

Appendix O.2.5.2, Individuals

Submittals from individuals are provided in order of date received. There are 11 volumes of comment submittals, and each volume has letters provided in numeric order by submittal number. For example, Volume 1 contains letters 0001 through 0100. The volumes present letters based on date received, with letters or comments received at the beginning of the comment period in Volume 1 and those submitted at the end in later volumes. The index of comment submittals from individuals that begins on the following page is organized in alphabetical order by last name and can be used by commenters to find the submittal(s) they provided and their corresponding submittal number and volume number. Once the volume and submittal number are identified for a given submittal, the commenter can then look in that volume for their comment submittal and responses to their comments. Volumes are organized as follows:

Volume	Comment Submittal Numbers
1	0001-0100
2	0101-0200
3	0201-0300
4	0301-0400
5	0401-0500
6	0501-0600
7	0601-0700
8	0701-0800
9	0801-0900
10	0901-1000
11	1001-1122

Submittals may include multiple substantive comments and each comment is called out and addressed individually. See example below. Each submittal includes the following information:

- A copy of the full comment submittal
- The text of each substantive comment that was delineated within each submittal, followed by the response to that comment.
- Any commenter information provided with the comment submittal (name, phone number, and/or email address)

Some parts of comment submittals that contain background information or information not related to the project may not be included within the comments delineated.

If a name was not provided with a comment submittal, it is listed as “Anonymous”. For comments received in another language, a copy of the original is provided after the comments and responses for that comment submittal. Non-text attachments, such as maps or photos, that were attached to comments are also provided after the comments and responses for that comment submittal.

Appendix O, Draft EIS Comment Summary and Responses to Comments

Unique submittal number from index

Comment Submittal 00##

Communication ID:	Name	Type	Email
105####	Commenter's Name	Individual	email@email.com

Commenter information

Full Communication (Date of Submittal)

DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?

WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?

Copy of full comment submittal

#	Comments	Responses
1	DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1.

Text of substantive comment #1 with response

Text of substantive comment #2 with response

Appendix O. Draft EIS Comment Summary and Response to Comments

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
A	K	04/28/2022	0982	10	504093
A	K	04/28/2022	0987	10	504119
Abdi	Hirsi	04/25/2022	0688	7	505381
Able	Charlie	04/26/2022	0797	8	505023
Active	Advocacy	04/26/2022	0796	8	504978
Adams/Leinard	Nancy	04/18/2022	0474	5	500490
Addison	Christopher	03/29/2022	0259	3	499088
Addison	Sheila	04/27/2022	0852	9	502369
Adona	Jerry	04/23/2022	0604	7	501063
Affolter	Bill	04/21/2022	0583	6	501482
Ahmady	Mursal	03/03/2022	0188	2	497429
Akridge	Jill	01/28/2022	0007	1	490781
Aldri	Annelise	01/28/2022	0006	1	490779
Alejandro	Fransico	04/12/2022	0355	4	499904
Ali	Saeed	04/25/2022	0693	7	505391
ali	Zaria	04/27/2022	0845	9	502311
allard	rebecca	02/28/2022	0182	2	497169
Allen	Margaret	04/28/2022	0981	10	504088
Aloisi	Judy	03/06/2022	0191	2	497498
Altemus	Edward	04/15/2022	0496	5	501589
Alvarez	Xio	02/14/2022	0151	2	496294
An	Phu	04/27/2022	0773	8	502606
Anderson	Jessamine	04/25/2022	0657	7	501410
Anderson	Olivia	04/27/2022	0751	8	502468
Anonymous	Anonymous	01/31/2022	0048	1	490885
Anonymous	Anonymous	01/31/2022	0055	1	490919
Anonymous	Anonymous	02/01/2022	0066	1	490990
Anonymous	Anonymous	02/03/2022	0103	2	491197
Anonymous	Anonymous	03/22/2022	0262	3	499200
Anonymous	Anonymous	03/17/2022	0265	3	499392
Anonymous	Anonymous	03/17/2022	0266	3	499394
Anonymous	Anonymous	03/17/2022	0267	3	499396
Anonymous	Anonymous	03/22/2022	0269	3	499408
Anonymous	Anonymous	03/22/2022	0270	3	499497
Anonymous	Anonymous	03/22/2022	0271	3	499499
Anonymous	Anonymous	03/30/2022	0283	3	500212

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Anonymous	Anonymous	03/30/2022	0284	3	500215
Anonymous	Anonymous	03/17/2022	0287	3	500474
Anonymous	Anonymous	03/17/2022	0294	3	505644
Anonymous	Anonymous	03/17/2022	0297	3	505690
Anonymous	Anonymous	04/09/2022	0378	4	500930
Anonymous	Anonymous	04/09/2022	0380	4	501037
Anonymous	Anonymous	04/09/2022	0382	4	501095
Anonymous	Anonymous	04/09/2022	0383	4	501096
Anonymous	Anonymous	04/09/2022	0387	4	501114
Anonymous	Anonymous	04/10/2022	0389	4	501117
Anonymous	Anonymous	04/09/2022	0390	4	501118
Anonymous	Anonymous	04/09/2022	0391	4	501119
Anonymous	Anonymous	04/09/2022	0392	4	501120
Anonymous	Anonymous	04/09/2022	0393	4	501123
Anonymous	Anonymous	04/09/2022	0396	4	501132
Anonymous	Anonymous	04/18/2022	0439	5	500339
Anonymous	Anonymous	04/22/2022	0591	6	505143
Anonymous	Anonymous	04/22/2022	0592	6	505144
Anonymous	Anonymous	04/22/2022	0593	6	505149
Anonymous	Anonymous	04/22/2022	0598	6	505612
Anonymous	Anonymous	04/22/2022	0600	6	505615
Anonymous	Anonymous	04/25/2022	0673	7	505168
Anonymous	Anonymous	04/25/2022	0674	7	505169
Anonymous	Anonymous	04/25/2022	0675	7	505170
Anonymous	Anonymous	04/25/2022	0676	7	505171
Anonymous	Anonymous	04/25/2022	0677	7	505172
Anonymous	Anonymous	04/25/2022	0678	7	505173
Anonymous	Anonymous	04/25/2022	0679	7	505174
Anonymous	Anonymous	04/25/2022	0680	7	505175
Anonymous	Anonymous	04/25/2022	0681	7	505176
Anonymous	Anonymous	04/25/2022	0682	7	505178
Anonymous	Anonymous	04/25/2022	0683	7	505179
Anonymous	Anonymous	04/25/2022	0684	7	505373
Anonymous	Anonymous	04/25/2022	0685	7	505375
Anonymous	Anonymous	04/25/2022	0686	7	505376
Anonymous	Anonymous	04/25/2022	0689	7	505385

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Anonymous	Anonymous	04/25/2022	0690	7	505388
Anonymous	Anonymous	04/25/2022	0691	7	505389
Anonymous	Anonymous	04/25/2022	0694	7	505400
Anonymous	Anonymous	04/25/2022	0699	7	505414
Anonymous	Anonymous	04/25/2022	0700	7	505415
Anonymous	Anonymous	04/26/2022	0798	8	505652
Anonymous	Anonymous	04/26/2022	0800	8	505661
Anonymous	Anonymous	04/27/2022	0863	9	502437
Anonymous	Anonymous	04/28/2022	1011	11	502640
Antonius	Ben	04/27/2022	0825	9	502144
Aquino	Jc	04/26/2022	0745	8	501880
Arenz	Barbara	03/17/2022	0228	3	498258
Arenz	John	04/15/2022	0408	5	500223
Arevalo	Denise	04/22/2022	0596	6	505610
Armstrong	Elizabeth	04/28/2022	0902	10	503232
Atalig	Richard	04/28/2022	0904	10	503238
Augustine	Francisco	02/18/2022	0160	2	496587
Avery	Ryan	04/28/2022	0976	10	504069
Aykens	Steve	04/18/2022	0470	5	500483
Babadjanov	Anton	03/20/2022	0235	3	498480
Babuca	Jennifer	04/26/2022	0734	8	501832
Bacon	Olivia	02/16/2022	0156	2	496474
Bair	Jessica	04/28/2022	1052	11	502781
Baisch	John	04/05/2022	0323	4	499524
Baker	Andrew	04/26/2022	0737	8	501843
Bakken	Trygve	02/01/2022	0064	1	490974
Baldwin	Kacie	04/19/2022	0532	6	500677
Bamburg	Paula	03/30/2022	0309	4	499208
Barker	Deborah	04/27/2022	0784	8	503695
Barnard	Emilie	04/19/2022	0491	5	500694
Barquist	Nicole	02/02/2022	0079	1	491101
Barrett	Peter	01/29/2022	0032	1	490829
Bartick	Jon	04/25/2022	0670	7	503427
Bateman	Joan	02/04/2022	0133	2	491507
Bauer	Karin	04/27/2022	0819	9	502050
Beame	Kat	04/28/2022	0901	10	503223

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Beas	Anthony	04/19/2022	0503	6	500513
Beattie	Mary-Pat	04/18/2022	0431	5	500308
Beattie	Matthew	04/18/2022	0440	5	500350
Beattie	Mary-Pat	04/18/2022	0441	5	500351
Beckett	Dustin	01/31/2022	0051	1	490896
Beebe	Hollis	03/19/2022	0231	3	498464
Beiw n	Janette	04/18/2022	0454	5	500408
Benbow	E.	04/28/2022	1075	11	502885
Bendix	Chris	03/03/2022	0189	2	497430
Bennett	Sean	02/13/2022	0149	2	496278
Bennett	John	04/20/2022	0551	6	500802
Bennett	Andrea	04/27/2022	0828	9	502175
Bestock	David	04/28/2022	1093	11	503016
Betts	Dan	01/30/2022	0038	1	490844
Betts	Dan	01/30/2022	0086	1	491163
Betts	Michael	04/28/2022	0960	10	503970
Bhat	Ankith	01/30/2022	0043	1	490856
Binbs	Virginia	04/18/2022	0466	5	500460
Birman	Daniel	01/31/2022	0060	1	490949
Birnel	John	04/24/2022	0660	7	503348
Blair	Julian	03/31/2022	0308	4	499198
Blanchard	Katie	04/06/2022	0334	4	499609
Blenski	Simon	04/04/2022	0316	4	499375
Blinn	Nadine	04/19/2022	0508	6	500533
Bobson	Bob	04/14/2022	0401	5	500036
Boekeloo	Eric	04/28/2022	0878	9	504239
Boender	Melissa	04/27/2022	0794	8	504959
boender	stephanie	04/28/2022	1087	11	502956
Boland	Joseph	02/26/2022	0180	2	497103
Boles	Jonathan	01/30/2022	0094	1	491173
Boles	Jonathan	01/30/2022	0095	1	491174
Bonjukian	Scott	04/27/2022	0793	8	504894
Boomgard-Zagrodnik	Joe	04/28/2022	0930	10	503656
Borgen	Casey	04/25/2022	0662	7	503375
Borsenik	Caroline	04/28/2022	0957	10	503956
Bourne	Matthew	04/19/2022	0525	6	500643

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Bowes	Grant	04/26/2022	0718	8	501699
Bowes	Rachel	04/26/2022	0719	8	501700
Boyd	Michael	04/03/2022	0314	4	499354
Boye	Sarah	04/22/2022	0569	6	501006
Boyle	James	04/28/2022	0884	9	504313
Braddock	Linda	04/27/2022	0860	9	502410
Braddock	Linda	04/28/2022	0871	9	504138
Braddock	Linda	04/28/2022	0889	9	504610
Bradfield	Anne	04/23/2022	0609	7	501101
Bradley	Joseph	01/30/2022	0040	1	490848
Bradley	Kian	04/25/2022	0646	7	501380
Bragg	Chris	04/28/2022	0886	9	504473
Brewer	Jamie	03/15/2022	0219	3	498066
Brewer	Matthew	04/25/2022	0711	8	501253
Broadstone	David	04/28/2022	1047	11	502753
Bronson	Eric	04/28/2022	1102	11	503094
Brown	Sarah	02/20/2022	0176	2	496939
Brown	Paul	04/23/2022	0610	7	501102
Brown	Chloe	04/27/2022	0755	8	502502
Brumblay	Gene	02/09/2022	0140	2	496151
Brunner	Michael	04/28/2022	1033	11	502703
Buck	Nathan	03/31/2022	0307	4	499180
Bui	Suu	04/27/2022	0772	8	502605
Burdeti	Jeanne Gabrielle	04/10/2022	0351	4	499767
Burdeti	Jeanne Gabrielle	04/19/2022	0511	6	500547
Burke	Patrick	04/28/2022	1119	11	503191
Burnap	Arkell M.	04/19/2022	0493	5	500698
Burton	Zachary	02/07/2022	0123	2	491414
Bush	Erica	04/25/2022	0705	8	501239
Butterworth	Tom	04/11/2022	0352	4	499818
Buven	Brad	04/09/2022	0379	4	501033
Caldwell	David	04/28/2022	1096	11	503036
Calkins	Emily	03/17/2022	0300	3	505693
Camp	Julie	04/28/2022	0958	10	503967
Campagnaro	Mike	04/28/2022	0932	10	503804
Canas	Jennifer	04/22/2022	0572	6	501042

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Cannady	Kevin	04/20/2022	0538	6	500716
Capelouto	Leon	02/24/2022	0173	2	496846
Cardoza	Sharlene	04/18/2022	0477	5	500497
Carey	Alan	03/26/2022	0250	3	498909
Carlson	Julianna	03/30/2022	0274	3	500198
Carlson	Jim	04/28/2022	0974	10	504066
Carter	Brittney	04/27/2022	0783	8	503614
Cartmill	Christopher	03/16/2022	0223	3	498166
Casabar	Alexandra	04/28/2022	1114	11	503148
Castaneda	Gerardo	02/02/2022	0084	1	491134
Castilleja	Bri	04/28/2022	1103	11	503097
Chafin	Sharon	04/25/2022	0649	7	501387
Chafin	Sharon	04/25/2022	0665	7	503390
Champagne	Chris	04/23/2022	0601	7	501055
Chanh	Chanh	04/28/2022	1026	11	502659
Chapin	Russell	04/28/2022	0896	9	504989
Charlton	Kelly	03/22/2022	0238	3	498634
Chartouni	Alexis	03/30/2022	0369	4	500099
Chew Freidenberg	Deanna	04/18/2022	0444	5	500379
Chiosie	Nick	04/28/2022	1042	11	502734
chiu	mary	04/28/2022	1086	11	502953
Chris	Joyce	02/11/2022	0145	2	496260
Chris	Joyce	04/23/2022	0602	7	501056
Christian	Brent	04/14/2022	0374	4	500143
Christoffersen	Lisa	01/29/2022	0031	1	490825
Chu	Gerry	04/26/2022	0726	8	501739
Chu	Georgina	04/28/2022	1099	11	503080
Cipoletti	Conrad	04/27/2022	0791	8	504463
Cipoletti	Conrad	04/28/2022	0884	9	504313
Clarfield	Cyn	04/18/2022	0426	5	500298
Clark	Justin	04/12/2022	0356	4	499912
Clark	Christine	04/27/2022	0750	8	502086
Clark	Matthew	04/27/2022	0761	8	502546
Clark	Michael	04/28/2022	0893	9	504880
Claxton	Tim	03/14/2022	0213	3	497999
Cling	Ashley	04/18/2022	0455	5	500413

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Coates	Cameron	04/28/2022	0965	10	504000
Coghill	Marybeth	04/27/2022	0854	9	502374
Commons	Michael	02/21/2022	0171	2	496689
Commons	Rene	04/18/2022	0465	5	500459
Concepcion	Tessa	04/28/2022	0961	10	503973
Cook	Raymond	03/03/2022	0187	2	497413
Cornell	Marc	04/28/2022	0894	9	504934
Corsica	Karen	04/27/2022	0803	9	501933
Cortez	Pamela	02/18/2022	0161	2	496604
Corum	Zachary	04/28/2022	1082	11	502915
Corum	Zachary	04/28/2022	1083	11	502918
Cousins	Cody	02/09/2022	0136	2	496145
Cousins	Ryan	04/28/2022	0918	10	503296
Cowan	Jared	02/01/2022	0071	1	491011
Cowen	Art	03/21/2022	0293	3	505355
Coy	Alexander	03/25/2022	0243	3	498822
Coyle	Tyler	02/03/2022	0101	2	491146
Cozens	Robert	02/01/2022	0065	1	490984
Crick	Katharine	04/20/2022	0539	6	500717
Crone	Sally	04/28/2022	0921	10	503306
Crowley	Lucas	04/28/2022	1094	11	503031
Cunningham Adams	Robbie	02/01/2022	0061	1	490967
Curran	Bradley	04/20/2022	0535	6	500704
Curry	Andres	01/30/2022	0035	1	490840
Damianas	Tori	04/19/2022	0494	5	500702
Darragh	Michele	04/28/2022	0959	10	503968
Davidge	Connor	04/28/2022	1074	11	502881
Day	Marie	03/17/2022	0298	3	505691
Decker	Kimberly	04/27/2022	0818	9	502045
DeGennaro	John	03/08/2022	0195	2	497591
Dellerba	Patrick	04/19/2022	0486	5	500684
DeMacon	Robert	01/30/2022	0041	1	490850
DeMacon	Robert	02/02/2022	0078	1	491079
DeMacon	Robert	03/27/2022	0252	3	498919
Dempsey	Mike	04/18/2022	0461	5	500446
Dennis	Corey	04/28/2022	1043	11	502735

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
DePrato	Travis	04/18/2022	0436	5	500318
Derrick	Karl	01/28/2022	0090	1	491168
DeSouza	Steven	04/26/2022	0728	8	501800
Devier	Danielle	04/28/2022	0919	10	503299
Deviny	Greg	04/06/2022	0336	4	499612
deWet	Andres	04/19/2022	0514	6	500556
Diaz	Gabriela	04/19/2022	0504	6	500515
Dimbirs	Shirley	04/24/2022	0617	7	501196
Dinh	Thanh	04/28/2022	1017	11	502648
Dinh	Manh	04/28/2022	1025	11	502658
Diriye	Hanan	04/28/2022	1109	11	503136
Dodge	Michal	02/08/2022	0129	2	491460
Dollar	Maureen	04/28/2022	0973	10	504046
Dombrowski	Shane	03/15/2022	0220	3	498089
Donald	J	04/23/2022	0607	7	501089
Donohue	Patrice	04/18/2022	0463	5	500452
Donohue	Julieann	04/27/2022	0830	9	502184
Dorman	Joseph	04/20/2022	0553	6	500817
Dorvel	Paul	04/25/2022	0709	8	501243
Douthwaite	John	04/16/2022	0418	5	500269
Dow	David	04/25/2022	0658	7	503236
Downie	Chris	01/30/2022	0036	1	490842
Doyle	Rachel	03/17/2022	0225	3	498248
Drake	Alyssa	04/21/2022	0563	6	500898
Drew Hu	Anne	04/28/2022	1037	11	502713
Drovetto	Joe	04/28/2022	0884	9	504313
Dubbs	Joe	02/08/2022	0138	2	496147
Dubicki	Ray	04/28/2022	0937	10	503841
Dubman	Jonathan	04/28/2022	0882	9	504254
Dubry	Pearl	04/27/2022	0811	9	501992
DuBuque	Sandra	04/21/2022	0558	6	500843
Duchastel	Simon	03/17/2022	0224	3	498218
Duda	Stephen	04/28/2022	1039	11	502722
Duffer	Chad	02/18/2022	0175	2	496930
Dung	My	04/28/2022	1027	11	502661
Dunn	Kelly	01/29/2022	0027	1	490815

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Dunn	Kathleen	03/07/2022	0193	2	497543
Dunn	John	04/06/2022	0333	4	499607
Dunn	Kelly	04/22/2022	0578	6	501054
Duong	Chi	04/27/2022	0776	8	502617
Dutcher	Linda	04/18/2022	0478	5	500499
Dykstra	Gail	03/15/2022	0261	3	499185
Eccles	Brian	01/28/2022	0008	1	490784
Edenshaw	Aaron	04/28/2022	1116	11	503175
Egelman	Felicia	04/25/2022	0648	7	501383
Elliott	Travis	02/04/2022	0110	2	491329
Elliott	Stephen	04/28/2022	0922	10	503320
Ellison	Richard	04/28/2022	0887	9	504599
Engel	Dan	04/27/2022	0754	8	502493
Engstrom	Karin	04/26/2022	0717	8	501691
ENNS	LISA	02/15/2022	0152	2	496344
Epstein	Aaron	04/28/2022	0900	9	505507
Erickson	Joelle	04/05/2022	0325	4	499541
Eustaquio	Joe	04/09/2022	0388	4	501115
Evangelista	Noelle	04/25/2022	0627	7	501274
Evans	Kathryn	02/08/2022	0137	2	496146
Falcon	Matthew	04/09/2022	0384	4	501098
Farid	Abdy	04/28/2022	0907	10	503250
Farouq	Nadine	01/29/2022	0033	1	490831
Fate	Jeffrey	01/31/2022	0044	1	490873
Fehlen	Thomas	04/19/2022	0488	5	500687
Feiner	MJ	04/25/2022	0663	7	503378
Feldman	Paul	02/01/2022	0098	1	491302
Feldman	Laurie	04/28/2022	0964	10	503985
Feliciano	Rose	03/28/2022	0253	3	498923
Fender	Mikiah	02/18/2022	0159	2	496575
Ferriols	Myra	04/25/2022	0668	7	503405
Ferron	Rodger	04/19/2022	0534	6	500679
Fesler	Stephen	04/28/2022	1097	11	503048
Fessel	Andy	03/15/2022	0260	3	499183
figgins	cara	04/18/2022	0430	5	500304
Fink	Jameson	04/25/2022	0669	7	503421

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Fiorino	Vincent	04/20/2022	0549	6	500796
Fisher	George	03/19/2022	0230	3	498452
Flake	Marie	03/30/2022	0377	4	500195
Flanagan	Dani	04/23/2022	0611	7	501104
Fleetwood	Peter	04/07/2022	0341	4	499691
Fleetwood	Peter	04/27/2022	0848	9	502342
Flemming Jr.	Robert M.	03/20/2022	0234	3	498476
Fletcher	Sarah	02/01/2022	0075	1	491058
Fleurdelys	Paul	02/05/2022	0113	2	491338
Flook	Rusty	04/19/2022	0533	6	500678
Flynn	Michael	04/25/2022	0632	7	501285
Flynn	Larry	04/25/2022	0644	7	501378
Folley	Janet	04/19/2022	0492	5	500696
Foltz	Mark	04/27/2022	0764	8	502579
Ford	Stuart	04/28/2022	1055	11	502791
Foster	Billieann	04/18/2022	0467	5	500462
Fowles	Charles	03/10/2022	0201	3	497679
Fox	Lauren	04/27/2022	0857	9	502382
Fraguela-Rios	Cathlyn	04/28/2022	0946	10	503906
Franklin	Aries	04/28/2022	1038	11	502721
Frasch	David	04/20/2022	0537	6	500713
Frauenglass	Blue	02/08/2022	0130	2	491467
Freemantle	Kyle	04/28/2022	0972	10	504038
Freitas	Kevin	04/28/2022	1060	11	502823
Friend	Benjamin	04/28/2022	0944	10	503893
Fry	Nancy	02/11/2022	0143	2	496239
Fry	Nancy	04/28/2022	0942	10	503884
Fulford	Gillian	04/28/2022	1061	11	502824
Fuller	Joe	03/30/2022	0281	3	500210
Fung	Alan	04/28/2022	0879	9	504241
Gage	Gina	02/18/2022	0162	2	496653
Gage	Gina	02/18/2022	0163	2	496654
Gage	Gina	04/04/2022	0315	4	499365
Galioto	Eric	04/18/2022	0476	5	500494
Gall	Taylor	04/19/2022	0516	6	500563
Gants	Colin	04/17/2022	0420	5	500282

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Gantz	Kathleen	04/09/2022	0386	4	501112
Garbutt	Julie	04/28/2022	1051	11	502779
Garbutt	Julie	04/28/2022	1059	11	502821
Garcia	Jessica	04/28/2022	0954	10	503941
Gaunt	Janet	04/18/2022	0453	5	500401
Gavey	Dale	04/25/2022	0645	7	501379
Gerdes	William	04/28/2022	0899	9	505506
Gerstamarler	D	03/17/2022	0286	3	500473
Gibson	Catherine	04/18/2022	0449	5	500394
Gillespie	Bob	04/27/2022	0844	9	502295
Giossi	Justin	02/20/2022	0168	2	496680
Gleason	Cole	04/09/2022	0348	4	499747
Gleason	Cole	04/09/2022	0349	4	499748
Goldman	Larry	04/13/2022	0363	4	500035
Goldman	Paige	04/28/2022	1118	11	503189
Gomez	Mabell	01/28/2022	0005	1	490778
Gomez	Nicholas	04/13/2022	0361	4	499970
Gonzales	Kimberly	04/02/2022	0324	4	499539
Goodwin	Don	04/28/2022	0876	9	504195
Goosen	Trevor	04/28/2022	1090	11	502969
Gosovich	Joshua	03/08/2022	0196	2	497633
Gough	Stephanie	04/25/2022	0641	7	501344
Gracie	Nancy	04/25/2022	0630	7	501279
Graft	Kevin	04/26/2022	0724	8	501726
Gray	Shannon	04/20/2022	0554	6	500820
Green	William	03/30/2022	0277	3	500201
Green	Bryan	04/27/2022	0810	9	501990
Greenlee	Dennis	04/28/2022	1121	11	503206
Gregory	Steve	02/19/2022	0167	2	496674
Griga	Tom	04/23/2022	0581	6	501131
Griswold	Geneva	03/26/2022	0246	3	498904
Griswold	Jeremiah	04/18/2022	0481	5	500502
Gruenberger	Jamie	04/14/2022	0403	5	500056
Grunwald	George	02/03/2022	0105	2	491225
Guevara	Karen	04/28/2022	0895	9	504939
Gulduren	Bebek	04/28/2022	0986	10	504115

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Gunter	Christy	04/18/2022	0464	5	500458
Guthrie	Lisa	04/27/2022	0786	8	503701
Gutierrez	Grant	01/28/2022	0012	1	490793
Haffar	Ghada	04/28/2022	1008	11	502636
Haid	Hallidie	04/26/2022	0727	8	501798
Hakimelahi	Sholeh	03/11/2022	0207	3	497860
Hale	Leslie	03/26/2022	0251	3	498911
Hall	Keith	01/30/2022	0037	1	490843
Hamilton	Pamela	03/19/2022	0232	3	498467
Hamilton	A	04/17/2022	0423	5	500291
Hamm	Benjamin	02/05/2022	0118	2	491345
Hancock	David	04/16/2022	0414	5	500260
Hanh	Hanh	04/28/2022	1022	11	502653
Harding	Jeff	02/05/2022	0119	2	491349
Harding	Jeff	02/05/2022	0120	2	491350
Hardisty	Braden	04/28/2022	1088	11	502967
Harmon	Mika	04/15/2022	0411	5	500241
Harper	Emrys	04/27/2022	0813	9	502012
Harris	Jennifer	02/07/2022	0125	2	491436
Harrison	Dana	04/25/2022	0624	7	501268
Haskell	Nicholas	04/27/2022	0856	9	502381
Haskins	Martin	04/28/2022	0883	9	504258
Hassan	Abdullahi	04/22/2022	0594	6	505164
Hasson	Gina	04/17/2022	0422	5	500285
Haynes	Stephanie	04/28/2022	1044	11	502743
Heath	Olivia	04/28/2022	1081	11	502912
Heine	Johannes	04/05/2022	0322	4	499520
Held	Robert	04/26/2022	0714	8	501638
Helgeson	Eric	01/28/2022	0001	1	490739
Hemmerling	Richard	04/27/2022	0749	8	502014
Hemphill	Nathan	03/31/2022	0306	4	499152
Hemphill	Nathan	04/06/2022	0328	4	499571
Hengesbach	Joyce	04/28/2022	0884	9	504313
Henke	Mitchell	01/28/2022	0020	1	490805
Henzke	Len	04/23/2022	0587	6	503555
Hergert	Mark	04/15/2022	0404	5	500196

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Hester	Victoria	04/25/2022	0635	7	501292
Hewlings	Cassandra	04/26/2022	0713	8	501424
Hicks	Chandra	04/25/2022	0620	7	501254
Hinton	Colleen	03/16/2022	0222	3	498164
Hirschey	Claudia	04/28/2022	0885	9	504317
Hirshkowitz	Roy	04/15/2022	0407	5	500222
Hodapp	Nicholas	04/28/2022	1054	11	502787
Hoesley	Ann	04/18/2022	0471	5	500484
Hoffman	James	03/28/2022	0258	3	499007
Hollerbach	Victoria	04/18/2022	0438	5	500336
Hollowell	Bob	03/10/2022	0203	3	497706
Hong	Kai	04/19/2022	0524	6	500639
Hooker	Marina	04/28/2022	0875	9	504183
Hootman	Michael	04/15/2022	0406	5	500221
Hoover	Sharon	04/27/2022	0869	9	502460
Horn	Des	02/22/2022	0174	2	496916
Hostage	Nils	04/25/2022	0643	7	501373
Hostage	Nils	04/25/2022	0666	7	503394
Houck	Elizabeth	01/28/2022	0010	1	490787
Hoyt	Cindy	02/01/2022	0070	1	491006
Hu	Andrew	03/01/2022	0183	2	497191
Hu	Andrew	03/21/2022	0236	3	498507
Hu	Andrew	04/13/2022	0360	4	499968
Huang	Jessica	03/11/2022	0204	3	497765
Huben	Mariana	04/14/2022	0373	4	500141
Hudnell	Efrain	03/14/2022	0216	3	498012
Huerta	Taylor	02/01/2022	0069	1	491005
Huff	Kristin	04/05/2022	0320	4	499490
Hunt	Richard	03/18/2022	0229	3	498270
Hurst	Tanya	04/19/2022	0518	6	500623
Hurst	Tanya	04/27/2022	0827	9	502173
Huston	Tina	04/28/2022	0933	10	503805
Huynh	Dung	04/28/2022	1003	11	502624
Huynh	Nga	04/28/2022	1023	11	502655
Hwang	Hanna	04/27/2022	0766	8	502589
Ibrahim	Ahmed	04/25/2022	0697	7	505404

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Imbier	Lindsey	02/09/2022	0132	2	491504
Immel	Frank	03/30/2022	0282	3	500211
Imrich	Thomas	02/01/2022	0063	1	490969
Irvin	Grady	04/26/2022	0731	8	501823
Irwin	Charles	04/16/2022	0419	5	500271
Irwin	Charles	04/25/2022	0702	8	501221
Ishida	Aiyoko	04/28/2022	0939	10	503861
Israel	Andrew	04/28/2022	0969	10	504028
Iyer	Sandhya	04/28/2022	1045	11	502745
Jabro	Nikkie	04/27/2022	0808	9	501978
Jackson	Lisa	02/12/2022	0147	2	496270
Jackson	Todd	04/28/2022	1046	11	502751
Jansen	Chris	04/26/2022	0715	8	501645
Janura	Brian	02/08/2022	0127	2	491445
Januto	Karen	04/07/2022	0345	4	499712
Janzen	Jonathan	02/17/2022	0158	2	496529
Jeffery	Raelene	04/25/2022	0640	7	501320
Jenkins	Nick	02/08/2022	0139	2	496148
Jewell	Kelly	04/19/2022	0529	6	500665
Jhaveri	Dr. Arun	04/27/2022	0833	9	502224
Jia	Gloria	04/19/2022	0512	6	500548
Jia	Y	04/19/2022	0513	6	500553
Jiao	Kate	02/16/2022	0155	2	496468
Jin	Fan	02/13/2022	0185	2	497397
Johnold	Kelsey	04/28/2022	0989	10	504132
Johnold	Nate	04/28/2022	0990	10	504133
Johnson	Jeffrey	02/19/2022	0166	2	496671
Johnson	Julie	03/25/2022	0264	3	499215
Johnson	Markus	03/26/2022	0272	3	499695
Johnson	Vincent	04/07/2022	0342	4	499706
Johnson	Winslow	04/12/2022	0358	4	499940
Johnson	Diane	04/18/2022	0482	5	500608
Johnson	Jovan	04/18/2022	0484	5	500612
Johnson	Jeff	04/22/2022	0576	6	501051
Johnson	Andrew	04/25/2022	0656	7	501409
Johnson	Virginia	04/26/2022	0780	8	503503

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Johnson	Andrew	04/28/2022	0917	10	503283
Johnson	Kristen	04/28/2022	1067	11	502857
Jones	Tracey	02/03/2022	0102	2	491172
Jones	Kelsey	03/17/2022	0299	3	505692
Jones	Janet	04/28/2022	0905	10	503244
Jose	Frank	04/19/2022	0528	6	500661
Joslin	Timothy	04/19/2022	0530	6	500667
Judd	Alison	04/19/2022	0526	6	500644
Kadwell	Katie	04/07/2022	0337	4	499626
Kalaw	Alex	02/28/2022	0181	2	497122
Kamischke	James	04/18/2022	0456	5	500437
Karaba	Gina	04/28/2022	0914	10	503275
Karaba	Gina	04/28/2022	0916	10	503279
Karlinsey	Joyce	04/18/2022	0450	5	500396
Kassaw	Sina	04/21/2022	0560	6	500850
Kato	Marcia	04/27/2022	0866	9	502452
Kaukola	Gina	03/09/2022	0197	2	497638
Kavanagh	Aidan	04/21/2022	0563	6	500898
Keating	Karen	03/06/2022	0192	2	497499
Keenan	Chris	04/25/2022	0703	8	501233
Kennell	Mare	04/27/2022	0789	8	504354
Kenny	Brian	04/27/2022	0768	8	502599
Kerton	Tiziana	03/24/2022	0241	3	498766
kerzan	Radha	04/18/2022	0473	5	500488
Kettlewell	Richard	02/05/2022	0112	2	491335
Kettlewell	Richard	04/15/2022	0409	5	500225
Khan	Shireen	04/18/2022	0458	5	500440
Kiest	Nick	04/14/2022	0372	4	500140
Kilpatrick	Douglas	01/28/2022	0003	1	490776
Kilpatrick	Douglas	04/28/2022	1068	11	502863
Kim	Amy	04/26/2022	0730	8	501820
Kim	Amanda	04/26/2022	0799	8	505660
Kimball	Jeramy	04/28/2022	1104	11	503102
Kinchen	Kimberly	04/28/2022	0929	10	503654
Kinsey	Vanessa	03/17/2022	0289	3	500478
Kirschner	Doug	02/08/2022	0142	2	496155

