



DEIS Comment Letters

West Seattle Link Extension Community and Arts Organizations

AVALON

NEIGHBORHOOD

Dear Sound Transit Board Members,

Thank you for providing our neighborhood with the opportunity to comment on the WSBLE Draft Environmental Impact Statement. The Avalon neighborhood represents a diverse coalition of homeowners, renters, and businesses located in the vicinity of SW Avalon Way within the walkshed of both the proposed Delridge and Avalon Stations.

The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. **We advise the board to select a long tunnel alignment** which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood and West Seattle.

Alignment:

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel" alternatives include:

- (1) displacement of Transitional Resources on Avalon Way;
- (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
- (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
- (4) construction impacts from excavation of retained cut; and
- (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

- (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
- (2) poor walkshed of the station;
- (3) poor compatibility with racial equity toolkit;
- (4) bus transfer requiring buses to turn off of Delridge Way SW;
- (5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

We support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, **we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.**

Additional alternatives to study:

We strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.
2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.
3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Signed,

	Name:	Address:
1	Judah Stevenson	4100 32nd Ave SW
2	Mike Mizell	4129 32nd Ave sw Seattle, WA 98126
3	Katie Kelly	4106 32nd Ave SW
4	Sally Phillips	3215 SW Genesee Street, Seattle, WA 98126
5	Michael Birkmeyer	4134 32nd Ave SW
6	Michelle Trulson	3206 Sw Genesee St. Seattle Wa 98126
7	René Commons	3212 SW Genesee St
8	Johannes Heine	4036 32nd Ave Sw, Seattle Wa 98126
9	Savannah Myers	4036 32nd Ave Sw, Seattle Wa, 98126
10	Linda Braddock	4143 32nd Ave. SW

11	Diane Hamilton	4044 32nd Ave SW, Seattle
12	Marilyn Kennell	4022 32nd Ave SW
13	Timothy Maxwell Wright	3221 SW Andover St
14	Marcia Kato	4130 32nd AVE SW, SEATTLE 98126
15	Brandon Herman	3211 SW Genesee St
16	Nathan Ferguson	4150 32nd Ave SW
17	Kevin & Emily Hansen	4018 32nd Ave SW, Seattle, WA 98126
18	Edie & Milan Havranek	4929-32nd Ave SW, Seattle 98126
19	Myra and Vince Ferriols	4049 32nd Ave SE
20	Heidi Shininger-Forrer	3215 SW Andover St., Seattle WA 98126
21	Rita Novotney	4104 32nd Ave. S.W.
22	Jenny Frankel-Reed	3201 SW Genesee St
23	Sally Phillips	3215 SW Genesee Street, Seattle, WA 98126
24	Libby Rasmussen	3211 SW Genesee St
25	Katherine L. Detore	3218 SW Genesess St, Seattle, WA 98126
26	Nancy Carroll	4012 32nd Ave SW Seattle, WA 98126
27	Megan Zamora	4026 32nd Ave SW Seattle WA 98126
28	Sergio Zamora	4026 32nd Ave SW
29	Joe and Beth Boomgard-Zagrodnik	4009 32nd Ave SW
30	Tighe Urelius	4147 37th Ave SW
31	Gary Reifel	4143 32nd Ave SW
32	Ashleigh Boomgard	4015 32nd Ave SE
33	Alan McMurray	4022 32nd Ave SW, Seattle
34	Jenny Zielke	3062e SW Avalon Way Seattle, WA 98126
35	Aaron Zielke	3062 SW Avalon Way, Unit E
36	Charlie Able	
37	Lisa Zerkowitz	
38	Boyd Sugiki	
39	Aimee C Riordan	4416 38th Ave SW
40	Paul Haury	4115 32nd Ave SW Seattle Wa 98126
41	Shannon Howell	2847 SW Dakota st
42	Quinn mcLaughlin	4104 32nd
43	M Miller	4051 32nd Ave SW
44	Callie	4118 32nd ave
45	Judson Miller	4051 32nd Ave SW

