

Mayor  
Jeff R. Johnson

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Councilmembers  
Lorri Bodi  
Tom French  
Tracy Furutani  
Larry Goldman  
Phillippa M. Kassover  
Jon Lebo  
Semra Riddle

December 14, 2022

Chair Kent Keel and Sound Transit Board  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

Dear Chair Keel and Members of the Board:

The City of Lake Forest Park appreciates the opportunity to work with Sound Transit on the design of the SR522/523 Bus Rapid Transit (BRT) "Stride" project. The City has previously requested (letter of October 20, 2022) a more robust process to ensure the success of this project as it traverses our community. Due to the complex nature of this project, it is imperative that we do not overlook any opportunity to ensure that it not only meets the service needs of Sound Transit but addresses the unique nature of the neighborhoods through which it passes and the associated impacts. For these reasons, the City of Lake Forest Park formally requests the following:

- That the Sound Transit Board and Executive put into effect a 90-day pause on the Lake Forest Park segment of the project, in order to hear our citizens' concerns and work directly with the City and our community to develop new design refinements, including:
  - significant reductions in the amount of tree canopy destruction and property acquisitions;
  - to better address and improve mitigation plans for noise, tree removal, and environmental impacts; and
  - to rethink and reimagine the retaining wall design, safety, and landscaping.

The City appreciates the recent efforts to hear our residents during the November 30, 2022, meeting with the Sheridan Beach Club homeowner's association, and the upcoming meeting with the greater community in February 2023. While the City and Sound Transit staff continue to meet and address the concerns raised to date, we believe it prudent to pause any further advancement of the project until such time as these public meetings have informed the project and Sound Transit has had an opportunity to meaningfully respond.

Sincerely,

A handwritten signature in blue ink that reads "Phillip Hill". The signature is written in a cursive, flowing style.

Phillip Hill  
City Administrator

cc: Mayor Jeff Johnson  
Deputy Mayor French  
Councilmembers Bodi, Furutani, Goldman, Kassover, Lebo, Riddle

**Lorraine Bodi/Tracy Furutani/Thomas French**

Lake Forest Park WA 98115

flbodi@gmail.com tracyfurutani@yahoo.com thomaswfrench@comcast.net

November 17, 2022

Dear Sound Transit Board:

We are writing to you as Lake Forest Park (LFP) Councilmembers and longtime residents. Although we cannot speak for the city as a whole, we believe the following comments reflect the views of a majority of our residents on the proposed widening of SR 522 Bothell Way for one mile through our city.

LFP citizens voted for ST3 because we support efficient regional public transit. We loved the 522 bus direct to downtown. In voting for ST3, LFP's benefit was to be more efficient bus service along SR 522/Bothell Way, as well as a commuter parking garage at our Town Center.

Fast forward many years, and ridership and revenues for ST3 are down. Commuting patterns have changed for good. The LFP commuter parking garage has been postponed until 2044. Today, the current plan through LFP will not provide the benefits we were sold on; it no longer makes transit, financial, environmental, or community sense.

**As a result, we are asking you to postpone the plans for road widening in LFP for a northbound/eastbound bus lane until 2044 as well.**

**First, the transit benefits are highly dubious:**

- ST's major goal is to reduce bus travel time. We already have a southbound/westbound bus lane in LFP, so this project is about adding one northbound/eastbound bus lane for 1.2 miles.
- Realistically, how much faster can a bus go over 1.2 miles with 4 stoplights and 3 bus stops?
- Looking at the data, at best, we're looking at reducing northbound/eastbound bus travel time by 1 or 2 minutes from road widening in LFP.
- There are no dedicated bus lanes on 145<sup>th</sup> NE, already a recognized traffic bottleneck, heading to and from LFP to the 145<sup>th</sup> light rail station.

**At the same time, the financial costs are substantial:**

- Estimated costs for this questionable one mile project are hard to discern in ST materials, but seem to be \$50M or more.
- What is clear is that the project will require private property takings of 80 properties on the east and west sides of SR 522, severely impacting LFP residences and also several small businesses. These acquisitions are being shared with you only in small increments, masking total impacts and costs.
- It is also clear that identified property acquisitions already constitute 40% of the total 8 mile project costs of \$209M. So LFP property takings alone, not including construction, will cost \$35-\$50M from our ST3 tax dollars.
- What will be taken are driveways and front entrances to homes on the east side. And on the west side, backyards will be reduced by half, ending in a huge concrete retaining wall with chain link fencing on the top, 20' in places.



