (the last version of the APR publicly available) one was able to understand what project activities (such as E130) were impacting the full opening of the East Link extension. The Project Updates page for the East Link extension has no comparable details. The most recent update is about a construction advisory in Mercer Island.

Another alternative suggested on some pages on the agency's website points to a "Project Performance Tracker" which has not been updated since March 2024 with a note reading that it will resume updating at a later point this year. It is now November 2024.

I live in the RapidRide G corridor covered by King County Metro. Throughout construction, Seattle DOT published a monthly newsletter that contained pertinent project status updates, construction advisories, and other information about the project. Sound Transit could consider publishing similar materials for current system expansion projects.

As someone who, along with many others in our community, strongly supports these expansion projects, I urge the agency to prioritize transparency. The decision to discontinue APRs without an adequate replacement risks eroding public confidence in the agency's ability to deliver high-quality projects on schedule.

Thank you for your consideration.

Best,
Guruansh Singh

Donna Popich

No Community Input
No Money
No Proper Planning
No Regard for the Environment
No Confidence in the Sound Transit Board
NO on Resolution No. R2024-26

donna popich

MaryKate W. Ryan and Kathleen Barry Johnson

This comment includes attachments which can be found at the end of this document.

Historic South Downtown conducted a poll with EMC on resident and visitor preferences for South Downtown Seattle station locations. Overwhelmingly, respondents preferred 4th Ave S and Midtown (original) because of connectivity and better long-term transit system transfers.

MaryKate W. Ryan (all pronouns)

Preservation Planner
historicsouthdowntown.org
603.219.4081

Mailing address change:

*Hing Hay Coworks, 409 Maynard Ave S
Suite P2, Seattle, WA 98104*

Comments received after the meeting's comment deadline

Craig Ima

This is my public comment:

Craig Ima - Family member of the Mary Ima LLC who owns 410 4th Avenue – Ballard Link Extension project - The Preferred Alternative Route affects us. We are against this route, or the other routes that affect us, as it will take the building away from us and impact the Washington State Department of Correction's 43-year stay with us helping convicts acclimate to becoming contributing members of society. As my cousin, Matt Ima, mentioned, we were not told about this project and a family contact of ours informed us that we could be affected.

1. We've **owned** it since 1940 (84 years) **SUPPORTING THE COMMUNITY**
2. Family was **incarcerated** during WWII because of being from Japanese decent. My uncle, **Kenji Ima** (who was incarcerated in the internment camp) is here to make a statement along with my cousin **Matt Ima** and sister **Stefanie Lindgren**.
3. **Kept** it and ran as a hotel until late 70s. **Supporting** low income community. We feel a part of the **International District**.
4. **Mary Ima (Grandmother who originally bought it in 1940) best use for the community with the DOC, Washington State Dept. of Corrections.**
5. **Give** back to the community and maintain retirement.
6. Have been **approached** through the years. No interest. Believed the right thing to do was **SUPPORTING THE COMMUNITY** (a win win)
7. **DOC** is and has been a great partner. 43 Years!!!!
8. More than 10,000 **served**. Helping marginalized citizens close the gap of the racial inequalities of this nation. Help them become productive members of society.
9. 100 beds with a waiting period. **Carrie Stanley** - Reentry Center Administrator is here to tell you more.
10. **History, landscape, service.**
11. Tell you this because of the hardship of the internment camps, unjust, hard work, to make lives better for the next set of generations, American dream, to move forward and do the best they could, and now it seems like similar times all over again. I've got two daughters who I would like to help make their lives even better with continuing this legacy. This would be the 4th generation. **SUPPORTING THE COMMUNITY**
12. Current preferred alternative route is too **expensive**, disruptive, and **cumbersome** for the use.
13. **Eminent domain on a public use facility is not allowed. Again, eminent domain on a public use facility is not allowed.** The DOC does not own the property, 43 years seems like it has some standing. And we would like to **continue this partnership.**
14. Also, there is nowhere for a relocation of the program. **THE DOC HAS DONE an EXTENSIVE AND THOROUGH SEARCH! Communities do not want this in their neighborhood so where it is on 410 4th avenue is ideal. Carrie Stanley will testify to this.**
15. We are loyal community-serving Americans, supporting what enhances the community and the greater good of our society.
16. Thank you **Board** for considering my input on **SUPPORTING THE COMMUNITY.**

Thank you,
Craig Ima

Edward Foust

Hello,

I am writing, again, to implore you to reject the North and South of CID Ballard Link Extension station placements (or whatever you are calling them now). I've reviewed the slides that were presented at today's System Expansion meeting and believe, now more than ever, that one station in the CID that would connect all of the region's transportation systems is the best and only way forward. Factors that provided evidence for this belief include 2046 rider projections for the Dearborn Station (only 3,000 neighborhood boardings! - why even build a station that will not be used), increased transfer times for multimodal commuters (increased walking times between Dearborn Station and Coleman Dock, Amtrack Station, and Sounders Station - which could add nearly an hour of commute time per week for a twice a day rider or roughly 52 hours a year), increased backtrack time when transferring from the BLE to lines that serve the Eastside and vice versa (once again - something that could add close to an hour a week to commute times), and decreased foot traffic in the CID that would hurt local businesses. I'm also generally skeptical of the Link-Link transfer projections, as some riders will simply choose other methods of commuting when forced to make connections that are inefficient and add to their commute times. Riders do not want travel north through the CID, then walk a block through an unnecessary underground tunnel so they can travel South through the CID to reach their destination. Instead of "exploring ways to make transfer quick for passengers" at the nearly useless Midtown Station, just chose an alternative in the CID that has quick transfers.

Edward Foust

Betty Lau

This comment, in its entirety, is included as an attachment at the end of this document.

Brien Chow

The transcript of this comment is included as an attachment at the end of this document.

Public Comment by Brien Chow, Sound Transit System Expansion Committee Meeting, Th., 11/14/24, 1:30 p.m., Union Station

I'm Brien Chow, Transit Equity for All and Chong Wa Benevolent Association.

Imagine a central transit hub that empowers the CID and the Region, igniting economic growth and revitalization!

Cities with well-connected public transportation systems reduce carbon emissions by up to 37%. *MFO4th!*

A central transit hub pulsates with life and opportunity.

Think of the possibilities for the fragile, endangered Chinatown International District! *MFO4th!*

North and South of CID creates a "broken spine" to be avoided at all costs!

Move Forward on 4th!

I want to call out the independent report that leaves out that 4th and 5th were our only choices. We chose 4th.

Instead, we got N&S of CID. This report (Ballard Link Extension) had nothing good to say about 4th.

It's hard to understand why the consultant rejected 4th without saying anything equivalent about N&S.

There's no excuse not to build the voter approved Transit Hub at 4th. We can overcome the challenges to build the best connected, most accessible Transit Hub at Union Station for able bodied and mobility challenged alike.

Move Forward on 4th!

Thank you.



14 November 2024

System Expansion Committee
Sound Transit Board

Dear System Expansion Committee,

Historic South Downtown was created to ensure that the voices of our communities, Pioneer Square and Chinatown International District, are accurately and equitably represented in large public projects like the Ballard Link Extension. As we hear a lot of discussion at Board Meetings and community events about what our community wants or has asked for, our goal was to get statistically accurate data that reflects community priorities.

We hired EMC to conduct a poll for us of residents and visitors to South Downtown in August and September 2024, asking about opinions on the two most viable station couplet options in South Downtown. The full report is attached. We ask the board to consider this information in deliberations about south downtown station options.

Our communities are not a monolith, and they bring many perspectives, backgrounds, and needs to a transit expansion project. But some important points of consensus emerged from our research that we hope the agency and the board will take seriously when considering the best path forward. We are eager to continue the conversation about how the Sound Transit system as a whole can meet the needs of these critical neighborhoods and reflect community priorities and preferences.

South Downtown neighbors are deeply invested, long-term partners committed to the vitality, connectedness, and accessibility of Pioneer Square and Chinatown International District. They overwhelmingly feel positively about the direction of the city of Seattle, Sound Transit in general, and the Ballard Link Extension project in particular.

When asked to compare the 4th Ave S + Midtown station options with the North of CID and South of CID station options, residents prefer the 4th/Midtown option by an exceedingly wide margin. They prefer a station that's closer to the existing residential core and job centers. While the North and South station options would bring development and activity to inactivated parts of the city, residents prefer this activation and investment to happen in existing commercial, residential, and cultural districts, before creating new neighborhoods in the future.

The connectivity, convenient transfers, and regional transit hub, as well as investment in these two historic neighborhoods are the primary drivers behind this preference. We ask Sound Transit to consider these priorities heavily when making station location decisions.

HSD BOARD

Jessa Timmer, President
PSQ Non-profit Organization

Derek Lum, Vice President
Planning

Jessica Rubenacker, Secretary
CID Arts & Theatre

Leesa Kunke, Treasurer
PSQ Business

Diane Le
CID Business

Tuyen Than
CID Resident

Emily Kim
PSQ Resident

vacant
PSQ Culture & History

Dana Phelan
PSQ Arts & Theatre

Quynh Pham
CID Non-profit Organization

Aleksa Manila
CID Culture & History

Jennifer Tam
Local Legislative Authority

vacant
Local Legislative Authority

www.historicsouthdowntown.org
409B Maynard Ave S
Seattle, WA 98104
206.351.4813

CID and Pioneer Square residents wish to build and bring to life a long-term vision for a thriving urban core, including a public transit system that *creates* more connectivity, more convenient transfers within the system and between modes of transit and attracts more people out of their cars when visiting the area.

South Downtown is already a transit-rich, mixed-use environment that is the model that eTOD emulates; we have it, and if we invest in it we make it even better. We want an investment in these neighborhoods that reflects long-held community priorities and will fuel the next 100 years of development and preservation.

Recently, HSD partnered with EMC, a well-respected public opinion research firm. Residents indicate they are willing to shoulder the inconvenience of construction disruptions to reap the benefits of the best transit system we can design. By a large measure, we are bullish about Seattle's future and support the broad expansion of transit throughout the region. We are energized by a long-term vision of a connected CID and Pioneer Square that both gets residents where they need to go and welcomes visitors from around the region.

We have briefed the staff of several board members, and would be happy to do the same for any others who are interested.

With the benefit of EMC's research, we know it is imperative that Sound Transit increase its transparency about the options under consideration. The forthcoming draft Environmental Impact Statement must provide clear data allowing accurate comparisons between the station options, including engineering, construction, costs, and impacts. We look forward to the update being provided to the Board today.