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Kirsis	Lori	04/28/2022	1089	11	502968
Kitson	Christina	04/24/2022	0614	7	501184
Kivijarvi	Merle	03/17/2022	0285	3	500431
Klaniecki	Jim	04/13/2022	0362	4	499973
Kniaziuk	Mike	04/17/2022	0425	5	500297
Knowles	Taylor	04/27/2022	0801	9	501921
Knox	Carmen	04/21/2022	0561	6	500865
Knudsen	Ryan	02/22/2022	0172	2	496708
koch	jacqueline	04/27/2022	0823	9	502089
Koehler	Daniel	02/11/2022	0144	2	496259
Koehler	Rich	03/30/2022	0301	4	499144
Kolton	Bryce	04/27/2022	0831	9	502214
Kombol	Todd	04/08/2022	0346	4	499721
Kopp	Michael	04/28/2022	0931	10	503803
Koreski	Nolan	04/25/2022	0628	7	501277
Kumpula	Mark	04/28/2022	0941	10	503879
Kuntze	David	04/18/2022	0445	5	500380
La	My	04/27/2022	0839	9	502238
La Vassar	Dan	01/29/2022	0030	1	490823
Lake	Sue	04/25/2022	0664	7	503389
Lall	Barbara	03/26/2022	0248	3	498906
Lam	Benjamin	01/28/2022	0014	1	490795
Lampi	Michael	01/29/2022	0024	1	490812
Lancaster	Joseph	03/28/2022	0254	3	498937
Langan	Kellie	04/20/2022	0544	6	500751
Langlais	Larry	04/18/2022	0452	5	500399
Laplante	John	04/18/2022	0448	5	500393
LaRose	Scott	03/28/2022	0257	3	498990
Larson	William	04/28/2022	1098	11	503060
Lau	Betty	04/17/2022	0498	5	501598
Lau	Betty	04/17/2022	0499	5	501602
Lau	Betty	04/20/2022	0584	6	502113
Lau	Betty	04/26/2022	0778	8	503387
Laubach	Joseph	02/01/2022	0073	1	491037
Lavaris	Wil (William)	04/28/2022	0903	10	503233
Lavaris	Wil (William)	04/28/2022	0906	10	503246

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Lavaris	Wil (William)	04/28/2022	0910	10	503263
Lavaris	Wil (William)	04/28/2022	0912	10	503272
Lavigne	Rebecca	04/27/2022	1123	11	502430
Lawler	Tom	04/12/2022	0357	4	499929
Lazenby	Michael	02/01/2022	0092	1	491170
Le	C	04/27/2022	0858	9	502395
Le	C	04/27/2022	0859	9	502397
Le	Danh	04/28/2022	1010	11	502638
Le	Thu	04/28/2022	1030	11	502666
Le	Lina	04/28/2022	1108	11	503135
Le	Julia	04/28/2022	1117	11	503181
Leahy	Mark	04/14/2022	0399	4	502125
Lee	Sean	03/25/2022	0244	3	498877
Lee	G	04/28/2022	0948	10	503911
Lehto	Katrina	01/31/2022	0045	1	490879
Leigh	Kelley	04/18/2022	0457	5	500439
leighton	brennon	04/28/2022	1101	11	503088
Lenart	Janet	04/19/2022	0501	6	500511
Leong	Tim	03/22/2022	0239	3	498679
Lestina	John	04/25/2022	0653	7	501397
Leung	Peter	04/19/2022	0523	6	500638
Levi	Claudia	04/19/2022	0510	6	500546
Levins	Bette	03/30/2022	0279	3	500203
Lichtner	Aaron	03/15/2022	0218	3	498021
Lim	Ivy	02/04/2022	0108	2	491237
Lin	Wesley	04/24/2022	0619	7	501207
Lincoff	Audrey	04/18/2022	0429	5	500301
Lipka	Jon	04/25/2022	0658	7	503236
Little	James	03/12/2022	0209	3	497885
Little	Jason	04/05/2022	0327	4	499545
Little	Jim	04/23/2022	0582	6	501302
Litzenberger	Randy	03/30/2022	0276	3	500200
Locke	Stephen	04/28/2022	1092	11	503006
Loeb	Paul	02/01/2022	0096	1	491176
loeb	paul	04/22/2022	0577	6	501053
Loftus	M. Seamus	04/20/2022	0552	6	500806

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LoGerfo,MD	James	04/26/2022	0722	8	501717
Lopez	Isak	04/21/2022	0562	6	500875
Lorentzen	Steve	04/28/2022	0892	9	504872
Lorentzen	Steve	04/28/2022	1049	11	502777
Lorey	Ryan	02/05/2022	0115	2	491340
Lowhim	Nelson	04/24/2022	0615	7	501187
Lu	Yan	04/19/2022	0521	6	500633
Lu	Nal	04/19/2022	0522	6	500634
luhman	dale	04/28/2022	0977	10	504072
Luke	Sue	03/30/2022	0304	4	499148
Luke	Sue	03/30/2022	0375	4	500193
Lund	Garry	04/18/2022	0475	5	500493
Luo	Nina	04/27/2022	0843	9	502283
Luthi	Chris	04/17/2022	0424	5	500296
Luvera	Mason	04/28/2022	0913	10	503274
Lyon	John	04/28/2022	0891	9	504619
Machida	Nathan	04/27/2022	0762	8	502562
Machmiller	Terese	04/28/2022	0884	9	504313
Machmiller	Therese	04/28/2022	0934	10	503812
Machmiller	Wayne	04/28/2022	0936	10	503830
Mack	Desmond	04/09/2022	0395	4	501126
Maher	Harry	01/31/2022	0059	1	490946
Mahony	Erica	04/28/2022	0898	9	505134
Majmudar	Ameya	04/09/2022	0394	4	501124
Mallahan	Jacqueline	03/22/2022	0237	3	498616
Mangan	Kelsey	04/27/2022	0861	9	502425
Manley	Patrick	04/25/2022	0707	8	501241
Mann	Lonnie	03/15/2022	0242	3	498788
Manskopf	Inga	04/23/2022	0579	6	501109
Marie	Kristai	04/22/2022	0597	6	505611
Markham	Max	04/27/2022	0841	9	502274
Martensen	Terri	04/18/2022	0472	5	500486
Martin	Rachel	04/26/2022	0720	8	501708
Martinosa	Flavia	04/18/2022	0446	5	500381
Mason	Christine	04/20/2022	0545	6	500771
Mason	Robert	04/20/2022	0546	6	500774

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Mason	Sara	04/26/2022	0740	8	501855
Maxwell	Jeffrey	04/28/2022	1034	11	502705
Mazur	Kelli	04/28/2022	1107	11	503131
Mazurenko	Yuriy	02/05/2022	0114	2	491339
Mazzoni	Marco	04/23/2022	0588	6	503557
Mazzuca	Nicole	03/17/2022	0227	3	498257
Mazzuca	Nicole	03/30/2022	0302	4	499146
Mazzuca	Nicole	03/30/2022	0370	4	500100
McAlpine	John	03/02/2022	0184	2	497307
McAlpine	John	04/07/2022	0338	4	499654
McAlpine	John	04/18/2022	0459	5	500442
McAslan	Devon	04/27/2022	0829	9	502178
McCain	Max	04/17/2022	0421	5	500284
McCambridge	Bill	04/28/2022	0927	10	503549
McClure-Payne	Dorinda	04/18/2022	0480	5	500501
McComish	Cynthia	04/27/2022	0792	8	504889
McCormack	Deidre	04/27/2022	0853	9	502372
McCullough	MK	04/28/2022	0880	9	504247
McDowell	Timothy	01/28/2022	0002	1	490760
McGhee	Zachary	04/26/2022	0733	8	501830
Mcghie	Erin	04/27/2022	0758	8	502519
Mcghie	Andy	04/27/2022	0759	8	502527
McGovern	Kate	04/28/2022	0947	10	503908
McIntosh	James S.	04/28/2022	0897	9	504990
McKinney	Zach	01/31/2022	0052	1	490897
McKinney	Zachary	04/13/2022	0397	4	501433
McKinsey	Marie	04/24/2022	0659	7	503249
McMaylor	Andy	03/05/2022	0190	2	497495
McMichael	Reese	01/31/2022	0054	1	490914
McQueen	Clyde	04/28/2022	0943	10	503889
McWilliams	Brandy	04/20/2022	0536	6	500707
Meade	Kerry	04/18/2022	0447	5	500389
Medina	Paola	02/06/2022	0121	2	491357
Meeks	Sharonn	04/28/2022	1070	11	502868
Melo	Sandra	04/24/2022	0618	7	501203
Menicke	Gale	04/19/2022	0515	6	500557

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Messing	Benjamin	04/27/2022	0838	9	502236
Meulbroek	Danny	04/27/2022	0753	8	502485
Meyer	Jeff	04/28/2022	0935	10	503815
Meyers	David	04/25/2022	0710	8	501250
Middleton	Gabriella	04/28/2022	1072	11	502871
Mika	Charles	04/25/2022	0706	8	501240
Mikacenic	Carmen	04/23/2022	0580	6	501129
Miljkovic	Dragana	04/21/2022	0564	6	500934
Miller	Jerome	03/07/2022	0194	2	497550
Miller	Krystal	03/14/2022	0217	3	498015
Miller	Karin	03/26/2022	0249	3	498907
Miller	Jerome	04/01/2022	0311	4	499275
Miller	Richard	04/14/2022	0371	4	500129
Miller	Karin	04/16/2022	0415	5	500262
Miller	Chris	04/25/2022	0650	7	501391
Miller	Marcy L.	04/27/2022	0832	9	502215
Miller	Cam	04/28/2022	0881	9	504249
Minsch	Katherine	04/28/2022	1120	11	503201
Mirra	Nicholas	04/22/2022	0571	6	501041
Mishra	Rachel	04/27/2022	0865	9	502449
Mishra	Prag	04/28/2022	0890	9	504611
Mishra	Prag	04/28/2022	1014	11	502644
Mizell	Mike	04/24/2022	0612	7	501163
Mockett	Barbara	04/28/2022	1091	11	502996
Mohamed	Ardirchmar	04/25/2022	0687	7	505377
Mohamed	Gulid	04/25/2022	0692	7	505390
Mohamud	Ismael	04/22/2022	0590	6	505131
Mohundro	Steve	04/28/2022	1078	11	502905
Monteleone	Michael	04/25/2022	0636	7	501294
Montemayor	Riley	04/25/2022	0626	7	501272
Morgan	Scott	04/25/2022	0621	7	501263
Morgan	Scott	04/25/2022	0622	7	501265
Morgan	Scott	04/25/2022	0623	7	501267
Morgan	Leah	04/25/2022	0652	7	501394
Morris	Natasha	04/20/2022	0555	6	500821
Moy	Gregory	04/27/2022	0824	9	502137

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MS	R	04/06/2022	0329	4	499588
Mukherjee	Zerelina	04/18/2022	0469	5	500480
Mulligan	Penny	04/20/2022	0547	6	500782
Murdock	Nathan	01/31/2022	0053	1	490910
Murdock	Roxanne	04/27/2022	0836	9	502229
Murdock	Kyle	04/28/2022	1035	11	502710
Murray	Jenny	04/22/2022	0574	6	501048
Musse	Said	04/25/2022	0698	7	505412
Nairn	Bruce	04/03/2022	0321	4	499516
Nascimento de Araujo Dold	Debora	04/28/2022	0978	10	504073
Nayyar	Ikroop	02/02/2022	0081	1	491108
Nedita	Codrin	02/05/2022	0116	2	491342
Nedita	Codrin	02/25/2022	0179	2	497061
Neinas	Theresa	04/16/2022	0417	5	500266
Nelson	Roger	01/28/2022	0097	1	491190
Nelson	Nancy	03/23/2022	0240	3	498711
Nelson	Michelle	04/06/2022	0330	4	499593
Nelson	Nancy	04/26/2022	0782	8	503609
Nelson	Michelle	04/27/2022	0820	9	502069
Newell	James	04/27/2022	0835	9	502226
Newell	Kelsey	04/28/2022	1095	11	503035
Ng	Keane	04/16/2022	0412	5	500253
Nguyen	Nguyen	03/17/2022	0268	3	499398
Nguyen	Linda	04/27/2022	0763	8	502572
Nguyen	Vivienne	04/28/2022	0985	10	504109
Nguyen	Suong	04/28/2022	1005	11	502629
Nguyen	Xuan	04/28/2022	1009	11	502637
Nguyen	Kim	04/28/2022	1012	11	502641
Nguyen	Phung	04/28/2022	1019	11	502650
Nguyen	Tham	04/28/2022	1029	11	502664
Nickels	Carey	03/17/2022	0295	3	505688
Nilsson	Spencer	03/28/2022	0256	3	498946
Noble	Henryu	01/31/2022	0049	1	490887
Noland	Dennis	03/30/2022	0368	4	500097
Noland	Dennis	04/28/2022	0926	10	503342
Noonan	ANNE	04/27/2022	0809	9	501984

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Normann	Jeremy	04/25/2022	0631	7	501282
Norris	Jeff	03/30/2022	0365	4	500072
Novak	Kyle	04/25/2022	0701	8	501214
Novak	Natalie	04/28/2022	1105	11	503112
Novoa	Allie	04/23/2022	0606	7	501083
Nuffer	Rebecca	03/14/2022	0215	3	498008
Nygaard	Katrina	04/28/2022	1122	11	503207
O'Brien	Brian	04/15/2022	0410	5	500230
O'Brien	Daniel	04/28/2022	0874	9	504169
O'Brien	Michael	03/30/2022	0339	4	499672
O'Brien	Michael	04/25/2022	0661	7	503374
Ochoa	Victor	01/28/2022	0009	1	490785
Odell	Nathan	01/29/2022	0022	1	490807
Okorowski	John	04/21/2022	0559	6	500845
Okroy	Chris	04/24/2022	0613	7	501174
O'Laughlin	Matt	01/28/2022	0021	1	490806
Oldham	David	03/12/2022	0208	3	497883
Olsoe	Mark	03/14/2022	0212	3	497966
Onnen	Mark	04/27/2022	0855	9	502377
Orange	Scott	02/21/2022	0199	2	497822
Orme	Kevin	04/28/2022	0967	10	504007
Osterburg	Jon	04/19/2022	0520	6	500627
Ostrander	Sam	04/25/2022	0642	7	501345
Owens	Tommy	01/29/2022	0028	1	490820
Oxley	Susan	03/30/2022	0376	4	500194
Pacheco	Cristina	04/18/2022	0451	5	500398
Padelford	Donald	01/30/2022	0042	1	490851
Pagel	Martin	04/28/2022	0884	9	504313
Pagryzinski	Arielle	03/14/2022	0211	3	497921
Pan	Henry	04/27/2022	0826	9	502162
Panagiotopoulos	Diane	03/10/2022	0202	3	497697
Pangallo	Taylor	04/25/2022	0667	7	503401
Papanikolas	David	04/28/2022	1077	11	502899
Parker	Camille	04/28/2022	1084	11	502932
Pasko	James	04/14/2022	0400	4	503477
Patano	Sherie	04/18/2022	0437	5	500321

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Patterson	C	04/22/2022	0575	6	501049
Patterson	Arthur	04/26/2022	0712	8	501419
Paull	Brenda	04/26/2022	0735	8	501839
Pavlish	Alexandra	03/11/2022	0205	3	497783
Pedersen	Henry	04/28/2022	1115	11	503158
Pedro	Juanjo	04/09/2022	0385	4	501110
Peltier	Grant	04/07/2022	0343	4	499710
Penland	William	01/28/2022	0085	1	491162
Perkins	Kathryn	04/26/2022	0716	8	501676
Peters	Brook	02/09/2022	0134	2	496088
Peterson	Joan	03/30/2022	0303	4	499147
Peterson	Mark	04/28/2022	0956	10	503946
Peterson	Caitlin	04/28/2022	1076	11	502893
Petters	Richard	04/19/2022	0527	6	500657
Pettis	Stephen	04/28/2022	0873	9	504155
Pham	Leah	02/20/2022	0169	2	496682
Pham	Nhu	04/27/2022	0774	8	502611
Pham	Thanh	04/28/2022	1015	11	502646
Pham	Hien	04/28/2022	1028	11	502662
Phan	Lynn	04/28/2022	0877	9	504231
Phan	Kim	04/28/2022	1002	11	502622
Phelps	Kyle	03/20/2022	0233	3	498473
Phelps	Michael	04/28/2022	1007	11	502635
Phillips	Annie	02/20/2022	0177	2	496940
Phillips	Annie	03/30/2022	0273	3	500197
Phillips	Sarah	03/17/2022	0288	3	500476
Ping-Kimura	Lai	04/28/2022	0953	10	503934
Plut	Giuliana	02/02/2022	0083	1	491130
Podobnik	Sharon	04/28/2022	0963	10	503978
Pollock	Roy	04/28/2022	1112	11	503140
Polstein	Dayna	02/05/2022	0117	2	491344
Ponzio	Rebecca	04/28/2022	0979	10	504076
Pope	Adrian	02/06/2022	0122	2	491364
Porter	Chris	04/27/2022	0817	9	502037
Price	Adam	04/25/2022	0672	7	504557
Pugal	Michael	04/28/2022	1006	11	502632

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Quick	Gilton	01/31/2022	0056	1	490923
Quigley	A	02/01/2022	0074	1	491047
Quy	Quang	04/28/2022	1024	11	502656
Rabago	Lesley	04/26/2022	0736	8	501841
Radant	Allen	04/17/2022	0497	5	501594
Ragunathan	Nigasan	04/25/2022	0651	7	501392
Rains	Loni	04/28/2022	0923	10	503322
Rajan	Christina	04/28/2022	0984	10	504097
Ramels	Steve	04/25/2022	0704	8	501234
Ramels	Zachary	04/28/2022	1040	11	502726
Ramos	Christina	04/27/2022	0850	9	502367
Ramsdell	Keith	04/27/2022	0767	8	502596
Randle	Tracy	04/19/2022	0509	6	500539
Raparelli	Steve	02/07/2022	0131	2	491503
Raparelli	Steve	02/20/2022	0178	2	496977
Raparelli	Gwen	02/20/2022	0186	2	497408
Rawls	Meredith	01/31/2022	0058	1	490945
Rayermann	Matthew	04/27/2022	0864	9	502446
Reager	Lisa	04/28/2022	1032	11	502695
Reed	Trevor	01/31/2022	0050	1	490895
Reese	Ryan	04/27/2022	0837	9	502235
Refer	Kelli	04/28/2022	1073	11	502879
Reiersgaard	Caanan	04/24/2022	0616	7	501190
Reifel	Alexandra	04/28/2022	0872	9	504153
Reifel	Lexi	04/28/2022	0888	9	504609
Reifel	Gary	04/28/2022	0988	10	504131
Reynold	Charles	04/01/2022	0312	4	499304
Reynolds	Carla	04/28/2022	0940	10	503864
Reynolds	Brad	04/28/2022	1000	10	504881
Richardson	Sherry	02/10/2022	0141	2	496154
RICHMOND	STEVEN	04/25/2022	0708	8	501242
Richter	Kathi	03/30/2022	0292	3	501530
Richter	Kate	04/21/2022	0563	6	500898
Rieland	Linda	04/27/2022	0822	9	502079
Rillera	James	04/06/2022	0332	4	499606
Rivera	Juan	03/17/2022	0291	3	500766

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Rivet	TaMara	04/19/2022	0517	6	500616
Roberts	Steven	02/04/2022	0106	2	491227
Roberts	Jan	04/28/2022	1053	11	502782
Robinett	Debora	01/29/2022	0025	1	490813
Robins	Rachael	04/23/2022	0603	7	501058
Robinson	Lucia	04/04/2022	0317	4	499397
Rockefeller	Mamie	04/28/2022	0870	9	502770
Rockwell	Shawnti	04/20/2022	0542	6	500734
Rodkey	Chris	04/28/2022	0971	10	504034
Rodriguez-Orton	Carmen	04/18/2022	0442	5	500361
Rogers	Janet	01/29/2022	0026	1	490814
Rogers	Cecilia	04/27/2022	0760	8	502545
Rolewicz	Jeremy	03/12/2022	0210	3	497890
Rose	Nathan	04/27/2022	0756	8	502507
Ross	Derek	01/28/2022	0018	1	490802
Ross	Steve	01/31/2022	0057	1	490932
Roth	Catherine	04/11/2022	0353	4	499857
Rouyer	Cathy	04/22/2022	0573	6	501045
Rowe	Sarel	02/12/2022	0146	2	496267
Ruby	Michael	04/26/2022	0788	8	504316
Ruff	Brian	04/27/2022	0802	9	501932
Ryan	Scott	04/25/2022	0633	7	501286
S	Stefan	04/09/2022	0381	4	501094
Saam	Shannon	03/28/2022	0255	3	498945
Saam	Derek	03/31/2022	0305	4	499151
Saam	Shannon	04/28/2022	1062	11	502829
Sadrpour	Amir	02/01/2022	0062	1	490968
Said	Sidi	04/25/2022	0696	7	505403
Saint Michel	David	04/28/2022	1058	11	502820
Sampson	Randy	04/16/2022	0413	5	500258
Sander	Jim	04/06/2022	0331	4	499600
Sander	Laurie	04/28/2022	0915	10	503277
Sanders	Charles	04/19/2022	0487	5	500685
Sandstrom	Dennis	02/15/2022	0153	2	496373
Sandy	Bekah	04/19/2022	0489	5	500690
Santos	Cindy	04/22/2022	0595	6	505608

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Sattele	Nick	04/04/2022	0319	4	499431
Saulter	Shannon	04/19/2022	0506	6	500518
Saulter	Jeremy	04/25/2022	0654	7	501399
Saulter	Shannon	04/27/2022	0807	9	501961
Saunders	Andrea	02/19/2022	0165	2	496668
Savage	Stephen	04/23/2022	0608	7	501090
Sawyer	Amanda	04/08/2022	0347	4	499722
Scarmardo	Sam	04/26/2022	0744	8	501879
Scheib	Larry	01/30/2022	0034	1	490838
Scheib	Larry	02/02/2022	0077	1	491072
Scheib	Larry	01/29/2022	0087	1	491164
schell	nicole	04/20/2022	0540	6	500730
Schlosser	Lauren	04/27/2022	0851	9	502368
Schmies	Ryan	04/27/2022	0862	9	502426
Schneider	Joan	04/18/2022	0483	5	500610
Schubert	Scott	04/28/2022	1036	11	502712
Schwarzkopf	Kim	04/27/2022	0757	8	502518
Schwinberg	Jean	04/05/2022	0326	4	499544
Scott	Susannah	04/28/2022	0975	10	504068
Scott	Susannah	04/28/2022	0980	10	504082
Scott	Susannah	04/28/2022	0983	10	504096
Scott	Heather	04/28/2022	1071	11	502869
Scullin	Chris	04/28/2022	0955	10	503944
Seguy	Romain	02/05/2022	0111	2	491334
Selig	Kanti	04/25/2022	0637	7	501295
Seligman	Rachel	04/26/2022	0741	8	501856
Seltzer	Linda	04/27/2022	0815	9	502025
Sevillana	Cesia	04/22/2022	0599	6	505613
Sexton	Jenava	04/18/2022	0432	5	500309
Shan	Derek	04/28/2022	1066	11	502856
Shaughnessy	Jen	04/19/2022	0507	6	500529
Sherwood	Sam	04/27/2022	0842	9	502281
Shimondi	Mussie	04/28/2022	1057	11	502818
Shogren	Grant	02/01/2022	0072	1	491017
Shorten	David	04/27/2022	0814	9	502013
Shuey	Dean	04/28/2022	1048	11	502772

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Shugart	Kim	04/19/2022	0519	6	500624
Simmons	Blythe	04/25/2022	0647	7	501381
Simpson	Jesse	04/26/2022	0723	8	501718
Skeena	Shelby	03/30/2022	0280	3	500207
Skelly	William	04/18/2022	0460	5	500444
Skiena	Shelby	02/01/2022	0089	1	491167
Skoor	Christie	04/25/2022	0671	7	503691
Slatten	Tracy	04/28/2022	0970	10	504029
Sluss	Dan	02/01/2022	0076	1	491061
Smith	Myke	02/01/2022	0088	1	491165
Smith	Peter	04/19/2022	0505	6	500516
Smith	Mimi	04/20/2022	0557	6	500838
Smith	Abigail	04/28/2022	0949	10	503916
Smith	Conor	04/28/2022	0950	10	503922
Smith	Andrea	04/28/2022	0994	10	504235
Smyth	Mike	01/28/2022	0017	1	490801
Soeprono	Tomas	04/26/2022	0790	8	504420
Sommers	Paul	02/08/2022	0126	2	491437
Sommers	Gayle	04/28/2022	1113	11	503141
Son	Paul	01/31/2022	0046	1	490880
Soucy	Andrew	02/20/2022	0170	2	496686
Spence	Rachel	04/19/2022	0531	6	500674
Sperling	Andrew	04/04/2022	0318	4	499422
Spetalnick	Molly	04/27/2022	0840	9	502257
Spielmann	Mary	04/09/2022	0350	4	499756
Sprinkel	Ron	04/18/2022	0427	5	500299
Stack	Robert	04/26/2022	0795	8	504973
Staeger	Bill	04/28/2022	1100	11	503086
Stedman	Ann	04/15/2022	0405	5	500218
Steele	Rick	04/28/2022	1031	11	502679
Stegman	Cathy	04/18/2022	0428	5	500300
Stein	Brian	04/28/2022	0962	10	503976
Stemper	scott	04/28/2022	0924	10	503329
Stenger	Cinda	04/28/2022	0925	10	503331
Stern	Ian	04/28/2022	0908	10	503261
Stewart	Donna	04/18/2022	0443	5	500373

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Stiles	Jeff	04/28/2022	0911	10	503266
Stone	Tay	04/09/2022	0367	4	500076
Storch	Carol	04/28/2022	0966	10	504005
Story	Joseph	04/27/2022	0868	9	502457
Strobel	Sheila	04/18/2022	0434	5	500315
Stroh	Ivan	04/27/2022	0765	8	502582
Stroum	Jonathan	04/28/2022	1111	11	503139
Stroup	Scott	04/27/2022	0834	9	502225
Struck	Jon	04/28/2022	1079	11	502906
Struck	Melanie	04/28/2022	1080	11	502907
SUE Luke	Brenda	03/11/2022	0206	3	497858
Sugiki	Boyd	04/28/2022	0993	10	504217
sullivan	andrew	04/11/2022	0354	4	499887
Sullivan	Mark	04/19/2022	0485	5	500680
Sullivan	Danielle	04/20/2022	0556	6	500825
Sullivan	Candace	04/25/2022	0634	7	501287
Sun	Rachel	04/28/2022	0920	10	503301
Sutherland	Loretta	04/28/2022	0945	10	503901
Sutherland	Loretta	04/28/2022	0992	10	504210
Swanner	Andrew	02/02/2022	0080	1	491104
Swanson	Jon	01/28/2022	0004	1	490777
Swartz	Tommy	03/30/2022	0275	3	500199
Sweeney	Judy	04/23/2022	0589	6	503689
Szczachor	Barbara	04/18/2022	0435	5	500317
T.	Grace	04/14/2022	0402	5	500045
Ta	Thu	04/28/2022	1013	11	502643
Tabler	Heather	04/26/2022	0729	8	501802
Tahtaci	Yanaz	04/28/2022	0991	10	504137
Takamine	Linda	02/16/2022	0154	2	496405
Talarico	Martin	04/23/2022	0586	6	503554
Talbot	Ray	04/01/2022	0313	4	499329
Talley	Megumi	04/06/2022	0335	4	499610
Tanasse	Stuart	03/25/2022	0245	3	498897
Taniguchi	Kyle	04/21/2022	0565	6	500936
Tankel	Paul	04/27/2022	0779	8	503502
Tankersley	Caleb	01/31/2022	0047	1	490883

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Tanner	Michael	04/25/2022	0625	7	501270
Tanner	Rachel	04/27/2022	0812	9	502004
Tarrach	Ray	04/28/2022	1065	11	502849
Taylor	Symone	04/19/2022	0490	5	500693
Teal	Jackson	02/10/2022	0135	2	496124
Tedesko	Suzanne	04/27/2022	0821	9	502074
Ternes	Tom	04/28/2022	0928	10	503637
Tessada	Tiffany	04/23/2022	0605	7	501079
Thao	Thao	04/28/2022	1020	11	502651
Theisen	Hans	04/26/2022	0746	8	501889
Theisen	Helen Har	04/26/2022	0747	8	501899
Thichava	Cynthia	01/28/2022	0011	1	490790
Thompson	Aley	03/26/2022	0247	3	498905
Thompson	Jared	03/30/2022	0364	4	500070
Thompson	Jared	04/15/2022	0495	5	501588
Tito	Sarah	02/08/2022	0128	2	491449
Touza	James	02/01/2022	0067	1	490991
Townsend	Steven	04/28/2022	1063	11	502832
Tran	Hai	04/27/2022	0769	8	502600
Tran	Thanh	04/27/2022	0770	8	502601
Tran	Chi	04/27/2022	0775	8	502613
Tran	Mary	04/27/2022	0806	9	501951
Tran	Ly	04/28/2022	1004	11	502626
Tran	Loan	04/28/2022	1016	11	502647
Tran	Lien	04/28/2022	1018	11	502649
Tran	Le	04/28/2022	1021	11	502652
Trecha	Matthew	04/13/2022	0359	4	499958
Trujillo	Andrew	02/13/2022	0148	2	496277
Truong	Tran	04/27/2022	0748	8	501976
Truong	Mai	04/27/2022	0777	8	502619
Tucker	Jesse	02/13/2022	0150	2	496279
Tukel	Jacob	03/10/2022	0198	2	497714
Tyler	Nancy	04/22/2022	0567	6	500959
Urelius	Tighe	04/28/2022	0938	10	503857
Uy	Joel	04/28/2022	0952	10	503931
van dyke	gretchen	02/04/2022	0107	2	491236

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Vance	Jensen	01/28/2022	0015	1	490796
Vance	Jensen	04/21/2022	0566	6	500939
Vandenberg	Nicole	04/20/2022	0548	6	500785
Vardy	Donald K.	04/25/2022	0638	7	501298
Venske	Dustin	04/20/2022	0543	6	500748
Vermeer	Travis	02/01/2022	0068	1	490995
Vitelli	Kathryn	04/25/2022	0655	7	501404
von Wolfersdorff	Sharon	04/20/2022	0550	6	500800
Vu	Tu	04/27/2022	0771	8	502603
Vu	Brandon	04/27/2022	0846	9	502330
Vu	Linh	04/28/2022	1001	11	502620
Vu	Quyen	04/28/2022	1069	11	502866
Waddington	Jacob	04/28/2022	1106	11	503128
Walsh	David	03/30/2022	0310	4	499217
Walton	Kristal	01/29/2022	0029	1	490821
Wang	Carolynne	03/24/2022	0263	3	499206
Wang	Deane	04/11/2022	0398	4	502067
Wang	Dee	04/18/2022	0462	5	500448
Wang	Deane	04/28/2022	0996	10	504309
Ward	Erin	03/14/2022	0214	3	498002
Ward	Susan	04/28/2022	0951	10	503926
Warsame	Ali	04/25/2022	0695	7	505402
Watkins	Julia	04/25/2022	0639	7	501310
Watson	Austin	01/29/2022	0023	1	490810
Watson	Kory	04/28/2022	1085	11	502950
Weber	Marianne	04/27/2022	0849	9	502343
Wedlund	Steve	02/03/2022	0104	2	491220
Weidner	David	04/18/2022	0468	5	500469
Weir	Virginia	02/02/2022	0082	1	491112
Welch	Rusty	04/25/2022	0629	7	501278
Weller	Mark	04/20/2022	0541	6	500732
Welter	Christopher	04/28/2022	1050	11	502778
Wendt	Derek	02/04/2022	0109	2	491244
West	Carson	04/07/2022	0340	4	499679
Westerman	Martin	04/28/2022	0997	10	504313
Westerman	Martin	04/28/2022	0998	10	504373

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Whaley	Terrence	04/26/2022	0781	8	503603
Whisner	Jack	03/10/2022	0200	2	504746
Whisner	Jack	04/27/2022	0787	8	503826
White	Kelsey	04/26/2022	0721	8	501715
White-Espin	David	01/29/2022	0093	1	491171
Wilcox	Jeri	04/21/2022	0563	6	500898
Wilhelm	Liz	04/28/2022	0995	10	504246
Williams	Sara	04/18/2022	0433	5	500311
Williams	Moriah	04/19/2022	0502	6	500512
Will-Orrego	Adrian	04/27/2022	0847	9	502331
Wilson	Ryan	02/14/2022	0157	2	496507
Wilson	Kris	04/28/2022	0968	10	504026
Wiltz	Ashton	04/18/2022	0479	5	500500
Wingfield	Emily	04/27/2022	0752	8	502476
Wingfield	Nick	04/27/2022	0867	9	502453
Winter	Michael	04/22/2022	0568	6	500978
Winter-Stoltzman	Jessica	02/02/2022	0099	1	491303
Wolford	Jeffrey	01/28/2022	0013	1	490794
Wong	George	02/18/2022	0164	2	496657
Wood	Megan	01/28/2022	0016	1	490800
Wood	Larry	04/25/2022	0658	7	503236
Wood	Rachel	04/28/2022	1064	11	502848
Woodland	Nancy	03/30/2022	0278	3	500202
Woolverton	Katherine	01/30/2022	0039	1	490845
Woolverton	Katherine	01/30/2022	0100	1	497419
Woolverton	Katherine	03/30/2022	0366	4	500073
Worsfold	Nick	04/07/2022	0344	4	499711
Worthington	Bradley	03/16/2022	0221	3	498103
Wright	Barbara	04/22/2022	0570	6	501019
Wright	John	04/27/2022	0785	8	503697
Wright	Timothy	04/27/2022	0805	9	501942
Wright	Jon	04/28/2022	0909	10	503262
Wuerl	Adam	01/28/2022	0019	1	490804
Wuerl	Adam	04/23/2022	0585	6	503429
Yerg	Patricia	04/15/2022	0500	5	502565
Yhann	Saudia	03/17/2022	0296	3	505689

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Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Youngstrom	Brett	04/28/2022	1041	11	502733
Zeman	Susan	04/28/2022	0999	10	504875
Zerkowitz	Lisa	04/27/2022	0804	9	501938
Zhang	Rosa	04/28/2022	1056	11	502798
Zhao	James	03/17/2022	0226	3	498252
Zheng	Zhaodong	02/07/2022	0124	2	491435
Zhun	Run	03/17/2022	0290	3	500760
Zielke	Aaron	04/26/2022	0738	8	501851
Zielke	Aaron	04/26/2022	0739	8	501853
Zielke	Aaron	04/26/2022	0742	8	501858
Zielke	Aaron	04/26/2022	0743	8	501861
Zielke	Jennifer	04/16/2022	0416	5	500265
Zielke	Jennifer	04/26/2022	0732	8	501829
Zinke	Christa	04/27/2022	0816	9	502030
Zoba	Kirsten	04/26/2022	0725	8	501737
Zondag	Lauren	04/28/2022	1110	11	503138
Zylstra	Carlyn	01/29/2022	0091	1	491169

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0001

Communication ID:	Name	Email
497039	Eric Helgeson	heric@serv.net

Full Communication (1/28/2022)

In light of the article today (01/28/22) in the Seattle Times on the unsustainability of ST related to loss of fare revenue I would urge you to use the route and type of construction that is most economically feasible.