46	Suzanne Youles	3224 SW Genesee Street
47	Scot Keller	3224 SW Genesee Street
48	Richard Coombs	3227 SW Genesee St
49	Sarah Stevenson	4100 32nd Ave sw. Seattle wa 98126
50	Vikram Baskaran	3220 SW GENESEE ST, SEATTLE 98126
51	Alizah	4115 32nd Ave Sw
52	Olivia Lee	4134 32nd Ave SW
53	Nathan Rose	3014 SW Andover St
54	Patrick Kennelly	3014 SW Andover St
55	Sean Tamon	3070 SW Avalon Way Unit F
56	Radhika Makhija	3220 SW Genesee Street
57	Alicia Gaynor	4139 32nd Ave SW
58	Sam Sherwood	4139 32nd Ave sw
59	Kim Schwarzkopf	3036 SW Avalon Way
60	Amanda & Kenrick Williams	4107 32nd Ave sw
61	Chuck & Mary Heinze	4017 32nd ave s.w,
62	Rosa Zhang	3062A SW Avalon Way
63	Patrick Knight	3062A Southwest Avalon Way
64	A. Gita Krishnaswamy	3202 SW Avalon Way
65	Mark Forrer	3215 SW Andover St. Seattle WA 98126
66	Tanya Hurst	3015 SW Avalon Way
67	Rich Atalig	3036 SW Avalon Way
68	Iqbal Mohammad	4039 32nd Ave SW, 98126

Sound Transit Projects

Details	Communication
<p>#503009</p> <p>From: David Bestock</p> <p>Organization: Delridge Neighborhoods Development Association (DNDA) District 1 Community Network (D1CN)</p> <p>Date Received: 4/28/2022</p> <p>Created by:</p> <p>Audience:</p> <p>Reach:</p> <p>Participation:</p> <p>Engagement:</p> <p>Source: Online open house</p> <p>Assigned division: Outreach</p> <p>Category:</p> <p>Project Phase: Planning</p> <p>Project Segment:</p> <p>Environmental phase: Draft EIS</p>	<p>Dear Sound Transit,</p> <p>On behalf of DNDA, the Delridge Neighborhoods Development Association, I submit the following comments on the ST3 Draft Environmental Impact Statement:</p> <ul style="list-style-type: none"> • For the Duwamish crossing, we urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). We believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees. • For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station. • As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered. • The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood. • We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership. • There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. DNDA would welcome partnership with Sound Transit here. <p>Reach: Thank you for your consideration, and we look forward to continued partnership with Sound Transit.</p> <p>Participation: Sincerely, David Bestock, DNDA Executive Director and team DNDA</p>