Sincerely,

Kathleen Barry Johnson
Executive Director
Historic South Downtown



Historic South Downtown

Sound Transit Expansion Survey

August-September 2024

HSD Resident Survey Methodology

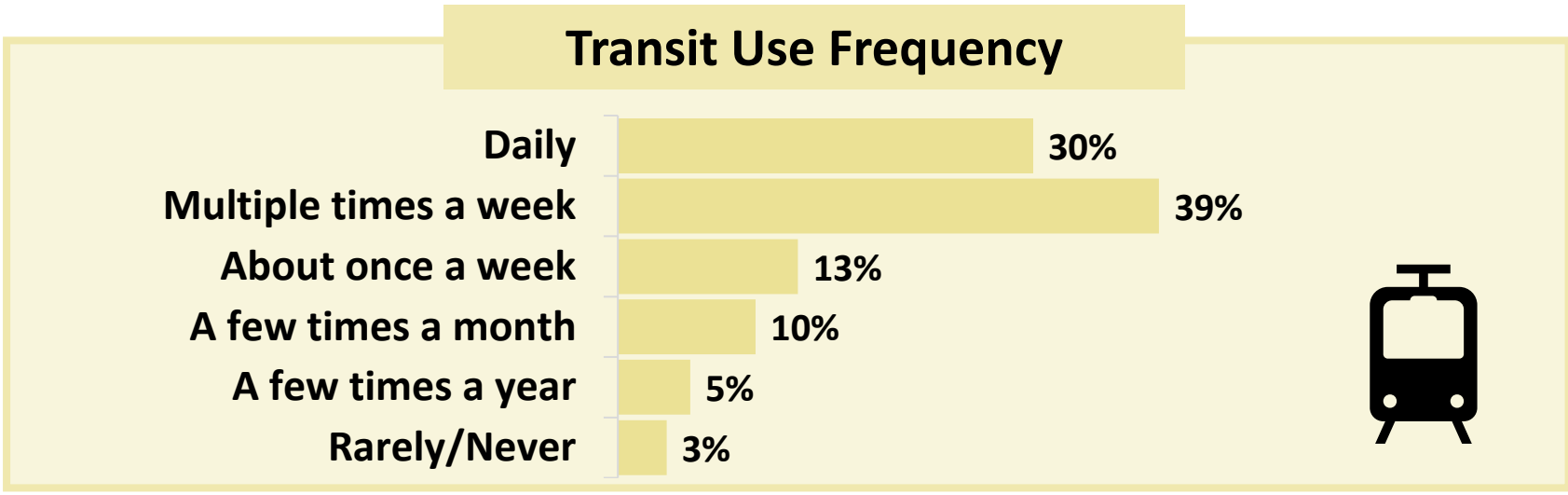
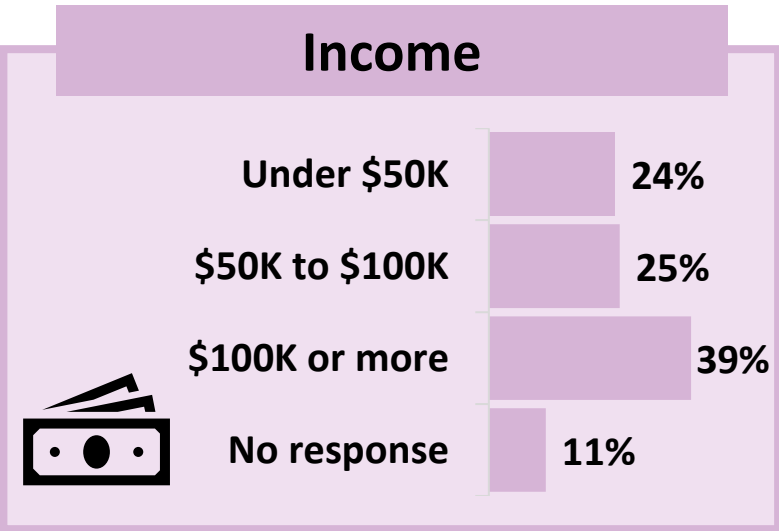
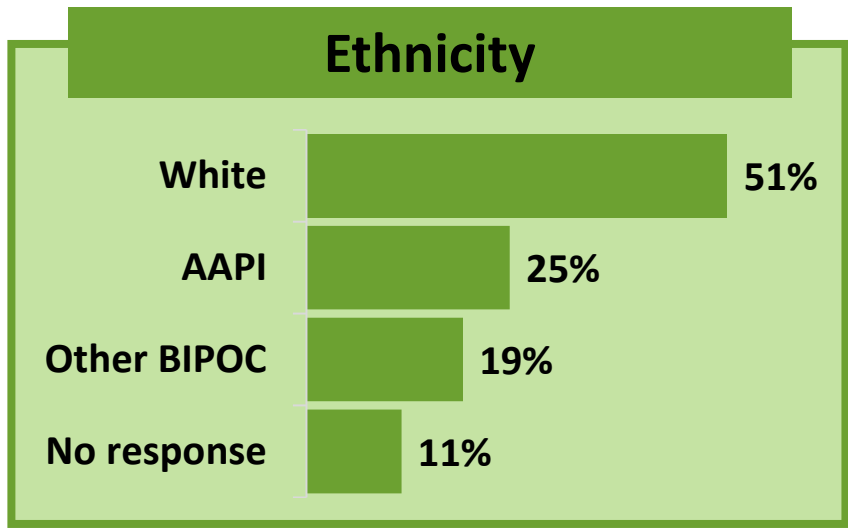
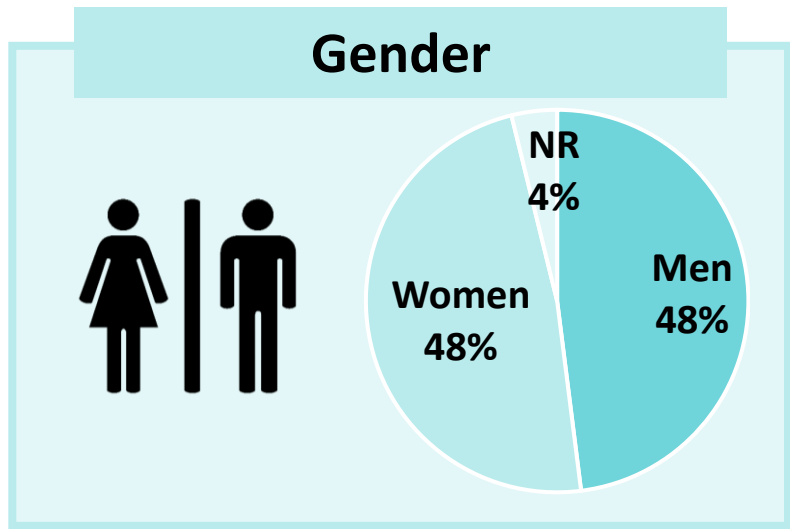
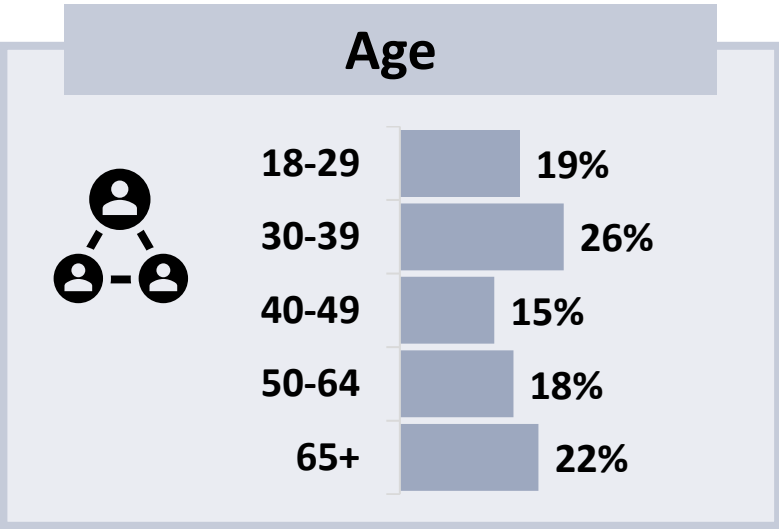
- ▶ Mail-to-web survey of Adult residents in Historic South Downtown Seattle
 - Respondents were mailed a postcard with a unique survey ID and a link to a web survey
 - Survey offered in English, Chinese, and Vietnamese
 - Responses underwent quality control screening to ensure maximum validity

- ▶ Survey conducted August 14th – September 9th, 2024

- ▶ 268 interviews; overall margin of error ± 5.99 percentage points

Please note that due to rounding, some percentages may not add up to exactly 100%.

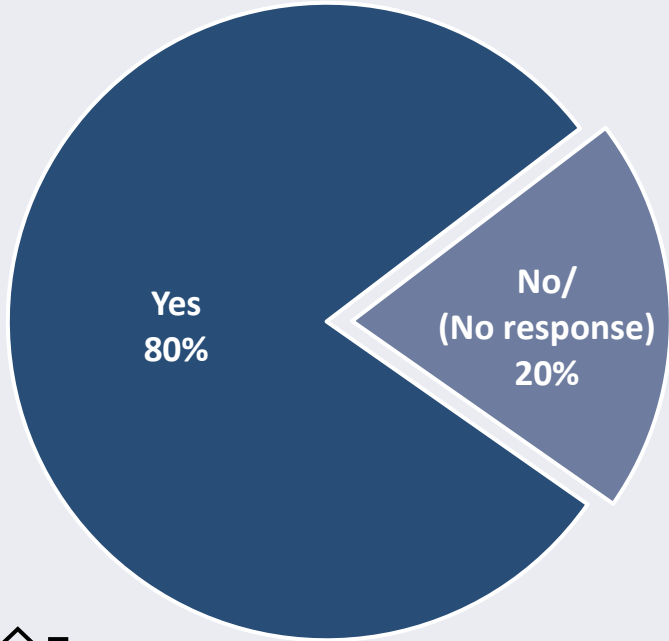
Respondent Profile



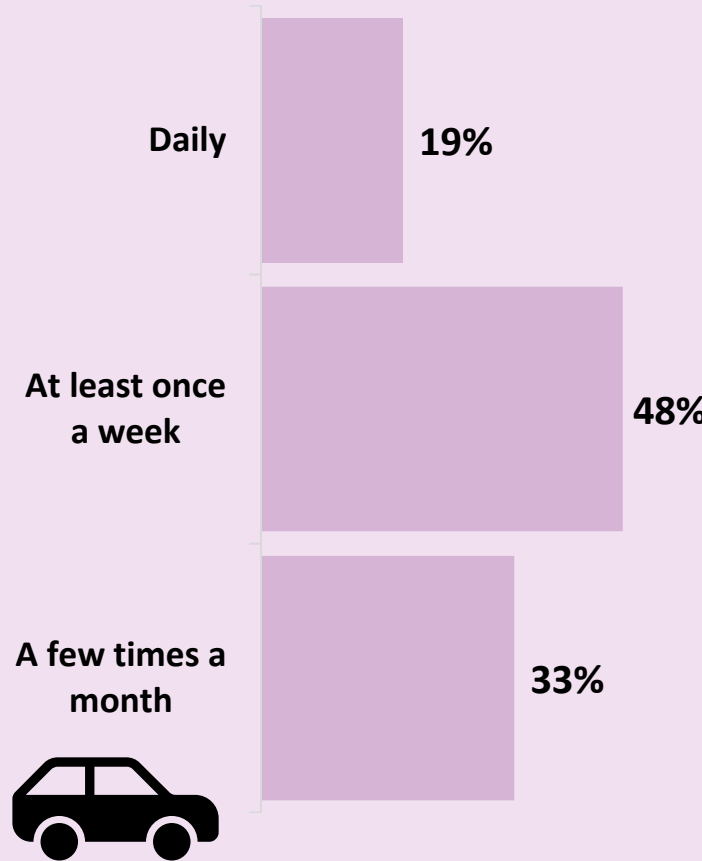
*These percentages roughly match the population distribution according to available data sources

Interactions with Pioneer Square/CID

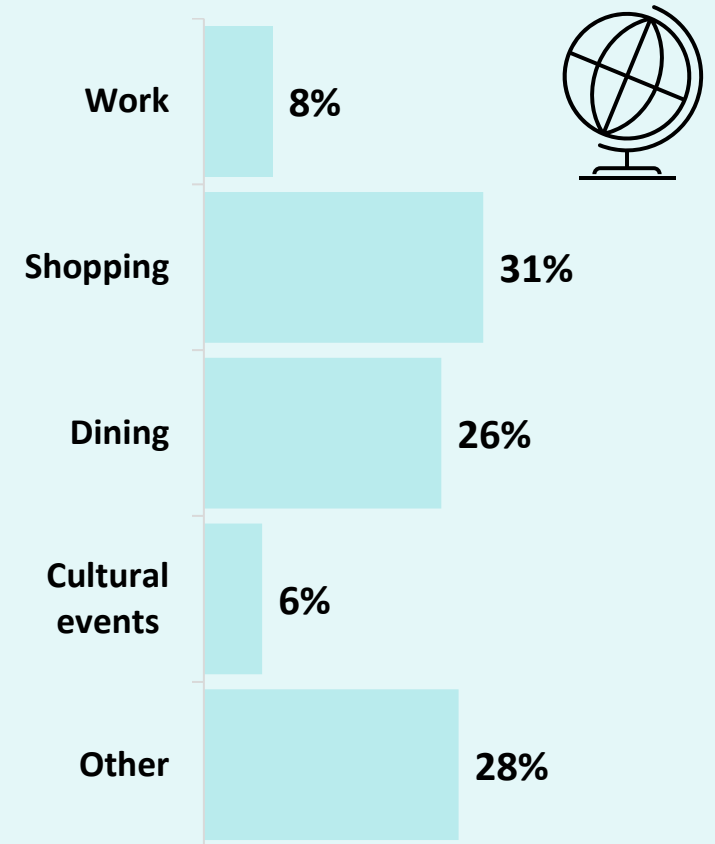
Lives In Pioneer Square/CID



Visitation Frequency (Among non-PS/CID Residents, n= 54)



Reason for Visit (Among non-PS/CID Residents, n= 54)



Q3. Do you currently live in either Pioneer Square or the Chinatown International District (CID)?

Q4. How frequently do you visit the Pioneer Square and/or CID neighborhoods for work, recreation, or other purposes?