Perhaps look at the Crossrail line in London and how that was built.

I did read the article that highlighted those issues perhaps some hybrid dig can be achieved.

Yes deep bore tunnels would be grand however without funding from state and federal sources perhaps it is not the best going forward.

Sincerely, Eric Helgeson

#	Comments	Responses
1	In light of the article today (01/28/22) in the Seattle Times on the unsustainability of ST related to loss of fare revenue I would urge you to use the route and type of construction that is most economically feasible. Perhaps look at the Crossrail line in London and how that was built. I did read the article that highlighted those issues perhaps some hybrid dig can be achieved. Yes deep bore tunnels would be grand however without funding from state and federal sources perhaps it is not the best going forward.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0002

Communication ID:	Name	Email
490760	Timothy McDowell	tim@mcdowell.cc

Full Communication

Yes please build these new lines. This project looks amazing. I can't wait to get on the link from Seattle Center.

#	Comments	Responses
1	Yes please build these new lines. This project looks amazing. I can't wait to get on the link from Seattle Center.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0003

Communication ID:	Name	Email
490776	Dou as Kilpatrick	kilpatds@opposit ock.org

Full Communication

1: The elevated lines up Genesee (see ES-13) will be insanely ugly. It's not that it's destroying a good view, it's that it's creating an insanely ugly view. Include shadows, graffiti, etc and the negative impacts are substantial.

2: From up the hill, (Genesee and 21st) it is destroying a decent view. 3: The various bridges across the Duwamish all seem "eh, ok I guess"

4: I prefer the placement of the Del-3 and Del-4 stations on Delridge from a practical access/pull

area perspective. I have no strong impact/aesthetic opinions on the various station locations.

5: The station options near West Seattle Junction should prefer the farther west options closer to California (i.e, not WSJ-2). California already is the destination and urban village, and the transit needs to focus on serving that area.

And a meta comment that's not that limited: I think your cost estimates are off in a systemic way that's causing you to under estimate the costs of building above ground tracks compared to tunneling.

Yes, tunneling will be insanely expensive. But building above ground will ALSO be insanely expensive due to property cost increases over time. Over the last several years property values have steadily (-10% y/y) as demand has increased. THIS WILL CONTINUE in the future without substantial changes in housing policy which have to be assumed to be politically unviable.

Predictions that it will not are indulging in irrational trust in mean-reversion, which won't apply due to the local macroeconomic conditions (Amazon and other tech companies continuing to grow in the area, pulling in more well paid people to compete for housing, and a complete unwillingness to entertain any suggestions that would actually impact the housing shortage.)

As a result, delays increase above ground costs more than they increase tunneling costs. Delays increase above ground costs at a faster rate than the money available increases. An above-ground path will never happen due to cost increases from property-value increases outpacing funding accumulation.

When estimating costs, please model the recent (last 10 years) of property value increases and project those out, at least as an informative element for "what if" planning.

#	Comments	Responses
1	The elevated lines up Genesee (see ES-13) will be insanely ugly. It's not that it's destroying a good view, it's that it's creating an insanely ugly view. Include shadows, graffiti, etc and the negative impacts are substantial. 2: From up the hill, (Genesee and 21st) it is destroying a decent view.	Please see the response to CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I prefer the placement of the Del-3 and Del-4 stations on Delridge from a practical access/pull area perspective.	Please see the response to CCG2 in Table 7-1.
3	The station options near West Seattle Junction should prefer the farther west options closer to California (i.e, not WSJ-2). California already is the destination and urban village, and the transit needs to focus on serving that area.	Please see the response to CC2i in Table 7-1.
4	I think your cost estimates are off in a systemic way that's causing you to under estimate the costs of building above ground tracks compared to tunneling. Yes, tunneling will be insanely expensive. But building above ground will ALSO be insanely expensive due to property cost increases over time. Over the last several years property values have steadily (-10% y/y) as demand has increased. THIS WILL CONTINUE in the future without substantial	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	changes in housing policy which have to be assumed to be politically unviable. Predictions that it will not are indulging in irrational trust in mean-reversion, which won't apply due to the local macroeconomic conditions (Amazon and other tech companies continuing to grow in the area, pulling in more well paid people to compete for housing, and a complete unwillingness to entertain any suggestions that would actually impact the housing shortage.) As a result, delays increase above ground costs more than they increase tunneling costs. Delays increase above ground costs at a faster rate than the money available increases. An above-ground path will never happen due to cost increases from property-value increases outpacing funding accumulation. When estimating costs, please model the recent (last 10 years) of property value increases and project those out, at least as an informative element for "what if" planning.	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0004

Communication ID:	Name	Email
490777	Jon Swanson	jswan2@gmail.com

Full Communication (1/28/2022)

I think the tunnel options are worth the extra cost. On the west seattle side, in particular, its kind of mind-blowing how many new buildings will be displaced by the elevated tracks and stations. For the Ballard side, the tunnel options seem to cost the same now as the elevated options, so I don't understand why anyone would choose the bridge + elevated station options. Less noise when operating, less displacement.

#	Comments	Responses
1	I think the tunnel options are worth the extra cost. On the west seattle side, in particular, its kind of mind-blowing how many new buildings will be displaced by the elevated tracks and stations.	Please see the responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	For the Ballard side, the tunnel options seem to cost the same now as the elevated options, so I don't understand why anyone would choose the bridge + elevated station options. Less noise when operating, less displacement.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0005

Communication ID:	Name	Email
490778	Mabell Gomez	dj8a@live.com

Full Communication (1/28/2022)

Regarding the West Seattle Link extension. I encourage the use of SW Andover St. as a preferred alternative. That street has been abandoned for a long time and has slowly been taken over by inappropriately parked vehicles and garbage. I strongly believe that the use of that street for the link would be highly appreciated by the North Delridge community as well as have the least impact on local residents. Targeting two birds with one stone, it would clean up an unused, dirty portion of our community as well as brining the link to our area.

Thank you for your time and consideration.

#	Comments	Responses
1	Regarding the West Seattle Link extension. I encourage the use of SW Andover St. as a preferred alternative. That street has been abandoned for a long time and has slowly been taken over by inappropriately parked vehicles and garbage. I strongly believe that the use of that street for the link would be highly appreciated by the North Delridge community as well as have the least impact on local residents. Targeting two birds with one stone, it would clean up an unused, dirty portion of our community as well as brining the link to our area. Thank you for your time and consideration.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0006

Communication ID:	Name	Email
490779	Annelise Aldrich	aldrich.annelise@gmail.com

Full Communication (1/28/2022)

I think the preferred alternative is a great route and plan, I only wish it could have been done already! I know these things take time, but we have to get more cars off the road faster.

#	Comments	Responses
1	I think the preferred alternative is a great route and plan, I only wish it could have been done already! I know these things take time, but we have to get more cars off the road faster.	Please see responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0007

Communication ID:	Name	Email
490781	Jill Akridge	jillmakr@gmail.com

Full Communication (1/28/2022)

I am commenting on the West Seattle portion of the plan. As a 10+ year resident and home owner in West Seattle, I believe the the alternatives that utilize a tunnel are the only options that should be considered. Having this be above ground will be far too disruptive in what is already a highly trafficked section of the neighborhood. Again, under no circumstances should an above ground or surface street option be considered.

Thank you,

#	Comments	Responses
1	I am commenting on the West Seattle portion of the plan. As a 10+ year resident and home owner in West Seattle, I believe the the alternatives that utilize a tunnel are the only options that should be considered. Having this be above ground will be far too disruptive in what is already a highly trafficked section of the neighborhood. Again, under no circumstances should an above ground or surface street option be considered.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0008

Communication ID:	Name	Email
490784	Brian Eccles	brianaeccles@hotmail.com

Full Communication (1/28/2022)

Don't build it.

Stop and return the money to taxpayers instead.

My family is paying an extra \$1,000 a year in taxes and will most likely never use this once. Work from home means even fewer people will ever need it. It's another example of Washington government excess. The vote some years back passed by only a slim margin after heavy lobbying by the government and businesses.

If you must build it then make it self funding. Price the rides so that only riders are paying for it. If it is such a good idea then the business case will still work.

Thank you for having an open mind about whether it should really exist.

#	Comments	Responses
1	Don't build it. Stop and return the money to taxpayers instead. My family is paying an extra \$1,000 a year in taxes and will most likely never use this once. Work from home means even fewer people will ever need it. It's another example of Washington government excess. The vote some years back passed by only a slim margin after heavy lobbying by the government and businesses. If you must build it then make it self funding. Price the rides so that only riders are paying for it. If it is such a good idea then the business case will still work. Thank you for having an open mind about whether it should really exist.	Your opposition to the project has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. Please also see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0009

Communication ID:	Name	Email
490785	Victor Ochoa	djyvic@hotmail.com

Full Communication (1/28/2022)

West Seattle portion of the link would be most beneficial if it runs along SW Andover St and up SW Yancy St. It is the least used portion of the community which has caused a lot of people who live out of their cars to park there and has brought a lot of littering to the area. Putting that area to better use, such as the link, would be beneficial as well as least destructive to the homes in the area. Might also involve less private properties to be bought out for the project.

Thanks for listening

#	Comments	Responses
1	<p>West Seattle portion of the link would be most beneficial if it runs along SW Andover St and up SW Yancy St. It is the least used portion of the community which has caused a lot of people who live out of their cars to park there and has brought a lot of littering to the area. Putting that area to better use, such as the link, would be beneficial as well as least destructive to the homes in the area.</p> <p>Might also involve less private properties to be bought out for the project.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0010

Communication ID:	Name	Email
490787	Elizabeth Houck	houck@ucla.edu

Full Communication (1/28/2022)

I would rather have the "Other draft EIS Alternative" route.

#	Comments	Responses
1	I would rather have the "Other draft EIS Alternative" route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0011

Communication ID:	Name	Email
490790	Cynthia Thichava	cthichava@gmail.com

Full Communication (1/28/2022)

Please consider strongly tunneling as will be done downtown, for the West Seattle extension. This is my preference both esthetically and in order to minimize the dislocation of homeowners and businesses.

I am strongly in favor of light rail and mass transit.

#	Comments	Responses
1	Please consider strongly tunneling as will be done downtown, for the West Seattle extension. This is my preference both esthetically and in order to minimize the dislocation of homeowners and businesses. I am strongly in favor of light rail and mass transit.	Thank you for expressing support for light rail. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0012

Communication ID:	Name	Email
490793	Grant Gutierrez	grant.m.gutierrez@gmail.com

Full Communication (1/28/2022)

We need more public transportation period. If any of the preferred alternatives were to open it would be a benefit to our communities. However we must also take into account the ways that gentrification tends to follow the arrival of light rail and subway stops. Communities that are living in neighborhoods that have yet to experience gentrification and displacement should be prioritized in the decision making and consultation process for these light rail options.

Tax the rich to service the working communities of the city!!

#	Comments	Responses
1	We need more public transportation period. If any of the preferred alternatives were to open it would be a benefit to our communities.	Thank you for expressing support for the project.
2	However we must also take into account the ways that gentrification tends to follow the arrival of light rail and subway stops. Communities that are living in neighborhoods that have yet to experience gentrification and displacement should be prioritized in the decision making and consultation process for these light rail options.	Please see response to CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, and Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0013

Communication ID:	Name	Email
490794	Jeffrey Wolford	JEFFREYCHARLESWOLFORD@GMAIL.COM

Full Communication (1/28/2022)

West Seattle needs something so badly. The bridge has been a huge pain. Are there ways to expedite this? What are the options for the next 10 years while this kicks off?

#	Comments	Responses
1	West Seattle needs something so badly. The bridge has been a huge pain. Are there ways to expedite this? What are the options for the next 10 years while this kicks off?	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0014

Communication ID:	Name	Email
490795	Benjamin Lam	nerfherders123@gmail.com

Full Communication (1/28/2022)

I agree that all presented preferred options are the best possible options for my community in West Seattle

#	Comments	Responses
1	I agree that all presented preferred options are the best possible options for my community in West Seattle	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0015

Communication ID:	Name	Email
490796	Jensen Vance	jensen.l.vance@gmail.com

Full Communication (1/28/2022)

With all of the condos/townhomes currently being built or just finished, try to avoid the sw avalon route as it seems to have been chosen prior to land use changes/current residential impact, why build hundreds of new residential just to knock them down at a much higher price.

#	Comments	Responses
1	With all of the condos/townhomes currently being built or just finished, try to avoid the sw avalon route as it seems to have been chosen prior to land use changes/current residential impact, why build hundreds of new residential just to knock them down at a much higher price.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0016

Communication ID:	Name	Email
490800	Megan Wood	mwood2700@gmail.com

Full Communication (1/28/2022)

For Alaska Junction Station, I prefer 42nd Ave tunnel option, WSJ-3b.

#	Comments	Responses
1	For Alaska Junction Station, I prefer 42nd Ave tunnel option, WSJ-3b.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0017

Communication ID:	Name	Email
490801	Mike Smyth	fansome@nwlink.com

Full Communication (1/28/2022)

Cancel the entire project. Sound Transit does not have the funding to complete these lines. ST is bleeding riders. Why are we paying Billions for a line that won't be used enough to justify the cost?

#	Comments	Responses
1	Cancel the entire project. Sound Transit does not have the funding to complete these lines. ST is bleeding riders. Why are we paying Billions for a line that won't be used enough to justify the cost?	Your opposition to the project has been noted. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0018

Communication ID:	Name	Email
490802	Derek Ross	derekross686@gmail.com

Full Communication (1/28/2022)

I live near the routes on 33/Andover. And I really prefer tunnel routes and only tunnel especially with the bridge having so many cracks and concrete issues as it is. The track would just be too high and disrupt too much of the life around West Seattle as well as the views. Please consider the TUNNEL option.

#	Comments	Responses
1	I live near the routes on 33/Andover. And I really prefer tunnel routes and only tunnel especially with the bridge having so many cracks and concrete issues as it is. The track would just be too high and disrupt too much of the life around West Seattle as well as the views. Please consider the TUNNEL option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0019

Communication ID:	Name	Email
490804	Adam Wuerl	awuerl@gmail.com

Full Communication (1/28/2022)

Alternative 2 is way too far East. The station was promised to serve the Junction, which is the intersection of Alaksa and California. Anything east of 42nd is too far, which rules out everything but #1 and #4. A tunnel is preferred because it will less unsightly, quieter, and less disruptive during construction.

If #1 would destroy both supermarkets (Safeway and QFC) that seems like a problem.

#	Comments	Responses
1	Alternative 2 is way too far East. The station was promised to serve the Junction, which is the intersection of Alaksa and California. Anything east of 42nd is too far, which rules out everything but #1 and #4. A tunnel is preferred because it will less unsightly, quieter, and less disruptive during construction. If #1 would destroy both supermarkets (Safeway and QFC) that seems like a problem.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0020

Communication ID:	Name	Email
490805	Mitchell Henke	mitchell@mitchellhenke.com

Full Communication (1/28/2022)

I want lots of trains running frequently to popular destinations.

#	Comments	Responses
1	I want lots of trains running frequently to popular destinations.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on train frequency.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0021

Communication ID:	Name	Email
490806	Matt Laughlin	mattolaughlin@gmail.com

Full Communication (1/28/2022)

This is a long term investment and the WSJ station should be done like other modern cities and neighborhoods, underground. WS will continue to grow and the WSJ-3b station will provide great access to housing & retail.

DEL- 6 seems good for not displacing residents and the lowest amount of employee assuming the Transitional Resources office receives funding to relocate. DEL-4 seems like the best choice due to higher ridership, lower heights (less obnoxious/intrusive) and permanently impacting the golf course (why is a golf course needed here when housing is so difficult?).

#	Comments	Responses
1	This is a long term investment and the WSJ station should be done like other modern cities and neighborhoods, underground. WS will continue to grow and the WSJ-3b station will provide great access to housing & retail. DEL- 6 seems good for not displacing residents and the lowest amount of employee assuming the Transitional Resources office receives funding to relocate. DEL-4 seems like the best choice due to higher ridership, lower heights (less obnoxious/intrusive) and permanently impacting the golf course (why is a golf course needed here when housing is so difficult?).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0022

Communication ID:	Name	Email
490807	Nathan Odell	nathanodell62@gmail.com

Full Communication (1/29/2022)

Overall the preferred alternatives seem decent in my opinion. In general, I'd suggest going with the lowest-cost option. For International District/Chinatown station, either shallow station would be ideal, as they would offer easier and faster access to passengers. I prefer the 4th Ave option though either shallow station would be fine.

#	Comments	Responses
1	Overall the preferred alternatives seem decent in my opinion. In general, I'd suggest going with the lowest-cost option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	For International District/Chinatown station, either shallow station would be ideal, as they would offer easier and faster access to passengers. I prefer the 4th Ave option though either shallow station would be fine.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0023

Communication ID:	Name	Email
490810	austin watson	austin.watson@ieee.org

Full Communication (1/29/2022)

1. hurry up. build it. let's not drag this out in old seattle style and try to make everyone happy all the time. make a choice and get on with it.
2. more tunnels yes. less above ground yes.

#	Comments	Responses
1	hurry up. build it. let's not drag this out in old seattle style and try to make everyone happy all the time. make a choice and get on with it.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	more tunnels yes. less above ground yes.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0024

Communication ID:	Name	Email
490812	Micha Lampi	politics@ampi.us

Full Communication (1/29/2022)

A better and more economical solution would be to have an aerial monorail from Ballard to West Seattle. This eliminates the need to have deep tunnels through downtown Seattle, and a monorail can handle the steeper grade to West Seattle. It is ridiculous that such an alternative was not considered by Sound Transit.

#	Comments	Responses
1	A better and more economical solution would be to have an aerial monorail from Ballard to West Seattle. This eliminates the need to have deep tunnels through downtown Seattle, and a monorail can handle the steeper grade to West Seattle. It is ridiculous that such an alternative was not considered by Sound Transit.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0025

Communication ID:	Name	Email
490813	Debora Robinett	drobinett@msn.com

Full Communication (1/29/2022)

The WSJ-5 and lower height Andover station DEL-6 appear to be the lowest cost, have the least adverse visual impact and lowest number of displaced homes and businesses. Ideally, the entire project would be tunneled but I understand budget constraints.

In the event the Genesee above ground route is selected, my condominium will be eminent domain. How will you relocate a single female, senior citizen on a fixed income and mobility issues who has no mortgage, low HOA Dues and a senior citizen property tax reduction, zero stairs, enclosed-attached garage and elevator, high quality appliances, fixtures, tile, carpet, hardwood, 10" ceilings, recladed and new windows, 2 bedrooms/2 bathrooms, proximity to storage unit and 1/4 mile from bridge on-ramp to both of my businesses/jobs and properties, family, downtown Seattle, medical, dental and easy access to bus, future ST3 station, proximity to area businesses? Even with significant Housing of Last Resort payment over and above Fair Market Value of my current condominium, there is zero inventory in King County that matches what I have now. Moving me to another condo in an area that matches my West Seattle home will require higher HOA Dues and Property taxes that I just cannot afford at this stage of my life.

#	Comments	Responses
1	The WSJ-5 and lower height Andover station DEL-6 appear to be the lowest cost, have the least adverse visual impact and lowest number of displaced homes and businesses. Ideally, the entire project would be tunneled but I understand budget constraints.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In the event the Genesee above ground route is selected, my condominium will be eminent domain. How will you relocate a single female, senior citizen on a fixed income and mobility issues who has no mortgage, low HOA Dues and a senior citizen property tax reduction, zero stairs, enclosed- attached garage and elevator, high quality appliances, fixtures, tile, carpet, hardwood, 10" ceilings, recladed and new windows, 2 bedrooms/2 bathrooms, proximity to storage unit and 1/4 mile from bridge on-ramp to both of my businesses/jobs and properties, family, downtown Seattle, medical, dental and easy access to bus, future ST3 station, proximity to area businesses? Even with significant Housing of Last Resort payment over and above Fair Market Value of my current condominium, there is zero inventory in King County that matches what I have now. Moving me to another condo in an area that matches my West Seattle home will require higher HOA Dues and Property taxes that I just cannot afford at this stage of my life.	Please see response to CC4.1a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0026

Communication ID:	Name	Email
490814		

Full Communication (1/29/2022)

Include turnstiles in your design! The current non paying customer issue can be mitigated by installing this simple tool that is all so common with other major cities' transit systems. There is no reason to invest funding to hire more fare enforcement officers/ambassadors (and it doesn't matter what you call them), we cannot ensure there is no bias against POC. Sound Transit is irresponsible to continue expanding and operating business as usual without re-imagining how a transit system need to operate given current environments to sustain longevity. Coming back to citizens to ask for more money every year is not a viable option.

#	Comments	Responses
1	Include turnstiles in your design' The current non paying customer issue can be mitigated by installing this simple tool that is all so common with other major cities' transit systems. There is no reason to invest funding to hire more fare enforcement officers/ambassadors (and it doesn't matter what you call them), we cannot ensure there is no bias against POC. Sound Transit is irresponsible to continue expanding and operating business as usual without re-imagining how a transit system need to operate given current environments to sustain longevity. Coming back to citizens to ask for more money every few year is not a viable option.	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, and protocols, and gathered community feedback to identify where improvements should be made. As a result of this work, Sound Transit developed the Fare Enforcement Action Plan in May 2022 that updates fare compliance approaches, including replacement of Fare Enforcement Officers with Fare Ambassadors.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0027

Communication ID:	Name	Email
490815	Kelly Dunn	defaultstring@gmail.com

Full Communication (1/29/2022)

On page 34, under the "Comparison of West Seattle Junction Segment Alternatives" section, in the second paragraph, reads the following sentence:

"Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 and Preferred Option WSJ-3b• would displace the Safeway. "

I believe this statement is only partially correct, as the WSJ-2 alternative does not pass by the Safeway on 42nd. WSJ-2, does however, appear to take a path that could displace the Trader Joe's on Fauntleroy.

Furthermore, it looks like WSJ-3b could displace the Safeway, but it doesn't appear to cross the Trader Joe's.

I'd expect this sentence to read:

"Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 would displace a Trader Joe's, and Preferred Option WSJ-3b• would displace the Safeway. "

#	Comments	Responses
1	On page 34, under the "Comparison of West Seattle Junction Segment Alternatives" section, in the second paragraph, reads the following sentence:" Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 and Preferred Option WSJ-3b' would displace the Safeway. " I believe this statement is only partially correct, as the WSJ-2 alternative does not pass by the Safeway on 42nd. WSJ-2, does however, appear to take a path that could displace the Trader Joe's on Fauntleroy. Furthermore, it looks like WSJ-3b could displace the Safeway, but it doesn't appear to cross the Trader Joe's. I'd expect this sentence to read: " Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 would displace a Trader Joe's, and Preferred Option WSJ-3b' would displace the Safeway."	As noted, the information on p. ES-22 of the WSBLE Draft EIS Executive Summary was not accurate. The information was correct in Section 4.2.4, Social Resources, Community Facilities, and Neighborhoods, of the Draft EIS. The Executive Summary of the West Seattle Link Extension Final EIS has been updated to correctly identify grocery stores that would be displaced by these alternatives. Also see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for updated information on grocery stores potentially displaced.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0028

Communication ID:	Name	Email
490820	Tommy Owens	tdo3104@gmail.com

Full Communication (1/29/2022)

I support this proposal. I only wish it could be expedited. 20 years to get Light Rail to Ballard seems absurd. But I fully support this proposal and would like to see it implemented.

#	Comments	Responses
1	I support this proposal. I only wish it could be expedited. 20 years to get Light Rail to Ballard seems absurd. But I fully support this proposal and would like to see it implemented.	Thank you for expressing support for the project. Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0029

Communication ID:	Name	Email
490821	Kristal Walton	waltonkristal@gmail.com

Full Communication (1/29/2022)

I think these light rails are much needed, especially to west Seattle considering the issue with the bridge. Needs these extensions very much.

#	Comments	Responses
1	I think these light rails are much needed, especially to west Seattle considering the issue with the bridge. Needs these extensions very much.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0030

Communication ID:	Name	Email
490823	Dan La Vassar	danlavassar@gmail.com

Full Communication (1/29/2022)

My comments relate to the relative merits of the various alternatives evaluated for a number of segments. I'm in agreement with the Board that the preferred alternatives for the South Interbay, Downtown, SODO, and Duwamish segments are the best performing and should be preferred.

For the Chinatown/ID segment where no preferred alternative has been selected, both 'deep' alternatives should be dropped from consideration. Given the volume of transfers that will be made at this station from riders transferring between the two North-South lines and the East-West line here, a deep station requiring elevators to access should be a complete non-starter. The diagonal shallow 5th configuration appears to be the most reasonable alternative here.

For the West Seattle Junction and Delridge segments, the 'medium tunnel 41st' and 'lower height Andover' alternative should be the preferred alternative going forward. The elevated alternatives in the Junction doom the line to terminating there forever - the line needs to be in a tunnel to make it to High Point and on to White Center and Burien eventually. The other tunnel alternatives have higher impact and cost but little additional benefit.

For the Ballard segment, the preferred option should be the 15th NW tunnel. The 14th NW alternatives place the station entrances unacceptably far from the center of Ballard - an entrance on the west side of 15th NW is needed to adequately serve the density that exists and is coming to central Ballard. If an elevated alternative is advanced due to funding issues, the 15th NW elevated alternative should be the one chosen for the same reason.

#	Comments	Responses
1	My comments relate to the relative merits of the various alternatives evaluated for a number of segments. I'm in agreement with the Board that the preferred alternatives for the South Interbay, Downtown, SODO, and Duwamish segments are the best performing and should be preferred.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to alternative preference for the Ballard Link Extension will be provided in the Ballard Link Extension Final EIS.
2	For the Chinatown/ID segment where no preferred alternative has been selected, both 'deep' alternatives should be dropped from consideration. Given the volume of transfers that will be made at this station from riders transferring between the two North-South lines and the East-West line here, a deep station requiring elevators to access should be a complete non-starter.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	The diagonal shallow 5th configuration appears to be the most reasonable alternative here.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	For the West Seattle Junction and Delridge segments, the 'medium tunnel 41st' and 'lower height Andover' alternative should be the preferred alternative going forward. The elevated alternatives in the Junction doom the line to terminating there forever - the line needs to be in a tunnel to make it to High Point and on to White Center and Burien eventually. The other tunnel alternatives have higher impact and cost but little additional benefit.	Please see responses to CCG2 and CC2d in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	For the Ballard segment, the preferred option should be the 15th NW tunnel. The 14th NW alternatives place the station entrances unacceptably far from the center of Ballard - an entrance on the west side of 15th NW is needed to adequately serve the density that exists and is coming to central Ballard. If an elevated alternative is advanced due to funding issues, the 15th NW elevated alternative should be the one chosen for the same reason.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0031

Communication ID:	Name	Email
490825	Lisa Christoffersen	lisa.christoffersen@icloud.com

Full Communication (1/29/2022)

I am a West Seattle resident. Upon reviewing the alternatives for the West Seattle Junction segment, I feel strongly that the Fauntleroy Way Elevated Station is by far the worst choice. The visual impacts of an elevated structure at the intersection of Alaska and Fauntleroy would be terrible. Given the large amount of new apartment construction in this location, which is exactly the type of development we need in this location, it makes no sense to blight this area with a large elevated structure. If an elevated route is chosen, the 41st/42nd Avenue route is better. But what really strikes me is the very minor cost difference between the Fauntleroy Way Elevated Station, on one hand, and the Short and Medium Tunnels, on the other. The tunnel alternatives have far fewer impacts, and cost as little as \$200 million more. This is not a significant amount in the context of a 100-year project. I note that it was recently reported that Sound Transit and WSDOT are proposing to spend almost \$300 million on a single highway interchange in Kirkland. It is ludicrous that Sound Transit would support that expenditure and not a similar or lesser expenditure to create a first-class underground light rail line in a city neighborhood.

#	Comments	Responses
1	I feel strongly that the Fauntleroy Way Elevated Station is by far the worst choice. The visual impacts of an elevated structure at the intersection of Alaska and Fauntleroy would be terrible. Given the large amount of new apartment construction in this location, which is exactly the type of development we need in this location, it makes no sense to blight this area with a large elevated structure. If an elevated route is chosen, the 41st/42nd Avenue route is better.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	But what really strikes me is the very minor cost difference between the Fauntleroy Way Elevated Station, on one hand, and the Short and Medium Tunnels, on the other. The tunnel alternatives have far fewer impacts, and cost as little as \$200 million more. This is not a significant amount in the context of a 100-year project. I note that it was recently reported that Sound Transit and WSDOT are proposing to spend almost \$300 million on a single highway interchange in Kirkland. It is ludicrous that Sound Transit would support that expenditure and not a similar or lesser expenditure to create a first-class underground light rail line in a city neighborhood.	Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see the response to CC2c in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0032

Communication ID:	Name	Email
490829	Peter Barrett	pbarrett@gmail.com

Full Communication (1/29/2022)

I would implore the Sound Transit Board of Directors to modify the preferred alternative on the West Seattle terminus to exclude WSJ-1 (Elevated 41sU42nd Station). Based on the draft EIS (specifically, Page 6-15), the number of businesses, employees, and residential buildings impacted far out weighs the benefit of this location- especially compared to the WSJ-2 (Elevated Fauntleroy Way Station). It's not clear what the upside of WSJ-1 is compared to WSJ-2. WSJ-1 has a lower rider estimate (page 6-14). Furthermore, per page 6-34, WSJ-1 is \$400M more expensive than WSJ-2.

It's hard to understanding how lower ridership numbers, higher construction costs, and higher impact to the community (as measured by impacted businesses, residences, and buildings) wouldn't make WSJ-2 the obvious better choice.

Additionally, I'm confused why an Avalon station is being built so close to the Junction station. Why not get ride of this station (a mere quarter of a mile from the proposed junction locations) and tunnel into the WS junction?

#	Comments	Responses
1	I would implore the Sound Transit Board of Directors to modify the preferred alternative on the West Seattle terminus to exclude WSJ-1 (Elevated 41sV42nd Station). Based on the draft EIS (specifically, Page 6-15), the number of businesses, employees, and residential buildings impacted far out weighs the benefit of this location- especially compared to the WSJ-2 (Elevated Fauntleroy Way Station). It's not clear what the upside of WSJ-1 is compared to WSJ-2. WSJ-1 has a lower rider estimate (page 6-14). Furthermore, per page 6-34, WSJ-1 is \$400M more expensive than WSJ-2. It's hard to understanding how lower ridership numbers, higher construction costs, and higher impact to the community (as measured by impacted businesses, residences, and buildings) wouldn't make WSJ-2 the obvious better choice.	Please see the responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Additionally, I'm confused why an Avalon station is being built so close to the Junction station. Why not get ride of this station (a mere quarter of a mile from the proposed junction locations) and tunnel into the WS junction?	Please see the response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0033

Communication ID:	Name	Email
490831	Nadine Farouq	nadinexf@yahoo.com

Full Communication (1/29/2022)

LINK stops in Ballard and West Seattle would be great for the environment and economy. This would allow Seattle to function as a city rather than multiple, disconnected, mini cities.

