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## HISTORIC SOUTH DOWNTOWN

Dear Sound Transit System Expansion Committee,

Members of the Chinatown International District (CID) and Pioneer Square communities broadly support Sound Transit's mission of connecting our communities and appreciate the board's commitment to improving regional connectivity and access to public transit.

As engaged community members on the WSBLE project from the beginning, we have consistently advocated for a station in the CID that best serves our residents, businesses, and visitors and that minimizes harm in neighborhoods that have born disproportionate harm from past projects.

**We ask Sound Transit to select CID-1a, 4<sup>th</sup> Ave shallow, as the preferred alternative so it can continue to advance solutions to the issues identified in the initial design. Additionally, the board should conduct a supplemental environmental impact statement for the newly proposed North Pioneer Square and South CID locations, potential options that need significantly deeper inquiry and analysis before they can be considered as viable alternatives to the 4<sup>th</sup> Ave S. station.**

We believe strongly that a 4<sup>th</sup> Ave S. station can – and should – be a winning solution for this community. It provides the greatest opportunity to:

- 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 transit hub;
- Better serve Sounder and ferry commuters, stadium visitors, and surrounding neighborhoods;
- Fulfill the long-time transit hub vision for these historic neighborhoods;
- Ensure efficient regional connectivity from Bellevue to SeaTac to Northgate and beyond.

This proposed solution – selecting 4<sup>th</sup> Ave as the preferred alternative while advancing a supplemental EIS for the North and South station options – is a practical path forward that builds on the meaningful progress made by Sound Transit staff to date. Sound Transit improved construction traffic diversion times, found a solution to almost eliminate residential displacement during the construction, and provided additional information on mitigation for traffic. There is simply not enough information about the cost, ridership, and other performance measures of the North and South options to move forward without further study, though we support the members of our communities who wish to see these options full analyzed.

Our community is not a monolith. Our diverse perspectives are what make these neighborhoods special. In no way do the priorities we all bring to this discussion minimize our shared vision for

vibrant neighborhoods connected to the broader community. Both Pioneer Square and the Chinatown International District are important to Seattle, past and future, and our mission is to help them thrive.

We also desire a system that is efficient, user-friendly, and provides for smooth and accessible connections between lines and modes of transit. 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.

The importance of this decision cannot be overstated. At this phase, advance multiple options to best serve our communities.

Sincerely,

A handwritten signature in blue ink that reads "MaryKate Ryan". The signature is fluid and cursive, with the first name "MaryKate" and the last name "Ryan" clearly legible.

MaryKate Ryan  
Community Preservation Associate  
Historic South Downtown