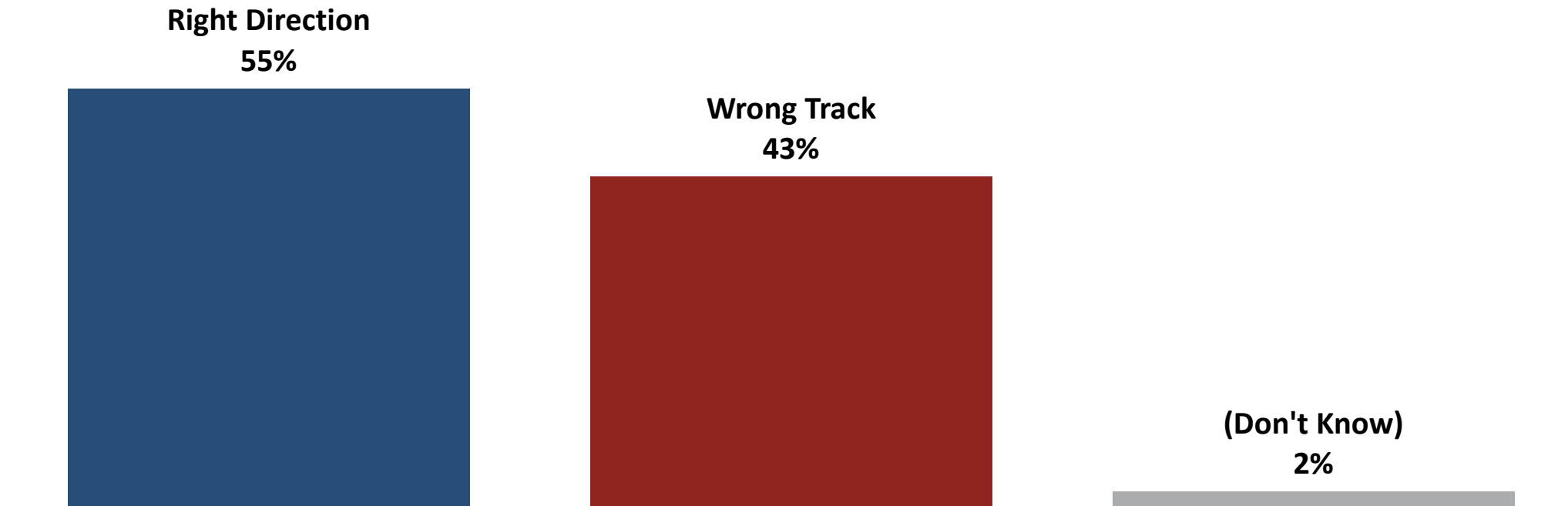
Q5. For which of the following reasons do you visit Pioneer Square and/or CID most frequently?

Key Findings

- ▶ Residents of the greater HSD area are generally optimistic about the direction of Seattle and overwhelmingly support Sound Transit and its expansion plans.
- ▶ Residents indicate a clear preference for the 4th Ave/Midtown Option, and this preference holds throughout a series of contrast messages about the two plans.
- ▶ Residents generally view the 4th Ave/Midtown Option as the better long-term option and see any temporary disruptions as being offset by long-term improvements to their area's transit system.

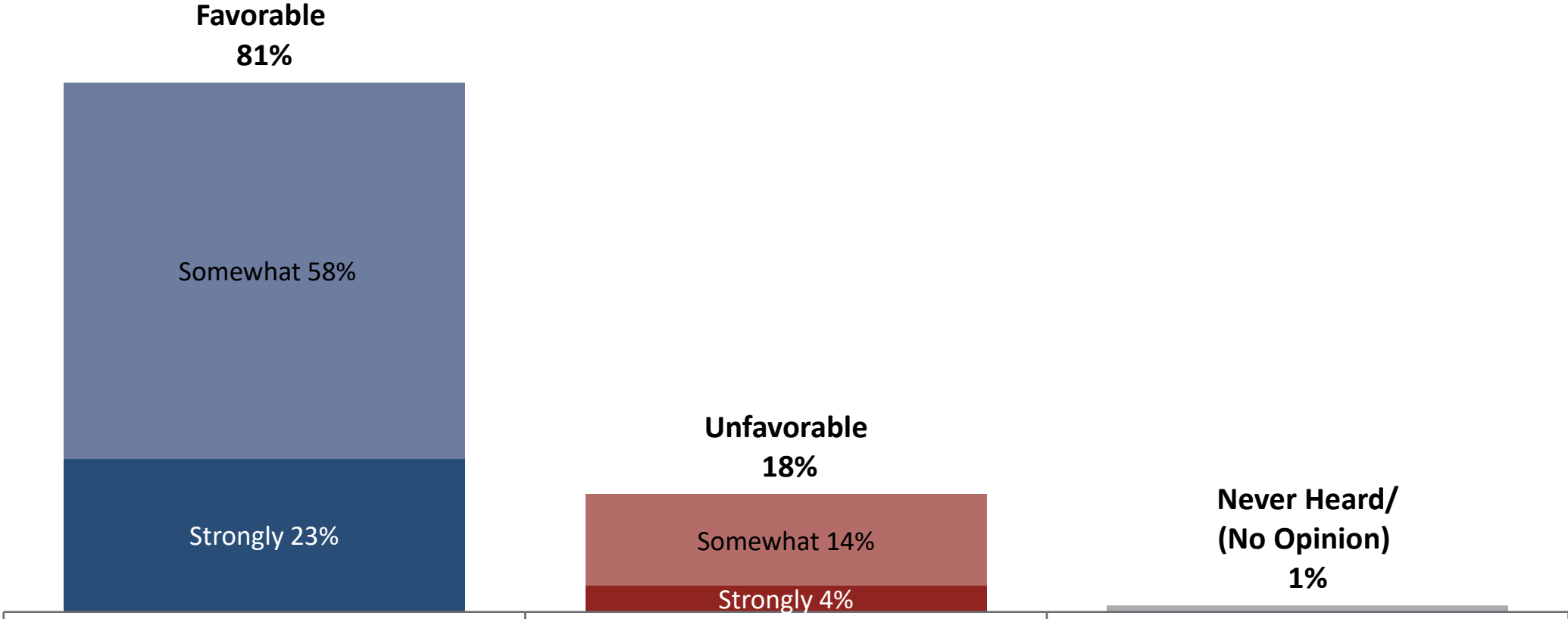
Direction of Seattle

Residents are more optimistic than pessimistic about the direction of Seattle.



Sound Transit Favorability

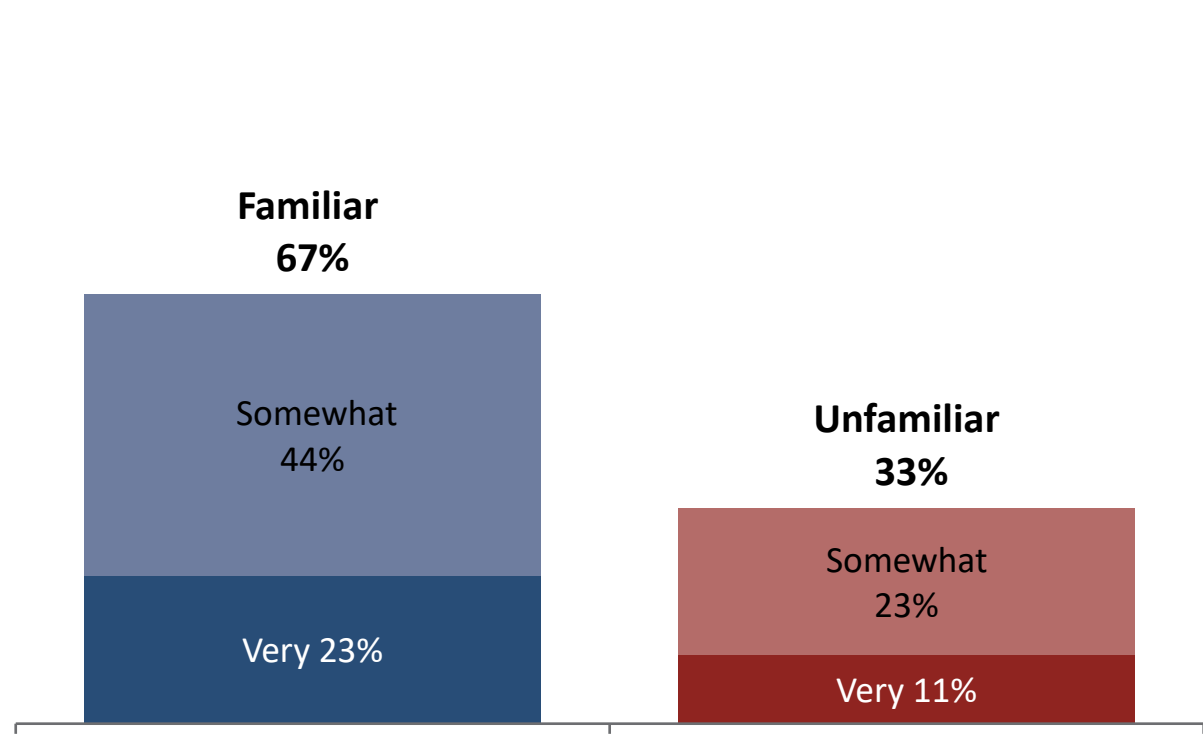
Although intensity is low, residents have overwhelmingly positive opinions of Sound Transit.



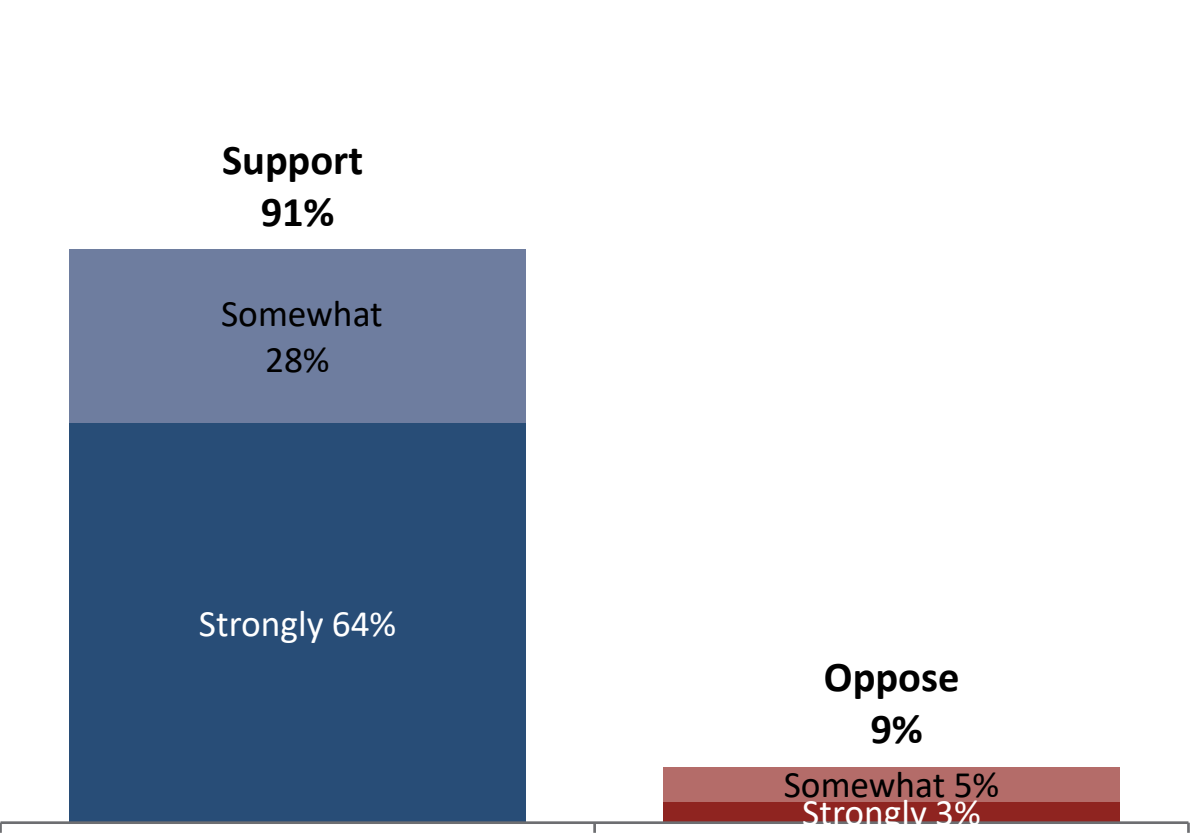
Ballard Link Extension Support

Two-thirds of residents are familiar with the Ballard Link Extension; however, 9-in-10 support the plan, with two-thirds indicating strong support, indicating that even residents who aren't familiar with the details support the Ballard Link.

How familiar are you with Sound Transit's planned expansion of light rail service known as the Ballard Link Extension which will include new services connecting Pioneer Square and CID to Seattle Center, Interbay, and Ballard?



In general, do you support or oppose Sound Transit's Ballard Link Extension?