#	Comments	Responses
1	LINK stops in Ballard and West Seattle would be great for the environment and economy. This would allow Seattle to function as a city rather than multiple, disconnected, mini cities.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0034

Communication ID:	Name	Email
490838	Larry Scheib	larryscheib@yahoo.com

Full Communication (1/30/2022)

Dear Sir/Madam:

I find the UW Stadium station to be abhorrent at 95 ft and at a cost of 100s of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity. Please don't make Seattle the laughing stock of the transit world.

It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID (4th). This would leave a tunnel for West Seattle and future expandability.

A streetcar is planned for SLU to ID, just reconfigure it if need be, for a fraction of the cost. This would leave us with much easier transfers then the deep Link stations and it would not bankrupt us.

All the best, Larry Scheib

#	Comments	Responses
1	I find the UW Stadium station to be abhorrent at 95 ft and at a cost of 100s of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity. Please don't make Seattle the laughing stock of the transit world.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information. Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID (4th). This would leave a tunnel for West Seattle and future expandability. A streetcar is planned for SLU to ID, just reconfigure it if need be, for a fraction of the cost. This would leave us with much easier transfers then the deep Link stations and it would not bankrupt us.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0035

Communication ID:	Name	Email
490840	Andres Curry	A_curry1@yahoo.com

Full Communication (1/30/2022)

6.1.5 - In West Seattle, options including elevated tracks into Alaska Junction reduce available housing and contradict city equity considerations; the tunnel option is best. Specifically, above ground stations at Avalon and the Junction would require removal of several hundred to more than 1000 multi-family housing units, many of which are newly constructions consistent with the Urban Village Plan. To remove housing is not only a contradiction of the vision for linking housing dense locations with light rail, but also displaces renters and mixed use housing developments. Further, the cost to buy newly constructed apartment buildings nearly offset the additional costs associated with tunnel options. There is no funding to connect this segment to south routes, and if future ST investments are made, a line along Delridge would more directly connect to Burien through Westwood Village, where additional density could easily be achieved in large parking lots without displacing existing residents or retail.

#	Comments	Responses
1	In West Seattle, options including elevated tracks into Alaska Junction reduce available housing and contradict city equity considerations; the tunnel option is best. Specifically, above ground stations at Avalon and the Junction would require removal of several hundred to more than 1000 multi-family housing units, many of which are newly constructions consistent with the Urban Village Plan. To remove housing is not only a contradiction of the vision for linking housing dense locations with light rail, but also displaces renters and mixed use housing developments. Further, the cost to buy newly constructed apartment buildings nearly offset the additional costs associated with tunnel options.	Please see responses to CCG2 and CC4.1b in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	There is no funding to connect this segment to south routes, and if future ST investments are made, a line along Delridge would more directly connect to Burien through Westwood Village, where additional density could easily be achieved in large parking lots without displacing existing residents or retail.	Please see response to CC2d in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0036

Communication ID:	Name	Email
490842	Chris Downie	cdownie@gmail.com

Full Communication (1/30/2022)

Specifically for the path near Delridge station (Figure 1-2), it seems that any paths that go through existing private property are going to incur large costs to acquire and build on that land. Not to mention the impact to residents in this area.

The best option for this section would seem to be (if I'm reading this right) DEL-4, the lower height path that goes on the south side of Genesee. This puts most of the path on land that won't displace residents and won't incur demolition costs. Not only that, but the golf course and playfield are already owned by the City of Seattle, so that would minimize the cost of acquiring the land.

Given that, I'm not sure why paths that go even slightly further south, over the north end of Genesee Playfield (where there's a skatepark and some open land) and cutting into the golf course wasn't listed as an option in this EIS. It seems like a path like that would have lowest cost, least impact to residents, and could use land the city already owns to accomplish this new rail line.

#	Comments	Responses
1	Specifically for the path near Delridge station (Figure 1-2), it seems that any paths that go through existing private property are going to incur large costs to acquire and build on that land. Not to mention the impact to residents in this area. The best option for this section would seem to be (if I'm reading this right) DEL-4, the lower height path that goes on the south side of Genesee. This puts most of the path on land that won't displace residents and won't incur demolition costs. Not only that, but the golf course and playfield are already owned by the City of Seattle, so that would minimize the cost of acquiring the land.	Please see responses to CCG2 and CC4.1bin Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Given that, I'm not sure why paths that go even slightly further south, over the north end of Genesee Playfield (where there's a skatepark and some open land) and cutting into the golf course wasn't listed as an option in this EIS. It seems like a path like that would have lowest cost, least impact to residents, and could use land the city already owns to accomplish this new rail line.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension for discussion of why an alternative through the West Seattle Golf Course was not studied in the EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0037

Communication ID:	Name	Email
490843	Keith Hall	keithutexas@gmail.com

Full Communication (1/30/2022)

I strongly support a rail transit connection from downtown to West Seattle, but what Sound Transit has proposed is exactly the nightmare scenario I feared it would be in the worst-case planning scenario.

I have only focused in on the segment from Alaska Junction to the Duwamish, and it is very difficult for me to point out what exactly in the DEIS is wrong because nothing about it is right. Both horizontal and vertical alignments are wrong (it looks like a 1960s era urban renewal-by-freeway project). The removal of housing is wrong (we need more, not less). The lack of integration with existing land use (by way of destruction) and potential land use (a complete lack of foresight with obvious opportunity) is wrong.

The process went wrong; only sketchy and fuzzy information was released until the DEIS put the details out. This is clearly a black-box planning approach where the final take-it-or-leave-it results were thrown out at the end of the process. This is not meaningful engagement on what is in every way possible a terrible design solution.

The bus interface at stations is, in typical Sound Transit form, pretty terrible.

The Alaska Junction station isn't even in Alaska Junction. It's 4 blocks away down a hill on Fauntleroy, which means it's not accessible to a person in a wheelchair from where Alaska Junction really is.

How is it that Sound Transit wasted so much money to do such a bad job? You've squandered both time and money to create a solution that is truly awful.

#	Comments	Responses
1	I strongly support a rail transit connection from downtown to West Seattle, but what Sound Transit has proposed is exactly the nightmare scenario I feared it would be in the worst-case planning scenario. I have only focused in on the segment from Alaska Junction to the Duwamish, and it is very difficult for me to point out what exactly in the DEIS is wrong because nothing about it is right. Both horizontal and vertical alignments are wrong (it looks like a 1960s era urban renewal-by-freeway project). The removal of housing is wrong (we need more, not less). The lack of integration with existing land use (by way of destruction) and potential land use (a complete lack of foresight with obvious opportunity) is wrong. The process went wrong; only sketchy and fuzzy information was released until the DEIS put the details out. This is clearly a black-box planning approach where the final take-it-or-leave-it results were thrown out at the end of the process. This is not meaningful engagement on what is in every way possible a terrible design solution. The bus interface at stations is, in typical Sound Transit form, pretty terrible. The Alaska Junction station isn't even in Alaska Junction. It's 4 blocks away down a hill on Fauntleroy, which means it's not accessible to a person in a wheelchair from where Alaska Junction really is.	Please see responses to CCG1, CCG2, and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0038

Communication ID:	Name	Email
490844	Dan Betts	dan06betts@gmail.com

Full Communication (1/30/2022)

Should not go to Alaska Junction.

It will be a horrible ugly mess through Youngstown.

The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW.

Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW.

This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks.

Lower/smaller stations and will save money.

No tunnels, no high-rise stations, no columns.

Stations located along Delridge Way: Youngstown near Spokane Street.

Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW

Another optional one somewhere along the route.

#	Comments	Responses
1	Should not go to Alaska Junction. It will be a horrible ugly mess through Youngstown.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode corridor, and station areas.
2	The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW. Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks. Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located along Delridge Way: Youngstown near Spokane Street. Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW Another optional one somewhere along the route.	Please see the response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit supportive land uses.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0039

Communication ID:	Name	Email
490845	Katherine Woolverton	kwoolverton@gmail.com

Full Communication (1/30/2022)

As you know, West Seattle has a challenging topography for mass transit to points north and east. Hills and waterways limit our options. The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to get over the Duwamish and adjacent hills. There is a better option: a Skylink gondola system and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown.

In his October 2021 West Seattle Chamber of Commerce debate with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system. His response was "I've asked for a Skylink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to the points south of the Duwamish peninsula on the Soda to West Seattle light rail section. Why can't Skylink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Soda/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks. A Skylink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system.

Per Skylink's evaluation, gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension.

But don't take Skylink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right.

#	Comments	Responses
1	The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to get over the Duwamish and adjacent hills. There is a better option: a Skylink gondola system and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown. In his October 2021 West Seattle Chamber of Commerce debate with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system. His response was "I've asked for a Skylink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to the points south of the Duwamish peninsula on the Soda to West Seattle light rail section. Why can't Skylink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Soda/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks. A Skylink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system. Per Skylink's evaluation, gondolas would have a smaller carbon footprint, displace	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension. But don't take Skylink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan.	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0040

Communication ID:	Name	Email
490848	Joseph Bradley	jallenbradley@gmail.com

Full Communication (1/30/2022)

I'm light rail supporter, but please limit/nullify the impact on the west Seattle golf course. It's a municipal facility with a great and long history, and it serves as an important community center for a wide variety of people from all walks of life. It's already very tight there, in terms of space, so any impact along Genesee will materially weaken the institution.

#	Comments	Responses
1	I'm light rail supporter, but please limit/nullify the impact on the west Seattle golf course. It's a municipal facility with a great and long history, and it serves as an important community center for a wide variety of people from all walks of life. It's already very tight there, in terms of space, so any impact along Genesee will materially weaken the institution.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0041

Communication ID:	Name	Email
490850	Robert DeMacon	robertdemacon2013@gmail.com

Full Communication (1/30/2022)

For this project, do we really need a second downtown tunnel? It seems to be more expensive and time consuming to build another tunnel. It also doesn't seem to add much to downtown either. We are only getting one new station. We are already delaying this project and others because of excess costs and it seems like we can cut a lot of that out by not digging a second tunnel.

Also, can we have construction going 24/7? It seems like we can speed up the process with ongoing construction throughout.

#	Comments	Responses
1	For this project, do we really need a second downtown tunnel? It seems to be more expensive and time consuming to build another tunnel. It also doesn't seem to add much to downtown either. We are only getting one new station. We are already delaying this project and others because of excess costs and it seems like we can cut a lot of that out by not digging a second tunnel.	Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Also, can we have construction going 24/7? It seems like we can speed up the process with ongoing construction throughout.	Please see Section 2.7, Construction Approach, of the West Seattle Link Extension Final EIS for more information on hours of construction, including when construction activities would take place 24 hours a day, 7 days a week. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0042

Communication ID:	Name	Email
490851	Donald Padelford	dfp07@dfpnet.net

Full Communication (1/30/2022)

Both BRT and BRT+Gondola alternatives should be included in the EIS. They are likely to be much less expensive and to be able to be constructed in a much shorter time span with less disruption than the LRT alternatives.

As for the BRT alternative its benefits include being able to use existing on-street rights of way eg on the 3rd Avenue busway and Elliot Avenue. Short tunnels could be included for South Lake Union and the Ship Canal. (Buses can negotiate relatively steep grades compared to rail and thus the tunnels can be commensurately shorter.) Either combined with a West Seattle gondola or as a stand-alone solution, BRT allows for continued use of the 3rd Avenue busway, obviating the need for the ultra-expensive, and inconvenient, 4th Avenue tunnel and related deep stations envisioned for LRT. (Major upgrades to the 3rd Avenue bus shelters is recommended.)

I will let principle proponents of the West Seattle gondola make their case separately.

#	Comments	Responses
1	Both BRT and BRT+Gondola alternatives should be included in the EIS. They are likely to be much less expensive and to be able to be constructed in a much shorter time span with less disruption than the LRT alternatives. As for the BRT alternative its benefits include being able to use existing on-street rights of way eg on the 3rd Avenue busway and Elliot Avenue. Short tunnels could be included for South Lake Union and the Ship Canal. (Buses can negotiate relatively steep grades compared to rail and thus the tunnels can be commensurately shorter.) Either combined with a West Seattle gondola or as a stand-alone solution, BRT allows for continued use of the 3rd Avenue busway, obviating the need for the ultra-expensive, and inconvenient, 4th Avenue tunnel and related deep stations envisioned for LRT. (Major upgrades to the 3rd Avenue bus shelters is recommended.)	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0043

Communication ID:	Name	Email
490856	Ankith Bhat	ankith.harish@gmail.com

Full Communication (1/30/2022)

I believe the West Seattle and Ballard Link extensions is a wonderful ideas that should continue to be prioritized and developed. Projects like that continue to efficiently connect our city together are worthwhile to the taxpayer and to the city as whole.

Thank you for the hard work

#	Comments	Responses
1	I believe the West Seattle and Ballard Link extensions is a wonderful ideas that should continue to be prioritized and developed. Projects like that continue to efficiently connect our city together are worthwhile to the taxpayer and to the city as whole. Thank you for the hard work	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0044

Communication ID:	Name	Email
490873	Jeffrey Fate	fatejd@gmail.com

Full Communication (1/31/2022)

DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?

WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?

#	Comments	Responses
1	DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0045

Communication ID:	Name	Email
490879	Katrina Lehto	lithera@gmail.com

Full Communication (1/31/2022)

These proposals seem to prioritize existing car traffic over the population using the transit options. While adding transit at all will help, if these stations are not in the right place, are inconvenient or add levels of friction to the people using them for the ease of cars, they're missing the point.

#	Comments	Responses
1	These proposals seem to prioritize existing car traffic over the population using the transit options. While adding transit at all will help, if these stations are not in the right place, are inconvenient or add levels of friction to the people using them for the ease of cars, they're missing the point.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please also see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, transfers, and passenger experience.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0046

Communication ID:	Name	Email
490880	Paul Son	paul.son@outlook.com

Full Communication (1/31/2022)

Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer - of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach.

<https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/>

#	Comments	Responses
1	<p>Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer - of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach.</p> <p>https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/</p>	<p>Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Comment Submittal 0047

Communication ID:	Name	Email
490883	Caleb Tankersley	calebtankersley88@gmail.com

Full Communication (1/31/2022)

First, I appreciate all the work and complexity that goes into planning and budgeting for an endeavor like this. Thank you for your work so far.

As a frequent transit rider, I'm disappointed in ST for even considering station depths that would require more elevator-only service at stations like Midtown or ID/Chinatown. Have the maintenance issues/lines that limit capacity at Beacon Hill taught the planners nothing? An elevator-only station is a waste of money and time, and should be taken off the table as an option. I understand the desire for a deeper tunnel to reduce construction disruptions that could occur with a more surface-level, cut-and-cover type tunnel. But the elevator service already creates enough problems in a less central location like Beacon Hill. Having an elevator-only station at a place like Midtown or Seattle Center will make that station laughably useless during peak times. Anything--even disruptive, surface-level construction--would be better than a deep, expensive station that few riders are able to use, no matter the frequency of trains. Billions of dollars would be made useless. Please, no elevator-only stations.

I know other aspects of this alignment are getting heavy criticism, especially from West Seattle residents who prefer a tunnel (without considering the extra \$700 million dollar cost). I actually like the shape of the elevated preferred alignments in Ballard and West Seattle. (Although I'm not sure why the Alaska Junction station needs to be configured to tear down a large group of relatively new apartments. Why can't the station be fully built over Fauntleroy in a similar style to the Northgate station?) I think elevated tracks are the best way to disrupt area homes as little as possible and save taxpayers money (compared to tunnels).

But please, again, stop considering elevator-only stations as a viable option. They are not. If anything, I'd hoped you'd be spending money to find a way to build an escalator/stairway down to the Beacon Hill station!

I'm excited to use--and walk into--these stations when they open.

#	Comments	Responses
1	As a frequent transit rider, I'm disappointed in ST for even considering station depths that would require more elevator-only service at stations like Midtown or ID/Chinatown. Have the maintenance issues/lines that limit capacity at Beacon Hill taught the planners nothing? An elevator-only station is a waste of money and time, and should be taken off the table as an option. I understand the desire for a deeper tunnel to reduce construction disruptions that could occur with a more surface-level, cut-and-cover type tunnel. But the elevator service already creates enough problems in a less central location like Beacon Hill. Having an elevator-only station at a place like Midtown or Seattle Center will make that station laughably useless during peak times. Anything--even disruptive, surface-level construction--would be better than a deep, expensive station that few riders are able to use, no matter the frequency of trains. Billions of dollars would be made useless. Please, no elevator-only stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	I know other aspects of this alignment are getting heavy criticism, especially from West Seattle residents who prefer a tunnel (without considering the extra \$700 million dollar cost). I actually like the shape of the elevated preferred alignments in Ballard and West Seattle. (Although I'm not sure why the Alaska Junction station needs to be configured to tear down a large group of relatively new apartments. Why can't the station be fully built over Fauntleroy in a similar style to the Northgate station?) I think elevated tracks are the best way to disrupt area homes as little as possible and save taxpayers money (compared to tunnels).	Please see response to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.
3	I'm excited to use--and walk into--these stations when they open.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0048

Communication ID:	Name	Email
490885		mikecmail@comcast.net

Full Communication (1/31/2022)

The second downtown tunnel station depths are way too deep. Stations that deep are going to deter riders from using the system by adding significant travel time/inconvenience. Please reconsider pursuing a cheaper design alternative using cut and cover construction methods though the ID, Downtown, and SLU along at least some of the alignment where feasible, or run all trains through the existing tunnel.

An alternative with the reconstruction of the Ballard Bridge connecting to 14th, demolition of the existing bridge to 15th, and subsequent construction of a light rail crossing to 15th should be considered. This presents an opportunity to rethink the Ballard Bridge interchange at Emerson Street.

Also, please take a firmer stance on preferred alignments/alternatives earlier on in the process. Having multiple "preferred" alternatives is counterproductive - you can't please everyone.

This is a really disappointing proposal and I hope that there is some serious thought put into this before any final decisions are made. It's really difficult to say this project is even worthwhile as is, even though I'm really pulling for it to be successful. The West Seattle segment in particular feels like it's really hard to justify with the projected ridership and costs. High-quality BRT or a gondola system should be seriously considered for this segment instead.

#	Comments	Responses
1	The second downtown tunnel station depths are way too deep. Stations that deep are going to deter riders from using the system by adding significant travel time/inconvenience. Please reconsider pursuing a cheaper design alternative using cut and cover construction methods though the ID, Downtown, and SLU along at least some of the alignment where feasible, or run all trains through the existing tunnel.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension
2	An alternative with the reconstruction of the Ballard Bridge connecting to 14th, demolition of the existing bridge to 15th, and subsequent construction of a light rail crossing to 15th should be considered. This presents an opportunity to rethink the Ballard Bridge interchange at Emerson Street.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Also, please take a firmer stance on preferred alignments/alternatives earlier on in the process. Having multiple "preferred" alternatives is counterproductive - you can't please everyone.	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the West Seattle Link Extension Final EIS for more information on the Sound Transit Board process of identifying preferred alternatives.
4	This is a really disappointing proposal and I hope that there is some serious thought put into this before any final decisions are made. It's really difficult to say this project is even worthwhile as is, even though I'm really pulling for it to be successful. The West Seattle segment in particular feels like it's really hard to justify with the projected ridership and costs.	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	High-quality BRT or a gondola system should be seriously considered for this segment instead.	Please see response to CC2g in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. The mode identified for this corridor was light rail

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0049

Communication ID:	Name	Email
490887	Henryu noble	hjnoble11@gmail.com

Full Communication (1/31/2022)

1. No expensive fare collectors, gates. Since Merely 5 percent of operating expenses comes from fares, save money by making transportation free. No expensive fair enforcers, collection boxes, turn styles. You'll get more riders, fewer cars on the road, less pollution.

2. Install bathrooms.

#	Comments	Responses
1	No expensive fare collectors, gates. Since Merely 5 percent of operating expenses comes from fares, save money by making transportation free. No expensive fair enforcers, collection boxes, turn styles. You'll get more riders, fewer cars on the road, less pollution.	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, protocols, and gathered community feedback to identify where improvements should be made. As a result of this work, the agency developed the Fare Enforcement Action Plan in May 2022.
2	Install bathrooms.	The Sound Transit Board approved Resolution 2021-15, Passenger Restroom Policy Update, in October 2021. This policy update established criteria for when restrooms should be included at stations. This policy will be applied to both the West Seattle Link Extension and Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0050

Communication ID:	Name	Email
490895	Trevor Reed	trevorreed283@gmail.com

Full Communication (1/31/2022)

The proposal as stands is terrible. It does not prioritize the creation quality of transit, its integration with existing systems, or cost containment. The only rationale it seems to follow is avoiding impacting car infrastructure and political fights. This is a travesty.

The stations are ridiculously deep, the choice of alignment in West Seattle is needlessly expensive, and the station locations/elevation in Ballard/South Lake Union terrible.

I beg that the current proposal be reviewed with a focus on creating THE BEST transit system over all other considerations. The knowledge/research exists. Confer with the Transit Costs Project, consult with Translink in Vancouver, look to the planning processes of Copenhagen and Stockholm or Paris and Madrid. It is inexcusable that after the region approved a bold vision for transit this is the needlessly expensive and complex plan is the product. It's just appalling and a testament to the lack of vision and spinelessness of the elected officials steering this dumpster fire of a plan.

#	Comments	Responses
1	<p>The proposal as stands is terrible. It does not prioritize the creation quality of transit, its integration with existing systems, or cost containment. The only rationale it seems to follow is avoiding impacting car infrastructure and political fights. This is a travesty. The stations are ridiculously deep, the choice of alignment in West Seattle is needlessly expensive, and the station locations/elevation in Ballard/South Lake Union terrible. I beg that the current proposal be reviewed with a focus on creating THE BEST transit system over all other considerations. The knowledge/research exists.</p> <p>Confer with the Transit Costs Project, consult with Translink in Vancouver, look to the planning processes of Copenhagen and Stockholm or Paris and Madrid. It is inexcusable that after the region approved a bold vision for transit this is the needlessly expensive and complex plan is the product. It's just appalling and a testament to the lack of vision and spinelessness of the elected officials steering this dumpster fire of a plan.</p>	<p>The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. Please also see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0051

Communication ID:	Name	Email
490896	Dustin Beckett	dustin.beckett@gmail.com

Full Communication (1/31/2022)

I am a west seattle resident and believe the only acceptable options are the options that include tunnels. I think this for three reasons: 1) tunnels will preserve west seattle neighborhoods and raised tracks would harm them, 2) west seattle residents will be much more likely to accept further expansion of light rail if it is a tunnel, and 3) in the long run, a tunnel will be more cost effective.

1. I've lived in other communities with raised rail lines and they destroyed the neighborhood cohesion in those places. A raised track is like a highway in that way-it creates a schism wherever it goes. For example, the raised line near the de/Maryland border creates a palpable schism between the neighborhoods of Takoma and Takoma Park. Compare this to places where the de metro is below ground where metro stops are centers of the community.

2. Further southward expansion towards White Center and Burien will be a priority for many. It's already easy to find mock-ups of such an expansion. Personally I think this is a great idea because it will bring rail access to many more people, including many more disadvantaged people. However, As west seattlites come to realize the negative effects of raised lines on their neighborhoods, and to preserve their own homes, they will likely fight to prevent any further expansion. If the track is already underground, the expansion will be an easy sell.

3. Considering future expansion, a tunnel is much more cost effective (relative to current projections) if not cheaper than a raised line. The first reason is that a raised line will require much more residential displacement and housing prices in west seattle are climbing very quickly. The other consideration is that, as argued above, west seattlites may simply not allow further expansion of a raised line. Expansion would thus require the enormous costs of transitioning the raised line to a tunnel. To save this transition cost, it would be better to plan well now and simply start with a tunnel.

#	Comments	Responses
1	<p>I am a west seattle resident and believe the only acceptable options are the options that include tunnels. I think this for three reasons: 1) tunnels will preserve west seattle neighborhoods and raised tracks would harm them, 2) west seattle residents will be much more likely to accept further expansion of light rail if it is a tunnel, and 3) in the long run, a tunnel will be more cost effective. I've lived in other communities with raised rail lines and they destroyed the neighborhood cohesion in those places. A raised track is like a highway in that way-it creates a schism wherever it goes. For example, the raised line near the de/Maryland border creates a palpable schism between the neighborhoods of Takoma and Takoma Park. Compare this to places where the de metro is below ground where metro stops are centers of the community. Further southward expansion towards White Center and Burien will be a priority for many. It's already easy to find mock-ups of such an expansion. Personally I think this is a great idea because it will bring rail access to many more people, including many more disadvantaged people. However, As west seattlites come to realize the negative effects of raised lines on their neighborhoods, and to preserve their own homes, they will likely fight to prevent any further expansion. If the track is already underground, the expansion will be an easy sell. Considering future expansion, a tunnel is much more cost effective (relative to current projections) if not cheaper than a raised line. The first reason is that a raised line will require much more residential displacement and housing prices in west seattle are climbing very quickly.</p> <p>The other consideration is that, as argued above, west seattlites may simply not allow further expansion of a raised line. Expansion would thus require the enormous costs of transitioning the raised line to a tunnel. To save this transition cost, it would be better to plan well now and simply start with a tunnel.</p>	<p>Please see responses to CCG2, and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0052

Communication ID:	Name	Email
490897	Zach McKinney	zach.w.mckinney@gmail.com

Full Communication (1/31/2022)

I'm a semi-frequent light rail rider, Seattle resident, and light rail supporter. Right now the train is fantastic. I much prefer it to driving. At this point I think of the various Seattle neighborhoods as "near light rail" or "not near light rail." I think Sound Transit needs to build on this success and make user friendly, regular stations.

I'm concerned that the station design direction that Sound Transit is currently on is putting stations in places that people won't use them - the intersections are great, but why are we looking at stations 85 feet in the air, or 180 feet underground? Those travel times are going to make those stations much less convenient to get to/from the neighborhoods they serve, and the whole reason I like the train now is that it is a convenient (and green-friendly) alternative to driving.

A good light rail system now is going to pay dividends for decades. It's worth the investment but let's get it right rather than spend \$40+ billion for a 2nd rate system.

#	Comments	Responses
1	I'm a semi-frequent light rail rider, Seattle resident, and light rail supporter. Right now the train is fantastic. I much prefer it to driving. At this point I think of the various Seattle neighborhoods as "near light rail" or "not near light rail." I think Sound Transit needs to build on this success and make user friendly, regular stations.	Thank you for expressing support for light rail.
2	I'm concerned that the station design direction that Sound Transit is currently on is putting stations in places that people won't use them - the intersections are great, but why are we looking at stations 85 feet in the air, or 180 feet underground? Those travel times are going to make those stations much less convenient to get to/from the neighborhoods they serve, and the whole reason I like the train now is that it is a convenient (and green-friendly) alternative to driving. A good light rail system now is going to pay dividends for decades. It's worth the investment but let's get it right rather than spend \$40+ billion for a 2nd rate system.	Please see response to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0053

Communication ID:	Name	Email
490910	Nathan Murdock	jedmurdock@gmail.com

Full Communication (1/31/2022)

As a West Seattle resident, I have a few comments about the ST3 EIS.

1. When we voted yes on ST3 we understood the proposed route to be a work-in-progress. It's frustrating to see that ST insists on building three stations so close together. Not only does this increase costs, it also slows down transit times and increases neighborhood disruption. The Avalon and Junction stations in particular could be as close together as three city blocks! No other part of the system as such closely spaced stations. Please consider removing the Avalon station. What is the point of having stations within a five minute walk of each other? Even downtown stations are further apart.
2. The price differential for tunneling for the Junction station is a tiny fraction of overall cost. We see many other parts of the system have massively deep tunnels or other huge cost differentials, where the impact of an elevated system through the heart of our Junction would be huge. The 'visual impact' numbers in the EIS are disingenuous at best - claiming tiny numbers like 0.1 when in fact it will be an incredibly impactful visual change to have elevated transit through the core of our neighborhood. Views of mountain tops would be replaced with concrete. The entire system would then be aligned to expand south along the ridge of 42nd destroying hundreds of homes with beautiful views. Whoever came up with these visual impact ratings is playing games with us. Would we really rather tear down hundreds of just completed apartment buildings than spend a few percentage points more to maintain our new higher density developments? The cost of destroying these new buildings runs into the hundreds of millions.
3. At least consider the Gondola proposition as a supplementary system. It could provide a quick, low-impact and tourist friendly solution, perhaps temporarily, or perhaps as a complement. Ridership capacity can be quite high on a modern system. And it requires a lot less property acquisition or capital costs.

#	Comments	Responses
1	When we voted yes on ST3 we understood the proposed route to be a work-in-progress. It's frustrating to see that ST insists on building three stations so close together. Not only does this increase costs, it also slows down transit times and increases neighborhood disruption. The Avalon and Junction stations in particular could be as close together as three city blocks! No other part of the system as such closely spaced stations. Please consider removing the Avalon station. What is the point of having stations within a five minute walk of each other? Even downtown stations are further apart.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The price differential for tunneling for the Junction station is a tiny fraction of overall cost. We see many other parts of the system have massively deep tunnels or other huge cost differentials, where the impact of an elevated system through the heart of our Junction would be huge. The 'visual impact' numbers in the EIS are disingenuous at best - claiming tiny numbers like 0.1 when in fact it will be an incredibly impactful visual change to have elevated transit through the core of our neighborhood. Views of mountain tops would be replaced with concrete. The entire system would then be aligned to expand south along the ridge of 42nd destroying hundreds of homes with beautiful views. Whoever came up with these visual impact ratings is playing games with us. Would we really rather tear down hundreds of just completed apartment buildings than spend a few percentage points more to maintain our new higher density developments? The cost of destroying these new buildings runs into the hundreds of millions.	Please see responses to CCG3, CC4.1b, and CC4.5a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	At least consider the Gondola proposition as a supplementary system. It could provide a quick, low- impact and tourist friendly solution, perhaps temporarily, or perhaps as a complement. Ridership capacity can be quite high on a modern system. And it requires a lot less property acquisition or capital costs.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0054

Communication ID:	Name	Email
490914	Reese McMichael	reesem47@uw.edu

Full Communication (1/31/2022)

The depths of the stations in the second downtown tunnel and the heights of the stations along the elevated portions of the Ballard and West Seattle extensions will render this project far less convenient for riders than it should be, forever.

For the sake of this system's success and usefulness, please do not opt for these station alignments.

#	Comments	Responses
1	The depths of the stations in the second downtown tunnel and the heights of the stations along the elevated portions of the Ballard and West Seattle extensions will render this project far less convenient for riders than it should be, forever. For the sake of this system's success and usefulness, please do not opt for these station alignments.	Please see the response to CC2e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the depth and height of Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0055

Communication ID:	Name	Email
490919	RJ	korvus7@icloud.com

Full Communication (1/31/2022)

For the Ballard/Interbay link segment, I believe the tunnel option is best.

The tunnel project dollar outlay may be slightly more than the elevated options, but the displacements to business, housing, residents and employees is much less than the ancillary costs of the elevated plans.

Only negative comment is on proposed number of downtown station/stops between Seattle Center and Intl District. In my time living and traveling in Europe, downtown metro stops are not spaced so close together. Close spacing of downtown stops is contrary to efficient mass transit. There should be more than 1 mile between stops, at least 2 miles, to minimize pax frustration and wasteful energy expended on the transit system. For instance, take out two of the planned stops between Seattle Center and Intl District to maximize efficiency. Two less core stops would reduce recurring carbon emissions (waste energy), the overall project cost, and taxpayer burden.

And, are two stops really necessary, for the Stadium and SODO? Wouldn't one be sufficient? Americans are mobility spoiled. We can and need to walk. Stops spaced within one or two miles of each other are impractical and wasteful. Particularly with existing available surface transit.

#	Comments	Responses
1	For the Ballard/Interbay link segment, I believe the tunnel option is best. The tunnel project dollar outlay may be slightly more than the elevated options, but the displacements to business, housing, residents and employees is much less than the ancillary costs of the elevated plans.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Only negative comment is on proposed number of downtown station/stops between Seattle Center and Intl District. In my time living and traveling in Europe, downtown metro stops are not spaced so close together. Close spacing of downtown stops is contrary to efficient mass transit. There should be more than 1 mile between stops, at least 2 miles, to minimize pax frustration and wasteful energy expended on the transit system. For instance, take out two of the planned stops between Seattle Center and Intl District to maximize efficiency. Two less core stops would reduce recurring carbon emissions (waste energy), the overall project cost, and taxpayer burden. And, are two stops really necessary, for the Stadium and SODO? Wouldn't one be sufficient? Americans are mobility spoiled. We can and need to walk. Stops spaced within one or two miles of each other are impractical and wasteful. Particularly with existing available surface transit.	The project was included in the Sound Transit 3 Plan, which identified mode, corridor, and station areas, including a new SODO Station that would allow for transfers with the existing SODO Station on the existing light rail line. A response to this comment related to Ballard Link Extension stations and the Stadium Station will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0056

Communication ID:	Name	Email
490923	Gilton Quick	giltonq@gmail.com

Full Communication (1/31/2022)

I believe that Sound Transit needs to go back to the drawing board on most of these station concepts. They don't prioritize rider experience, and are vastly overengineered. The stations are placed to placate business interests and preserve car access over maximizing ridership.