Sound Transit Projects

Details	Communication
<p>#503215</p> <p>From: Sharon LEISHMAN</p> <p>Date Received: 4/28/2022</p> <p>Created by:</p> <p>Audience:</p> <p>Reach:</p> <p>Participation:</p> <p>Engagement:</p> <p>Source: Online open house</p> <p>Assigned division: Outreach</p> <p>Category:</p> <p>Project Phase: Planning</p> <p>Project Segment:</p> <p>Environmental phase: Draft EIS</p>	<p>Thank you for your team's presentation and this opportunity to review the plans and provide comments.</p> <p>We support light rail as an important transportation method for this region, especially for its community and environmental benefits in general. However, we ask that you thoughtfully consider how the choices in designing the rail system will impact the communities of Delridge and Duwamish especially the environmental factors of the community's health and wellbeing. Preserving natural areas which provide residents a respite in nature from an urbanized environment with increasing density, is highly valued in these communities. Residents are able to experience wildlife that includes our iconic Great Blue Heron and salmon in the areas which will be affected by option choices. We ask that you give added weight to environmental and health factors in your decision process.</p> <ul style="list-style-type: none"> • We would encourage that all land underneath and within the railway that isn't hardscape be restored in natural habitat, especially that supports pollinators and wildlife. <p>Duwamish Section:</p> <ul style="list-style-type: none"> • The Lower Duwamish section of the river, which includes the Super Fund site, has been a focus for decades in revitalizing its native habitat and wildlife which we are seeing positive results from. The river is coming alive with wildlife again including the Great Blue Heron which live in rookeries on Pigeon Point. Viewing these birds are a special experience for visitors to the river, one that connects them to place and Seattle's identity as a city that values nature. The Duwamish Heron are part of the river and the focused efforts of organizations, agencies and thousands of local volunteers who are and have worked over the decades to improve their habitat. <p>The north rail crossing option is preferred, having minimal environmental impact to both the West Duwamish Greenbelt and heron. It also minimizes displacing low-income residencies. The long-term benefits outweigh the additional costs of this option.</p> <p>Delridge Section:</p> <ul style="list-style-type: none"> • The Longfellow Creek Natural Area is of critical importance to the community, being a much-loved natural area to enjoy nature. Puget Soundkeeper Alliance conduct's their fall Coho salmon surveys in this area of the creek and is a focus for our Longfellow Creek Network. Many of our coalition partners are continuing their focus on improving the health of the creek and its ecosystem, replacing invasive plants with healthy native habitats, education concerning water quality, ecosystem health and wildlife. • The creek's salmon runs are very fragile, with some years having single digit returning salmon, in a recent year only one juvenile salmon what recorded. The health of these salmon are an important part of West Seattle's identity and connection to nature. Their health and presence provide a motivator for residents to participate in the city's, county's and state's environmental efforts to improve the environmental health of our region. • The creek's salmon spawning habitat is limited by the culverts in the creek, removing them - specifically under SW Genesee, would provide an additional mile of quality spawning habitat. These culverts are on the State's list for removal. • No option should provide a pass through in the natural area for accessing a transfer station. The natural area should continue to be used primarily for experiencing nature without the negative dynamic of a throughfare and the environmental problems that arise from it. <p>The Preferred Dakota Street Station Lower Height (DEL2a) and the rail option on the southside of SW Genesee Street is preferred as it has impact on the Longfellow Creek Wetland.</p> <p>Respectfully submitted, Sharon Leishman Director, Duwamish Alive Coalition</p>



To: Sound Transit
From: West Seattle [SkyLink](#) Team
Re: WSBLE DEIS Comments

SkyLink is a citizen group advocating for better transit for West Seattle. We have serious concerns about the proposed light rail plans and believe a gondola could meet the same goals but sooner and more prudently and with far less embodied carbon. Almost 1500 citizens shared our concern and signed our [petition](#):

We ask Sound Transit to immediately commission gondola experts to conduct a technical engineering study on using a gondola as the West Seattle connection to the Link light rail spine.

We further ask the Sound Transit Board to use the results of the study to compare the gondola to light rail alternatives in reaching a determination on the best way to connect West Seattle to Link.

Sound Transit staff updated their 2014 mode issue paper earlier this month. While it rejected gondola technology as a regional transit technology, it reconfirmed it for local, grade separated high-capacity transit. While we support light rail for our region's spine, West Seattle's hills and waterways provide some unique challenges. The cost for a light rail extension has almost doubled, residents are concerned about displacement and disruption, and its embodied carbon will undermine our region's climate goals. We urge the Board to commission outside gondola experts to study the SkyLink gondola as a West Seattle feeder like cities such as Kirkland, VancouverBC, San Diego, Ankara, Haifa, Paris, Mexico City etc have already done and incorporate it as an alternative in the DEIS.



Transitional Resources

hope. opportunity. recovery.

2970 SW Avalon Way April 25, 2021
Seattle, WA 98126

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transitionalresources.org

*Our mission is building
better health, stable
housing, and a community
of support for people living
with mental illness.*

Dear Sound Transit Board,

I am writing to comment on the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan for the West Seattle Link Extension. I am the CEO of Transitional Resources, a public community behavioral health and housing agency with buildings along the proposed alternative routes above. While I understand that you may be hearing from many people who may potentially be inconvenienced or unhappy about the alternatives, **I must stress that for individuals receiving behavioral health treatment and supportive housing services from Transitional Resources, the proposed alternatives of DEL-5 and DEL-6 and the displacement caused by these routes would not just be inconvenient, but entirely devastating to our agency and model of care.**

We serve people with the highest behavioral health needs in our community; these are people who need regular access to our services to remain healthy and housed. Our clients are extremely low income and are typically on Medicaid or other public assistance programs. They come to our program from the streets or long-term hospitalization. At Transitional Resources, they receive a spectrum of care starting with intensive behavioral health support in our residential program and eventually move into one of our outpatient programs, which include Supported Housing Services through our properties mentioned below. **The people we serve require immediate proximity to these buildings and our services for safety, security, and their continued optimal health and well-being.**