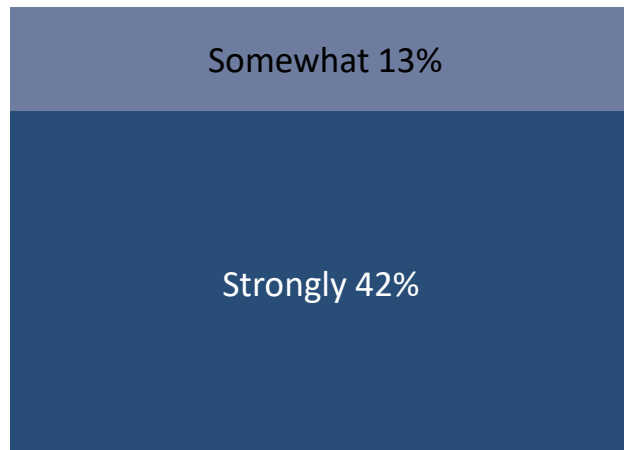
Initial Preference

Residents indicate a clear preference for the 4th Ave/Midtown Option.

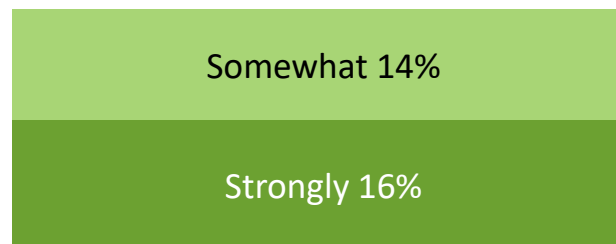
As part of the Ballard Link Extension, Sound Transit plans to build two new stations in Pioneer Square and CID: **The North of CID station** would be built underneath the King County Administration Building at 4th Avenue and James Street, and the **South of CID station** at Sixth Avenue and Seattle Boulevard a few blocks south of Uwajimaya grocery store.

Some neighborhood residents, businesses, and transit and community organizations are arguing for a different option called the **4th Avenue station** which would build a new light rail station centrally located on 4th Avenue next to the existing light rail station, as well as the planned station in Midtown at 5th and Madison. In general, which option do you prefer?

**Fourth Ave/
Midtown Option**
55%



**North/South
CID Option**
29%

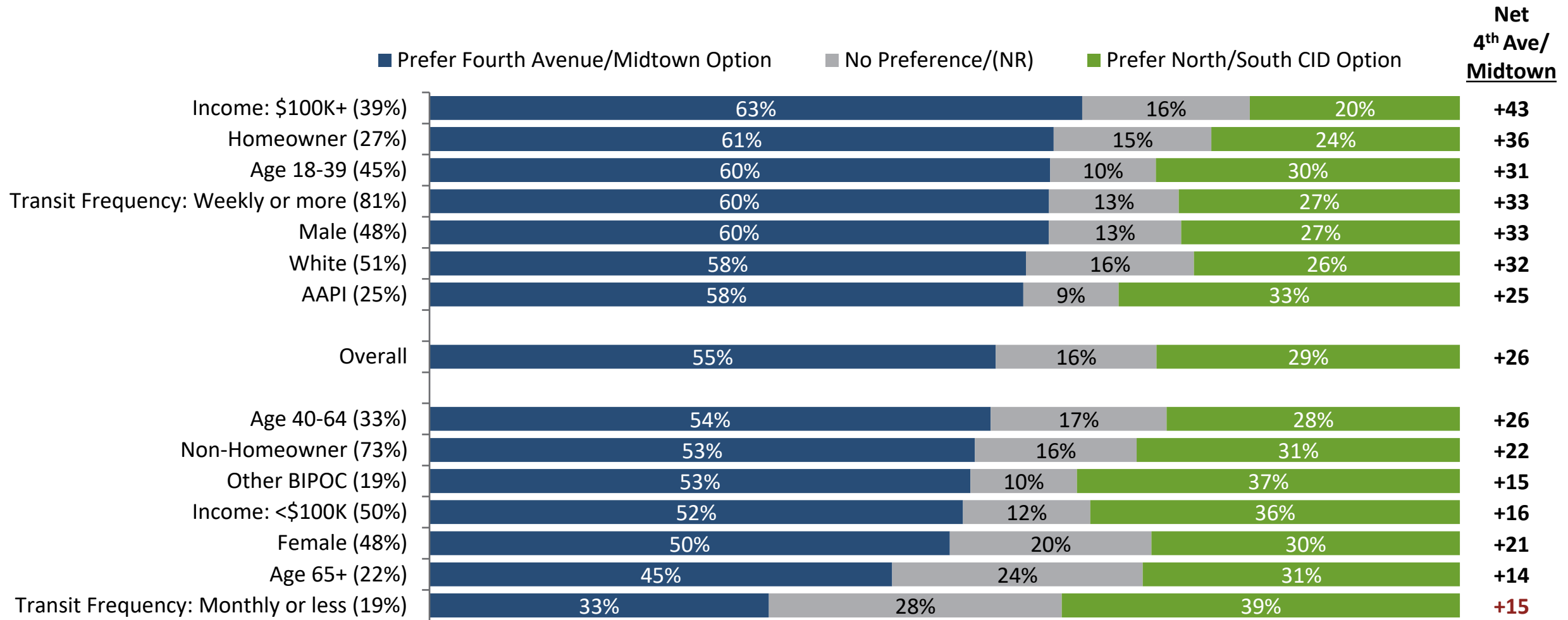


**No Preference/
(PNR)**
16%



Initial Preference by Subgroups

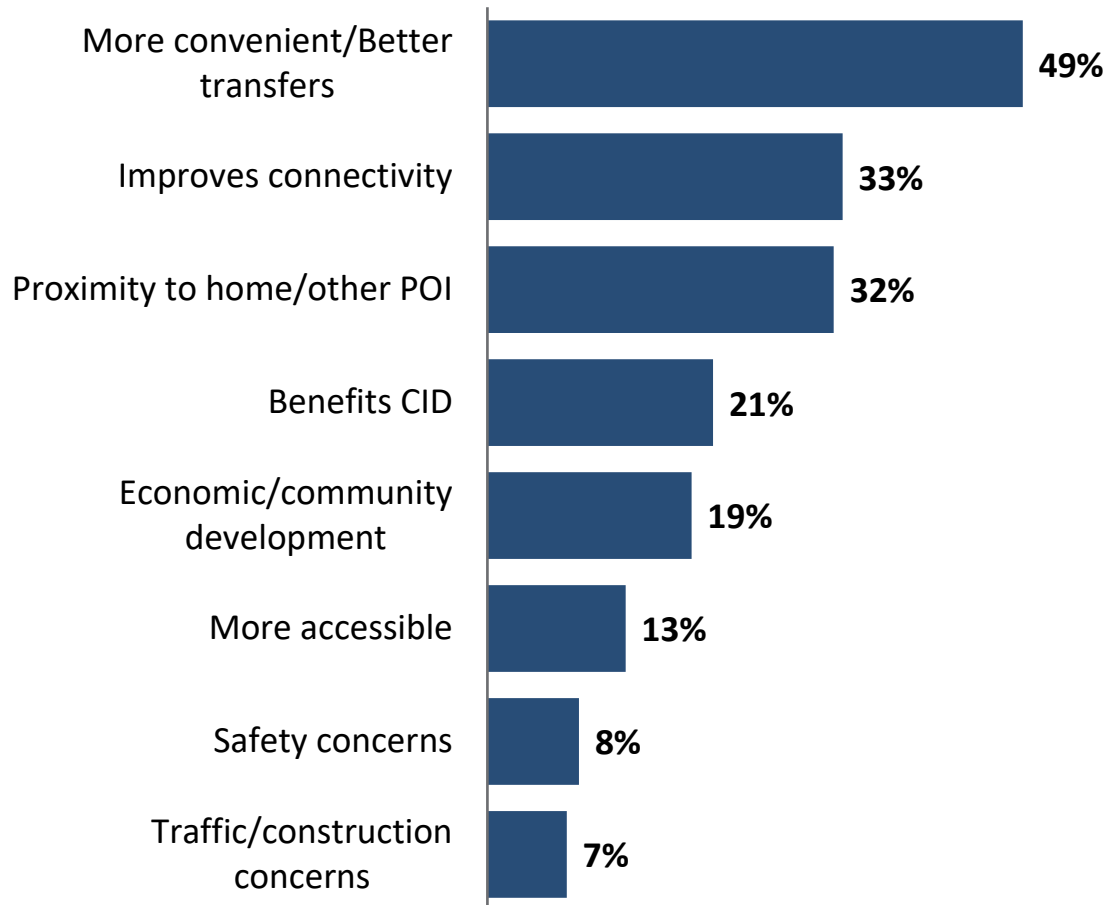
All key resident subgroups - EXCEPT the one-in-five residents who are infrequent transit riders - prefer the 4th Ave option by double-digit margins.



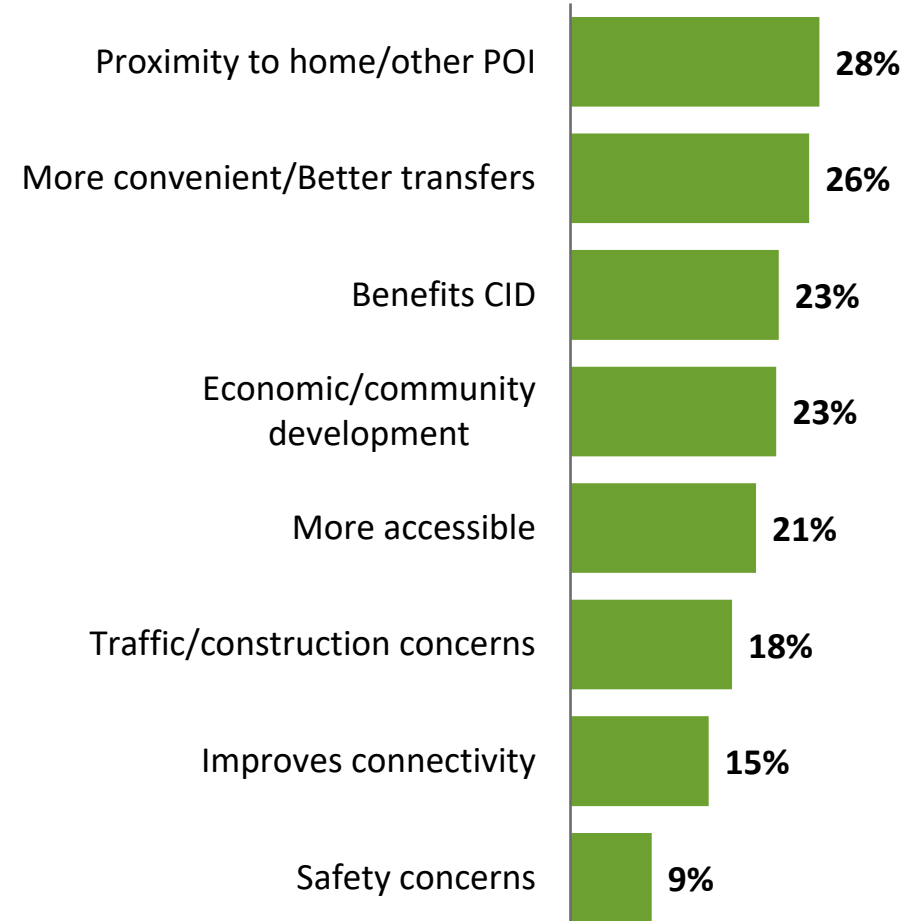
Reasons for Initial Preference

Convenience and connectivity are the top reasons given for supporting each option, however 4th Ave supporters are more likely to mention convenience and connectivity than North/South supporters. Fewer than 1-in-6 North/South supporters mention limiting construction impacts as a reason for their support.

4th Ave/Midtown Option (n=150)



North/South CID Option (n=76)



Sample Quotes

Why do you prefer the (4th Avenue/Midtown Option / North/South CID Option)?

"Brings economic development and transportation options to a neighborhood where many people do not have cars."

"It would be easier to get to for me and would be more convenient since it'd be close to the station that's already there."

"Transit is supposed to be convenient, and this system is going to serve many future generations."

"It will disrupt the CID less and is easier for me to access."

"The 4th avenue option provides the best connectivity to the other LINK line and other transit options. It's also closer to businesses in CID that people would actually want to go there."

"Easier transfer between lines. Also is part of the original plan that taxpayers approved."