In particular, none of the West Seattle and Downtown/CID alternatives are appropriate. In West Seattle, rather than running over surface streets like many elevated rail systems, the proposed routes run through blocks, demolishing hundreds of new apartment units. In the Downtown/CID areas, the stations are far too deep. Additionally, with Sound Transit's poor record of maintaining vertical conveyances, a deep elevator-only station in the highest ridership area of the system is unacceptable and not justified in the DEIS.

#	Comments	Responses
1	I believe that Sound Transit needs to go back to the drawing board on most of these station concepts. They don't prioritize rider experience, and are vastly overengineered. The stations are placed to placate business interests and preserve car access over maximizing ridership.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership and responses to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In West Seattle, rather than running over surface streets like many elevated rail systems, the proposed routes run through blocks, demolishing hundreds of new apartment units.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Light rail cannot exclusively follow roadways because light rail guideway requires different turning radii and grades than roadways.
3	In the Downtown/CID areas, the stations are far too deep. Additionally, with Sound Transit's poor record of maintaining vertical conveyances, a deep elevator-only station in the highest ridership area of the system is unacceptable and not justified in the DEIS.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0057

Communication ID:	Name	Email
490932	Steve Ross	steven.ross@gmail.com

Full Communication (1/31/2022)

Alternative WSJ-2 has two stations very close together (Alaska Junction and Avalon). Please consider removing the Avalon station from the plan since they will largely serve the same area.

Also, the alignment of the station at Alaska Junction in WSJ-2 requires the demolition of a brand new apartment building. Please consider changing the alignment of the station to avoid demolishing the new building.

I believe these two changes would cut hundreds of millions from the cost of the West Seattle line. Thanks!

#	Comments	Responses
1	Alternative WSJ-2 has two stations very close together (Alaska Junction and Avalon). Please consider removing the Avalon station from the plan since they will largely serve the same area.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, the alignment of the station at Alaska Junction in WSJ-2 requires the demolition of a brand new apartment building. Please consider changing the alignment of the station to avoid demolishing the new building.	Please see responses to CCG2 and CC4.1b in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0058

Communication ID:	Name	Email
490945	Meredith Rawls	meredith.rawls@gmail.com

Full Communication (1/31/2022)

As a Ballard resident with a young child, on the one hand, light rail cannot be built fast enough. On the other hand, we have just one opportunity to do it right. I have three primary concerns about the Draft EIS.

1. Station accessibility is not properly prioritized. Sound Transit has a poor record of maintaining escalators and elevators system-wide. While separating stations and tracks from ground level is prudent, it is imperative to keep stations within a few stories (50 ft) of ground level. If it takes 5 minutes to descend to a deep station in the best case scenario, people will choose to drive instead.

2. Station design inappropriately defers to existing car infrastructure. People need to be able to get to light rail stations safely and conveniently, and stations therefore belong at the heart of neighborhoods. Instead, nearly all the proposed stations go out of their way to avoid rerouting roads or removing car lanes. This ought to be an Environmental Impact Statement, not a "roads and parking impact minimization exercise." Most alignments of the Interbay station are particularly problematic in this way. It is not pleasant to walk, roll, or bike to an urban highway like 15th just to be able to access transit.

3. Connecting Ballard to the rest of Seattle must be approached holistically. A tunnel is infeasible given the cost and the SPU Ship Canal Water Quality Project (an 85 ft deep stormwater pipe). However, the Draft EIS does not discuss opportunities for coordination with a new Ballard Bridge. This is a huge missed opportunity. While the Draft EIS does a fine job outlining the necessary disruptions that come with any bridge construction project, and I understand Sound Transit cannot readily share a bridge with SOOT, the Draft EIS fails to propose a single period of disruption resulting in two new bridges that are connected and coordinated in sensible ways. Presumably one bridge would be for light rail, and one would be for nearly everything else (cars, freight, pedestrians, cyclists). I do not much care if the Ballard station is located near 15th or 14th. I do care about minimizing the overall environmental impact as we build the bridges Ballard desperately needs in the next 10 years.

#	Comments	Responses
1	Station accessibility is not properly prioritized. Sound Transit has a poor record of maintaining escalators and elevators system-wide. While separating stations and tracks from ground level is prudent, it is imperative to keep stations within a few stories (50 ft) of ground level. If it takes 5 minutes to descend to a deep station in the best case scenario, people will choose to drive instead.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Station design inappropriately defers to existing car infrastructure. People need to be able to get to light rail stations safely and conveniently, and stations therefore belong at the heart of neighborhoods. Instead, nearly all the proposed stations go out of their way to avoid rerouting roads or removing car lanes. This ought to be an Environmental Impact Statement, not a "roads and parking impact minimization exercise." Most alignments of the Interbay station are particularly problematic in this way. It is not pleasant to walk, roll, or bike to an urban highway like 15th just to be able to access transit.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to Interbay Station will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>Connecting Ballard to the rest of Seattle must be approached holistically. A tunnel is infeasible given the cost and the SPU Ship Canal Water Quality Project (an 85 ft deep stormwater pipe). However, the Draft EIS does not discuss opportunities for coordination with a new Ballard Bridge. This is a huge missed opportunity. While the Draft EIS does a fine job outlining the necessary disruptions that come with any bridge construction project, and I understand Sound Transit cannot readily share a bridge with SDOT, the Draft EIS fails to propose a single period of disruption resulting in two new bridges that are connected and coordinated in sensible ways. Presumably one bridge would be for light rail, and one would be for nearly everything else (cars, freight, pedestrians, cyclists). I do not much care if the Ballard station is located near 15th or 14th. I do care about minimizing the overall environmental impact as we build the bridges Ballard desperately needs in the next 10 years.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0059

Communication ID:	Name	Email
490946	harry maher	harryb.maher@gmail.com

Full Communication (1/31/2022)

I read an article in The Urbanist, and it's spot-on. I regularly ride the Light Rail and it would be such a waste to use our one chance to deeply bury the light rail and end up with a 2nd rate system.

If we disrupt roads for a few months it is 100% worth it for the decades (or centuries) we'll have this system. We need this to be worthwhile. It is insanity to spend so much money on a system buried so deep underground that adds significantly to commute times.

Thank you, Harry

#	Comments	Responses
1	If we disrupt roads for a few months it is 100% worth it for the decades (or centuries) we'll have this system. We need this to be worthwhile. It is insanity to spend so much money on a system buried so deep underground that adds significantly to commute times	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0060

Communication ID:	Name	Email
490949	Dani Birman	danbirman@gmail.com

Full Communication (1/31/2022)

The deep stations in downtown Seattle are a disaster and should be avoided at all costs. The goal of a transit system must be to maximize the utility for future riders, a system with elevator-only stations and long walks to transfer from station-to-station or from surface-to-station suggests a failure of creativity and engineering. There must be a better way.

Cut-and-cover, shallow tunnels, and elevated lines should be preferred, and maximizing station walkshed is critical. No station should be more than 3 stories below ground, we've already made mistakes with the deep UW station and other points along the existing line, we should not repeat those mistakes with this new line.

Ballard: The elevated 15th station is ideal, and will be most cost effective.

Interbay: The 15th station is again, ideal, but is too tall. Reducing the height and removing some of the car infrastructure that Link is replacing will substantially improve the station.

Smith Cove: the preferred alternative is better
Seattle Center: the preferred alternative is better

SLU: the mercer street alternative, which has the potential to improve pedestrian and bike connections across Mercer, has better walkshed, and is less deep is far better than throwing the station under the 99 tunnel in the middle of a massive road intersection.

Denny: the preferred westlake alternative makes sense

Westlake: It is so critical that the transfer between stations work well, and unfortunately putting this station so deep is going to make transfer slow and tedious. It would be far better to find a creative engineering solution that would allow the tunnel to be higher and closer to the existing tunnel
Midtown: there appears to be no choice but to put this station unbelievably deep underground. Any change that brings it closer to the surface would be a huge improvement.

Chinatown/ID: The 5th avenue shallow tunnel is by far superior to the other options from a rider perspective. It would be a shame to add hundreds of thousands of hours of extra travel up and down escalators and elevators for future riders in exchange for a few years less construction impacts. Find a way to provide businesses with supplemental income so they can survive the transition..

SoDo: By far the best designed station in the list, fortunately some of the past stations were designed with easy expansion in mind.

Delridge/Avalon/Junction: there is no reason to destroy new apartment buildings to put the light rail in! Put the light rail in the street right of way and take advantage of this opportunity to improve the pedestrian and biking experience as the street is rebuilt. The tunnel options are all fine, but unlikely to pay off as quickly as the elevated lines.

#	Comments	Responses
1	Ballard: The elevated 15th station is ideal, and will be most cost effective.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Interbay: The 15th station is again, ideal, but is too tall. Reducing the height and removing some of the car infrastructure that Link is replacing will substantially improve the station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Smith Cove: the preferred alternative is better	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Seattle Center: the preferred alternative is better	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	SLU: the mercer street alternative, which has the potential to improve pedestrian and bike connections across Mercer, has better walkshed, and is less deep is far better than throwing the station under the 99 tunnel in the middle of a massive road intersection.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Denny: the preferred westlake alternative makes sense	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Westlake: It is so critical that the transfer between stations work well, and unfortunately putting this station so deep is going to make transfer slow and tedious. It would be far better to find a creative engineering solution that would allow the tunnel to be higher and closer to the existing tunnel! Midtown: there appears to be no choice but to put this station unbelievably deep underground. Any change that brings it closer to the surface would be a huge improvement.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Chinatown/ID: The 5th avenue shallow tunnel is by far superior to the other options from a rider perspective. It would be a shame to add hundreds of thousands of hours of extra travel up and down escalators and elevators for future riders in exchange for a few years less construction impacts. Find a way to provide businesses with supplemental income so they can survive the transition.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	SoDo: By far the best designed station in the list, fortunately some of the past stations were designed with easy expansion in mind.	Thank you for your comment.
10	Delridge/Avalon/Junction: there is no reason to destroy new apartment buildings to put the light rail in! Put the light rail in the street right of way and take advantage of this opportunity to improve the pedestrian and biking experience as the street is rebuilt. The tunnel options are all fine, but unlikely to pay off as quickly as the elevated lines.	Please see response to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0061

Communication ID:	Name	Email
490967	Robbie Cunningham Adams	robbieadams.uw@gmail.com

Full Communication (2/1/2022)

I am very concerned on how deep these stations might be. Making it long and difficult to access stations seems like a disaster in the making. We need to whatever is possible to make the ridership experience as pleasant and convenient as possible.

#	Comments	Responses
1	I am very concerned on how deep these stations might be. Making it long and difficult to access stations seems like a disaster in the making. We need to whatever is possible to make the ridership experience as pleasant and convenient as possible	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0062

Communication ID:	Name	Email
490968	Amir Sadrpour	pemfir@yahoo.com; elexira@yahoo.com

Full Communication (2/1/2022)

West Seattle Junction Segment - Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1) is the wrong choice for our community. The density of our community, and the geography, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

- removing many existing households in the Junction area alone in the middle of a housing crisis,
- taking blocks of future develop-able, transit-oriented affordable housing off the table, reducing/depressing home values anywhere near the elevated light rail,
- reducing property taxes along the immediate route of light rail (due to reduced home values),
- increasing noise near residences,
- creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential.
- Any future extension to the light rail system in our region will lead to further costly devastation. Hundreds or thousands of houses along 41th, 42nd Ave SW will have to be demolished in any elevated future extensions.

#	Comments	Responses
1	<p>West Seattle Junction Segment - Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1) is the wrong choice for our community. The density of our community, and the geography, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by: • removing many existing households in the Junction area alone in the middle of a housing crisis, • taking blocks of future develop-able, transit-oriented affordable housing off the table, reducing/depressing home values anywhere near the elevated light rail, • reducing property taxes along the immediate route of light rail (due to reduced home values), • increasing noise near residences, • creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential. • Any future extension to the light rail system in our region will lead to further costly devastation.</p> <p>Hundreds or thousands of houses along 41th, 42nd Ave SW will have to be demolished in any elevated future extensions.</p>	<p>Please see responses to CCG2, CC4.3a, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Comment Submittal 0063

Communication ID:	Name	Email
490969	Thomas Imrich	7478ti@gmail.com

Full Communication (2/1/2022)

DON'T DO IT. PERIOD. Further, this light rail is a seismic, pandemic, and terrorists dream. Sound Transit and KING County are NUTS for pushing this 19th century illogical travesty.

1. It is an irresponsible financial and TAX burden, that NEVER will be self supporting, and always require subsidy
2. it will further induce demand that will ultimately DESTROY the environment, Sound, forests, and fertile farmland in the entire region, and
3. It will NOT SOLVE THE REGION'S TRANSPORTATION ISSUES one iota. It just wastes right- of-way needed for future vehicles, roads, and potential high capacity routes for vastly better and more efficient transportation solutions.

#	Comments	Responses
1	DON'T DO IT. PERIOD. Further, this light rail is a seismic, pandemic, and terrorists dream. Sound Transit and KING County are NUTS for pushing this 19th century illogical travesty. It is an irresponsible financial and TAX burden, that NEVER will be self supporting, and always require subsidy it will further induce demand that will ultimately DESTROY the environment, Sound, forests, and fertile farmland in the entire region, and It will NOT SOLVE THE REGION'S TRANSPORTATION ISSUES one iota. It just wastes right-of-way needed for future vehicles, roads, and potential high capacity routes for vastly better and more efficient transportation solutions.	Your opposition to the project has been noted. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0064

Communication ID:	Name	Email
490974	Trygve Bakken	trygveb@gmail.com

Full Communication (2/1/2022)

Please consider the transit user experience with your deep station proposals. Waiting in line for a required elevator ride to the platform does not sound scalable. Also, I hope that the future transit experience for decades will be weighed more heavily than short-term disruptions. For example, why not a cut and cover tunnel under 5th Ave downtown. Cars should be lowest priority after transit, pedestrians, bikes, and freight on multimodal corridors.

Also, please consider easy connections between the Midtown station and First Hill where there is a very high density of residents and business including the hospitals. Without obvious wayfinding signs, frequent bus/trolley service, weather shelter, etc. the Midtown station will be much less useful to this dense neighborhood.

I support elevated options in West Seattle and Ballard. These will make more accessible stations closer to the street level and cost savings that can be used in other parts of the project or expand the scope of Sound Transit 4.

#	Comments	Responses
1	Please consider the transit user experience with your deep station proposals. Waiting in line for a required elevator ride to the platform does not sound scalable.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I hope that the future transit experience for decades will be weighed more heavily than short-term disruptions. For example, why not a cut and cover tunnel under 5th Ave downtown. Cars should be lowest priority after transit, pedestrians, bikes, and freight on multimodal corridors.	Please see response to CCG3 in Table 7-1. Please also see Section 2.5, Alternatives Development and Scoping of the West Seattle Link Extension Final EIS for additional information on the alternatives development process. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, efficiency of transfers between light rail lines and other modes of transportation, and passenger experience.
3	please consider easy connections between the Midtown station and First Hill where there is a very high density of residents and business including the hospitals. Without obvious wayfinding signs, frequent bus/trolley service, weather shelter, etc. the Midtown station will be much less useful to this dense neighborhood.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I support elevated options in West Seattle and Ballard. These will make more accessible stations closer to the street level and cost savings that can be used in other parts of the project or expand the scope of Sound Transit 4	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0065

Communication ID:	Name	Email
490984	Robert Cozens	rccozens@msn.com

Full Communication (2/1/2022)

Noise: Please make tracks and cars as quiet as possible. Not just quiet as budget allows, please make quiet as engineering can. The short run though the Delridge/Youngstown neighborhood is only a mile or less so the extra cost should be reasonable. This neighborhood is a good place to live and once you get off the main street is very quiet. Please be a good neighbor. I have rental property at 2616 SW Dakota St. No mater how you build it the tracks will only be a block away or closer.

Thank you

Robert Cozens

#	Comments	Responses
1	Noise: Please make tracks and cars as quiet as possible. Not just quiet as budget allows, please make quiet as engineering can. The short run though the Delridge/Youngstown neighborhood is only a mile or less so the extra cost should be reasonable. This neighborhood is a good place to live and once you get off the main street is very quiet. Please be a good neighbor. I have rental property at 2616 SW Dakota St. No mater how you build it the tracks will only be a block away or closer.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0066

Communication ID:	Name	Email
490990	James Touza	james.touza@gmail.com

Full Communication (2/1/2022)

Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of\$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax \$, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!

#	Comments	Responses
1	Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of\$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax \$, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, protocols, and gathered community feedback to identify where improvements should be made. As a result of this work, Sound Transit developed the Fare Enforcement Action Plan in May 2022.

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Comment Submittal 0067

Communication ID:	Name	Email
490991	James Touza	james.touza@gmail.com

Full Communication (2/1/2022)

This plan, and what has already been built and building, is the best thing to happen to Seattle since the trolley system was done away with. It can't come fast enough!

#	Comments	Responses
1	This plan, and what has already been built and building, is the best thing to happen to Seattle since the trolley system was done away with. It can't come fast enough!	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0068

Communication ID:	Name	Email
490995	Travis Vermeer	travisvermeer@gmail.com

Full Communication (2/1/2022)

I am submitting a general comment in favor of any of the tunnel options. Elevated lines and stations will decimate the character and sightlines of West Seattle and serve to divide the community.

Thank you for your consideration.

#	Comments	Responses
1	I am submitting a general comment in favor of any of the tunnel options. Elevated lines and stations will decimate the character and sightlines of West Seattle and serve to divide the community.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0069

Communication ID:	Name	Email
491005	Taylor Huerta	taylordhuerta@gmail.com

Full Communication (2/1/2022)

I am once again writing for what feels like the 1,000th time to plead for you not to take our home and the homes of our neighbors. The "Preferred Dakota St Station" would wipe out our little community, displacing us and likely forcing us out of the city and neighborhood that we love. Our block here is diverse, vibrant and some of the last "affordable" housing in the city. We were lucky enough to achieve the goal of home ownership in Seattle for our little family (we have 3-year-old twins) and we love where we live. If you are truly looking to serve this community, you will look elsewhere for a station location, preferably north of us on Andover when you would not be displacing residents. Our community is constantly neglected, we have dealt with the outage of the West Seattle Bridge for too long and have had this hanging over our head for years. Please do the right thing and find a solution that does not displace us.

#	Comments	Responses
1	I am once again writing for what feels like the 1,000th time to plead for you not to take our home and the homes of our neighbors. The "Preferred Dakota St Station" would wipe out our little community, displacing us and likely forcing us out of the city and neighborhood that we love. Our block here is diverse, vibrant and some of the last "affordable" housing in the city. We were lucky enough to achieve the goal of home ownership in Seattle for our little family (we have 3-year-old twins) and we love where we live. If you are truly looking to serve this community, you will look elsewhere for a station location, preferably north of us on Andover when you would not be displacing residents. Our community is constantly neglected, we have dealt with the outage of the West Seattle Bridge for too long and have had this hanging over our head for years. Please do the right thing and find a solution that does not displace us.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0070

Communication ID:	Name	Email
491006	Cindy Hoyt	cindy@greaterradio.com

Full Communication (2/1/2022)

After suffering two years of detours due to the closure of the West Seattle Bridge, we are hopeful that things will move quickly to add us to the rail network. This part of town is growing upward, increasing density, and before the bridge shutdown it was often becoming congested during rush hours.

#	Comments	Responses
1	After suffering two years of detours due to the closure of the West Seattle Bridge, we are hopeful that things will move quickly to add us to the rail network. This part of town is growing upward, increasing density, and before the bridge shutdown it was often becoming congested during rush hours.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0071

Communication ID:	Name	Email
491011	Jared Cowan	jaredlcowan@gmail.com

Full Communication (2/1/2022)

Hi,

I prefer the route options with more underground rail (elevated rail lines hurt the neighborhood, block light, and make noise).

I would also prefer building the lines sooner/faster. Why wait until 2037? We need more transit in Seattle now!

Also, if still possible, I would also prefer a route that went farther south and closer to Balltown, as proposed by this article: <https://www.theurbanist.org/2015/12/14/light-rail-for-belltown-a-possible-solution/>.

If not, is there a plan for a Balltown station on a future route, such as the one shown in this plan: <https://www.theurbanist.org/2021/06/03/seattle-subway-2021-map/>

Sound Transit should focus on effectively covering in-town urban areas that are already densely populated and suited to transit, like Balltown, Queen Anne, Fremont, First Hill, Squire Park, and Madison Valley, with rapid (non-streetcar), frequent (<5-minute headways) heavy, underground rail before building these lengthy commuter-rail-type expansions to far away places that are unlikely to generate many riders (Everett, Kenmore, Renton, etc.). Because virtual work will continue, suburban/commuting-focused stations will be very expensive and slow and have low ridership.

Thanks. Best,

Jared Cowan

#	Comments	Responses
1	I prefer the route options with more underground rail (elevated rail lines hurt the neighborhood, block light, and make noise).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	I would also prefer building the lines sooner/faster. Why wait until 2037? We need more transit in Seattle now!	Please see response to CCG4 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Also, if still possible, I would also prefer a route that went farther south and closer to Belltown, as proposed by this article: https://www.theurbanist.org/2015/12/14/light-rail-for-belltown-a-possible-solution/ .	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	If not, is there a plan for a Belltown station on a future route, such as the one shown in this plan: https://www.theurbanist.org/2021/06/03/seattle-subway-2021-map/	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	Sound Transit should focus on effectively covering in-town urban areas that are already densely populated and suited to transit, like Belltown, Queen Anne, Fremont, First Hill, Squire Park, and Madison Valley, with rapid (non-streetcar), frequent (<5-minute headways) heavy, underground rail before building these lengthy commuter-rail-type expansions to far away places that are unlikely to generate many riders (Everett, Kenmore, Renton, etc.). Because virtual work will continue, suburban/commuting-focused stations will be very expensive and slow and have low ridership.	Please see response to CC1a in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on planned future expansion of the light rail system.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0072

Communication ID:	Name	Email
491017	Grant Shogren	ozette9@gmail.com

Full Communication (2/1/2022)

I support the WSBLE Full Build, SODO-1a, DUW-1a, DEL-1a OR DEL-2a if funding can be sourced, WSJ-3a if funding can be sourced, DT-1, SIB-1, IBB-2a.

Overall, I think this project should be should be allowed as the environmental impacts of construction will be less in the long-term than if the areas it serves continued to develop with mainly car and bus commuting.

#	Comments	Responses
1	I support the WSBLE Full Build, SODO-1a, DUW-1a, DEL-1a OR DEL-2a if funding can be sourced, WSJ-3a if funding can be sourced, DT-1, SIB-1, IBB-2a. Overall, I think this project should be should be allowed as the environmental impacts of construction will be less in the long-term than if the areas it serves continued to develop with mainly car and bus commuting.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment relating to Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0073

Communication ID:	Name	Email
491037	Joseph Laubach	josephlaubach@gmail.com; josephlaubach@yahoo.com

Full Communication (2/1/2022)

Comment Topic: West Seattle Link Extension The Duwamish segment

The Duwamish Segment of the West Seattle Link Extension does not include any stations. This means workers on Harbor Island will not be able to use the light rail line to commute to their job site. Harbor Island is also not serviced by busses or other transit. Busses are routed on the upper West Seattle Bridge with no rider access near Harbor Island. Harbor Island workers/commuters will have, effectively, zero transit options and will be forced to continue driving cars to work. Hundreds of workers commute to and from Harbor Island daily. Geography and water access dictate that jobs on Harbor Island cannot be moved and will likely be a part of the economy for decades to come.

Light rail is supposed to be a long-term investment in sustainable mobility. A West Seattle Link Extension corridor without access to Harbor Island is a long-term deficiency. Thank you.

#	Comments	Responses
1	<p>The Duwamish Segment of the West Seattle Link Extension does not include any stations. This means workers on Harbor Island will not be able to use the light rail line to commute to their job site. Harbor Island is also not serviced by busses or other transit. Busses are routed on the upper West Seattle Bridge with no rider access near Harbor Island. Harbor Island workers/commuters will have, effectively, zero transit options and will be forced to continue driving cars to work. Hundreds of workers commute to and from Harbor Island daily. Geography and water access dictate that jobs on Harbor Island cannot be moved and will likely be a part of the economy for decades to come.</p> <p>Light rail is supposed to be a long-term investment in sustainable mobility. A West Seattle Link Extension corridor without access to Harbor Island is a long-term deficiency. Thank you.</p>	<p>The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.</p>

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Comment Submittal 0074

Communication ID:	Name	Email
491047	A.Quigley	quigley@attorneydude.com

Full Communication (2/1/2022)

Both Ballard and West Seattle should be put on hold until the lines from Everett, Tacoma, and Remind to Downtown Seattle are completed. Those lines are the backbone of mass transit here. The Ballard and West Seattle lines are subsidiary and should be dealt with later to the extent funds are available.

#	Comments	Responses
1	Both Ballard and West Seattle should be put on hold until the lines from Everett, Tacoma, and Remind to Downtown Seattle are completed. Those lines are the backbone of mass transit here. The Ballard and West Seattle lines are subsidiary and should be dealt with later to the extent funds are available.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0075

Communication ID:	Name	Email
491058	Sarah Fletcher	fletchsa1@gmail.com

Full Communication (2/1/2022)

Noise. Should the decibel levels be above the acceptable levels. what noise barriers will you be using for every section of the route? I only ask in that there have been unacceptable noise levels along the 1-90 for which neither Sound Transit nor WSDOT will do anything about. And what happens if you say you will mitigate the noise, but then not mitigate? Are people to sue Sound Transit/Federal Highway?

With regard to how many businesses will be displaced, in this environment, any business closing down is a loss.

Where can one find the comparisons in time it would take if someone went via Rapid Bus/regular bus/regular bus and transfer to light rail/light rail only, SOV, and HOV? I suppose a forecasted Capacity Report for that route and how much time would be saved. And the carbon emissions each mode would produce (eg, a comparison between someone driving their electric vehicle versus the light rail.

And where can one find the operational costs for light rail versus regular bus versus light rail once this proposed light rail is constructed? I only ask in that when it came to Northgate. they did not realize how much it would cost to run light rail and as a result, had not budgeted for it. And the same with East Link, Sound Transit did not realize it would cost so much to run light rail and they had not budgeted for light rail and that is why they have to have buses terminating at Mercer Island rather than continue on to Seattle.

And how many new passengers will they be adding who would not ordinarily take the bus or drive in their own car?

And out of the businesses and people who will be displaced, how many of the businesses and people are "of color" and "low income"? I only ask in that it would not look good if those businesses and people being displaced are "of color" and/or "low income." What happens if the people and businesses are "of color" and/or "low income? Will you then cancel the project?

I hope this will go to the voters to vote on. I am not in favor of it at all.

#	Comments	Responses
1	Noise. Should the decibel levels be above the acceptable levels, what noise barriers will you be using for every section of the route? I only ask in that there have been unacceptable noise levels along the 1-90 for which neither Sound Transit nor WSDOT will do anything about. And what happens if you say you will mitigate the noise, but then not mitigate? Are people to sue Sound Transit/Federal Highway?	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	With regard to how many businesses will be displaced, in this environment, any business closing down is a loss.	Please see response to CC4.1 in Table 7-1. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information about relocation benefits for displaced businesses and how Sound Transit would work with business owners during the relocation process.
3	Where can one find the comparisons in time it would take if someone went via Rapid Bus/regular bus/regular bus and transfer to light rail/light rail only, SOV, and HOV? I suppose a forecasted Capacity Report for that route and how much time would be saved.	Please see Section 3.4-Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on forecasted bus transit travel times compared to the reduced travel times on the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	And the carbon emissions each mode would produce (eg, a comparison between someone driving their electric vehicle versus the light rail).	Please see Section 4.6, Air Quality, of the West Seattle Link Extension Final EIS for more information on changes in regional greenhouse gas emissions with the project.
5	And where can one find the operational costs for light rail versus regular bus versus light rail once this proposed light rail is constructed? I only ask in that when it came to Northgate, they did not realize how much it would cost to run light rail and as a result, had not budgeted for it. And the same with East Link, Sound Transit did not realize it would cost so much to run light rail and they had not budgeted for light rail and that is why they have to have buses terminating at Mercer Island rather than continue on to Seattle.	Please see response to CC3e in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital, operation, and maintenance costs of the alternatives. The bus service that would be replaced by the West Seattle Link Extension is operated by King County Metro, not Sound Transit.
6	And how many new passengers will they be adding who would not ordinarily take the bus or drive in their own car?	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on project ridership.
7	And out of the businesses and people who will be displaced, how many of the businesses and people are "of color" and "low income"? I only ask in that it would not look good if those businesses and people being displaced are "of color" and/or "low income." What happens if the people and businesses are "of color" and/or "low income? Will you then cancel the project?	Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension for more information on relocation benefits for displaced businesses and how Sound Transit would work with them during relocation. Capturing information on every potentially impacted business would result in accuracy challenges with the EIS, given that these data are gathered at a point-in-time and businesses are continuously changing. Additionally, this level of detail in a public document may not be appropriate, given privacy reasons. However, additional information on businesses that could be difficult to relocate and businesses that are social resources is provided in Sections 4.3, Economics, and 4.4 Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts to low-income populations and communities of color.
8	I hope this will go to the voters to vote on. I am not in favor of it at all.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016.

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Comment Submittal 0076

Communication ID:	Name	Email
491061	Dan Sluss	dansluss@yahoo.com

Full Communication (2/1/2022)

The end of the West Seattle line is better closer to 41st or 42 rather than Fauntleroy. As much tunneling as can be done is preferred in the West Seattle residential areas

#	Comments	Responses
1	The end of the West Seattle line is better closer to 41st or 42 rather than Fauntleroy.	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	As much tunneling as can be done is preferred in the West Seattle residential areas.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0077

Communication ID:	Name	Email
491072	Larry Scheib	larryscheib@yahoo.com

Full Communication (2/2/2022)

Given the inconvenience and cost of the stations can we go back in time to a prior strategy? It would be interesting to perform and compare cost analysis with what we've learned from ST3.

"The monorail project initially attracted two bids led by Hitachi and Bombardier, but both pulled out in April 2004 over cost concerns and the availability of local contractors.[219] The project was stymied by tax revenue that was lower than expected and design changes to keep construction costs within the proposed budget and open by 2009-a two-year delay from the original plan"

https://en.wikipedia.org/wiki/Seattle_Center_Monorail#ETC_and_Seattle_Monorail_Pro

#	Comments	Responses
1	<p>Given the inconvenience and cost of the stations can we go back in time to a prior strategy? It would be interesting to perform and compare cost analysis with what we've learned from ST3. "The monorail project initially attracted two bids led by Hitachi and Bombardier, but both pulled out in April 2004 over cost concerns and the availability of local contractors.[219] The project was stymied by tax revenue that was lower than expected and design changes to keep construction costs within the proposed budget and open by 2009-a two-year delay from the original plan"</p> <p>https://en.wikipedia.org/wiki/Seattle_Center_Monorail#ETC_and_Seattle_Monorail_Pro</p>	<p>The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0078

Communication ID:	Name	Email
491079	Robert DeMacon	Rob_demacon07@hotmail.com

Full Communication (2/2/2022)

Please start building it now! This is taking way too long and costing too much just for planning.

Also, is a second tunnel needed for downtown? It seems to be very expensive and doesn't seem to add much to the existing system already.

#	Comments	Responses
1	Please start building it now! This is taking way too long and costing too much just for planning.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, is a second tunnel needed for downtown? It seems to be very expensive and doesn't seem to add much to the existing system already.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0079

Communication ID:	Name	Email
491101	Nicole Barquist	n.barquist@outlook.com

Full Communication (2/2/2022)

YES! I am in full support of this line, it is much needed and will hopefully cut down on polution.

#	Comments	Responses
1	YES! I am in full support of this line, it is much needed and will hopefully cut down on polution.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0080

Communication ID:	Name	Email
491104	Andrew Swanner	swanner.drew@gmail.com

Full Communication (2/2/2022)

please make this. please never stop making these. thank u

#	Comments	Responses
1	please make this. please never stop making these.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0081

Communication ID:	Name	Email
491108	ikroop nayyar	ikroop.redmond@protonmail.com

Full Communication (2/2/2022)

politics is not a solution for safe operations.

#	Comments	Responses
1	politics is not a solution for safe operations.	Thank you for your comment.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0082

Communication ID:	Name	Email
491112	Virginia Weir	weirgg@gmail.com

Full Communication (2/2/2022)

The environmental impacts of people using light rail far outweigh any other impact - I suppose I'll look forward to using this in 50 years with all the time wasted to plan and get feedback

#	Comments	Responses
1	The environmental impacts of people using light rail far outweigh any other impact - I suppose I'll look forward to using this in 50 years with all the time wasted to plan and get feedback	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0083

Communication ID:	Name	Email
491130	Giuliana Plut	giuliana.plut@gmail.com

Full Communication (2/2/2022)

I don't understand how this is a debate AT ALL. The OBVIOUS choice is the second "Alternative" route - or the WS short tunnel 41 Ave Adover st station lower height and the scores PROVE it.

WS short tunnel 41 Ave Adover st station has the LOWEST Residential impact and is on par with business displacement. It doesn't impact any of the parks, and it is the second least expensive.