In proposals DEL-5 and DEL-6, our properties at 3051 SW Avalon Way (a home we own that houses outpatient clients), 2988 SW Avalon Way (an apartment building housing 16 clients and serves as our Supported Housing office space), and 2980 SW Avalon Way (15 more apartments for outpatient clients, plus office space for our entire outpatient program) are at risk. **I must emphasize we are strongly opposed to these proposed alternative DEL-5 and DEL-6 routes for the reasons I have listed and detailed below:**

Our agency would be majorly impacted in the following ways:

1. **Disruption of vital services to individuals living with serious mental illness, including potentially rendering many of them homeless.**
 - a. Both 2980 and 2988 SW Avalon Way are permanent, supportive housing for individuals engaged in our services. These buildings also include office facilities for our work, including our entire outpatient and supportive housing offices. **These offices not only provide services to the people living in the buildings, but to individuals living throughout West Seattle.** This includes our new building on SW Yancy Street, which we built with

the close proximity in mind of our services located in our 2980 and 2988 buildings. Our clients from all over the area meet with their case managers and receive other types of supportive services from these two buildings, and having these services so accessible is a major reason why our clients have such success in maintaining housing and managing their mental illness.

- b. Our Assisted Living Facility and office—located at 2970 SW Avalon Way—is right across a small driveway and provides critical support to the tenants of all of our buildings. This office is open and staffed 24 hours a day, 7 days a week to manage medication monitoring, case management and emergency services for our clients in all our programs. Having such quick and easy access to services is not only critical for the individuals who live in the 2980 and 2988 buildings, but also for the individuals we serve who live in the larger community as well.
- c. **The co-location of all of our facilities is paramount to our clients' mental health and housing stability.** The support we provide to the individuals we serve is based on the interconnected services and staff at all of our buildings. If these buildings were to be removed, the base model of our care and our services would be majorly disrupted. The individuals we serve would lose their mental health services that are right on their doorstep, and many others would lose their housing as well.

2. Inability to rebuild or relocate to an alternative, appropriate location to administer our services.

- a. These clients are not temporary—they have made these properties their permanent homes and depend on the proximity of our behavioral health and supportive housing services. Rebuilding and/or relocating to another appropriate property to provide our effective and important services would be almost impossible. Costs in the area have risen dramatically, and the continued increasing costs of property, construction, and labor will severely impact our ability to relocate or rebuild, meaning our clients who have maintained long-term housing and support will lose that stability and potentially face homelessness once again.
- b. If a new location were to be found, the process of displacement and relocation would be incredibly disruptive to our clients' well-being, which relies heavily on the office spaces included in those buildings. The population we serve is particularly vulnerable, and the disruption of moving and changing their carefully curated routines and treatment plans could majorly impact their stability. To be frank, it could result in many individuals returning to homelessness and hospitalization.

3. There are covenants in place from the construction of these two properties dictating that the land usage must continue operations for the intended

purpose of providing low income housing for a number of years (40 - 75 years), which may impact Sound Transit's use of the land.

I implore you to seek other options as the DEL-5 and DEL-6 scenarios would be catastrophic to the availability of critical behavioral health services provided by our agency and to the individuals we serve. **The effects of disrupting these important services would reverberate throughout our community, which is already overwhelmed by the dire need for services like ours.**

Instead, with the support of our neighborhood, **we endorse alternatives DEL-2a or DEL-2b, and WSJ-3a or WSJ-3b**, which would be far less disruptive to our agency as well as our community at large. Thank you for your careful consideration.



Darcell Slovek-Walker, MA, LMHC
Chief Executive Officer



April 26, 2022

WSBLE Draft Environmental Impact Statement Comments

% Lauren Swift

Sound Transit

401 S Jackson St

Seattle, WA 98104

Submitted via email to WSBLEDEIScomments@soundtransit.org

Subject: West Seattle and Ballard Link Extensions Draft Environmental Impact Statement

To Whom It May Concern:

West Seattle Bike Connections (WSBC) is a volunteer community organization working to make our corner of the city a more comfortable place to bike and walk. Most West Seattle locations will be within biking distance of our future stations. Our comments focus on impacts related to active transportation integration (walking, biking, and other non-motorized transportation). There are a number of issues in the current Draft EIS for the West Seattle and SODO segments that we feel need to be addressed.