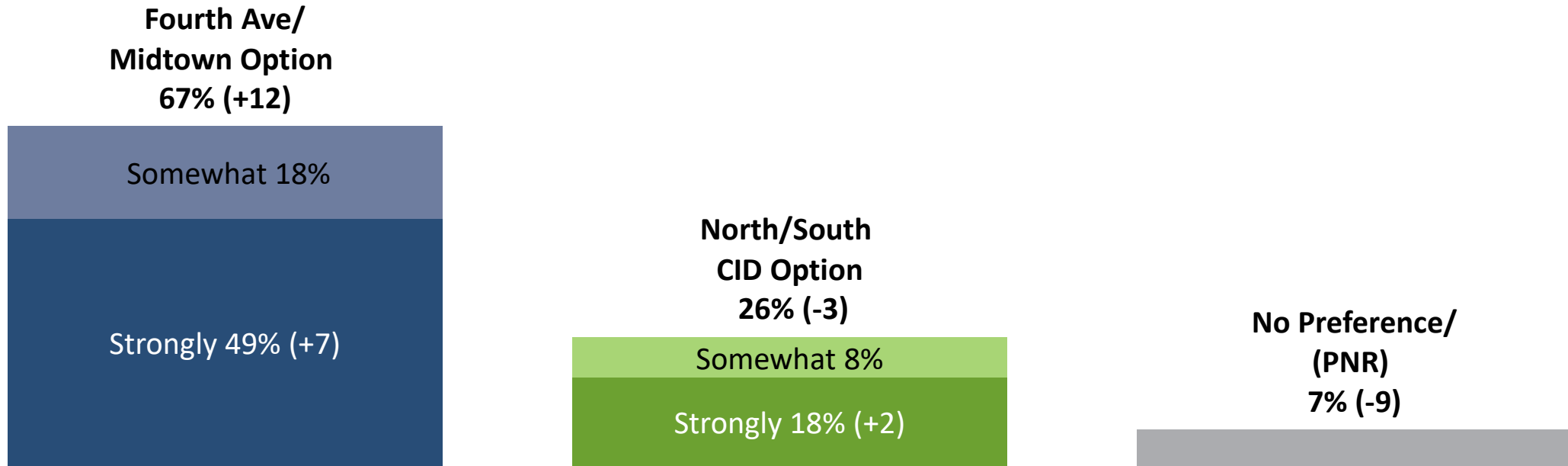
"Less construction impact on CID businesses and residents, less opportunity for gentrification after stations open."

Preference After Disruption Messaging

Following contrast messaging about potential disruption to the area, preference for the 4th Ave/Midtown Option actually increases 12 points and strong support increases 7 points.

Supporters of the **4th Avenue/Midtown Option** point out that it is closer to the existing residential core and job centers in CID and Pioneer Square. They say that although this option may be more disruptive during construction, once it's finished it will create a regional transit hub where riders can quickly and easily connect to other parts of Seattle and the region through light rail, buses, the Seattle Streetcar, Sounder commuter rail, and Amtrak. The North/South Option, by contrast, would require riders to walk 10 minutes or more to connect to other transit options which will reduce ridership and make it much harder for people with mobility issues to get where they need to go.

Supporters of the **North/South Option** say that because the two new stations will be built just outside Pioneer Square and CID, construction won't be as disruptive as building a new station between King Street Station and Union Station. The 4th Avenue/Midtown Option would require traffic at 4th and Jackson to be rerouted for years, making traffic worse for residents and disrupting local businesses that are still trying to recover.

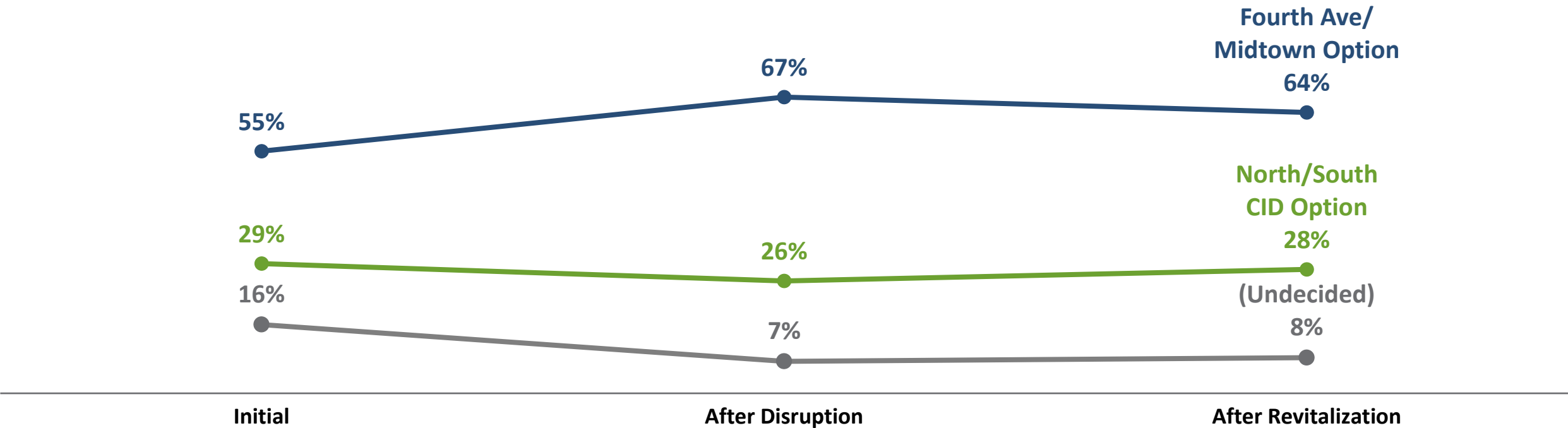


Preference After Revitalization Messaging

The preference advantage for the 4th Ave/Midtown Option decreases slightly (+41 to +36) after revitalization messaging.

Supporters of the **4th Avenue/Midtown Option** say a light rail station closer to CID will help revitalize the area, bringing in more visitors and investment directly to Pioneer Square and CID. They say the 4th Avenue station will revitalize the area, making the community safer and more vibrant, which will directly benefit residents and businesses, while also giving residents safe and easy transit options.

Supporters of the **North/South Option** say the North of CID stations will allow for the redevelopment of the aging King County Administration building creating a new vibrant space downtown. The South of CID station will encourage development and revitalization of an area covered in warehouses and parking lots to create new housing and commercial space in an area directly linked to light rail.

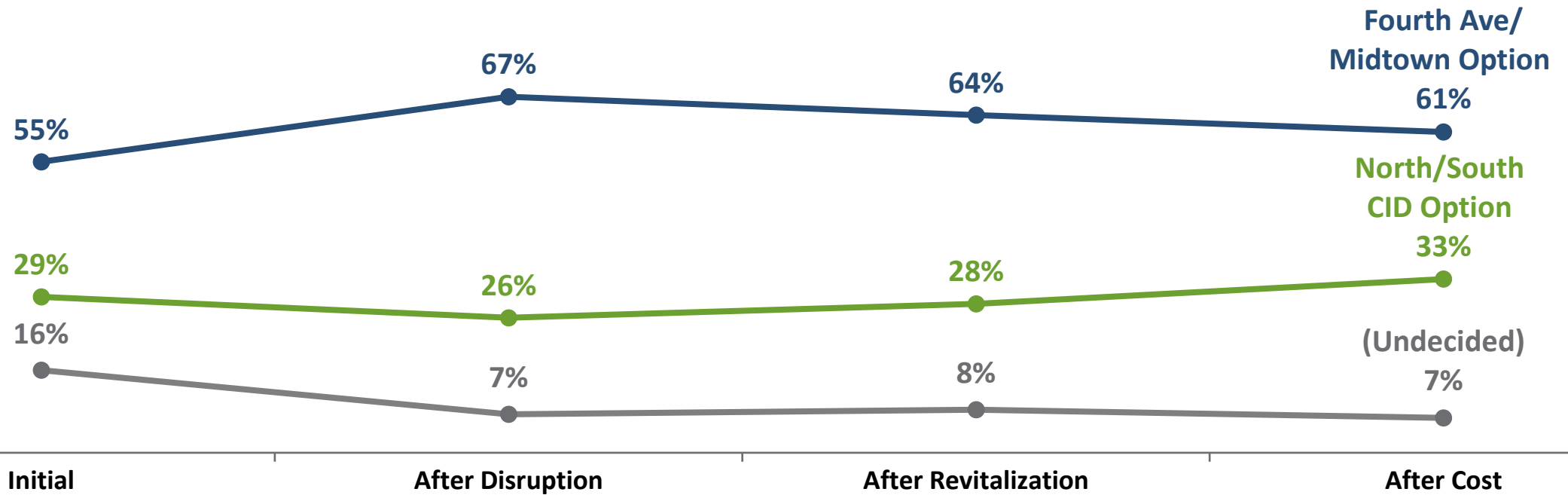


Preference After Cost Messaging

After all messaging, residents still prefer the 4th Ave option by a 28-point margin.

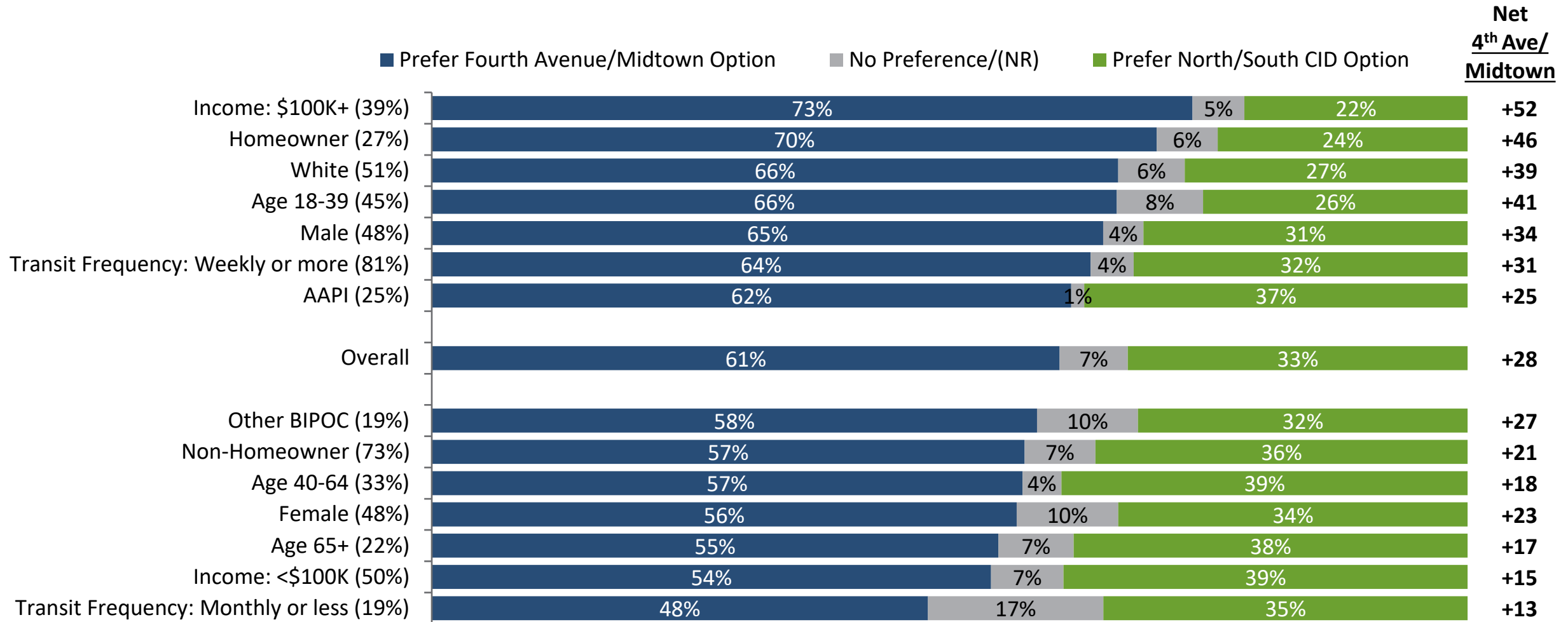
Supporters of **the North/South Option** point out that their option would cost \$640 million less than the 4th Avenue/Midtown Option. They say the added cost for the 4th Avenue/Midtown option would endanger other Sound Transit plans to expand throughout Seattle and the region.

Supporters of **the 4th Avenue/Midtown Option** acknowledge that it is a more expensive option, but they point out that we will be living with the consequences of this choice for generations to come. They say local businesses and residents will benefit for years and years to come by building a station in the existing transit hub near the residential core and job center in CID and Pioneer Square.