As a North Delridge resident for 5 years I have been VERY closely following this project because routes were released a few months after buying the house. I KNOW this neighborhood and here are some points that you should consider:

- The business in Delridge like ounces and Skylark want the station close to them. It will bring a TON of business.
- The businesses in the business park are few and far between. They will find other spaces, or may stay/come back because having the station there will GREATLY IMPROVE their businesses.
- The station is closer to the social service affordable housing units which the residents really want because it will make it easier for them to commute because they don't have cars.
- There is NO park impact. The Parks are the heart of Delridge and SO important to the community. We want to keep them safe.
- This is closer to more Bus Routes from every direction both rapid rides from the junction and south delridge and white center so you will actually better impact both communities
- This wont impact traffic on Genesee street which already has HISTORICALLY BAD TRAFFIC and is one of ONLY 2 artery streets into the junction it is also the preferred one for most cars. o Not impacting the traffic on Genesee st is important because when it is closed you are effectively cutting north Delridge off from all of our resources (grocery, restaurants, other essential business) and Delridge vs junction tensions already run high.
- This is fair to the Delridge community which is already underserved by the
- THIS IS THE ROUTE EVERYONE IN DELRIDGE WANTED AND THAT UPPER WEST SEATTLE WANTED. We have been suggesting this route for 4+ years. You would be improving BOTH neighborhoods for the better.

Please make a smart choice. It is so easy at this point. The correct choice is WS short tunnel 41 Ave Andover st station lower height.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>The OBVIOUS choice is the second "Alternative" route - or the WS short tunnel 41 Ave Adover st station lower height and the scores PROVE it. WS short tunnel 41 Ave Adover st station has the LOWEST Residential impact and is on par with business displacement. It doesn't impact any of the parks, and it is the second least expensive. As a North Delridge resident for 5 years I have been VERY closely following this project because routes were released a few months after buying the house. I KNOW this neighborhood and here are some points that you should consider: The business in Delridge like ounces and Skylark want the station close to them. It will bring a TON of business. The businesses in the business park are few and far between. They will find other spaces, or may stay/come back because having the station there will GREATLY IMPROVE their businesses. The station is closer to the social service affordable housing units which the residents really want because it will make it easier for them to commute because they don't have cars. There is NO park impact. The Parks are the heart of Delridge and SO important to the community. We want to keep them safe. This is closer to more Bus Routes from every direction both rapid rides from the junction and south delridge and white center so you will actually better impact both communities . This wont impact traffic on Genesee street which already has HISTORICALLY BAD TRAFFIC and is one of ONLY 2 artery streets into the junction it is also the preferred one for most cars. Not impacting the traffic on Genesee st is important because when it is closed you are effectively cutting north Delridge off from all of our resources (grocery, restaurants, other essential business) and Delridge vs junction tensions already run high. This is fair to the Delridge community which is already underserved by the THIS IS THE ROUTE EVERYONE IN DELRIDGE WANTED AND THAT UPPER WEST SEATTLE WANTED. We have been suggesting this route for 4+ years. You would be improving BOTH neighborhoods for the better. Please make a smart choice. It is so easy at this point. The correct choice is WS short tunnel 41 Ave Andover st station lower height.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0084

Communication ID:	Name	Email
491134	Gerardo Castaneda	gcastaneda@yattas.com

Full Communication (2/2/2022)

1. We support the preferred alternative (shown in red in the pamphlet) and strongly oppose the alternatives shown in blue. Our support is based on the assumption that noise levels will not increase.
2. The pamphlet should clearly indicate the streets. It is borderline disingenuous not to do that.

Thank you.

#	Comments	Responses
1	We support the preferred alternative (shown in red in the pamphlet) and strongly oppose the alternatives shown in blue. Our support is based on the assumption that noise levels will not increase.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The pamphlet should clearly indicate the streets. It is borderline disingenuous not to do that.	Please see the Executive Summary and Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more detailed maps that include street labels. The pamphlet referenced was intended to inform people of document availability and highlight project information. It was not intended to provide all of the information necessary for comparison of alternatives and environmental effects.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0085

Communication ID:	Name	Email
491162	William Penland	penrodu95@gmail.com

Full Communication (1/28/2022)

William Penland Draft EIS Comment

public transit: I am still waiting for the monorail you were going to build back in 1999, from Ballard to somewhere else .I spend my retirement years trying to navigate around !hos articulated mostly empty buses.

#	Comments	Responses
1	I am still waiting for the monorail you were going to build back in 1999, from Ballard to somewhere else..I spend my retirement years trying to navigate around thos articulated mostly empty buses.	This comment is not related to the project. The monorail expansion was not a Sound Transit project; it was a project under an independent agency that no longer exists.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0086

Communication ID:	Name	Email
491163	Dan Betts	dan06betts@gmail.com

Full Communication (1/30/2022)

Should not go to Alaska Junction.

It will be a horrible ugly mess through Youngstown.

The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW.

Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route.

This will give the opportunity to allow for surface installed tracks.

Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located:

1. Youngstown near Spokane Street.
2. Between Hillcrest and Highland park
3. SW Roxbury ST and 17 Ave SW
4. Another optional one somewhere along the route.

#	Comments	Responses
1	Should not go to Alaska Junction. It will be a horrible ugly mess through Youngstown. The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW. Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks. Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located: Youngstown near Spokane Street. Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW Another optional one somewhere along the route.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit supportive land uses.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0087

Communication ID:	Name	Email
491164	Larry Scheib	larryscheib@yahoo.com

Full Communication (1/29/2022)

Dear Sir/Madam:

I find the UW Stadium to be abhorrent at 95 ft and costing 100s of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity.

Please don't make Seattle the laughing stock of the transit world.

It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their damn station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID.

Streetcar is planned for SLU to ID, just reconfigure it, if need be, for a fraction of the cost. This would leave us with much easier transfers.

Larry Scheib larryscheib@yahoo.com

#	Comments	Responses
1	<p>I find the UW Stadium to be abhorrent at 95 ft and costing 100s of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity.</p> <p>Please don't make Seattle the laughing stock of the transit world</p>	<p>Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information. Please also see the response to CC2K in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their damn station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID. Streetcar is planned for SLU to ID, just reconfigure it, if need be, for a fraction of the cost. This would leave us with much easier transfers.</p>	<p>A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0088

Communication ID:	Name	Email
491165	Myke Smith	mykesmith@gmail.com

Full Communication (2/1/2022)

Hello: After reading this article.I felt compelled to communicate support for the course that is being taken in West Seattle. The author of this article clearly has ulterior motives given he doesn't provide any factual evidence of his assumption surrounding ridership based on the current plan. Additionally, he doesn't even live in Seattle, let alone West Seattle. We clearly need better mass transit to WSea and "going back to the drawing board" would delay our growing community to the point where we're penalizing people for remaining in the area. Thanks.

Myke Smith

High Point resident

#	Comments	Responses
1	After reading this article.I felt compelled to communicate support for the course that is being taken in West Seattle. The author of this article clearly has ulterior motives given he doesn't provide any factual evidence of his assumption surrounding ridership based on the current plan. Additionally, he doesn't even live in Seattle, let alone West Seattle. We clearly need better mass transit to WSea and "going back to the drawing board" would delay our growing community to the point where we're penalizing people for remaining in the area.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0089

Communication ID:	Name	Email
491167	Shelby Skiena	shelbyskiena@gmail.com

Full Communication (2/1/2022)

Shelby Skiena Draft EIS Comment

Upon reviewing the Light Rail extension plans to West Seattle, I feel it is imperative to consider other options, such as the Skylink Urban Gondola proposal which would be cheaper, faster, cleaner and much less disruptive to our community. I would like to see a feasibility study done on the Skylink proposal.

Regards, Shelby Skiena

West Seattle resident (98116)

#	Comments	Responses
1	Upon reviewing the Light Rail extension plans to West Seattle, I feel it is imperative to consider other options, such as the Skylink Urban Gondola proposal which would be cheaper, faster, cleaner and much less disruptive to our community. I would like to see a feasibility study done on the Skylink proposal.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0090

Communication ID:	Name	Email
491168	Karl Derrick	kart_derrick@yahoo.com

Full Communication (1/28/2022)

Karl Derrick voicemail Draft EIS comment

Hello, my name is Karl. I live in the 5600 block.26th Avenue South West in the Delridge Valley. I'm really really disappointed in this plan that the rail system will not come down Dell Ridge, you know, we're a low income, racially diverse neighborhood. We're not all white. We're not all affluence. And as I like to say, we are the view and I just find it mildly racist and mildly classes that there is no discussion of a main thoroughfare such as Delridge, having any light rail system on it. There is space to have an elevated system, so I don't want to hear the excuse there's no space.And I don't want to hear the excuse that it cost too much. There's already billions, and billions, and billions of dollars being spent. And leaving out a low income, racially diverse, ethnically diverse neighborhood in my mind is unconscionable. So, there you go. That's my opinion. Good luck. Of course, you're never going to make everyone happy, but that's not the goal. But when you start to leave out neighborhoods, that could really benefit from this. Instead of the whiter, more affluent view properties up on the top of Seattle. Well, I take Umbrage. Thank you very much.

#	Comments	Responses
1	I'm really really disappointed in this plan that the rail system will not come down Dell Ridge, you know, we're a low income, racially diverse neighborhood. We're not all white. We're not all affluence. And as I like to say, we are the view and I just find it mildly racist and mildly classes that there is no discussion of a main thoroughfare such as Delridge, having any light rail system on it. There is space to have an elevated system, so I don't want to hear the excuse there's no space.And I don't want to hear the excuse that it cost too much. There's already billions, and billions, and billions of dollars being spent. And leaving out a low income, racially diverse, ethnically diverse neighborhood in my mind is unconscionable. So, there you go. That's my opinion. Good luck. Of course, you're never going to make everyone happy, but that's not the goal. But when you start to leave out neighborhoods, that could really benefit from this. Instead of the whiter, more affluent view properties up on the top of Seattle. Well, I take Umbrage.	Please see response to CC1c, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0091

Communication ID:	Name	Email
491169	Carlyn Zylstra	carlyn.zylstra@gmail.com

Full Communication (1/29/2022)

Carlyn Zylstra Draft EIS comment

Good morning,

I wanted to provide a little feedback regarding the Light Rail extension mailer I received. I don't feel ending the light rail in the Alaska junction makes much sense at all. The junction is already incredibly developed with little parking. Why not reroute the light rail toward Westwood Village?

There is ample parking so West Seattle and Burien commuters could utilize it as a park and ride. There is also tons for room for business development in that area and the light rail could attract a number of ventures. I for one can say I likely wouldn't use the light rail if it meant driving to the junction then struggling to find parking.

Thank you for your time! Sincerely,

Carlyn Zylstra

West Seattle resident and business owner

#	Comments	Responses
1	I don't feel ending the light rail in the Alaska junction makes much sense at all. The junction is already incredibly developed with little parking. Why not reroute the light rail toward Westwood Village? There is ample parking so West Seattle and Burien commuters could utilize it as a park and ride. There is also tons for room for business development in that area and the light rail could attract a number of ventures. I for one can say I likely wouldn't use the light rail if it meant driving to the junction then struggling to find parking.	Please see responses to CC1c and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit-supportive land uses.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0092

Communication ID:	Name	Email
491170	Michael Lazenby	mikenlazenby@gmail.com; klazenby98103@yahoo.com

Full Communication (2/1/2022)

Michael Lazenby Draft EIS comment

Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of\$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax\$, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!

#	Comments	Responses
1	Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of\$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax \$, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, and protocols and gathered community feedback to identify where improvements should be made. As a result of this work, the agency developed the Fare Enforcement Action Plan in May 2022.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0093

Communication ID:	Name	Email
491171	David White-Espin	runespin@gmail.com

Full Communication (1/29/2022)

David White-Espin Draft EIS Comment

A 2039 arrival date for the West Seattle and Ballard Link Extensions is unacceptable. The traffic in Seattle is a critical problem now--there must be options under construction in 2022 not 17 years from now. I've seen the 2039 date published before and disputes changes in reality, a bigger need, worsening climate change, and the passing of a large federal infrastructure bill, this timeline

remains the same.

#	Comments	Responses
1	A 2039 arrival date for the West Seattle and Ballard Link Extensions is unacceptable. The traffic in Seattle is a critical problem now--there must be options under construction in 2022 not 17 years from now. I've seen the 2039 date published before and disputes changes in reality, a bigger need, worsening climate change, and the passing of a large federal infrastructure bill, this timeline remains the same.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0094

Communication ID:	Name	Email
491173	Jonathan Boles	jaboles@fastmail.fm

Full Communication (1/30/2022)

Did ST consider the possibility of designing for cross-platform transfers for through trips, given the need to rebuild SODO station (which appears to be intended as a primary transfer location) and the extra space afforded by the elimination of the SODO busway?

If the northbound WSLE entered the area in the space currently used by the SODO trail east of the existing line, perhaps underpassing the existing line in a cutting at S Forest St, there could be western southbound and eastern northbound platform pairs. Transferring between the lines would then involve a 20-foot walk to the train doors directly opposite, instead of either a circuitous detour up a limited number of stairs to a concourse and then back down, or out to the street and back in.

Such a design would save minutes off every trip between Beacon Hill (and points south) and Capitol Hill (and points north). It would also reduce the frustration of missed connections caused by the detour required to transfer.

The SODO trail could be moved to the western side of the corridor to accommodate the northbound WSLE track. With the new tracks added to the "outside" of the existing station, the existing station could remain in place where it is. And with most transfers taking place across each platform, it could be less necessary to add a transfer concourse atop the station.

#	Comments	Responses
1	Did ST consider the possibility of designing for cross-platform transfers for through trips, given the need to rebuild SODO station (which appears to be intended as a primary transfer location) and the extra space afforded by the elimination of the SODO busway? If the northbound WSLE entered the area in the space currently used by the SODO trail east of the existing line, perhaps underpassing the existing line in a cutting at S Forest St, there could be western southbound and eastern northbound platform pairs. Transferring between the lines would then involve a 20-foot walk to the train doors directly opposite, instead of either a circuitous detour up a limited number of stairs to a concourse and then back down, or out to the street and back in. Such a design would save minutes off every trip between Beacon Hill (and points south) and Capitol Hill (and points north). It would also reduce the frustration of missed connections caused by the detour required to transfer. The SODO trail could be moved to the western side of the corridor to accommodate the northbound WSLE track. With the new tracks added to the "outside" of the existing station, the existing station could remain in place where it is. And with most transfers taking place across each platform, it could be less necessary to add a transfer concourse atop the station.	Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design. Sound Transit will continue to evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0095

Communication ID:	Name	Email
491174	Jonathan Boles	jaboles@fastmail.fm

Full Communication (1/30/2022)

Jonathan Boles Draft EIS Comment

One thing I missed - this would also be compatible with the interim operation of the WSLE before the BLE and 2nd tunnel are built. Trains from West Seattle terminating at the northbound platform east of existing SODO station could enter the existing line north of SODO station and then use the existing turnback siding at Stadium station to return to the new southbound platform on the western side of existing SODO station.

#	Comments	Responses
1	One thing I missed - this would also be compatible with the interim operation of the WSLE before the BLE and 2nd tunnel are built. Trains from West Seattle terminating at the northbound platform east of existing SODO station could enter the existing line north of SODO station and then use the existing turnback siding at Stadium station to return to the new southbound platform on the western side of existing SODO station.	Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design, and Section 2.1, Build Alternatives, for a description of refinements to the preferred alternative in the SODO Segment between the WSLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit will continue to evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0096

Communication ID:	Name	Email
491176	Paul Loeb	paul@paulloeb.org

Full Communication (2/1/2022)

Paul Loeb Draft EIS comment

The link from the Sound Transit Page to the draft doesn't work. Also please seriously consider the gondola as an integral part of the plan. If their numbers are right it's a third of the cost and can get deployed in a couple of years vs 10, 12, or maybe 15 for light rail. West Seattle has gotten the short end of the transportation stick for years, going back to when Sound Transit regrettably aligned with the downtown interests to kill the monorail, viewing it as a competitor to light rail instead of an efficient way to feed into it. Right now if I want to get to the Sodo light rail station it's a minimum of 30 minutes bus ride, plus getting to wherever I want to go on light rail, and longer at off peak times. The gondola would make this far easier and much sooner so I don't have to wait till I'm 80 or 90 years old..

Paul Loeb

Author, Soul of a Citizen and The Impossible Will Take a Little While 3232 41stAve SW Seattle, WA 98116

[paul@paulloeb.org] [www.paulloeb.org]

(206) 935-9132 or cell (206) 206-240-5903

#	Comments	Responses
1	Also please seriously consider the gondola as an integral part of the plan. If their numbers are right it's a third of the cost and can get deployed in a couple of years vs 10, 12, or maybe 15 for light rail. West Seattle has gotten the short end of the transportation stick for years, going back to when Sound Transit regrettably aligned with the downtown interests to kill the monorail, viewing it as a competitor to light rail instead of an efficient way to feed into it. Right now if I want to get to the Sodo light rail station it's a minimum of 30 minutes bus ride, plus getting to wherever I want to go on light rail, and longer at off peak times. The gondola would make this far easier and much sooner so I don't have to wait till I'm 80 or 90 years old.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0097

Communication ID:	Name	Email
491190	Roger Nelson	None provided

Full Communication

Roger Nelson voicemail Draft EIS comment

Good afternoon, my name is Roger Nelson. My address is 333 Northwest 47th Street, Seattle, Washington 98107. And I'd like to leave a comment about this new transit line. I was just concerned that it seems like these lines are never on time, especially the one going to West Seattle and the one to Ballard. You are re-doing the timeline on those lines in especially the Ballard

one in 2039 and I suppose that it will go even longer than that. The cost overruns never seem to be working out. The people in charge of these are never on time it seems like and the cost is always really raised up. It's just ridiculous. And you're going to be back asking for more money for these lines to be completed. I would say start charging the time or the money that it costs for the people to actually ride these lines and that what they have to pay instead of being subsidized by everyone. And the last comment I'll put down is that they are working on these cost overruns to help these transit lines, but what about the poor people in Ballard or the homeless and the encampment people? Can't they do something about getting them some kind of housing? The millions and billions we are spending could house them. Put them up in a house. Give them some kind of income from the city. Tax us so that we pay for them. That would be fine as long as they are off the street, off the side walks. Put them in some housing anywhere. Make a big highrise.

#	Comments	Responses
1	I was just concerned that it seems like these lines are never on time, especially the one going to West Seattle and the one to Ballard. You are re-doing the timeline on those lines in especially the Ballard one in 2039 and I suppose that it will go even longer than that. The cost overruns never seem to be working out. The people in charge of these are never on time it seems like and the cost is always really raised up. It's just ridiculous. And you're going to be back asking for more money for these lines to be completed. I would say start charging the time or the money that it costs for the people to actually ride these lines and that what they have to pay instead of being subsidized by everyone.	Please see responses to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	And the last comment I'll put down is that they are working on these cost overruns to help these transit lines, but what about the poor people in Ballard or the homeless and the encampment people? Can't they do something about getting them some kind of housing? The millions and billions we are spending could house them. Put them up in a house. Give them some kind of income from the city. Tax us so that we pay for them. That would be fine as long as they are off the street, off the side walks. Put them in some housing anywhere. Make a big highrise.	Thank you for your comment; however, this is beyond the scope of the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0098

Communication ID:	Name	Email
491302	Paul Feldman	paul.feldman@pobox.com; prfeldman@outlook.com

Full Communication (2/1/2022)

Paul Feldman Draft EIS comment

Dear ST,

We will be the embarrassment of the world along with having created a system that fairly begs riders not to approach if we continue down the path you are currently leading. I'm sure you have seen this:

<https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience- take-a-mulligan-on-west-seattle-and-ballard-link/>.

Whatever discounts in ridership your models make account for with respect to long travel - vertical or otherwise - from either station entrance or platform 1 to platform 2, I promise your adjustments will prove to be far too small. These horrible deep station designs will be the ruination of ST rail.

Try explaining why Seattle needs two downtown train tunnels to anyone who doesn't live here and is not inured to the "Seattle way" of planning? Only if you are in need of a good laugh.

Best, Paul

Paul Feldman 206.317.7687

Seattle

CD WA-7, LD 43, King County 8, Seattle 3, Schools V

#	Comments	Responses
1	Whatever discounts in ridership your models make account for with respect to long travel - vertical or otherwise - from either station entrance or platform 1 to platform 2, I promise your adjustments will prove to be far too small. These horrible deep station designs will be the ruination of ST rail.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided in the Ballard Link Extension Final EIS.
2	Try explaining why Seattle needs two downtown train tunnels to anyone who doesn't live here and is not inured to the "Seattle way" of planning?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0099

Communication ID:	Name	Email
491303	Jessica Winter- Stoltzman	tabellaria@gmail.com; jessicalwinter@gmail.com

Full Communication (2/2/2022)

Jessica Winter-Stoltzman Draft EIS comment

<https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/>

I fully agree with the points made in this article. These designs sound poorly considered and difficult to use. Please reconsider station design so that light rail can be fast and user friendly.

Jessica Winter-Stoltzman

Seattle resident

#	Comments	Responses
1	https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/ fully agree with the points made in this article. These designs sound poorly considered and difficult to use. Please reconsider station design so that light rail can be fast and user friendly.	Please see responses to CC2e, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0100

Communication ID:	Name	Email
497419	Katherine Woolverton	kwoolverton@gmail.com

Full Communication (1/30/2022)

Katherine Woolverton Draft EIS Comment

Dear King County Council Vice Chair McDermott, members of the Sound Transit System Expansion Committee, and Sound Transit Board members:

I am a resident of Highland Park in West Seattle and a volunteer for 350 Washington and 350 Seattle. I'm active in my community and passionate about multi-modal transportation and its role in responding to our climate crisis and keeping our neighborhoods liveable. I also live in the neighborhood that most of the traffic previously using the WS Bridge now flows through.

As you know, West Seattle has a challenging topography for mass transit to points north and east. Hills and waterways limit our options. The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to move trains over the Duwamish and adjacent hills. There is a better option, a SkyLink gondola system, and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown.

In his October 2021 West Seattle Chamber of Commerce debate (1) with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system (-38 minute mark in the video). His response was "I've asked for a SkyLink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to points south of the Duwamish peninsula on the Soda to West Seattle section. Why can't Skylink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Soda/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks? A SkyLink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system.

Per SkyLink's evaluation (2), gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension.

But don't take SkyLink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right.

Sincerely,

Katherine Woolverton 7755 16th Ave SW Seattle, WA98106

Embedded links:

- (1) King County Executive debate: <https://www.youtube.com/watch?v=o2T795J0ckA&t=985s>
- (2) SkyLink Comparison of gondola's vs. West Seattle LR Extension: <https://www.westseattleskylink.org/comparison>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to move trains over the Duwamish and adjacent hills. There is a better option, a Skylink gondola system, and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown. In his October 2021 West Seattle Chamber of Commerce debate (1) with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system (-38 minute mark in the video). His response was "I've asked for a Skylink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to points south of the Duwamish peninsula on the Soda to West Seattle section. Why can't Skylink-- the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Soda/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks? A Skylink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system. Per Skylink's evaluation (2), gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension. But don't take Skylink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right.</p>	<p>Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Light Rail

Gondola

Start of operations:	SoDo – 2032 beyond – 2037/8	SoDo/Intl. District – 2025
Cost to build:	\$3.2 billion	About \$1 billion
Capacity: (25-27,000 in 2040)	3x (80,000)	2x (55,000)
Frequency:	6 – 12 minutes (peak/off-peak)	Continuous (8-30 seconds)
Total travel: (Junction – SoDo)	10 - 22 minutes	14 minutes
Construction:	5+ years (Guiderail, bridge...)	2 years (Few towers...)
Stations:	4 - Large (about two blocks long)	8 - Small (about half block long)
Displacement:	100+ homes & businesses	little if any
Sustainability:	Higher power & carbon footprint (concrete viaduct, much demolition)	Lower power & carbon footprint (prefab towers, little demolition)
Operations/Maintenance:	High complexity, OMF	Simple design, on-site

Comment Submittal 0101

Communication ID:	Name	Email
491146	Tyler Coyle	tyler.coyle33@gmail.com

Full Communication (2/3/2022)

I have comments on the West Seattle and downtown portions of the line. For West Seattle, the Del- 6 to WSJ-5 connection is a very well thought out option and to me is easily the best one. The Delridge station may be a bit far north, but most users will just take the Rapid Ride H for another minute or so and be there. The option destroys the fewest homes of all of them, and a small TOD area could still be done by the station. I love how it avoids the gigantic concrete bridge over Genessee, dodges the hundreds of residents along Avalon Way, and utilizes some of what appears to be WS Bridge ROW. The retained cut station at Avalon should be equally or more accessible than the elevated options there and much more quiet and aesthetically pleasing. Sacrificing what looks to be a Pep Boys tire shop for the portal of a tunnel that would put a station right between California and Fauntleroy on Alaska is a strong tradeoff, and orienting the line so that it could run south as a (hopefully cut and cover) tunnel in the future is forward thinking. Maybe the most surprising thing of all though is that this is a medium cost option and is closer to the low end than the priciest version. This option is an incredible value play that makes the oft-spoken desire of West Seattleites for a tunnel possible without finding \$700mm under the couch and without hurting many people to get it. Build this set of options.

On downtown, both routes look super useful as far as what they get you close to and how many people they serve, but any option for a station that is only accessed by elevators must be thrown out immediately. That is a horrible idea, and I'm honestly confused how it made it into this document. You would be effectively crippling the capacity of one of the system's busiest stations. This setup leads to long wait times at the much lower density Beacon Hill Station, and one or several of the elevators will end up out of service most or all the time as the years go by. It also looks like a finely wrapped invitation to experiencing enormous cost overruns. If Sound Transit ever gets hit with austerity and has to defer maintenance through lean times, then it's possible the entire station could get knocked out of service in future decades. If the line is too deep to get escalators down there, then build the line somewhere else. Ok end of rant. Thanks for ST's efforts on this, and I hope we end up with a great rail line.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>For West Seattle, the Del-6 to WSJ-5 connection is a very well thought out option and to me is easily the best one. The Delridge station may be a bit far north, but most users will just take the Rapid Ride H for another minute or so and be there. The option destroys the fewest homes of all of them, and a small TOD area could still be done by the station. I love how it avoids the gigantic concrete bridge over Genessee, dodges the hundreds of residents along Avalon Way, and utilizes some of what appears to be WS Bridge ROW. The retained cut station at Avalon should be equally or more accessible than the elevated options there and much more quiet and aesthetically pleasing. Sacrificing what looks to be a Pep Boys tire shop for the portal of a tunnel that would put a station right between California and Fauntleroy on Alaska is a strong tradeoff, and orienting the line so that it could run south as a (hopefully cut and cover) tunnel in the future is forward thinking. Maybe the most surprising thing of all though is that this is a medium cost option and is closer to the low end than the priciest version. This option is an incredible value play that makes the oft- spoken desire of West Seattleites for a tunnel possible without finding \$700mm under the couch and without hurting many people to get it. Build this set of options.</p>	<p>Please see responses to CCG2, CC2d, CC4.1b, and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>
2	<p>On downtown, both routes look super useful as far as what they get you close to and how many people they serve, but any option for a station that is only accessed by elevators must be thrown out immediately. That is a horrible idea, and I'm honestly confused how it made it into this document. You would be effectively crippling the capacity of one of the system's busiest stations. This setup leads to long wait times at the much lower density Beacon Hill Station, and one or several of the elevators will end up out of service most or all the time as the years go by. It also looks like a finely wrapped invitation to experiencing enormous cost overruns. If Sound Transit ever gets hit with austerity and has to defer maintenance through lean times, then it's possible the entire station could get knocked out of service in future decades. If the line is too deep to get escalators down there, then build the line somewhere else.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0102

Communication ID:	Name	Email
491172	Tracey Jones	tracyjones@stmhomelessprogram.org

Full Communication (2/3/2022)

Greetings

We read the plans for approximately 8 TOD to be developed in Skyway.

In your plan we do not see any equity justice for the already displaced Communities of color, to and below 60% AMI. I am sure they will not be able to afford the condos and townhome.

As a black diable veteran 501c3 owner and with experience in homelessness for 3 years, I believe your plan will cause more harm to the local community.

Shepherd's Transformation Mansions scattered Communiy and Greater Gospel Temple would like to partnership to manage 3 of your location under our Trauma-Informed Housing First onsite optional wraparound self-sustainability support services.

Thank you for the opportunity to speak to you and Transforming Lives TOGETHER.

<https://flow.page/tracybjonesross>

Tracy Jones Ross Founder STMC

TracyJones@stmhomeless program.org

#	Comments	Responses
1	In your plan we do not see any equity justice for the already displaced Communities of color, to and below 60% AMI. I am sure they will not be able to afford the condos and townhome. As a black diable veteran 501c3 owner and with experience in homelessness for 3 years, I believe your plan will cause more harm to the local community. Shepherd's Transformation Mansions scattered Communiy and Greater Gospel Temple would like to partnership to manage 3 of your location under our Trauma-Informed Housing First onsite optional wraparound self-sustainability support services. Thank you for the opportunity to speak to you and Transforming Lives TOGETHER.	Thank you for your comment; however, this is beyond the scope of the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0103

Communication ID:	Name	Email
491197	MattG	sportsag07@yahoo.com

Full Communication (2/3/2022)

The West Seattle portion of this project should prioritize the following (in order of importance): 1) Easy transfers to the other lines in SODO (minimize walking distances and wait times), 2) Stations accessible from the heart of the areas they serve (i.e. at or under the Alaska Junction as opposed to multiple blocks away), 3) Underground stations and lines wherever possible.

#	Comments	Responses
1	The West Seattle portion of this project should prioritize the following (in order of importance): 1) Easy transfers to the other lines in SODO (minimize walking distances and wait times), 2) Stations accessible from the heart of the areas they serve (i.e. at or under the Alaska Junction as opposed to multiple blocks away)	Please see the responses to C2i and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, transfers, and passenger experience.
2	3) Underground stations and lines wherever possible.	Please see the response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0104

Communication ID:	Name	Email
491220	Steve Wedlund	stevewedlund@msn.com

Full Communication (2/3/2022)

What in the he'll was that junk you sent to households. I Wasted photos, little comprehension as to what was planned. Oh, excellent on repeated language translations.

And what was the projected annual cost on these options.

Defend and replace this tax funded waste refered to as/ sound transit.

#	Comments	Responses
1	What in the he'll was that junk you sent to households. I Wasted photos, little comprehension as to what was planned. Oh, excellent on repeated language translations.	Please see the Executive Summary and Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more detailed maps that include street labels. The pamphlet referenced was intended to inform people of document availability and highlight project information. It was not intended to provide all of the information necessary for comparison of alternatives and environmental effects. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information on these events and on translated materials. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.
2	And what was the projected annual cost on these options.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital, operation, and maintenance costs of the alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0105

Communication ID:	Name	Email
491225	George Grunwald	georgegrunwald@me.com

Full Communication (2/3/2022)

It's hard for me to get excited about a transit system that a not insignificant percentage of people alive today will never ride by the time it actually opens. The fact that the existing light rail is so desperately slow already, doesn't really seem to inspire much enthusiasm for the future of transit in Seattle 12-17 years from now.

All the environmental impacts aside, and those are considerable no matter which option is chosen, how useful will light rail in Seattle really be 17 years from now? Why are we investing so much time and money into a system that is almost certainly going to be obsolete by opening day?

That said, from an environmental perspective, the major damage, from my point of view, is how completely fractured the detours are likely to be. With the daily experience of the WS Bridge detours, which are either slow, winding through residential streets and neighborhoods, or both - how are you going to make these detours manageable over the next 12 years? The detours themselves cause significant environmental damage from the sheer volume these routes are taking today where there was never intended to be this much volume.

I don't know. I guess something is better than nothing - maybe. But I think it would be smarter to abandon light rail and look for something that is going to be able to accommodate the projected population with something that isn't 60 year old technology by the time it first opens.

#	Comments	Responses
1	It's hard for me to get excited about a transit system that a not insignificant percentage of people alive today will never ride by the time it actually opens. The fact that the existing light rail is so desperately slow already, doesn't really seem to inspire much enthusiasm for the future of transit in Seattle 12-17 years from now. All the environmental impacts aside, and those are considerable no matter which option is chosen, how useful will light rail in Seattle really be 17 years from now? Why are we investing so much time and money into a system that is almost certainly going to be obsolete by opening day? That said, from an environmental perspective, the major damage, from my point of view, is how completely fractured the detours are likely to be. With the daily experience of the WS Bridge detours, which are either slow, winding through residential streets and neighborhoods, or both - how are you going to make these detours manageable over the next 12 years? The detours themselves cause significant environmental damage from the sheer volume these routes are taking today where there was never intended to be this much volume.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on regional planning and the need for the project. And see Section 3.11, Construction Impacts, for more information on traffic impacts during construction.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0106

Communication ID:	Name	Email
491227	Steven Roberts	sarj21@gmail.com

Full Communication (2/4/2022)

My focus is on getting all of this transit in as soon as possible, much sooner than 2030s. The environmental impact of all of these options seems extremely negligible when compared to the alternative that is cars.

It seems running via tunnel is less disruptive noise wise and fairly low on environmental impact while cost effective enough.

#	Comments	Responses
1	My focus is on getting all of this transit in as soon as possible, much sooner than 2030s. The environmental impact of all of these options seems extremely negligible when compared to the alternative that is cars. It seems running via tunnel is less disruptive noise wise and fairly low on environmental impact while cost effective enough.	Please see the responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0107

Communication ID:	Name	Email
491236	gretchen van dyke	zonoqua@gmail.com

Full Communication (2/4/2022)

Delridge section station DEL-2a makes the most sense.

Displacing part of a golf course versus displacing homes should be an obvious choice.

The lower design seems less offensive, blending into the neighborhood and actually displaces fewer homes than the giant concrete pillars needed for 1a.