- Station layouts for many West Seattle alternatives locate pick-up and drop-off zones on streets with already-built or planned bike facilities to be completed under the Seattle Bicycle Master Plan. This will not only increase the amount of general traffic along bike routes, but add the chaos of drivers jockeying for space and loading and unloading luggage and passengers. We feel pick-up and drop-off zones should not be located on bike routes unless there are no other options, and if unavoidable, cyclists should be provided fully protected lanes through these zones.
- All Duwamish Crossing and West Seattle alternatives pass over or near critical bike routes. However, the DEIS does not seem to address these routes during construction or after the guideways are built. Will the area around where the Alki Trail, Duwamish Trail, 26th Avenue SW Greenway and Avalon Way bike lanes meet to cross the Spokane Street Low Bridge be closed during construction? There are no feasible alternate routes in this area for people riding bikes or walking. WSBC would like to see more details about how cyclists and pedestrians will access the Spokane St. Bridge during construction and beyond.
- We understand that the SODO Trail will be closed during construction but will open again after construction ends. All surrounding streets in SODO are Major Truck Streets and generally unsafe areas for riding. Especially given the long estimated construction time frame, WSBC expects quality protected bike detour options while the SODO Trail is closed as outlined in the Traffic Control Manual for In-Street Work.

- Fauntleroy Way SW between SW Alaska St and Avalon Way SW is a major bike corridor and fully protected bike lanes were supposed to have been constructed already. Plans were suspended pending the light rail alignment decision. See <https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project> for details. How will the pillars for elevated alternatives affect these plans? The diagrams of Fauntleroy Way SW south of SW Alaska St on pages L05 82 and 83 indicate that a large amount of the right of way will be needed for these pillars.

Comments on impacts to active transportation common to all Build Alternatives

- Chapter 2.1.1 Components of Build Alternatives:
 - Elevated:
 - Negative impacts to use of active transportation (walking, biking, scooters, etc.) are greatest where elevated guideways are supported by straddle bents or by single posts adjacent to roadways. These are most likely to interrupt sidewalks and bike lanes.
 - Single post in-roadway support should be used wherever possible.
 - Use of straddle bents or single posts adjacent to roadways should be mitigated by including un-interrupted full-width sidewalks and bike lanes routed around support columns with provisions for vehicle-bike-pedestrian sightlines for safety. Additional right-of-way acquisition may be needed.
 - At Grade and Retained Cut:
 - Negative impacts to active transportation are severe for safety and connectivity of routes.
 - At grade and retained cut alternatives should only be used where the route has a separated right-of-way, as in SODO.
 - Retained cut alternatives should have bridges over the rail line on pedestrian and bike routes.
 - Tunnel:
 - Mined tunnels will have the least negative impacts for active transportation of all component options, for both construction and operation. Mined tunnels should be the preferred alternative wherever feasible.
 - Cut-and-cover tunnels will have fewer negative impacts after completion than elevated or at-grade components, but may have significant construction period impacts that should be mitigated.
 - Stations:
 - To meet city goals for use of active transportation for station access, station designs that are not at grade will need elevator capacity for wheelchairs, bikes and other mobility devices, with a high level of reliability and redundancy.

- Stations should include secure bike parking for all types of bikes, in locations convenient for access from bikeways and to train platforms.
- Station design should not locate vehicle drop-off/pickup zones on bike routes. Station design should not interrupt established or planned city-wide bike routes.
- Station design should be planned so that there is a feasible, comfortable detour for bike routes impacted by construction.
- We support the build alternatives exclusion of private car parking from station design in order to reduce environmental impacts by encouraging use of buses and active transportation for station access.

