



HISTORIC SOUTH DOWNTOWN

Sound Transit Board of Directors
via email meetingcomments@soundtransit.org

January 25, 2023

Re: 4th Ave S. station best serves the community's needs, minimizes delay and reduces costs

Sound Transit board members,

Sound Transit has made meaningful progress on addressing the issues that the community identified in the initial design of 4th Ave S, including improved solutions on traffic diversion and access to residential buildings and parking. These efforts have yielded a path forward on 4th Ave that can achieve many aspects of our community's priorities for this station:

- Tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses
- Reactivate Union Station as a vibrant community asset and create a more pedestrian-friendly hub
- Better serve Sounder and ferry commuters, stadium visitors and surrounding neighborhoods
- Fulfill the long-time vision for this historic neighborhood
- Ensure efficient regional connectivity from Bellevue to SeaTac to Northgate and beyond

A diverse coalition of voices in the CID and Pioneer Square are aligned: a WSBLE station at 4th Ave S best serves our community and the broader Sound Transit ridership throughout our region. It saves costs, minimizes delay and strengthens a community that has borne historic injustices.

Critically, identifying 4th Ave S as the preferred alternative advances an option already evaluated in the draft EIS and helps keep the entire system expansion project on schedule. **Adopting a new station plan at this time will introduce delay and additional cost.** Avoiding delays should be a top priority when selecting a preferred alternative in the CID. The new north/south options have not been fully studied and will likely require additional analysis, which will incur delay and greater costs.

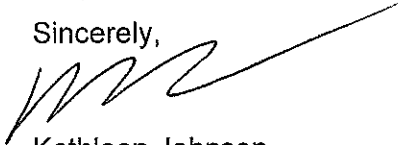
Sound Transit has already invested significant time and resources into the 4th Ave. design. Abandoning that work at this stage is a missed opportunity.

An alternative option is to select 4th Ave as the preferred alternative *while* advancing a supplemental DEIS for the North and South stations. This is also a practical path forward that builds on the meaningful progress made by Sound Transit staff to date.

As the long-planned linchpin of the WSBLE expansion project and regional light rail overall, the location of the CID station will impact all other service areas, the entire light rail system and the greater Seattle region for generations to come.

Throughout this process, our community has consistently advocated for Sound Transit to do the right thing and land on a solution that serves the whole region, and all the unique communities within it.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathleen Johnson', with a long, sweeping horizontal stroke extending to the right.

Kathleen Johnson