2a also does not impact the park, play area, and playfield. These are important parts of this neighborhood which is already being greatly impacted by this construction.

#	Comments	Responses
1	Delridge section station DEL-2a makes the most sense. Displacing part of a golf course versus displacing homes should be an obvious choice. The lower design seems less offensive, blending into the neighborhood and actually displaces fewer homes than the giant concrete pillars needed for 1a. 2a also does not impact the park, play area, and playfield. These are important parts of this neighborhood which is already being greatly impacted by this construction.	Please see the responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0108

Communication ID:	Name	Email
491237	Ivy Lim	theivyvine@gmail.com

Full Communication (2/4/2022)

I have a concern about the location of any Light Rail station in West Seattle. I understand the Alaska Junction is the ideal location for the Light Rail but there is currently no bus route in my neighborhood that will take me to the Alaska Junction. I'm assuming there won't be any parking at the station. How will commuters get to the Light Rail station?

Also, the time (5-7pm) listed for the West Seattle meeting does not match the time (5:30-7:30pm) of the meeting when I add this to my calendar. Which is the correct time?

#	Comments	Responses
1	I have a concern about the location of any Light Rail station in West Seattle. I understand the Alaska Junction is the ideal location for the Light Rail but there is currently no bus route in my neighborhood that will take me to the Alaska Junction. I'm assuming there won't be any parking at the station. How will commuters get to the Light Rail station?	Please see the responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Private vehicle parking for riders would not be provided at any stations.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0109

Communication ID:	Name	Email
491244	Derek Wendt	derek.wendt@gmail.com

Full Communication (2/4/2022)

I believe it's best to create a tunnel to West Seattle than to create elevated rail. The elevated route to go over the Duwamish Waterway, the Delridge/Marginal Way junction, and along the West Seattle golf course would be unpleasant to look at and experience, creating the area feels much more industrial than it is now. Why not route a tunnel under the Nucor Steel plant, making a softer turn to Avalon Way, and then to Fauntleroy. If you're already doing a tunnel, why not just do it once and for all? Like how it's been done under Capitol Hill, Beacon Hill, and UW? There's no need for more elevated routes over the Delridge/Marginal Way junction - it's just too much, especially when the West Seattle Bridge has been closed for the past 2 years.

#	Comments	Responses
1	I believe it's best to create a tunnel to West Seattle than to create elevated rail. The elevated route to go over the Duwamish Waterway, the Delridge/Marginal Way junction, and along the West Seattle golf course would be unpleasant to look at and experience, creating the area feels much more industrial than it is now. Why not route a tunnel under the Nucor Steel plant, making a softer turn to Avalon Way, and then to Fauntleroy. If you're already doing a tunnel, why not just do it once and for all? Like how it's been done under Capitol Hill, Beacon Hill, and UW? There's no need for more elevated routes over the Delridge/Marginal Way junction - it's just too much, especially when the West Seattle Bridge has been closed for the past 2 years.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 2.5, Alternatives Development and Scoping, for information on alternatives development.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0110

Communication ID:	Name	Email
491329	Travis Elliott	telliott815@gmail.com

Full Communication (2/4/2022)

If it stops at 35th and Fauntleroy, that would be a dream. Also if it went just beyond to California Ave, it's a great spot in West Seattle with plenty of traffic.

#	Comments	Responses
1	If it stops at 35th and Fauntleroy, that would be a dream.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also if it went just beyond to California Ave, it's a great spot in West Seattle with plenty of traffic.	Please see the responses to CCG2 and CC2i in Table 7-1. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0111

Communication ID:	Name	Email
491334	Romain Seguy	rseguy@outlook.com

Full Communication (2/5/2022)

My comment is related to the West Seattle (WS) portion of the WS and Ballard Link extensions. I note the preferred alternatives are all using elevated routes past the Avalon station, going into WS. I encourage you to highly reconsider this, and to move with the preferred alternatives with third-party funding. For once, work hard and find this funding. Elevated routes will have a dramatic impact on people living around the rails, while the overall goal of light rail is to improve the quality of life by providing a reliable commuting option. Elevated routes will cut outdoor light for many apartments and businesses which have windows on only one side. This will also increase the noise level since the noise from the trains will radiate up and down from the elevated routes. Elevated routes will also be a scar to the urban landscape which has never been designed to anticipate this. Also, pillars and the complete infrastructure will be a magnet for graffiti, tags, etc., which will be poorly taken care of (as can be seen in existing light rail routes) by public entities in charge of maintenance. Finally, elevated routes are more impacted by earthquakes than other types of infrastructures. Tunnels will remove all these nuisances. They've been used throughout the world for 100+ years with success, and many cities are still building new ones, like Paris for the various RER extensions (heavier than light rail). It's 2022: Be modern, turn on the brain, and make the right decision for once. Also, WS had street-level rails decades ago. That's not even considered here: What about closing streets or reshaping them for that purpose. A good example of what can be done is the city of Lyons, in France. Take a look.

One last thing: If you want to reduce costs, forget about working with unions, etc., which are working solely for themselves and rising the costs for their own benefit (as an example, the union for the port is a poster child of discrimination and privileges as it creates four categories of workers, with the Done being of extreme negative impact on workers' life). WA state laws already guarantee minimum income. Open the door to competition. Get rid of the red tape which drives the making of decisions which go against the overall objective.

#	Comments	Responses
1	My comment is related to the West Seattle (WS) portion of the WS and Ballard Link extensions. note the preferred alternatives are all using elevated routes past the Avalon station, going into WS. encourage you to highly reconsider this, and to move with the preferred alternatives with third-party funding. For once, work hard and find this funding. Elevated routes will have a dramatic impact on people living around the rails, while the overall goal of light rail is to improve the quality of life by providing a reliable commuting option. Elevated routes will cut outdoor light for many apartments and businesses which have windows on only one side. This will also increase the noise level since the noise from the trains will radiate up and down from the elevated routes. Elevated routes will also be a scar to the urban landscape which has never been designed to anticipate this. Also, pillars and the complete infrastructure will be a magnet for graffiti, tags, etc., which will be poorly taken care of (as can be seen in existing light rail routes) by public entities in charge of maintenance. Finally, elevated routes are more impacted by earthquakes than other types of infrastructures. Tunnels will remove all these nuisances. They've been used throughout the world for 100+ years with success, and many cities are still building new ones, like Paris for the various RER extensions (heavier than light rail). It's 2022: Be modern, turn on the brain, and make the right decision for once.	Please see the responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	WS had street-level rails decades ago. That's not even considered here: What about closing streets or reshaping them for that purpose. A good example of what can be done is the city of Lyons.in France. Take a look.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for more information on alternatives development.
3	If you want to reduce costs, forget about working with unions, etc., which are working solely for themselves and rising the costs for their own benefit (as an example, the union for the port is a poster child of discrimination and privileges as it creates four categories of workers, with the D one being of extreme negative impact on workers' life). WA state laws already guarantee minimum income. Open the door to competition. Get rid of the red tape which drives the making of decisions which go against the overall objective.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0112

Communication ID:	Name	Email
491335	Richard Kettlewell	surfingtoo@hotmail.com

Full Communication (2/5/2022)

A tunnel seems to be the most appropriate route for West Seattle.

Otherwise, the above grade alternative is very disruptive. Unlike other area's it goes right through a dense residential area.

A tunnel is much less obtrusive and eliminates enormous stations above grade.

Allows for a much more aesthetic entry into West Seattle.

Not in favor of an above grade rail. West Seattle is not a quasi industrial area.

#	Comments	Responses
1	A tunnel seems to be the most appropriate route for West Seattle. Otherwise, the above grade alternative is very disruptive. Unlike other area's it goes right through a dense residential area. A tunnel is much less obtrusive and eliminates enormous stations above grade. Allows for a much more aesthetic entry into West Seattle. Not in favor of an above grade rail. West Seattle is not a quasi industrial area.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0113

Communication ID:	Name	Email
491338	Paul Fleurdelys	paul.fleurdelys@gmail.com

Full Communication (2/5/2022)

I live in West Seattle and drive between Delridge and the Junction daily. I think 3 stations between Delridge, 35th, and Jefferson Square is too many. The stations aren't that far apart, but the vertical rise will make it kind of hard to walk.

I think 2 stations, at Delridge and either at Jefferson Square or possibly on Fauntleroy and Alaska, make more sense. It's hard to see why buses or transfers needed on Avalon couldn't just go to either station. It also seems like it would save a lot of money and slightly shorten the trip times into downtown.

#	Comments	Responses
1	I think 3 stations between Delridge, 35th, and Jefferson Square is too many. The stations aren't that far apart, but the vertical rise will make it kind of hard to walk. I think 2 stations, at Delridge and either at Jefferson Square or possibly on Fauntleroy and Alaska, make more sense. It's hard to see why buses or transfers needed on Avalon couldn't just go to either station. It also seems like it would save a lot of money and slightly shorten the trip times into downtown.	Please see the response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0114

Communication ID:	Name	Email
491339	Yuriy Mazurenko	beatmakerbeat@yahoo.com

Full Communication (2/5/2022)

Hello.

I live in the West Seattle In my opinion the better way to route Light Rail to this part of the city will be through a separate stand alone bridge with a bottom route on the EIS draft. Since the West Seattle bridge is in repairs right now and there is no guarantees that it won't have to be repaired sometime shortly the future, Light rail will need its own dedicated high bridge. From the point where it touches the land on the west side, the rail should be in the tunnel, following the pin preferred alternative up to the 42nd Ave sw with a stop at Fauntleroy Way sw. Also, the route should include stops near Delridge and Avalon Way SW.

Thank you

#	Comments	Responses
1	I live in the West Seattle In my opinion the better way to route Light Rail to this part of the city will be through a separate stand alone bridge with a bottom route on the EIS draft. Since the West Seattle bridge is in repairs right now and there is no guarantees that it won't have to be repaired sometime shortly the future, Light rail will need its own dedicated high bridge.	<p>The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge.</p> <p>Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.</p>
2	From the point where it touches the land on the west side, the rail should be in the tunnel, following the pin preferred alternative up to the 42nd Ave sw with a stop at Fauntleroy Way sw. Also, the route should include stops near Delridge and Avalon Way SW.	Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0115

Communication ID:	Name	Email
491340	Ryan Lorey	ryanlorey@outlook.com

Full Communication (2/5/2022)

Hello,

First off, I want to thank the SoundTransit staff for all their hard work pushing forward our transit system into modernity. The investments we are making now will pay dividends for us into the future.

That said, we have to make the best decisions we can to ensure the success of our transit network and provide a good rider experience. After reading the Draft EIS, I have major concerns over the vertical circulation in many of these proposed stations, particularly for the stations in Chinatown/ID and the downtown core of Seattle. Aside from the new Westlake station that needs to accommodate the existing tunnel and the station at Mercer/Harrison that needs to go beneath the SR-99 tunnel, we must do whatever we can to avoid having deep tunnel stations. In particular, the deep-bore station alternatives for Chinatown/ID station need to be thrown out entirely. This station is going to be the most important station in the system, functioning as the primary transfer point between the 1, 2, and 3 Lines, as well as both Sounder lines. Making the transfer as easy as possible - and therefore making the platforms as close together as possible - is paramount to ensure the success of our system. Potentially requiring riders to take an ELEVATOR to transfer between lines at a station as busy as this should be out of the question.

Additionally, the elevated station alternatives are too tall in general. All of the alternatives need to be evaluated and replanned to have a target height above ground of 50 feet or less. Northgate Station is 45 feet above the ground, and that's about as tall as we ought to build a station if we want to provide a good rider experience. Going too much taller requires passengers to travel unnecessarily long escalators/stairs/elevators, lengthening trip time by several minutes at each boarding and departure, making the rider experience worse.

Thank you for reading, Ryan Lorey

#	Comments	Responses
1	First off, I want to thank the SoundTransit staff for all their hard work pushing forward our transit system into modernity. The investments we are making now will pay dividends for us into the future.	Thank you for expressing support for the project.
2	I have major concerns over the vertical circulation in many of these proposed stations, particularly for the stations in Chinatown/ID and the downtown core of Seattle. Aside from the new Westlake station that needs to accommodate the existing tunnel and the station at Mercer/Harrison that needs to go beneath the SR-99 tunnel, we must do whatever we can to avoid having deep tunnel stations. In particular, the deep-bore station alternatives for Chinatown/ID station need to be thrown out entirely. This station is going to be the most important station in the system, functioning as the primary transfer point between the 1, 2, and 3 Lines, as well as both Sounder lines. Making the transfer as easy as possible - and therefore making the platforms as close together as possible - is paramount to ensure the success of our system. Potentially requiring riders to take an ELEVATOR to transfer between lines at a station as busy as this should be out of the question.	Please see the response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.
3	the elevated station alternatives are too tall in general. All of the alternatives need to be evaluated and replanned to have a target height above ground of 50 feet or less. Northgate Station is 45 feet above the ground, and that's about as tall as we ought to build a station if we want to provide a good rider experience. Going too much taller requires passengers to travel unnecessarily long escalators/stairs/elevators, lengthening trip time by several minutes at each boarding and departure, making the rider experience worse.	Please see the response to CC2e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0116

Communication ID:	Name	Email
491342	Codrin Nedita	codrin.nedita@gmail.com

Full Communication (2/5/2022)

None of these alternatives provide direct access to light rail for the residents of High Point, the largest mixed-income community in the area. Instead of reconnecting this thriving community of nearly 1,600 families with the rest of Seattle, the focus is again on the wealthier areas in West Seattle. There are no plans to expand this Link Extension to White Center and further connect additional low and mixed-income communities to downtown Seattle. Many of these residents rely on the public transportation system and they should be provided direct access to a modern mean of transportation. Let the residents of Alaska Junction walk/take a bus to the Avalon station and replace the Alaska Junction station with a 35th & SW Morgan station. Make it a tunnel route, with a deep station, if the current light rail trains cannot go up the hill. Reevalue your plans through Equity lenses.

#	Comments	Responses
1	None of these alternatives provide direct access to light rail for the residents of High Point, the largest mixed-income community in the area. Instead of reconnecting this thriving community of nearly 1,600 families with the rest of Seattle, the focus is again on the wealthier areas in West Seattle. There are no plans to expand this Link Extension to White Center and further connect additional low and mixed-income communities to downtown Seattle. Many of these residents rely on the public transportation system and they should be provided direct access to a modern mean of transportation. Let the residents of Alaska Junction walk/take a bus to the Avalon station and replace the Alaska Junction station with a 35th & SW Morgan station. Make it a tunnel route, with a deep station, if the current light rail trains cannot go up the hill. Reevalue your plans through Equity lenses.	Please see the responses to CC1c and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0117

Communication ID:	Name	Email
491344	Dayna Polstein	daynapolstein@gmail.com

Full Communication (2/5/2022)

I prefer the pink alternative from the map in the pamphlet. I also prefer anything that brings the light rail to Ballard sooner.

#	Comments	Responses
1	I prefer the pink alternative from the map in the pamphlet.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I also prefer anything that brings the light rail to Ballard sooner.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0118

Communication ID:	Name	Email
491345	Benjamin Hamm	ben.hamm@gmail.com

Full Communication (2/5/2022)

I am a west Seattle resident and This proposal has my full support. The only thing I wish is that it were being built far more quickly. Let's do this'

#	Comments	Responses
1	I am a west Seattle resident and This proposal has my full support. The only thing I wish is that it were being built far more quickly. Let's do this!	Thank you for expressing support for the West Seattle Link Extension. Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0119

Communication ID:	Name	Email
491349	Jeff Harding	jharding@neudorferengineers.com; jeffrey_harding@msn.com

Full Communication (2/5/2022)

The Andover alternative is far and away the best, cheapest, and really the only feasible option! It does not displace numerous families, is the best option for transfers, has the least detrimental effect on the community, and (even per draft EIS) fits in best with the layout of the surrounding Delridge north/south oriented neighborhood blocks. What eyesore the other options are. And the other options go diagonally through North Delridge, ripping out the heart of the neighborhood and wreaking havoc on traffic and the overall look of the area.

#	Comments	Responses
1	The Andover alternative is far and away the best, cheapest, and really the only feasible option! It does not displace numerous families, is the best option for transfers, has the least detrimental effect on the community, and (even per draft EIS) fits in best with the layout of the surrounding Delridge north/south oriented neighborhood blocks.	Please see the response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	What eyesore the other options are. And the other options go diagonally through North Delridge, ripping out the heart of the neighborhood and wreaking havoc on traffic and the overall look of the area.	Please see the responses to CC4.4a and CC4.5a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0120

Communication ID:	Name	Email
491350	Jeff Harding	jharding@neudorferengineers.com; jeffrey_harding@msn.com

Full Communication (2/5/2022)

Andover alternative is on/under budget, great station location, and perfect alignment with the layout of the North Delridge neighborhood. Andover is a great route. It leaves intact the occupants that the rail is intended to serve. The Andover route is a perfect match with the historical neighborhood. Great access for local riders, plenty of room for parking, ample room for bus transfers, and ideal for commuters. Andover alternative does not displace the entire neighborhood. Its routing aligns perfectly with the North Delridge neighborhood.

#	Comments	Responses
1	<p>Andover alternative is on/under budget, great station location, and perfect alignment with the layout of the North Delridge neighborhood. Andover is a great route. It leaves intact the occupants that the rail is intended to serve. The Andover route is a perfect match with the historical neighborhood.</p> <p>Great access for local riders, plenty of room for parking, ample room for bus transfers, and ideal for commuters. Andover alternative does not displace the entire neighborhood. Its routing aligns perfectly with the North Delridge neighborhood.</p>	<p>Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0121

Communication ID:	Name	Email
491357	Paola Medina	paolaventurimedina@gmail.com

Full Communication (2/6/2022)

I prefer the medium tunnel options, particularly medium tunnel at 41st as it displaces the fewest number of residential units and only 35 businesses. Also, it is a lower budget and does not effect parks.

#	Comments	Responses
1	I prefer the medium tunnel options, particularly medium tunnel at 41st as it displaces the fewest number of residential units and only 35 businesses. Also, it is a lower budget and does not effect parks.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0122

Communication ID:	Name	Email
491364	Adrian Pope	ajpope1234@yahoo.com

Full Communication (2/6/2022)

I would like to have the Medium Tunnel 41st Avenue Station Andover Street Station Lower Height option. It is one of the lowest cost and least impact to the West Seattle neighborhood and best fits our needs for West Seattle.

#	Comments	Responses
1	I would like to have the Medium Tunnel 41st Avenue Station Andover Street Station Lower Height option. It is one of the lowest cost and least impact to the West Seattle neighborhood and best fits our needs for West Seattle.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0123

Communication ID:	Name	Email
491414	Zachary Burton	burtonzr@gmail.com

Full Communication (2/7/2022)

I would prefer that the Link Light Rail extension to West Seattle be all underground once the Link Light Rail tracks get to Delridge. It is much quieter for the Link Light Rail to be underground and it will prevent Sound Transit from having to tear down lots of buildings, homes, and trees. The Preferred alternatives with third-party funding" (the brown line indicating that is is a tunnel route) is my preferred option. The third party funding would help with addition costs to put the Link Light Rail underground. We should make this the best form of transit possible and above ground train routes are not as good for quality of life as trains that are underground.

#	Comments	Responses
1	I would prefer that the Link Light Rail extension to West Seattle be all underground once the Link Light Rail tracks get to Delridge. It is much quieter for the Link Light Rail to be underground and it will prevent Sound Transit from having to tear down lots of buildings, homes, and trees.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.
2	The Preferred alternatives with third-party funding" {the brown line indicating that is is a tunnel route) is my preferred option. The third party funding would help with addition costs to put the Link Light Rail underground. We should make this the best form of transit possible and above ground train routes are not as good for quality of life as trains that are underground.	Please see response to CCG2 and CC2c in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0124

Communication ID:	Name	Email
491435	ZHAODONG ZHENG	zhaodongz2013062@gmail.com

Full Communication (2/7/2022)

Hi!

I own and live in a home in the Delridge/Youngstown area. I've seen public support for a gondola system instead of the proposed light rail, and I would like to see an analysis of that alternative as well. According to the organization West Seattle Skylink, a gondola would cost far less and be completed far sooner than a light rail line. I would like Sound Transit to do their own analysis and publish their results to determine if that is true.

Thanks! Don Zheng

#	Comments	Responses
1	I own and live in a home in the Delridge/Youngstown area. I've seen public support for a gondola system instead of the proposed light rail, and I would like to see an analysis of that alternative as well. According to the organization West Seattle Skylink, a gondola would cost far less and be completed far sooner than a light rail line. I would like Sound Transit to do their own analysis and publish their results to determine if that is true.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0125

Communication ID:	Name	Email
491436	Jennifer Harris	harrisj@myuw.net

Full Communication (2/7/2022)

Strongly support extension to W Seattle. We live in South Seattle but rely heavily on access to W Seattle as many common resources/services in the South End (Rainier/MLK corridor) are very under-developed and/or inferior. The connection between W Seattle and everywhere else besides downtown is a MESS. Adding a link light rail would help stabilize access to that area so it is not at the mercy of one driving route. Please also include the White Center area in your planning. Thank you.

#	Comments	Responses
1	Strongly support extension to W Seattle. We live in South Seattle but rely heavily on access to W Seattle as many common resources/services in the South End (Rainier/MLK corridor) are very under-developed and/or inferior. The connection between W Seattle and everywhere else besides downtown is a MESS. Adding a link light rail would help stabilize access to that area so it is not at the mercy of one driving route.	Thank you for expressing support for the West Seattle Link Extension.
2	Please also include the White Center area in your planning	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0126

Communication ID:	Name	Email
491437	Paul Sommers	paul98070@gmail.com

Full Communication (2/8/2022)

The quantitative criteria used in the DEIS fail to incorporate impacts on qualitative issues such as quiet residential neighborhoods being impacted vs. busy, noisy arterials, and the significance of larger businesses to local residents as opposed to just the number of businesses. Re the neighborhood issues, Fauntleroy seems to me to be the preferred alternative as opposed to any of the 41st/42nd alternatives because the condos along Fauntleroy were built with noise issues in mind, and people who bought those units did so with full recognition of existing noise issues on an arterial. In contrast, condo owners along 41st and 42nd bought units on fairly quiet residential streets, and these Seattle residents will experience a significant deterioration in their quality of life if any of the alternatives on those streets are selected. In regards to businesses, at least 2 grocery stores are impacted by the 41st/42nd alternatives. My wife and I walk to these stores; if ST puts transit stations on those streets and thereby destroys these 2 stores, we will be forced back into our car to find comparable shopping alternatives. Mass transit is supposed to lure people away from their cars, not force them back into them.

A final point - given the timing of this process and when analytic work was done, I very much doubt that the economic projections used to forecast light rail and bus ridership are anywhere close to accurate given the continuing impacts of COVID-19 on ridership. Remote work is a long term reality that businesses all over the world are adjusting to. Therefore, I think that ST light rail ridership will be lower than forecasted in the DEIS for many years. Any cost-benefit calculations based on the existing economic projections need to be redone based on new more accurate ridership projections, which in turn would stem from revised long term economic projections. I am a professional economist and I know how the economic projections are prepared, and when they were prepared. Your present projections are invalid in our new "post-COVID" reality.

#	Comments	Responses
1	The quantitative criteria used in the DEIS fail to incorporate impacts on qualitative issues such as quiet residential neighborhoods being impacted vs. busy, noisy arterials, and the significance of larger businesses to local residents as opposed to just the number of businesses. Re the neighborhood issues, Fauntleroy seems to me to be the preferred alternative as opposed to any of the 41st/42nd alternatives because the condos along Fauntleroy were built with noise issues in mind, and people who bought those units did so with full recognition of existing noise issues on an arterial. In contrast, condo owners along 41st and 42nd bought units on fairly quiet residential streets, and these Seattle residents will experience a significant deterioration in their quality of life if any of the alternatives on those streets are selected. In regards to businesses, at least 2 grocery stores are impacted by the 41st/42nd alternatives. My wife and I walk to these stores; if ST puts transit stations on those streets and thereby destroys these 2 stores, we will be forced back into our car to find comparable shopping alternatives. Mass transit is supposed to lure people away from their cars, not force them back into them.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on potential impacts to neighborhoods, including noise and displacement of grocery stores.
2	A final point - given the timing of this process and when analytic work was done, I very much doubt that the economic projections used to forecast light rail and bus ridership are anywhere close to accurate given the continuing impacts of COVID-19 on ridership. Remote work is a long term reality that businesses all over the world are adjusting to. Therefore, I think that ST light rail ridership will be lower than forecasted in the DEIS for many years. Any cost-benefit calculations based on the existing economic projections need to be redone based on new more accurate ridership projections, which in turn would stem from revised long term economic projections. I am a professional economist and I know how the economic projections are prepared, and when they were prepared. Your present projections are invalid in our new "post-COVID" reality.	Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0127

Communication ID:	Name	Email
491445	Brian Janura	janura.brian@dorsey.com

Full Communication (2/8/2022)

West Seattle Line Comments -

Please act with upmost speed in completing this project. Speed, not perfection (extension will never be perfect as certain groups of people will always be disappointed), is my number one priority.

A raised line is acceptable (and will be quicker to build), and it is a better riding experience to be able to look out windows instead of being trapped in a dark tunnel.

Planning now should also consider extending the line south in the future, especially to diverse

communities that rely much more on transit like High Point and White Center. Please try to save Trader Joe's in the Junction.

#	Comments	Responses
1	West Seattle Line Comments - Please act with upmost speed in completing this project. Speed, not perfection (extension will never be perfect as certain groups of people will always be disappointed), is my number one priority.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	A raised line is acceptable (and will be quicker to build), and it is a better riding experience to be able to look out windows instead of being trapped in a dark tunnel.	Please see responses to CCG2 and CCG4 in Table 7-1.
3	Planning now should also consider extending the line south in the future, especially to diverse communities that rely much more on transit like High Point and White Center.	Please see responses to CC1c and CC2d in Table 7-1.
4	Please try to save Trader Joe's in the Junction.	Please see response to CC4.1b in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacted grocery stores.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0128

Communication ID:	Name	Email
491449	Sarah Tito	sarahjean.tito@gmail.com

Full Communication (2/8/2022)

As a West Seattle resident and homeowner. I do NOT want the Light Rail connecting into the Alaska Junction. It should stop at Delridge or Fauntleroy and go directly down to White Center. There are too many schools and traffic congestion in the Alaska Junction to make this a safe or beneficial location for a light rail stop.

#	Comments	Responses
1	As a West Seattle resident and homeowner. I do NOT want the Light Rail connecting into the Alaska Junction. It should stop at Delridge or Fauntleroy and go directly down to White Center. There are too many schools and traffic congestion in the Alaska Junction to make this a safe or beneficial location for a light rail stop.	Please see responses to CCG2, CC1c, and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0129

Communication ID:	Name	Email
491460	Michal Dodge	mamcelhany@hotmail.com

Full Communication (2/8/2022)

Most Important: The rail needs to service California Avenue business district (as it is the heart of West Seattle) with stops on either 41st or 42nd - NOT FAUNTLEROY!

There is one clear choice: "Other Alternative - Medium Tunnel 41st Andover St Lower Height". It is unquestionable the best choice for these reasons.

1. Is causes the fewest residential displacements in a housing market where there is a shortage. This option will be least impacted by budget overruns as the cost to acquire residential properties continues to increase dramatically in a housing market where there are extreme shortages.
2. It is one of the options that impacts the fewest businesses.
3. It is THEE HIGHEST PERFORMING SOLUTION!
4. It is one of the LOWEST COST solutions.
5. It is one of the lowest cost solutions.
6. Unlike almost all the other options, there are no permanent park effects.

Given these reasons, it is almost incomprehensible to me that the other options would even be up for serious consideration.

#	Comments	Responses
1	Most Important: The rail needs to service California Avenue business district (as it is the heart of West Seattle) with stops on either 41st or 42nd - NOT FAUNTLEROY!	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	There is one clear choice: "Other Alternative - Medium Tunnel 41st Andover St Lower Height". It is unquestionable the best choice for these reasons. Is causes the fewest residential displacements in a housing market where there is a shortage. This option will be least impacted by budget overruns as the cost to acquire residential properties continues to increase dramatically in a housing market where there are extreme shortages. It is one of the options that impacts the fewest businesses. It is THEE HIGHEST PERFORMING SOLUTION! It is one of the LOWEST COST solutions. It is one of the lowest cost solutions. Unlike almost all the other options, there are no permanent park effects. Given these reasons, it is almost incomprehensible to me that the other options would even be up for serious consideration.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0130

Communication ID:	Name	Email
491467	Blue Frauenglass	blue@everblue.info

Full Communication (2/8/2022)

As someone who both lives in the area of the West Seattle extension and uses public transit as my primary means of transportation, the expanding light rail system is something I'm eagerly looking forward to.

I strongly prefer any of the options that involve the Alaska Junction station being underground. Overhead train stations harm the walkability of an area; they're ugly and noisy. Compare, for example, the impact of the overhead monorail stations downtown to those of the downtown tunnel. The area around tunnel stations is walkable and pleasant, busy at all times of year, while areas with overhead monorail are practically deserted.

#	Comments	Responses
1	As someone who both lives in the area of the West Seattle extension and uses public transit as my primary means of transportation, the expanding light rail system is something I'm eagerly looking forward to.	Thank you for expressing support for the West Seattle Link Extension.
2	I strongly prefer any of the options that involve the Alaska Junction station being underground. Overhead train stations harm the walkability of an area; they're ugly and noisy. Compare, for example, the impact of the overhead monorail stations downtown to those of the downtown tunnel. The area around tunnel stations is walkable and pleasant, busy at all times of year, while areas with overhead monorail are practically deserted.	Please see responses to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0131

Communication ID:	Name	Email
491503	Steve Raparelli	glacialpace@gmail.com

Full Communication (2/7/2022)

Hello,

I am writing in full support of light rail coming to West Seattle and Ballard. My main concerns are as follows:

-This should happen sooner. 2032 is a long time away, and this city has needed improved train service since we first voted it down in 1968. Service sooner than 2032 to at least the Delridge station would be a great start. Condos and houses would be less affected, and a station near Delridge would at least be a place that West Seattleites can go to have train access. Let West Seattle argue over routes/etc., but please get a train across the Duwamish waterway to us, preferably much sooner than 2032.

-We'll need direct bus lines to the stations. The proposed routes aren't that extensive, so there will need to be more buses that go directly to the train station. I live near 35th and Morgan and I can't currently get a direct bus to a train line, including Soda.

-Bike Lockers: Please, please, please have plenty of bike lockers at stations. Again, with not a lot of direct bus routes to train stations from West Seattle some of us will just prefer to bike over there rather than take multiple buses. Fully safe bike lockers are important for bikes as well, with the current crime in Seattle.

Finally, and most importantly, please just finally make this happen. We could have had light rail and then decent monorail routes for over a decade now, but instead we've put it off and land has become more expensive. Cars, even electric ones, are not a sustainable option. We need to focus on expanding our train system as the number one priority in public transportation.

Thank you, Steve Raparelli

#	Comments	Responses
1	I am writing in full support of light rail coming to West Seattle and Ballard.	Thank you for expressing support for the projects.
2	This should happen sooner. 2032 is a long time away, and this city has needed improved train service since we first voted it down in 1968. Service sooner than 2032 to at least the Delridge station would be a great start. Condos and houses would be less affected, and a station near Delridge would at least be a place that West Seattleites can go to have train access. Let West Seattle argue over routes/etc., but please get a train across the Duwamish waterway to us, preferably much sooner than 2032.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	We'll need direct bus lines to the stations. The proposed routes aren't that extensive, so there will need to be more buses that go directly to the train station. I live near 35th and Morgan and I can't currently get a direct bus to a train line, including Soda.	Please see response to CC3e in Table 7-1.
4	Bike Lockers: Please, please, please have plenty of bike lockers at stations. Again, with not a lot of direct bus routes to train stations from West Seattle some of us will just prefer to bike over there rather than take multiple buses. Fully safe bike lockers are important for bikes as well, with the current crime in Seattle.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes and folding bicycles on trains.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0132

Communication ID:	Name	Email
491504	Lindsey Imbier	lindsey@glimbier.com

Full Communication (2/9/2022)

PLEASE, PLEASE, PLEASE make the Delridge to Alaska junction section underground. There is already enough noise and traffic in our neighborhood. I struggle enough with sleeping due to the trains horns in the distance. I will hate wehearing the bells of the passing train.

#	Comments	Responses
1	PLEASE, PLEASE, PLEASE make the Delridge to Alaska junction section underground. There is already enough noise and traffic in our neighborhood. I struggle enough with sleeping due to the trains horns in the distance. I will hate wehearing the bells of the passing train.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0133

Communication ID:	Name	Email
491507	Joan Bateman	joanbateman@earthlink.net

Full Communication (2/4/2022)

This is Joan Bateman Phone Number(412) 952-5829. I lives in Seattle, e-mail, Joan Bateman, joanbateman@earthlink.net. I have one comment, and it seems almost silly,excuse the expression, to have the West Seattle line stop, either at SODO or Holgate, without going all the way to the stadium. We have many people that go to the games, football, soccer,baseball. Many nights a week. And you can count on most in the summer time, almost every day. And it would be helpful, if we could get ourselves all the way to the stadium, so that we don't have to walk, many of us are elderly or disabled. And, or, figure out how to get there. Thank you. I hope my comment makes sense to you, and thank you for including me in your comment period. Please call back at (412) 952-5829, if you have questions or need any more information. Thanks. Bye.