Comments on DEIS Chapter 3 transportation impacts for non-motorized modes

- 3.1 Summary
 - The summary says that the DEIS looks at impacts to non-motorized facilities around stations and on major bike and pedestrian trails. This scope should not be limited to trails. The EIS should also evaluate impacts upon existing and planned bike facilities on city streets beyond just the station vicinity.
- 3.4.3.4 Station Mode of Access
 - Route impacts and station design impacts vary with the alternatives and will affect mode choices people make based on comfort, convenience, safety. This should be considered in developing projected mode share and numbers of users for each station alternative.
- 3.7.3.3 and 3.11.1.4: Comments on Duwamish Waterway Crossing Alternative
 - The DEIS incorrectly states that no bikeshed area is associated with the Duwamish crossing segment. All three alternatives affect heavily used bike routes to and from West Seattle and between the Alki and Duwamish regional shared-use trails.
 - Both south-crossing alternatives (DUW-1a and DUW-1b) coincide with the highest volume bike route in West Seattle at Pigeon Point on the route to the Spokane Street Bridge.
 - There is no alternative to this bike route that is used for 1,000 to 2,500 bike trips per day over the Duwamish waterway, and used by many others to link the Alki Trail with the Duwamish Trail.
 - Construction impact on active transportation could be severe. Continuous bike and walking access along this route should be provided throughout the construction period. It is not enough to reference city standards and manuals and say that the project will comply. Feasibility of mitigation should be demonstrated by mapping of detour routes in this confined corridor bounded by a waterway, highway ramps and steep hillsides.

Comments on Station Design concept plans presented to us by ST in April 2022:

WSBLE Draft Environmental Impact Statement Comments
West Seattle Bike Connections

- Delridge Station
 - DEL-1a, 2a Elevated Dakota St station
 - 26th Ave SW: diagram notes “improved bicycle facilities” for Neighborhood Greenway, but also para-transit stop and private vehicle drop off (“kiss and ride”), in direct conflict with a low-traffic, low-stress all-ages-and-abilities biking and walking route.
 - No parallel street detour route is feasible for use during two years of construction because of topography and busy bus/car/freight route on Delridge Way SW and because 25th Ave SW will be closed off to create the station.
 - Andover/Delridge intersection is impacted by guideway supports. Diagrams do not recognize the existing bike/pedestrian facility with diagonal bike crossing and heavily used shared use path on the east side of Delridge Way to Spokane St Bridge and Alki Trail. Straddle supports could interrupt that path.
 - “Future” bicycle facility noted on SW Andover from Delridge Way to 22nd Ave SW: The proposed route is on a steep hill with considerable car traffic. This is not a viable parallel route to Delridge Way SW or 26th Ave SW for most users of the 26th Avenue SW Neighborhood Greenway.
 - DEL-3/4 Delridge Station
 - This alternative is better than DEL-1a, 2a for continuity of the 26th Ave SW Neighborhood Greenway
 - The identified “Hillclimb” from station to 23rd Ave SW would need elevators or a mechanical funicular to be feasible for bikes.
 - Same concern as DEL-1a & 2a regarding Andover/Delridge and shared use path to bridge.
 - DEL-5/6 Elevated Andover station
 - “Improved bicycle facilities” on Andover are in direct conflict with paratransit and bus stops and new bus routing on Andover. This would be degradation rather than improvement of an existing bike route.
 - Diagram is missing the bike connector route from Andover/Delridge on shared use path to West Seattle Bridge Trail.
 - Same concern as DEL-1a & 2a regarding Andover/Delridge and shared use path to bridge.
- Avalon Station
 - The station alternatives are generally positive for minimizing impact to Avalon Way protected bike lanes and future Fauntleroy Boulevard Project bike lanes.
 - However, construction of many options between Avalon and WS Junction stations will severely disrupt existing bike routes and pedestrian access. Like the

Spokane St. bridge area, WSBC would like the EIS to show feasible routes for cyclists and pedestrians during construction and beyond.