Final Preference by Subgroups

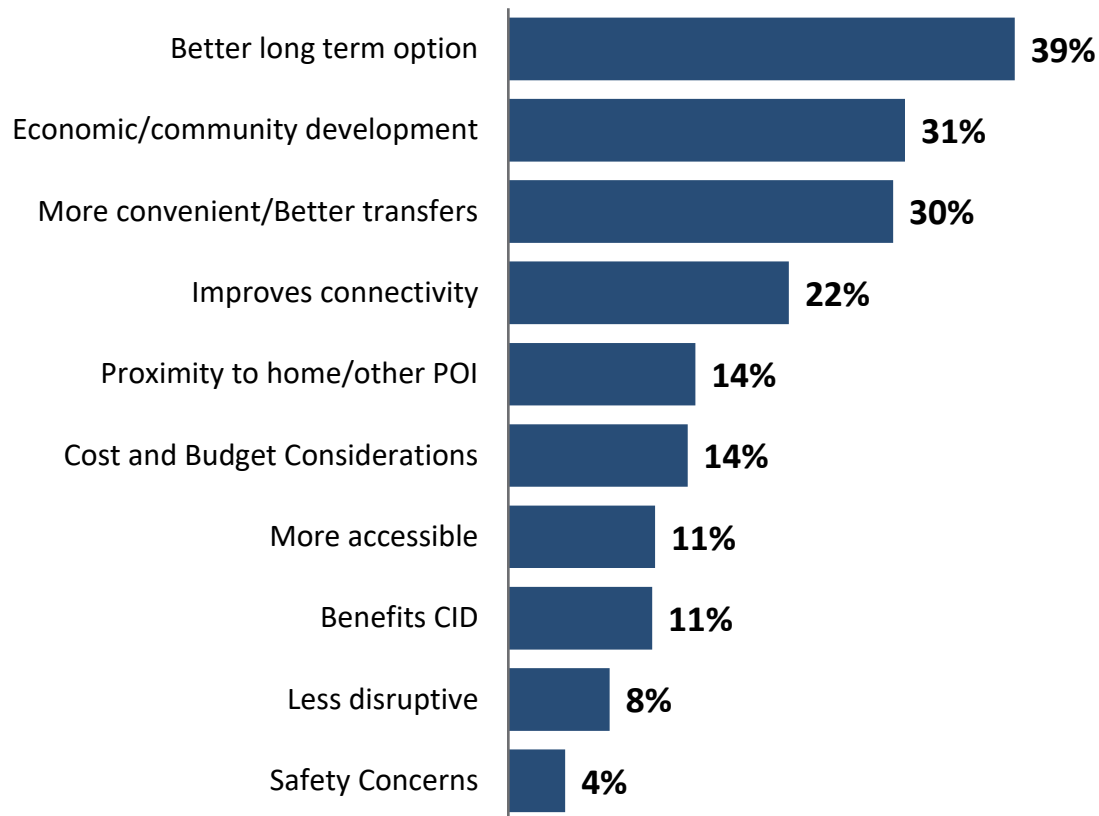
After messaging all key resident subgroups prefer the 4th Ave option by double digit margins.



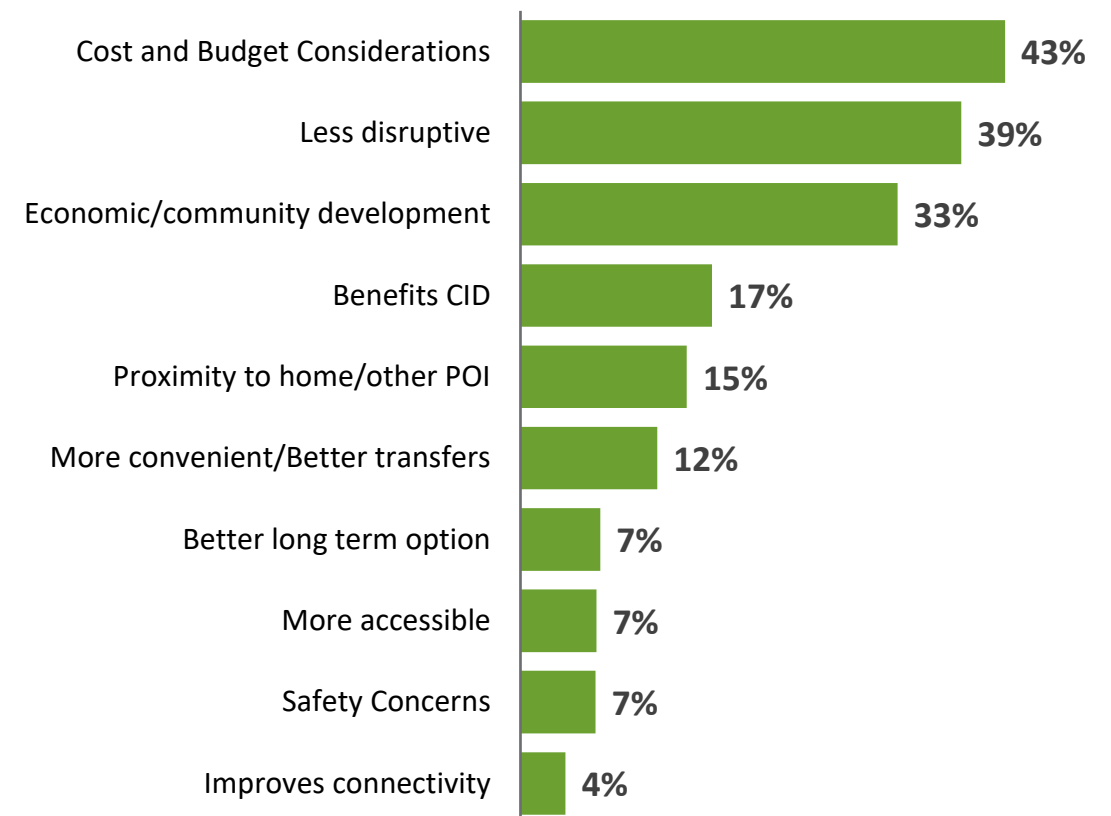
Reasons for Final Preference

Those who prefer the 4th Ave/Midtown Option believe it to be the better long-term choice and believe it would bring economic and community development opportunities. Those who prefer the North/South Option are concerned about cost and disruption.

4th Ave/Midtown Option (n=168)



North/South CID Option (n=83)



Reasons for Final Preference

Why do you prefer the (4th Avenue/Midtown Option / North/South CID Option)?

"Better connection and long-term prospects for the neighborhood despite the construction hardships."

I still prefer the 4th avenue option. It makes more sense as a transit option and a long-term solution. I know the short-term costs will be higher, but it seems worth it in the end.

"Better for the community in the long term, doesn't hamstring our transit system connections in the future. While the short-term drawbacks are worse for this option, we can't make decisions that avoid short term issues but will hurt us long term."

"A transit hub is an investment in the future of my community and neighborhood!"

"Cost effective and spaced out for transportation, also does not disrupt existing balance of the neighborhoods now."

"Despite the traffic nightmare, this is the better solution for locations and will better serve the people using the system."

"We don't have an endless supply of money, and the funds could be used to improve/expand the rest of light rail system."



Visitor Survey

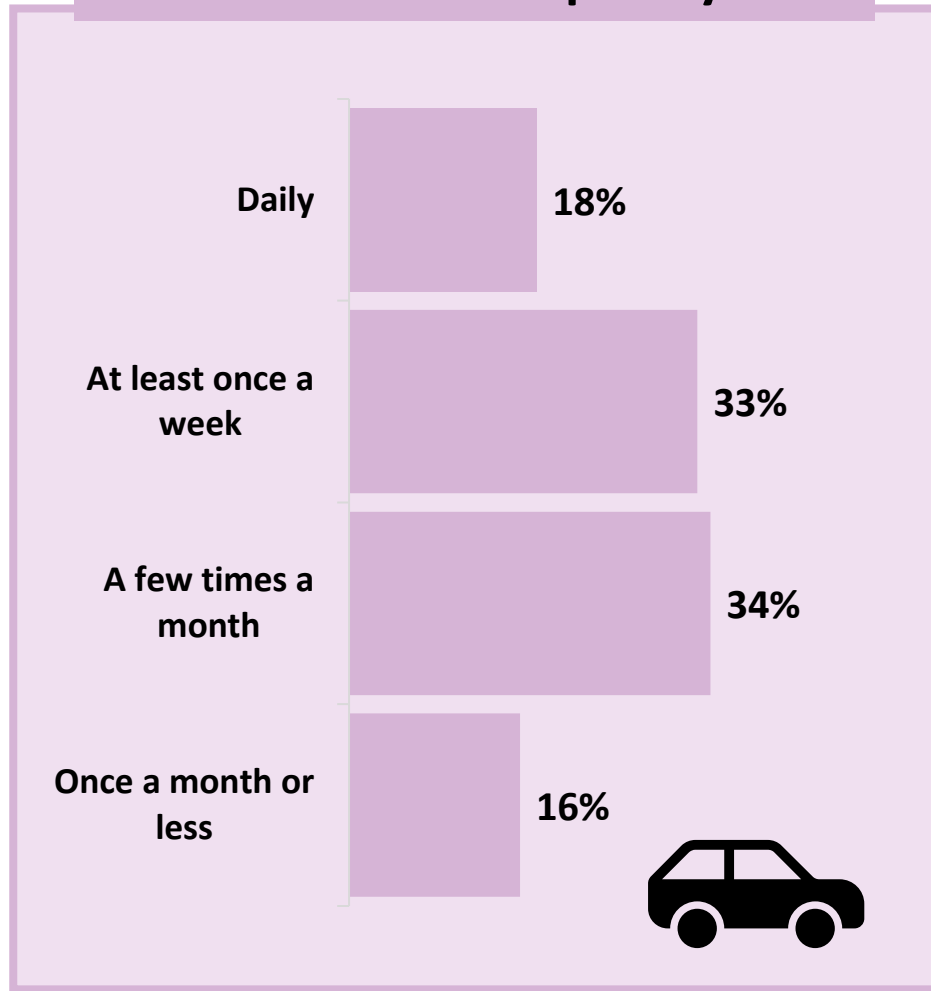
Visitor Survey Methodology

- ▶ Static-web survey of Historic South Downtown Seattle visitors
 - Respondents were mailed a postcard with a unique survey ID and a link to a web survey
 - Survey offered in English, Chinese, and Vietnamese
- ▶ Survey conducted August 14th – September 9th, 2024
- ▶ 325 interviews; overall margin of error ± 5.44 percentage points

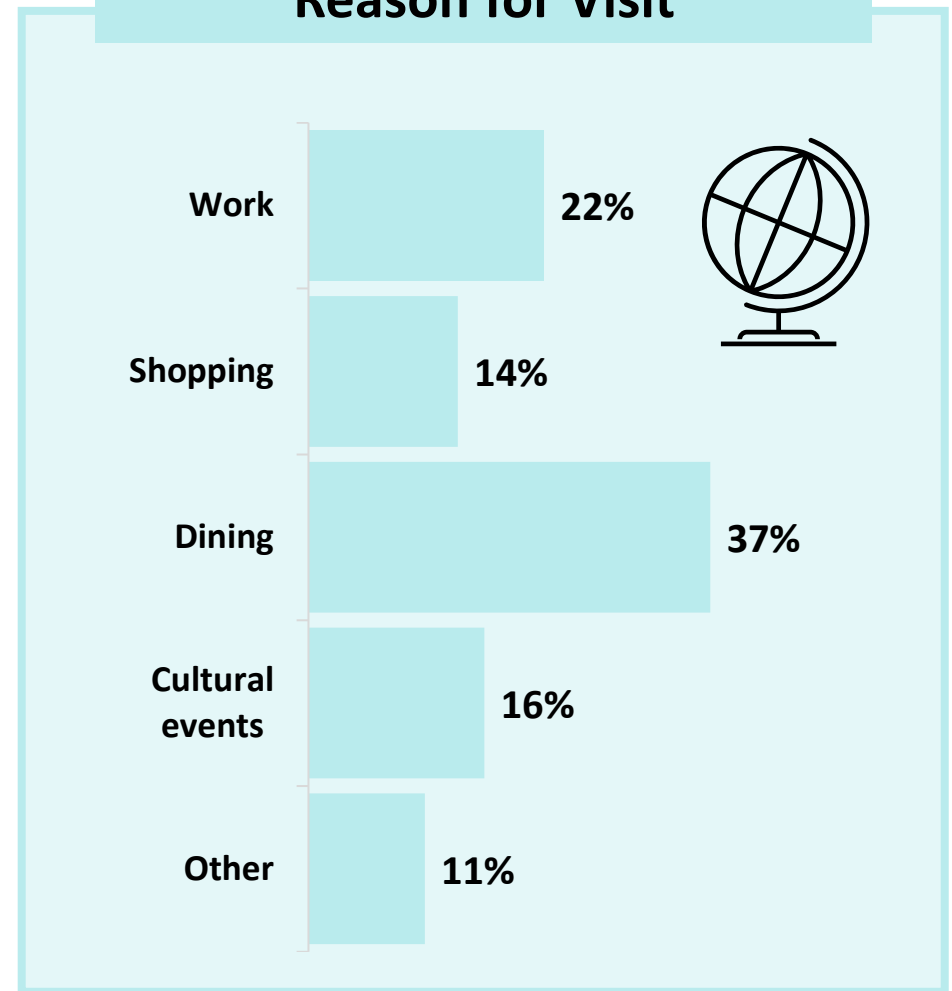
Please note that due to rounding, some percentages may not add up to exactly 100%.