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January 12, 2023

To: Sound Transit System Expansion Committee

Cc: Sound Transit Board of Directors

RE: Resolution R2023-03, SR522 BRT Project

The Lake Forest Park Stewardship Foundation is a nonprofit organization dedicated to the protection and improvement of the natural environment within the watersheds of Lake Forest Park. We have been in existence since 1998, working successfully with all levels of government, tribes, and a strong community of supporters. In recent years, we have emphasized efforts to maintain and enhance our urban forest and to improve water quality and stream habitat to someday “bring the salmon back” to our waters.

It has become clear to our Board that the current design to build the SR522 BRT lanes comes at too great an environmental cost for the very slight (1-2 min transit time) gain sought by Sound Transit.

The issued DNS did not adequately consider potential environmental impacts of this project. The number of trees forecast to be removed along Bothell Way from LFP Town Center to the Seattle border at 145th will be significantly detrimental to our water and air quality, wildlife habitat, quality of life, and create a shocking concrete corridor entryway devoid of trees, into a City with “Forest” as our middle name. There is nowhere within the project area or within Lake Forest Park to replant enough trees to replace those lost. Additional impervious surfaces will increase stormwater runoff from roads, containing 6PPD-quinone known to be highly toxic to salmon. There was not adequate review of the impacts of adding a lane to the bridge over the salmon-bearing stream, Bsche’tla Creek, which passes under SR 522 in a steep ravine and flows directly to Lake Washington. Cutback of the westside hillside (private properties) will greatly increase noise and air pollution to those neighborhoods as well.

We request that the Expansion Committee not take action on Resolution R2023-03 and recommend instead *at least* the 90 day pause requested by the City of Lake Forest Park. We request that a full Environmental Impact Statement be completed for this project, as the DNS was improperly issued given the significant potential impacts listed above.

Sincerely, Kim Josund, President

PO Box 82861

Kenmore, WA 98028

(206) 361-7076 [info@lfpsf.org](mailto:info@lfpsf.org) [LFPSF.ORG](http://LFPSF.ORG)

## Lorri Bodi Commentary to ST Board / 22.12.15

Thank you Board members. I am Lorri Bodi, commenting as an individual Councilmember for LFP regarding road widening for the 522 BRT in our city. This segment of the 8 mile project will add a new northbound bus lane for 1.2 miles in LFP to save 1-2 minutes of transit time, at a cost of more than \$50M.

I'd like to share with the Board today a motion passed unanimously by the LFP City Council last week. As a Council , we directed our City Administration to request

“That the Sound Transit Board and Executive put into effect a 90-day pause on the Lake Forest Park segment of the project, in order to hear our citizens' concerns and work directly with the City and our community to develop new design refinements, including: 1) significant reductions in the amount of tree canopy destruction and property acquisitions; 2) to better address and improve mitigation plans for noise, tree removal, and environmental impacts; and 3) to rethink and reimagine the retaining wall design, safety, and landscaping.”

Why did the Council take this unusual step? This is a matter of equity. Our city is the smallest and most heavily impacted community of the entire 4 city project. And the most costly segment of the route.

Our segment has the largest residential density of any segment, over 75 homes in less than a mile. Our segment has more than half of all private property acquisitions for the BRT.

Ours is the only segment with a new bus lane, bringing traffic and noise much closer to residents, literally right into their front and backyards.

Ours is the only segment to have a large retaining wall, up to 16' tall and the length of 11 football fields, transforming our city gateway into a wall of concrete.

Our segment has the greatest density of native trees and vegetation to be removed more than 400 significant trees and 500 smaller ones. And two thirds of all trees removed for the project are in LFP, which increases both greenhouse and noise impacts.

Our segment creates the biggest impact on stormwater runoff with more impervious surfaces affecting three fish streams in LFP.

Ours has the largest noise impacts of any segment, including several properties considered “unacceptable for residential land use without mitigation.”

I don't believe any of you would want a project of this nature in your community. Please consider our requests to develop design refinements and improved mitigation plans by working with our community and City. And please consider our requests to postpone work on the LFP segment for 90 days or more. There's really nothing to lose and everything to gain financially and environmentally.