- Special attention should be drawn to negative impacts to bicycle travel during construction of DEL-5/WSJ-4. This alternative requires a full closure of Avalon Way SW for one year with no viable detour for cyclists. SW Genesee St is too steep in either direction for cyclists and even pedestrians, and 32nd Avenue SW is steep and only parallels Avalon for two blocks.
- West Seattle Junction Station
 - WSJ-1 Elevated 41st/42nd
 - Direct conflict between planned paratransit stop and Neighborhood Greenway walking and biking route on 42nd Ave SW. Good separation of auto drop off on 41st Ave SW.
 - WSJ-2 Elevated Fauntleroy
 - Station location is too far from the West Seattle Junction to support the business district at the junction and provide a walkable environment.
 - The route entails conflicts between guideway supports and bike and pedestrian facilities planned for Fauntleroy Way SW.
 - WSJ-3a Tunnel 41st
 - Best alternative for separation of bike, auto, and bus traffic.
 - WSJ-4 & 5 Short & Medium Tunnel 41st
 - Almost equal to WSJ-3a for separation of bike, auto, bus traffic. More potential for guideway pillar interference on SW Alaska St.
- SODO station alternatives
 - Hundreds of people walk or bike from the SODO Station to destinations west on S Lander St including Seattle Public Schools headquarters and Starbucks world headquarters. The EIS should clarify the concept for a new overpass bridge from 4th Ave S to 6th Ave S for bike/pedestrian access to the station, and show plan and profile in Appendix J drawings showing context with the existing Lander Street Bridge that spans from 1st Ave S to 4th Ave S. ADA accessibility should be demonstrated. It could be too steep and inconvenient, especially for those who also have to go over the hump of the existing Lander St Bridge. The EIS should compare impacts on non-motorized transportation and accessibility for at-grade and bridge alternatives.
 - Concept diagram shows an existing bike facility on Lander. Lander in those blocks has only a sidewalk on the north and nothing on the south side.

Thank you for the briefing to our group and the opportunity to comment.

WSBLE Draft Environmental Impact Statement Comments
West Seattle Bike Connections

Sincerely,

Katherine Wells, on behalf of
West Seattle Bike Connections
westseattlebikeconnections@gmail.com

WEST SEATTLE TRANSPORTATION COALITION



April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA. 98104-2826
Sent by Email: WSBLEDEIScomments@soundtransit.org

Dear Sound Transit Board Members:

The West Seattle Transportation Coalition (WSTC) works to address transportation and mobility issues for the nearly 100,000 people living on the West Seattle Peninsula. WSTC's top issue has always been ingress-egress and mobility issues between our neighborhoods and Downtown or points beyond. The West Seattle Bridge Transportation Corridor (WSBTC) is the city's busiest transportation artery. It connects us with major north-south routes (SR 99, E Marginal-Alaskan Way, Airport Way, and I-5), and – pre-pandemic – carried more than 122,000 vehicles a day – 14,000 on the Spokane St Swing (low) Bridge, and 108,200 on the High Bridge (*SDOT 2017 Seattle Traffic Flow Map*).

As we have expressed in previous letters, our constituents know that light rail to West Seattle will be the biggest transportation project to affect our Peninsula this century, and they want to ensure we make improvements that benefit all of our neighbors in ways that outweigh negative impacts wherever possible:

- By providing new transportation alternatives to the vehicle congestion in the WSBTC;
- By ensuring that guideway and station locations bring real, tangible benefits to the neighborhoods directly affected and not just impacts to views and acquisition of homes and businesses;
- By protecting historic buildings, community gathering spaces, and businesses in the economic enterprise nodes within and around Youngstown and the Alaska Junction Urban Village; and
- By reflecting long-standing community outreach and neighborhood planning goals.

Comments presented here are specific to the West Seattle Link extension which covers about 4.7 miles and includes stations at SODO, Delridge, Avalon, and Alaska Junction. They continue to reflect three main objectives for this EIS Process:

1. Consider alternatives that present real, significant, and useful differences for study and comparison in identifying the best route options and station locations.
2. Ask the right questions to gather the data that will drive the final decisions made by the ST Board.
3. Consider disruption during and after construction, and provide suitable mitigation measures for what will be considerable change, including the possible destruction of historical structures and communities along proposed routes.

As your own Fact Sheet (January 2022) calls out, "Due to steeply rising real estate prices and other construction expenses, Sound Transit projects currently in early planning and design, including the West Seattle and Ballard Link Extensions Project are seeing significant cost estimate increases." In light of what we have learned in the last 2-3 years, **the WSTC strongly encourages consideration of placing some**

previously dismissed early alternatives back into to the scope of this EIS process for further study and consideration.