Interactions With Pioneer Square/CID

Visitation Frequency



Reason for Visit



Q4. How frequently do you visit the Pioneer Square and/or CID neighborhoods for work, recreation, or other purposes?
Q5. For which of the following reasons do you visit Pioneer Square and/or CID most frequently?

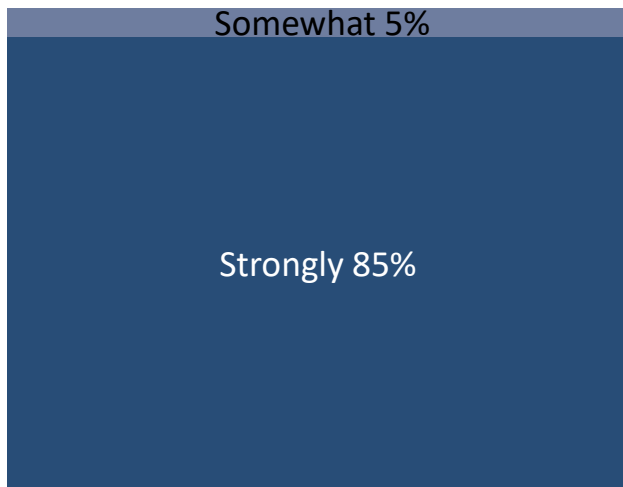
Initial Preference

Visitors overwhelmingly prefer the 4th Ave/Midtown Option.

As part of the Ballard Link Extension, Sound Transit plans to build two new stations in Pioneer Square and CID: **The North of CID station** would be built underneath the King County Administration Building at 4th Avenue and James Street, and the **South of CID station** at Sixth Avenue and Seattle Boulevard a few blocks south of Uwajimaya grocery store.

Some neighborhood residents, businesses, and transit and community organizations are arguing for a different option called the **4th Avenue station** which would build a new light rail station centrally located on 4th Avenue next to the existing light rail station, as well as the planned station in Midtown at 5th and Madison. In general, which option do you prefer?

**Fourth Ave/
Midtown Option**
90%



**North/South
CID Option**
8%



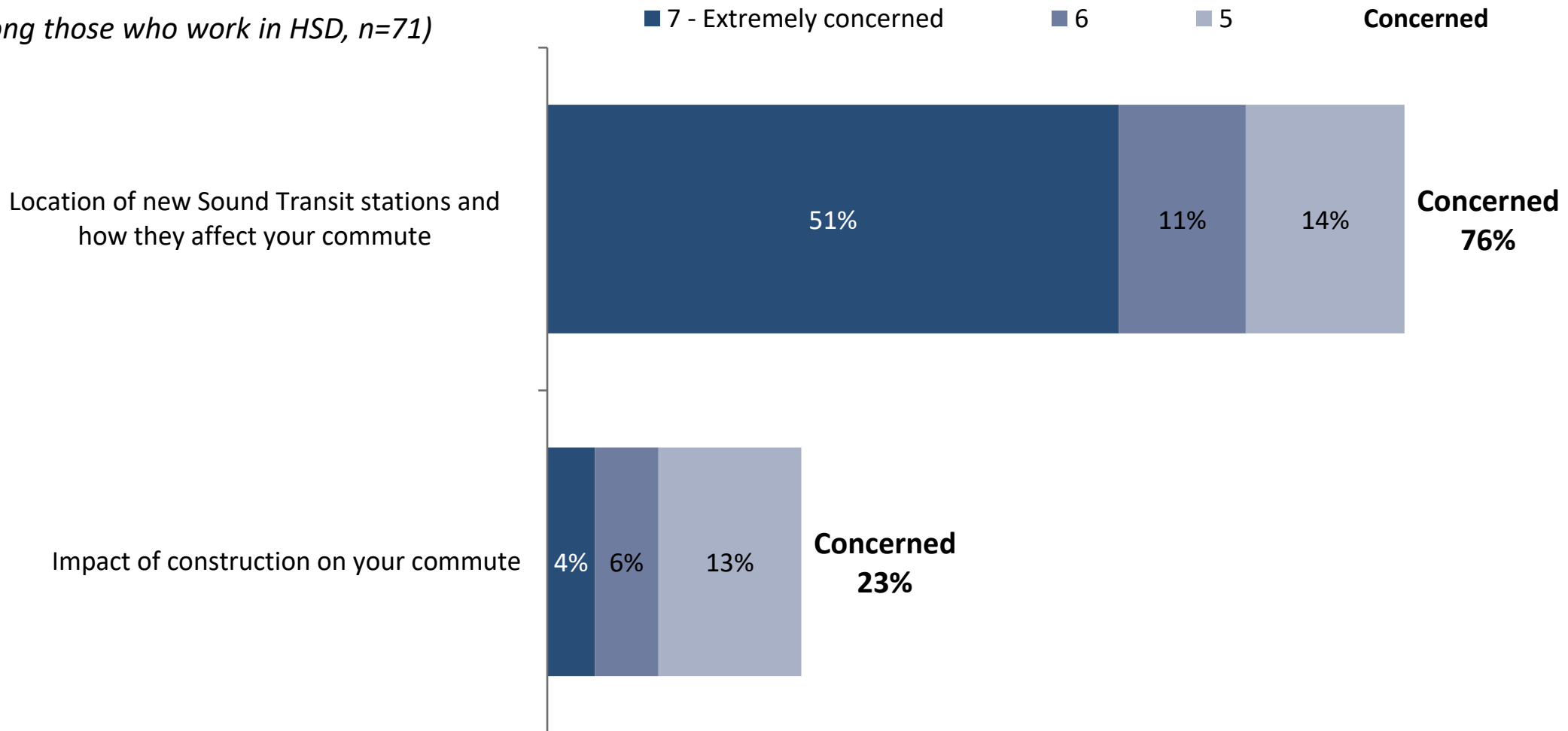
**No Preference/
(PNR)**
2%



Station Location Concerns

Among those who work in the area, there is limited concern for the impact of construction on their commute; however, the final location of new ST stations is of great concern to local workers.

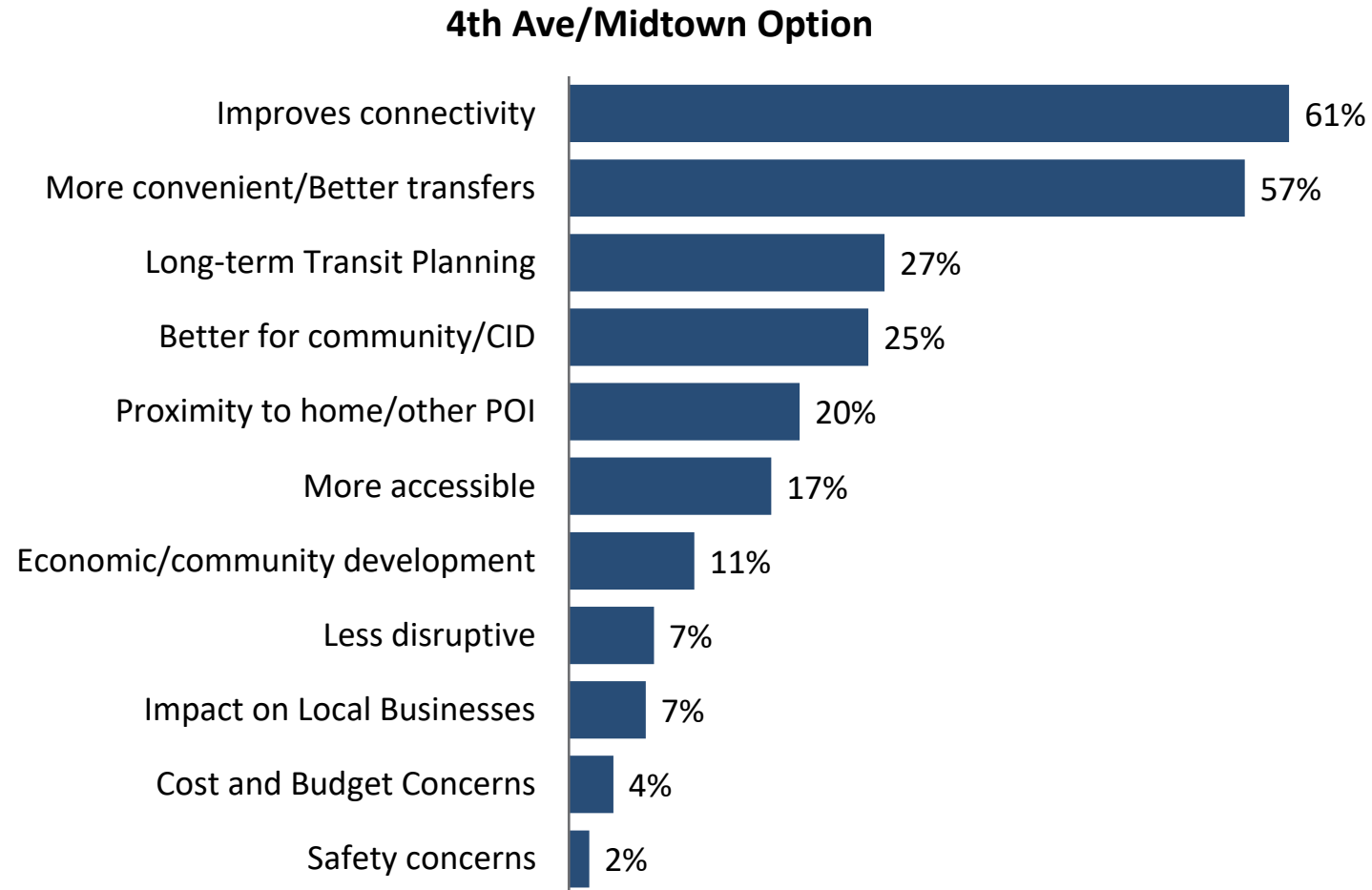
(Among those who work in HSD, n=71)



Q16/17. Thinking about the two different station options, please indicate how concerned you are about each of the following.

Reasons for Initial Preference

Visitors who prefer the 4th Ave/Midtown Option believe it would improve regional transit connectivity and be more convenient.



Preference After Disruption Messaging

Preferences remain consistent after messaging about potential disruptions.

Supporters of the **4th Avenue/Midtown Option** point out that it is closer to the existing residential core and job centers in CID and Pioneer Square. They say that although this option may be more disruptive during construction, once it's finished it will create a regional transit hub where riders can quickly and easily connect to other parts of Seattle and the region through light rail, buses, the Seattle Streetcar, Sounder commuter rail, and Amtrak. The North/South Option, by contrast, would require riders to walk 10 minutes or more to connect to other transit options which will reduce ridership and make it much harder for people with mobility issues to get where they need to go.

Supporters of the **North/South Option** say that because the two new stations will be built just outside Pioneer Square and CID, construction won't be as disruptive as building a new station between King Street Station and Union Station. The 4th Avenue/Midtown Option would require traffic at 4th and Jackson to be rerouted for years, making traffic worse for residents and disrupting local businesses that are still trying to recover.

