

12/19/2024 Board of Directors Meeting
Written Public Comment Submissions

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Yash Piratla

Dear Sound Transit Board,

I hope this message finds you well. My name is Yash Piratla, and I am a resident of Renton in the Highlands area and a running start student based in liberty high school. I am writing to you to express my concerns about the limited public transportation infrastructure in Renton under the Sound Transit 3 (ST3) plan. While ST3 has made commendable progress in expanding transit across the region, Renton has only received two bus transit stations, which are neither conveniently located nor as impactful as light rail stations.

Bus transit, while helpful, lacks the efficiency, reliability, and environmental benefits of light rail. According to the Seattle Times, Renton residents contribute \$23 million annually to the ST3 tax but receive only limited bus services in return. This disparity is particularly concerning given that Renton is home to major employers such as Boeing, whose employees rely on affordable and efficient commuting options. The absence of light rail connections leaves many residents, particularly those in the Renton Highlands, with inadequate transit alternatives.

Could you please bring up my issue at the next Sound Transit board meeting?

Thank you,
Yash Piratla

Joe Kunzler

Dear Sound Transit Board and CCs;

Joe Kunzler here. I'm going to be acute.

I got genuine concerns based on history about Dave Somers back as Sound Transit Board Chair. Why is Cassie Franklin not considered? Why not Claudia Badassuchi? Do we remember what happened the last time Somers was Chair? Read Tackling Tsimerman. Starting Sunday at midnight, that book's on a Kindle Countdown deal starting at \$0.99: <https://a.co/d/5BZsSwD>. Seems appropriate. You'll read all about how "Appeasomers" started events that set in motion massive changes that are carried forward to today. Most of which very good, but... I don't want to party like it's 2017 next autumn.

At the very least, I demand that this Board please demand this nominee commit to upholding and enforcing the Sound Transit Public Comment Rules. Thank you. Considering Motion No. M2024-81, which I support, this discussion can and should wait in total until January 2025. I like the idea of Sound Transit Board Chair Ryan Mello a hundred times more than Dave Somers anyway. Mello has seen action against both Tsimerman and the City Council Death Squad, relevant for chairing meetings in 2025 sadly so I have tipped him off and his Chief of Staff.

Thank you;

Joe A. Kunzler

growlernoise@gmail.com

Comments received after the meeting comments deadline

Brien Chow

Public Comment by Brien Chow, Sound Transit Board Meeting, Thursday, December 19, 2024

Hi, I'm Brien Chow of the Chong Wa Benevolent Association and Transit Equity for All (TEA). The independent consultant's report left out information on why 4th Avenue is superior:

1. Travel Times:
 - o Bellevue to SeaTac Airport: 4th Avenue, 46 minutes vs. 56 for North & South of CID.
 - o Little Saigon to SeaTac Airport: 41 minutes vs. 49 for North & South of CID.
 - o Auburn to Ballard: 56 minutes vs. 67 minutes for North & South of CID.
 - o Othello to First Hill: 30 minutes vs. 38 minutes for North & South of CID.
 - o
2. Walk Times:
 - o Bellevue to SeaTac: A 2-minute tunnel walk vs. 5 minutes N&S of CID.
 - o Little Saigon to SeaTac: 1 block of 2 minutes vs. 5 blocks for 12 minutes.
 - o Auburn to Ballard: transfer of 1 minute vs. 12 minutes for N&S of CID.
 - o Othello to First Hill: 1 block (2 minutes) vs. 5 blocks (10 minutes).
3. Connectivity: The 4th Ave. Station connects directly to key transit lines with fewer stops and simpler transfers, making it a more straightforward and user-friendly hub.

In conclusion, Midtown & 4th Ave. Station reduce overall travel and walk times, enhancing passenger satisfaction. It's clearly the smart choice and worth any risk to achieve, especially for those with disabilities.

Move Forward on 4th and Stay Off 5th!

Thank you.

Sources:

1. HSD Sound Transit Trip 1 Othello to First Hill,
2:57: <https://www.youtube.com/watch?v=mFY7wgzMGLY>
2. HSD Sound Transit Trip 2 Little Saigon to SeaTac Airport,
3:04: <https://www.youtube.com/watch?v=Wg9cHBxtavI>
3. HSD Sound Transit Trip 3 Auburn to Ballard,
2:56: https://www.youtube.com/watch?v=wCC_iXS26kc
4. HSD Sound Transit Trip 4 Eastside to SeaTac Airport,
2:41: <https://www.youtube.com/watch?v=YKQ4W3OFWPQ>

Betty Lau

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

How we got here:

1. 2020 Sound Transit says they haven't made up their minds, so community gets a choice of 4th Avenue or 5th Avenue for light rail.
2. 2021 Convening of Community Advisory Groups, workshops, open houses
3. 2022 The DEIS is released for public comment.
4. 5,100 DEIS comments resulted, the vast majority choosing 4th Avenue and over-filling this room with supporters.
5. 2023 CID is deemed a gem of a neighborhood and culturally infeasible to build.

Yea! But wait! The 4th Avenue soils are loose! The railroads are finicky! 4th Avenue costs too much!

Yet, a board member tells the Seattle Times (Lindblom, Mike "Estimate for West Seattle light rail soars past \$6 billion," 9/18/24), "True costs can't be known until final design." So West Seattle link gets to move forward.

That's what we want for 4th Avenue—to go to final design so final costs can be known.

We in CID want the same consideration and treatment for the voter approved 4th Avenue Transit Hub. We want equal treatment with West Seattle and South Lake Union.

Move forward on 4th like you moved forward on West Seattle funding!

And please, open a line of communication with your Accessibility Committee. They have concerns that need to be addressed.

Happy Winter Solstice!

Thank you.