- **We urge further consideration of the so-called “long tunnel” option along the Yancy alignment** to avoid the destruction of many single-family homes and possibly even some taller multifamily structures in the Avalon neighborhood.
- **We also call for the reconsideration and further study of the so-called “Purple Line” alternative which featured a crossing of the Duwamish River at a point further south, tunneling through the Puget Ridge approximately along the SW Genesee alignment, then following the current elevated station and guideway alignments along that street** before entering a tunnel below the Avalon neighborhood and continuing underground into the West Seattle Junction.

We believe further study of these options for comparison and cost in response to our increased understanding of the costs and impacts of the current DEIS alternatives also helps to avoid a number of significant impacts and problems identified so far in this DEIS:

- The proposed station heights for some of the Delridge alternatives would be one of the highest in the entire system, and unusual for typical light rail systems. Such heights present very real impediments to accessibility and impacts to transfer times for passengers. We also know there have been problems in our system with maintenance and upkeep of escalators and elevators. Building stations that are even more dependent on such passenger conveyance systems seems like a step in the wrong direction.
- **Reconsideration of the “Purple Line” alternative helps to avoid the drawbacks to ALL of the current Duwamish bridge crossing alternatives**, including loss of maritime businesses and impacts to the electrical infrastructure and waterways by the North Bridge Crossings as well as the need to complete a significant cut-and-fill impact to the north end of Pigeon Point and environmental impacts to the Great Blue Heron Colony located there that would be affected by the South Bridge Crossings.
- These additional alternatives also could reduce the need for real estate acquisitions and noise mitigation and reduce impacts to historic buildings, community gathering spaces, and over 120 households and businesses in and around the historic Youngstown neighborhood.

Within the existing DEIS alternatives, we strongly urge staff to continue to take further consideration of a Alternative Delridge Stations 5 & 6, which the DEIS makes clear would have fewer residential displacements than the other alternatives. All alternatives except for Alternatives DEL-5 and DEL-6 would displace Washington State Department of Children, Youth, and Families offices. All alternatives except for Alternatives DEL-5 and DEL-6 would also affect the West Seattle Golf Course.

If we’re not open to consideration of actually repurposing part of the Golf Course for TOD potential, and other neighborhood enhancements, then why not make every effort possible to protect the course as-is.

The WSTC Board continues to believe the EIS should study the cost and ridership impacts of deferring one of the three proposed ST3 station locations—or combining the Avalon and Delridge stations into the proposed Alternatives 5 & 6. We are continuing to elevate comments by constituents who have called for dropping Avalon Station or truncating the line at Avalon or even Delridge, especially if station deferment provides funding to support other changes desired by the community.

- How would forecasted ridership, environmental impacts, cost, and other factors be affected by such a decision?
- Would building only two stations severely impact ridership or would ridership adjust itself?
- Can Metro adequately serve all three proposed locations with its future route planning or not?

We have significant questions about the future planning for bus routes provided to Sound Transit by King County Metro based on current ability to support routes, as well as concern for the validity of ridership modeling based on post-pandemic changes to the way we go about our daily lives. We encourage you to work further with Metro to refine this study in the Final EIS document.

Many of us were also shocked to see initial ridership numbers presented for the Avalon Station in parts of the DEIS document **estimating only 1,200 daily riders!** Yet, Sound Transit's analysis claims ridership would not change without this station. We encourage you to do more study of this modeling as King County Metro reps have told us informally that their bus ridership to that area could easily be diverted to one of the other two stations in the vicinity.

The WSTC looks forward to working with all of you throughout the Environmental Impact Statement process and beyond. Together, we are committed to helping Sound Transit deliver the elegant solution that will benefit all of the 100,000+ people living, working, and visiting the West Seattle Peninsula for many years to come.

Thank you for continued opportunities to dialogue and offer comment.

In Community,



Michael Taylor-Judd
Chair, West Seattle Transportation Coalition Board
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Cc: WSTC Board
Seattle Mayor Bruce Harrell
Seattle City Council
King County Executive Dow Constantine
King County Councilmember Joe McDermott
West Seattle Blog
West Seattle Herald