**Fourth Ave/
Midtown Option**
93% (+3)

Somewhat 6%

Strongly 87%

**North/South
CID Option**
6% (-2)

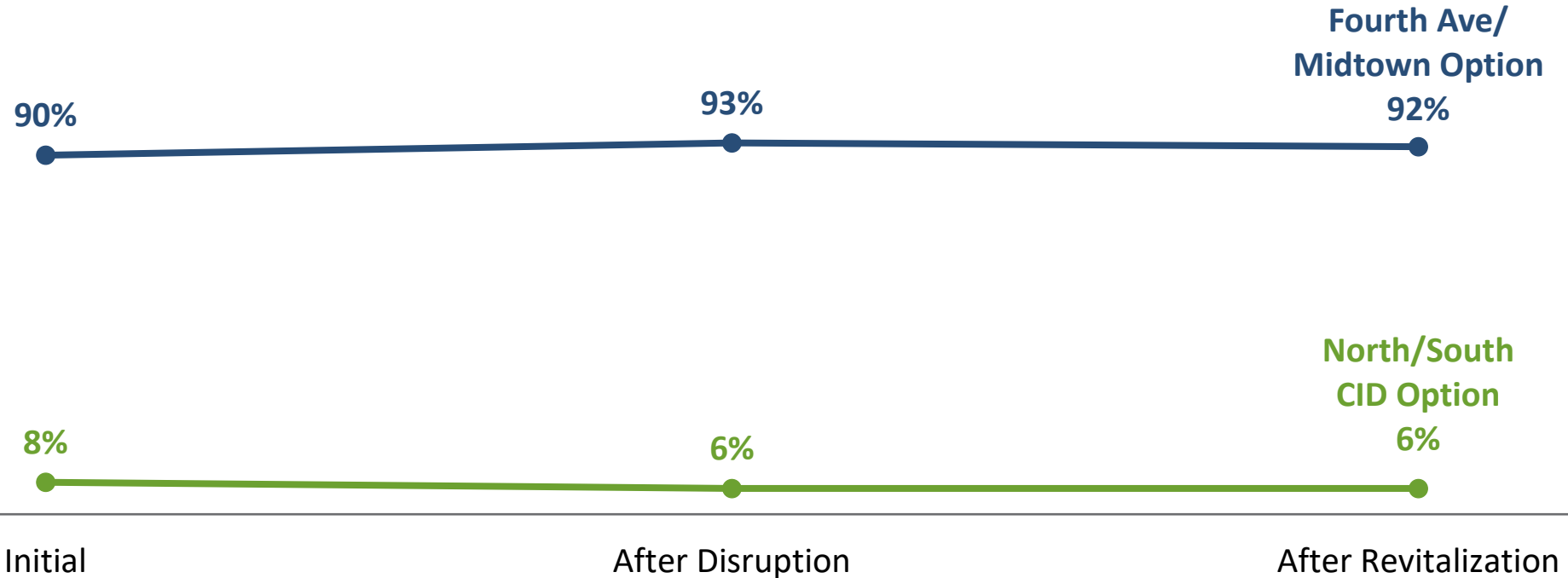
Somewhat 2%
Strongly 5%

Preference After Revitalization Messaging

Preferences remain consistent after messaging about community revitalization.

Supporters of the **4th Avenue/Midtown Option** say a light rail station closer to CID will help revitalize the area, bringing in more visitors and investment directly to Pioneer Square and CID. They say the 4th Avenue station will revitalize the area, making the community safer and more vibrant, which will directly benefit residents and businesses, while also giving residents safe and easy transit options.

Supporters of the **North/South Option** say the North of CID stations will allow for the redevelopment of the aging King County Administration building creating a new vibrant space downtown. The South of CID station will encourage development and revitalization of an area covered in warehouses and parking lots to create new housing and commercial space in an area directly linked to light rail.

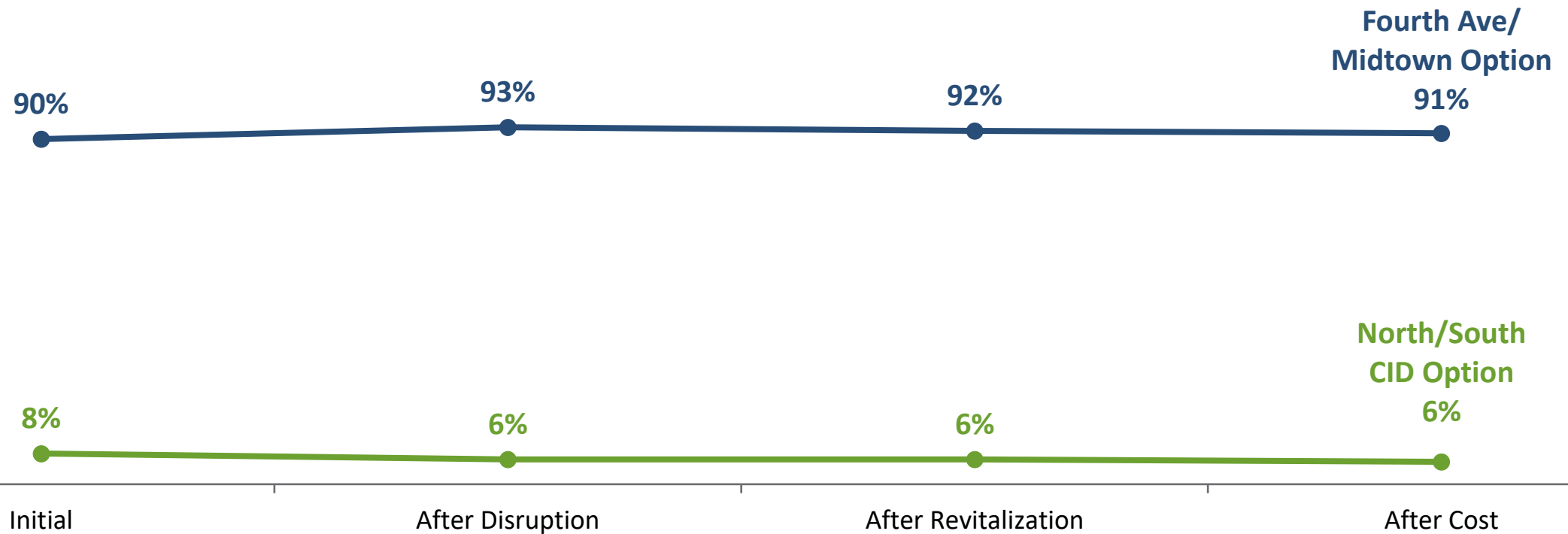


Preference After Cost Messaging

Preferences remain consistent after messaging about costs.

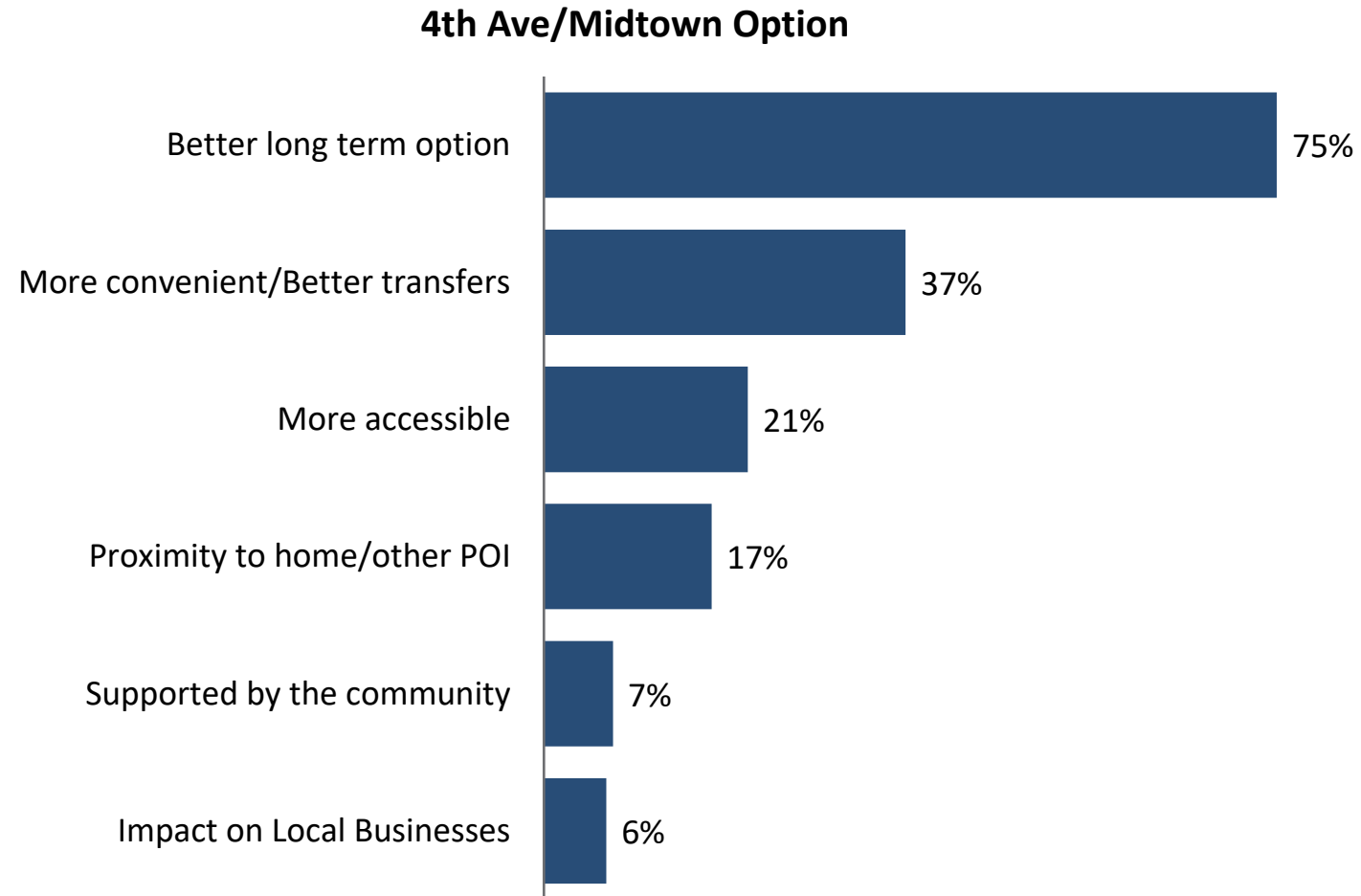
Supporters of **the North/South Option** point out that their option would cost \$640 million less than the 4th Avenue/Midtown Option. They say the added cost for the 4th Avenue/Midtown option would endanger other Sound Transit plans to expand throughout Seattle and the region.

Supporters of **the 4th Avenue/Midtown Option** acknowledge that it is a more expensive option, but they point out that we will be living with the consequences of this choice for generations to come. They say local businesses and residents will benefit for years and years to come by building a station in the existing transit hub near the residential core and job center in CID and Pioneer Square.



Reasons for Final Preference

Three-quarters refer to the 4th Ave/Midtown Option as the better long-term option when asked to justify their preference.





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Public Comment by Betty Lau at System Expansion Committee Meeting, Thursday, Nov. 14, 2024, 1:30 p.m., Union Station

I'm Betty Lau, from the Chong Wa Benevolent Association and co-founder of Transit Equity for All.

The Scoping Period has begun, but critical information is minimized, glossed over or hidden in links within links.

Here's what Scoping materials state. Compare to the hidden HNTB letter (1/24/23) to Sound Transit:

- 1. "N&S of CID developed with community partners and agencies" w/o mentioning 4th Avenue is voter approved and community supported**
- 2. N&S of CID walking distances to destinations are under 10 minutes w/o mentioning walking distances from the voter approved and community supported 4th Avenue Transit Hub at Union Station. HNTB says it's 12 minutes. For seniors like me, it's 20 minutes from Union Station to N of CID. Think of wheelchair, walker and cane users.**

This bias.

- 3. N&S of CID connectivity without mentioning out of direction walk & travel times faced by the Eastside, CID and others.**

This is bias.

- 4. S. of CID station platform is at 6th & Royal Brougham, ¼ mile from the mis-named Dearborn Station**
- 5. N of CID station needs an extremely deep bore tunnel to Pioneer Square or else riders will be forced to go to Westlake to transfer to Line 2 & 3. That tunnel requires 3 or 4 elevators and escalators.**

Please, stop the bias! Stop Single Narrative Exploitation!!

Thank you.

Public Comment by Brien Chow, Sound Transit System Expansion Committee Meeting, Th., 11/14/24, 1:30 p.m., Union Station

I'm Brien Chow, Transit Equity for All and Chong Wa Benevolent Association.

Imagine a central transit hub that empowers the CID and the Region, igniting economic growth and revitalization!

Cities with well-connected public transportation systems reduce carbon emissions by up to 37%. *MFO4th!*

A central transit hub pulsates with life and opportunity.

Think of the possibilities for the fragile, endangered Chinatown International District! *MFO4th!*

North and South of CID creates a "broken spine" to be avoided at all costs!

Move Forward on 4th!

I want to call out the independent report leaves out that 4th and 5th were our only choices. We chose 4th.

Instead, we got N&S of CID. This report (Ballard Link Extension) had nothing good to say about 4th.

It's hard to understand why the consultant rejected 4th without saying anything equivalent about N&S.

There's no excuse not to build the voter approved Transit Hub at 4th. We can overcome the challenges to build the best connected, most accessible Transit Hub at Union Station for able bodied and mobility challenged alike.

Move Forward on 4th!

Thank you.