#	Comments	Responses
1	it seems almost silly,excuse the expression, to have the West Seattle line stop, either at SODO or Holgate, without going all the way to the stadium. We have many people that go to the games, football, soccer,baseball. Many nights a week. And you can count on most in the summer time, almost every day. And it would be helpful, if we could get ourselves all the way to the stadium, so that we don't have to walk, many of us are elderly or disabled. And, or, figure out how to get there. Thank you.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Riders in West Seattle will be able to use the SODO Station to transfer to the Ballard to Tacoma (future 1 Line) to access the Stadium Station.

Comment Submittal 0134

Communication ID:	Name	Email
496088	Brook Peters	brookpeters@hotmail.com

Full Communication (2/9/2022)

The WS line that ends on Fauntleroy and does not make it up the hill to 41st or 42nd leaves the least negative impact to the WS community and is, therefore, the best option. Fauntleroy is a busy street and can handle having a station and above ground platforms provided some businesses are purchased on the east side of the street to leave room for the station. This is the best option from a service perspective and to minimally impact the Alaska Junction "village" aesthetic. It also provides value to the most commuters; servicing those that live near the Alaska Junction, those on 35th, Fauntleroy area residents and the incoming ferry commuters.

#	Comments	Responses
1	The WS line that ends on Fauntleroy and does not make it up the hill to 41st or 42nd leaves the least negative impact to the WS community and is, therefore, the best option. Fauntleroy is a busy street and can handle having a station and above ground platforms provided some businesses are purchased on the east side of the street to leave room for the station. This is the best option from a service perspective and to minimally impact the Alaska Junction "village" aesthetic. It also provides value to the most commuters; servicing those that live near the Alaska Junction, those on 35th, Fauntleroy area residents and the incoming ferry commuters.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0135

Communication ID:	Name	Email
496124	Jackson Teal	jbteal@hotmail.com

Full Communication (2/10/2022)

There are a lot of good public opinions out there on the Seattle line expansion like the video linked below. I know this isn't really the place for this comment, but I'd like to hope these considerations are being seen and noted. I hope the Seattle line can be built to be it's best and most usable self despite any pushback. Thanks

<https://youtu.be/mqnTqNSxXsO>

#	Comments	Responses
1	There are a lot of good public opinions out there on the Seattle line expansion like the video linked below. I know this isn't really the place for this comment, but I'd like to hope these considerations are being seen and noted. I hope the Seattle line can be built to be it's best and most usable self despite any pushback. Thanks https://youtu.be/mqnTqNSxXsO	Thank you for expressing support for the project. Please see responses to CCG3, CCG4, and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0136

Communication ID:	Name	Email
496145	Cody Cousins	cody.d.cousins@gmail.com

Full Communication (2/9/2022)

Hello,

I would like to provide the following comments for the West Seattle Light Rail Extension:

1. SODO-1b would be preferred due to the footprint and maintenance of one facility versus two facilities. A much "cleaner" concept and impacts fewer businesses during construction.
2. No preferred option on the Duwamish segment. It appears to be a trade off of impacts vs cost. The preferred DUW-1a seems sufficient.
3. DEL-2a seems to make sense. However, why would you need third party funding for DEL-2a that is \$400m but not third-party funding for DEL-1a at \$600-700m. Seems like a good choice to save \$200-300m for something that serves the same purpose.
4. Getting a station as close to California Ave as possible would be a good idea. The Alaska Junction is the hub of West Seattle. The goal should be to service that hub. WSJ-3b would be the most useful for everyone. This includes people on the other side of California Ave (Genesee etc.) Those people will not get much use out of it if you put the station far away. However, a \$800m difference is a tough one to swallow for a few blocks of additional access.

Best regards,

Cody Cousins

#	Comments	Responses
1	SODO-1b would be preferred due to the footprint and maintenance of one facility versus two facilities. A much "cleaner" concept and impacts fewer businesses during construction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	No preferred option on the Duwamish segment. It appears to be a trade off of impacts vs cost. The preferred DUW-1a seems sufficient.	Please see response to CCG2 in Table 7-1.
3	DEL-2a seems to make sense. However, why would you need third party funding for DEL-2a that is \$400m but not third-party funding for DEL-1a at \$600-700m. Seems like a good choice to save \$200-300m for something that serves the same purpose.	Although Alternative DEL-2a would be less expensive, it is denoted in the Draft EIS as needing third party funding because it only connects to alternatives in the West Seattle Junction Segment that require third party funding. Please see response to CC2i in Table 7-1.
4	Getting a station as close to California Ave as possible would be a good idea. The Alaska Junction is the hub of West Seattle. The goal should be to service that hub. WSJ-3b would be the most useful for everyone. This includes people on the other side of California Ave (Genesee etc.) Those people will not get much use out of it if you put the station far away. However, a \$800m difference is a tough one to swallow for a few blocks of additional access.	Please see responses to CCG2, CC2c, and CC2i in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0137

Communication ID:	Name	Email
496146	Kathryn Evans	fleurette5@yahoo.com

Full Communication (2/8/2022)

My comment to the proposed West Seattle Station is to please chose the alternative that does not condemn or take houses along the pigeon point neighborhood. Please pick the option that goes on the other side of the freeway.

Thank you,

Kathryn Perkins

Resident of Pigeon Point in West Seattle

#	Comments	Responses
1	My comment to the proposed West Seattle Station is to please chose the alternative that does not condemn or take houses along the pigeon point neighborhood. Please pick the option that goes on the other side of the freeway.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0138

Communication ID:	Name	Email
496147	Joe Dubbs	joe.dubbs@gmail.com

Full Communication (2/8/2022)

To all who are working for Sound Transit - thank you. Public transportation is a critical public service, and this Seattle resident appreciates the hard work. I'm excited for all the new developments coming in the years ahead!

#	Comments	Responses
1	To all who are working for Sound Transit - thank you. Public transportation is a critical public service, and this Seattle resident appreciates the hard work. I'm excited for all the new developments coming in the years ahead!	Thank you for expressing support for the project.

Comment Submittal 0139

Communication ID:	Name	Email
496148	Nick Jenkins	nick@jenkinsproperties.net, nicholasgjenkins206@gmail.com

Full Communication (2/8/2022)

Hi:

Thanks for the opportunity to comment on the Ballard to West Seattle Draft Environmental Impact Statement.

My thoughts on West Seattle:

1. MUSTS

2. No sky-high concrete columns. If 150-foot columns is the best Sound Transit can do, it should postpone until it can do better. No one will be happy with that result which, in a world with gondolas now and self-driving taxis on the way, seems dated even today. The community will look to tear it down within a generation or two. Delridge/Genesee area residents, in particular, may be better off losing their homes than living in the shadow of a graffiti-riddled, Viaduct-like structure running through their neighborhood.

3. Avoid West Seattle Golf Course as much as possible. _With so many options available, there is simply no reason to trample on one of West Seattle's best and most historic assets.

4. Some form of tunnel.

5. I understand tunneling is costly, but the cost has lessened since ST penciled this project years ago (see Elon Musk's The Boring Company). Indeed, ST should re-examine the financial feasibility of a Pigeon Point tunnel: with real estate getting more expensive and tunneling getting cheaper, the delta between tunnel and elevated can't be what it was when Pigeon Point was nixed in 2017. (Speaking of Pigeon Point: It is only 1.8 miles from Pigeon Point to the Junction. Conversely the University/Capitol Hill Tunnel is 3.1 miles -- and it was built! Surely tunneling in West Seattle is not THAT much more expensive than it is in Capitol Hill.)

6. For light rail to expand south, a tunnel is the only viable option.

7. "Limit the above-ground "transportation/" vibe."No one wants West Seattle to look like it's next to an airport.

8. BECAUSE THEY DON'T MEET THE "MUSTS," SOUND TRANSIT SHOULD ELIMINATE ANY CONFIGURATION WITH THE FOLLOWING: DEL-1A; DEL-1B; DEL-2A; DEL-3; AND DEL-4 AS CURRENTLY ENVISIONED.

9. IF ST SETTLES ON A DELRIDGE WAY STATION INSTEAD OF DAKOTA OR ANDOVER FOR THE DELRIDGE SEGMENT, IT SHOULD CONSIDER A DEL-4/DEL-2B HYBRID ROUTING.**

10. The elevated, lower routing would start heading west on the south side of Genesee, then cross to the north side of Genesee as soon and as far east as possible before entering a tunnel just east of Avalon on the north side of the street.

11. Advantages:

12. The golf course would be spared save perhaps a few hundred feet at the far east.

13. The green area that would be left over below the tracks on the north side of Genesee could be repositioned as public space (dog park, etc.), which would be much welcomed in an extremely dense neighborhood.

14. DEL-2B IS PROBABLY THE BEST OPTION ON THE TABLE NOTWITHSTANDING THE HEIGHTENED COST OF A LONGER TUNNEL. SURELY ST CAN PROCURE FEDERAL INFRASTRUCTURE FUNDING TO MAKE UP THE DIFFERENCE.

15. THE ANDOVER STATION OPTIONS -- DEL-5 AND DEL-6 -- ARE REASONABLE OPTIONS SO LONG AS THEY TUNNEL AS SOON AS POSSIBLE. (WSJ-4 OR WSJ-5.)

16. The Andover Station options (see the 6th and 7th columns below) actually stack up quite nicely on all counts (see chart below) except for the location of the North Delridge station, which many people will say is too far north. That might be a plus. That station's ridership is going to come mostly from buses anyway, And if ST can build, say, a skybridge connecting lower Avalon to the station to the south of Nucor, then it would basically connect Alki and North Admiral riders: they'd only be a bus ride away.

[See documents below for the Rainbow Slide referenced.] Sincerely,

Appendix O. Draft EIS Comment Summary and Response to Comments






Nick Jenkins

Documents: EnviroLytical example Report - WSBLE Phone Communications.pdf image.png


#	Comments	Responses
1	No sky-high concrete columns. If 150-foot columns is the best Sound Transit can do, it should postpone until it can do better. No one will be happy with that result which, in a world with gondolas now and self-driving taxis on the way, seems dated even today. The community will look to tear it down within a generation or two. Delridge/Genesee area residents, in particular, may be better off losing their homes than living in the shadow of a graffiti-riddled, Viaduct-like structure running through their neighborhood.	Please see the responses to CC2e, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Avoid West Seattle Golf Course as much as possible. With so many options available, there is simply no reason to trample on one of West Seattle's best and most historic assets.	Please see the response to CC4.17b in Table 7-1.
3	Some form of tunnel. I understand tunneling is costly, but the cost has lessened since ST penciled this project years ago (see Elon Musk's The Boring Company).	Please see the response to CCG2 in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information.
4	Indeed, ST should re-examine the financial feasibility of a Pigeon Point tunnel: with real estate getting more expensive and tunneling getting cheaper, the delta between tunnel and elevated can't be what it was when Pigeon Point was nixed in 2017. (Speaking of Pigeon Point: It is only 1.8 miles from Pigeon Point to the Junction. Conversely the University/Capitol Hill Tunnel is 3.1 miles -- and it was built! Surely tunneling in West Seattle is not THAT much more expensive than it is in Capitol Hill.)	Please see the response to CC2h in Table 7-1.
5	For light rail to expand south, a tunnel is the only viable option.	Please see the response to CC2d in Table 7-1.
6	*Limit the above-ground "transportational" vibe.**No one wants West Seattle to look like it's next to an airport.	Please see the response to CC4.5a in Table 7-1.
7	BECAUSE THEY DON'T MEET THE "MUSTS," SOUND TRANSIT SHOULD ELIMINATE ANY CONFIGURATION WITH THE FOLLOWING: DEL-1A; DEL-1B; DEL-2A; DEL-3; AND DEL-4 AS CURRENTLY ENVISIONED.	Please see the response to CCG2 in Table 7-1.
8	F ST SETTLES ON A □ELDRIDGE WAY STATION INSTEAD OF DAKOTA OR ANDOVER FOR THE □ELDRIDGE SEGMENT, IT SHOULD CONSIDER A DEL-4/DEL-2B HYBRID ROUTING.** The elevated, lower routing would start heading west on the south side of Genesee, then cross to the north side of Genesee as soon and as far east as possible before entering a tunnel just east of Avalon on the north side of the street. Advantages: The golf course would be spared save perhaps a few hundred feet at the far east. The green area that would be left over below the tracks on the north side of Genesee could be repositioned as public space (dog park, etc.), which would be much welcomed in an extremely dense neighborhood.	Please see the responses to CCG2 and CC4.17b in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
9	DEL-2B IS PROBABLY THE BEST OPTION ON THE TABLE NOTWITHSTANDING THE HEIGHTENED COST OF A LONGER TUNNEL. SURELY ST CAN PROCURE FEDERAL INFRASTRUCTURE FUNDING TO MAKE UP THE DIFFERENCE.	Please see the responses to CCG2 and CC2c in Table 7-1.
10	THE ANDOVER STATION OPTIONS--DEL-5AND DEL-6--ARE REASONABLE OPTIONS SO LONG AS THEY TUNNEL AS SOON AS POSSIBLE. (WSJ-4 OR WSJ-5.) The Andover Station options (see the 6th and 7th columns below) actually stack up quite nicely on all counts (see chart below) except for the location of the North Delridge station, which many people will say is too far north. That might be a plus. That station's ridership is going to come mostly from buses anyway, And if ST can build, say, a skybridge connecting lower Avalon to the station to the south of Nucor, then it would basically connect Alki and North Admiral riders: they'd only be a bus ride away.	Please see the responses to CCG2 and CC3a in Table 7-1.

	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Short Tunnel 41st Dakota St	Medium Tunnel 41st Andover St Lower Height	Elevated Fauntleroy Andover St
Project cost (2019\$ in billions) 	\$1.6B	\$2.0B	\$2.1B	\$2.2B	\$1.9B	\$1.6B	\$1.5B
Residential displacements 	607 units	551 units	364 units	321 units	410 units	201 units	487 units
Business displacements 	32	77	31	60	34	35	34
Park effects (permanent) 	0.6 acres	0.6 acres	1.4 acres	1.6 acres	0.5 acres	none	none
Other considerations 	Taller guideway/ Delridge Station Social service provider	Taller guideway/ Delridge Station Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jct. stations Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jct. stations Social service provider	Taller guideway/ Delridge Station Tunnel Alaska Jct. station Social service provider	Lower guideway/ Avalon Station Guideway follows West Seattle Bridge Delridge Station further north Tunnel Alaska Jct. Station	Taller guideway/ Delridge Station Guideway follows Avalon Way SW Delridge Station further north

The above information is for illustration only. Please refer to DEIS for further detail.

Performance

 Lower performing ← → Higher performing

Comment Submittal 0140

Communication ID:	Name	Email
496151	Gene Brumblay	genebrumblay@gmail.com

Full Communication (2/9/2022)

Why are we extending our light rail system?

By one calculation, light rail's total cost per passenger mile is about \$2.03, while private vehicles average about \$1.02. Even taking these numbers with a grain of salt, light rail is a tough sell based on cost-efficiency.

Light rail's environmental benefits are real, but they're probably not durable. A Toyota Prius consumes half the energy and emits a third less CO2 per passenger mile than light rail. LTR is greener today, but maybe not tomorrow, if we end up where we want to be with alternative fuel vehicles.

No study has found any light rail to reduce traffic more than marginally, even in the most successful systems. This seems to be borne out in the draft EIS, which estimates Seattle light rail extensions will reduce traffic 20 years from now by 0.1 percent, or 1/1000th.

So why light rail, then? Serious proponents seem to focus on light rail's ability to guide and influence economic development. This can make sense. A highly subsidized transportation solution like light rail shifts the cost of mobility from the individual to society. We all benefit from enabling the mobility of individuals participating in the economy.

But is this arguably singular benefit worth the blight of elevated light rail? The short answer is no. Elevated guideways can be a great solution along existing freeways or through unpopulated stretches, but it's not defensible in urban and semi-urban areas. If we can't afford sub-grade over elevated, we can't afford light rail. This is not subjective opinion: new urban light rail in successful cities around the world are universally below grade. US cities seem to be uniquely willing to permanently sacrifice urban character in exchange for surprisingly small one-time savings.

If we're going to spend billions under the banner of a vision for the future, let's make sure that vision isn't myopic. Let's suffer only once, spend the relatively small amount of additional money upfront, keep guideways below grade in West Seattle, and not accept irreversible mediocrity in the name of economy and easier execution. Expediency erodes our future.

Thank you, Gene Brumblay

#	Comments	Responses
1	<p>Why are we extending our light rail system? By one calculation, light rail's total cost per passenger mile is about \$2.03, while private vehicles average about \$1.02. Even taking these numbers with a grain of salt, light rail is a tough sell based on cost-efficiency. Light rail's environmental benefits are real, but they're probably not durable. A Toyota Prius consumes half the energy and emits a third less CO2 per passenger mile than light rail. LTR is greener today, but maybe not tomorrow, if we end up where we want to be with alternative fuel vehicles. No study has found any light rail to reduce traffic more than marginally, even in the most successful systems. This seems to be borne out in the draft EIS, which estimates Seattle light rail extensions will reduce traffic 20 years from now by 0.1 percent, or 1/1000th. So why light rail, then? Serious proponents seem to focus on light rail's ability to guide and influence economic development. This can make sense. A highly subsidized transportation solution like light rail shifts the cost of mobility from the individual to society. We all benefit from enabling the mobility of individuals participating in the economy.</p>	<p>Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. Section 3.3, Regional Context and Travel, of the West Seattle Link Extension Final EIS discusses the reduction in vehicle miles travelled as a result of the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process of the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>Elevated guideways can be a great solution along existing freeways or through unpopulated stretches, but it's not defensible in urban and semi-urban areas. If we can't afford sub-grade over elevated, we can't afford light rail. This is not subjective opinion: new urban light rail in successful cities around the world are universally below grade. US cities seem to be uniquely willing to permanently sacrifice urban character in exchange for surprisingly small one-time savings. If we're going to spend billions under the banner of a vision for the future, let's make sure that vision isn't myopic. Let's suffer only once, spend the relatively small amount of additional money upfront, keep guideways below grade in West Seattle, and not accept irreversible mediocrity in the name of economy and easier execution.</p>	<p>Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0141

Communication ID:	Name	Email
496154	Sherry Richardson	slrichardson84@comcast.net

Full Communication (2/10/2022)

Sherry Richardson Draft EIS comment

Thank you for the opportunity to "share."

Light rail to West Seattle is a ridiculously expensive pipe dream. As a long-time West Seattleite, I will actively work against this costly project, that will not have the ridership to support the expense.

Sherry Richardson

8026 Fauntleroy Way SW Seattle, WA98136

Sent from my iPad

#	Comments	Responses
1	Light rail to West Seattle is a ridiculously expensive pipe dream. As a long-time West Seattleite, I will actively work against this costly project, that will not have the ridership to support the expense.	Your opposition to the West Seattle Link Extension has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0142

Communication ID:	Name	Email
496155	Doug Kirschner	doug.kirschner@gmail.com

Full Communication (2/8/2022)

1. Super deep stations are worse than not building at all - if they aren't convenient to use, no one will use them. Find a way to keep them shallow.
2. Coordinate with City of Seattle on the bridge over Salmon Bay for joint cost savings. Together, build a new bridge early & use it to divert car traffic while Ballard Bridge is torn down and a new bridge easily built in the old right-of-way. Once both bridges are complete, convert one of them to light rail/ pedestrian use.

#	Comments	Responses
1	Super deep stations are worse than not building at all - if they aren't convenient to use, no one will use them. Find a way to keep them shallow	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Coordinate with City of Seattle on the bridge over Salmon Bay for joint cost savings. Together, build a new bridge early & use it to divert car traffic while Ballard Bridge is torn down and a new bridge easily built in the old right-of-way. Once both bridges are complete, convert one of them to light rail / pedestrian use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0143

Communication ID:	Name	Email
496239	Nancy Fry	nancydancer@seanet.com

Full Communication (2/11/2022)

I live in north Delridge. Your "preferred" routes through our neighborhood are the least acceptable to me. They have the greatest impact on our now peaceful neighborhood (mainly the elevated track on Genesee), and the greatest impact on displaced households and businesses. IF we do indeed have rapid transit coming to West Seattle, I prefer tunneled routes that run on Andover. This

would have the least impact on our neighborhood, both aesthetically and with decreased noise pollution, not to mention less residential displacement. I am much more in favor of the Skylink option for many reasons, and hope the powers that be will give it the attention and evaluation it deserves.

#	Comments	Responses
1	I live in north Delridge. Your "preferred" routes through our neighborhood are the least acceptable to me. They have the greatest impact on our now peaceful neighborhood (mainly the elevated track on Genesee), and the greatest impact on displaced households and businesses. IF we do indeed have rapid transit coming to West Seattle, I prefer tunneled routes that run on Andover. This would have the least impact on our neighborhood, both aesthetically and with decreased noise pollution, not to mention less residential displacement.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am much more in favor of the Skylink option for many reasons, and hope the powers that be will give it the attention and evaluation it deserves.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0144

Communication ID:	Name	Email
496259	Daniel Koehler	bigbadtruck@hotmail.com

Full Communication (2/11/2022)

The West Seattle Junction station should be as far west as possible from the Avalon Station. This will put it close to the true West Seattle Junction (where most people will want to visit), close to California Ave. (THE main avenue in West Seattle), and allow more people who live west of California Ave. to be within walking distance of a light rail station . It's silly to spend so much money and have the two stations close together.

I don't think it makes much difference whether the train is elevated or in a tunnel -- as long as it is not at ground level (where it has to move slow).

#	Comments	Responses
1	The West Seattle Junction station should be as far west as possible from the Avalon Station. This will put it close to the true West Seattle Junction (where most people will want to visit), close to California Ave. (THE main avenue in West Seattle), and allow more people who live west of California Ave. to be within walking distance of a light rail station . It's silly to spend so much money and have the two stations close together. I don't think it makes much difference whether the train is elevated or in a tunnel -- as long as it is not at ground level (where it has to move slow).	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0145

Communication ID:	Name	Email
496260	Joyce Chris	chrisgjoyce@yahoo.com

Full Communication (2/11/2022)

Before you build new tracks and stations, how about improving the current stations. Almost all stations have 2-5 escalators and elevators broken.

And how can you have (to/from one track) a DOWN escalator working but a UP escalator broken? Westlake station used to be beautiful. It always has 5-7 broken escalators and elevators and the station is dirty and smelly now. Elevators that do work, have human feces and urine on the floor.

#	Comments	Responses
1	Before you build new tracks and stations, how about improving the current stations. Almost all stations have 2-5 escalators and elevators broken. And how can you have (to/from one track) a DOWN escalator working but a UP escalator broken? Westlake station used to be beautiful. It always has 5-7 broken escalators and elevators and the station is dirty and smelly now. Elevators that do work, have human feces and urine on the floor.	Thank you for your comment; however, this is beyond the scope of the project. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0146

Communication ID:	Name	Email
496267	sarel rowe	sarelis03@yahoo.com

Full Communication (2/12/2022)

I'm so glad to see the extensions to urban villages. Light rail here in West Seattle is critical. I am commenting on four locations. In West Seattle where I live I like WSJ-2 and WSJ 3 2. I hate the displacements and disruptions but the bridge closure shows us how critical it is to have another effective way off the peninsula. I like the alternatives because WSJ-2 is central to buslines and both Fauntleroy and business districts at California and Alaska. It's walkable for people in new multi level multi residential constructions. I like WSJ 3.2 because it serves Morgan Junction and all the new development along California and increasingly along Fauntleroy south of Alaska. If we're going to extend into Morgan Junction 3.2 is the most sensible in my view as it goes well into the Junction. If we're going to disrupt let's make it worthwhile is my philosophy.

I'm also commenting on Ballard proposals. I like SIB-1 because of its logical placement. I drive a lot around the area and this seems to be the best location for transit with logical and workable disruptions to drivers. I also like BB3 though I'm wary of the shoreline impacts.

Finally what is planned to compensate or relocate displaced residents and businesses?

#	Comments	Responses
1	I'm so glad to see the extensions to urban villages. Light rail here in West Seattle is critical.	Thank you for expressing support for the project.
2	In West Seattle where I live I like WSJ-2 and WSJ 3 2. I hate the displacements and disruptions but the bridge closure shows us how critical it is to have another effective way off the peninsula. I like the alternatives because WSJ-2 is central to buslines and both Fauntleroy and business districts at California and Alaska. It's walkable for people in new multi level multi residential constructions. I like WSJ 3.2 because it serves Morgan Junction and all the new development along California and increasingly along Fauntleroy south of Alaska. If we're going to extend into Morgan Junction 3.2 is the most sensible in my view as it goes well into the Junction. If we're going to disrupt let's make it worthwhile is my philosophy.	Please see the responses to CCG2 and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	I like SIB-1 because of its logical placement. I drive a lot around the area and this seems to be the best location for transit with logical and workable disruptions to drivers.	A response to this comment related to alternative preference for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	I also like BB3 though I'm wary of the shoreline impacts.	A response to this comment related to alternative preference for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Finally what is planned to compensate or relocate displaced residents and businesses?	Please see response to CC4.1a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0147

Communication ID:	Name	Email
496270	Lisa Jackson	lisamichellejackson@gmail.com

Full Communication (2/12/2022)

No to West Seattle light rail. It will demolish houses and businesses that are a huge part of our history. I prefer going underground and above ground like the gondola idea. The Rapid C line is fast and efficient. Work on improving the water taxi and a major park and ride. The one below the bridge only stops for the 21. West Seattle is not only the Junction. There are numerous parts of West Seattle. Seattle is making improvements. Including the rapid h line that will connect to the hospitals in first hill. The light rail is expensive and will take 10 plus years to build. Ruin our history.

#	Comments	Responses
1	No to West Seattle light rail. It will demolish houses and businesses that are a huge part of our history. I prefer going underground and above ground like the gondola idea. The Rapid C line is fast and efficient. Work on improving the water taxi and a major park and ride. The one below the bridge only stops for the 21. West Seattle is not only the Junction. There are numerous parts of West Seattle. Seattle is making improvements. Including the rapid h line that will connect to the hospitals in first hill. The light rail is expensive and will take 10 plus years to build. Ruin our history.	Please see the response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0148

Communication ID:	Name	Email
496277	Andrew Trujillo	andrew.trujillo@live.com

Full Communication (2/13/2022)

Summary of comments for West Seattle: I prefer the routes that prioritize: 1) minimal impact to property and businesses; 2) maintain the character and views throughout the neighborhoods of West Seattle (e.g. do not favor towering concrete columns with raised track); 3) prefer routes that favor existing commercial zones vs residential for raised track portions of the light rail.

Question: Do we actually need two stations at Avalon and Delridge? Could a signal option be introduced?

Preferred routes from Draft EIS: 1) North Crossing Alternative over Duwamish; and 2) Mid-Tunnel 41st Ave & Andover Street Station Lower Height.

Thanks, Andrew

#	Comments	Responses
1	I prefer the routes that prioritize: 1) minimal impact to property and businesses; 2) maintain the character and views throughout the neighborhoods of West Seattle (e.g. do not favor towering concrete columns with raised track); 3) prefer routes that favor existing commercial zones vs residential for raised track portions of the light rail.	Please see responses to CC4.1b, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Question: Do we actually need two stations at Avalon and Delridge? Could a signal option be introduced?	Please see response to CC2j in Table 7-1.
3	Preferred routes from Draft EIS: 1) North Crossing Alternative over Duwamish; and 2) Mid-Tunnel 41st Ave & Andover Street Station Lower Height.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0149

Communication ID:	Name	Email
496278	Sean Bennett	swbennett06@gmail.com

Full Communication (2/13/2022)

Trains are always going to be several orders of magnitude more environmentally friendly than highways, so please build more rail lines!

#	Comments	Responses
1	Trains are always going to be several orders of magnitude more environmentally friendly than highways, so please build more rail lines!	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0150

Communication ID:	Name	Email
496279	Jesse Tucker	psyslug@gmail.com

Full Communication (2/13/2022)

Hello, thanks for taking the time to read this.

My family and I live at the intersection of 34th and Andover, and we are happy to be able to provide input on the light rail plans.

After reviewing the different options, the Tunnel 41st and Tunnel 42nd options seem like the best ones, although clearly they are clearly the most expensive. The appeal for these options include the significant reduction in ongoing noise, a decreased visual impact, and reduced residential/business impact for the Avalon/Alaskan Way areas.

Behind those, I would say the Elevated Fauntleroy Way option would be best, with it being \$400M cheaper to build and having a much smaller impact on businesses and residences in the area. I can't really justify those costs in order to get the station a few blocks closer to California Ave.

#	Comments	Responses
1	After reviewing the different options, the Tunnel 41st and Tunnel 42nd options seem like the best ones, although clearly they are clearly the most expensive. The appeal for these options include the significant reduction in ongoing noise, a decreased visual impact, and reduced residential/business impact for the Avalon/Alaskan Way areas.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Behind those, I would say the Elevated Fauntleroy Way option would be best, with it being \$400M cheaper to build and having a much smaller impact on businesses and residences in the area. I can't really justify those costs in order to get the station a few blocks closer to California Ave.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0151

Communication ID:	Name	Email
496294	XioAlvarez	alvarez.xio@gmail.com

Full Communication (2/14/2022)

The depth of these stations (and the fact that you can only reach some of the platforms by elevator!) feels like a huge misreading of the room. The passenger experience is going to be so tedious and claustrophobic. We should build an accessible and inviting transit system the first time around and not make something that just checks the boxes. These should be crown jewels not fools gold!

#	Comments	Responses
1	The depth of these stations (and the fact that you can only reach some of the platforms by elevator!) feels like a huge misreading of the room. The passenger experience is going to be so tedious and claustrophobic. We should build an accessible and inviting transit system the first time around and not make something that just checks the boxes.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0152

Communication ID:	Name	Email
496344	Lisa Enns	lenns@gmail.com

Full Communication (2/15/2022)

My comments will focus on the Delridge station. I personally prefer the "elevated Delridge" option. The two preferred alternatives seem like they take out so much more good, dense, walkable housing. That area along 26th is one of the more dense areas of Delridge and it seems a shame to take out that housing. I'd rather see development along Delridge and take out some parking lots. The elevated Andover station also seems good from a development standpoint, but the potential walk/bike catchment area is reduced somewhat.

Whichever station location is chosen, I hope to see mixed use development including restaurants, grocery stores, etc. The Delridge corridor is a food desert; the closest grocery to us is 1.7 miles. That store is hard to access by bike (too steep), by foot (too far) or by transit (transfer to a bus that runs at 20 minute frequencies).

#	Comments	Responses
1	My comments will focus on the Delridge station. I personally prefer the "elevated Delridge" option. The two preferred alternatives seem like they take out so much more good, dense, walkable housing. That area along 26th is one of the more dense areas of Delridge and it seems a shame to take out that housing. I'd rather see development along Delridge and take out some parking lots. The elevated Andover station also seems good from a development standpoint, but the potential walk/bike catchment area is reduced somewhat.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Whichever station location is chosen, I hope to see mixed use development including restaurants, grocery stores, etc. The Delridge corridor is a food desert; the closest grocery to us is 1.7 miles. That store is hard to access by bike (too steep), by foot (too far) or by transit (transfer to a bus that runs at 20 minute frequencies).	Please see response to CC4.2a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0153

Communication ID:	Name	Email
496373	Dennis Sandstrom	d19sand@gmail.com

Full Communication (2/15/2022)

Thank you for the wonderful presentation of materials, opportunities to learn more and commitment to constructive, equitable community engagement. I realize that you are going above-and-beyond to minimize barriers to participation and I hope it results in broad, representative feedback/input.

Overall, I encourage Sound Transit to change their preferred alternative for the Interbay/Ballard segment to the tunnel option to 14th. The overall impacts of the preferred alternative (elevated structure to 14th) are assumed to be greater than the 14th/tunnel option, including significant disruption to the maritime community (businesses, recreational users, etc) and removal of housing in an area already seeing explosive housing prices. Furthermore, the current preferred alternative is potentially more expensive than the 14th/tunnel alternative.

The investment the community is making through Sound Transit to build these two lines is incredibly important. If we can accomplish this in a less impactful and cheaper way, then it makes sense to select the 14th/tunnel alternative as the new preferred alternative.

Thanks again for all your hard work!

#	Comments	Responses
1	Thank you for the wonderful presentation of materials, opportunities to learn more and commitment to constructive, equitable community engagement. I realize that you are going above-and-beyond to minimize barriers to participation and I hope it results in broad, representative feedback/input.	Thank you for your comment.
2	Overall, I encourage Sound Transit to change their preferred alternative for the Interbay/Ballard segment to the tunnel option to 14th. The overall impacts of the preferred alternative (elevated structure to 14th) are assumed to be greater than the 14th/tunnel option, including significant disruption to the maritime community (businesses, recreational users, etc) and removal of housing in an area already seeing explosive housing prices. Furthermore, the current preferred alternative is potentially more expensive than the 14th/tunnel alternative. The investment the community is making through Sound Transit to build these two lines is incredibly important. If we can accomplish this in a less impactful and cheaper way, then it makes sense to select the 14th/tunnel alternative as the new preferred alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0154

Communication ID:	Name	Email
496405	Linda Takamine	lindahiromi@gmail.com

Full Communication (2/16/2022)

In the future, please do not build any rail or stations down Fauntleroy. This is where I live, and would be extremely disruptive and expensive for me to relocate.

#	Comments	Responses
1	In the future, please do not build any rail or stations down Fauntleroy. This is where I live, and would be extremely disruptive and expensive for me to relocate.	Please see the responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0155

Communication ID:	Name	Email
496468	Kate Jiao	jalape.atchia@gmail.com

Full Communication (2/16/2022)

Can the link extend further down south to high point community? High point is a high density residential area with a lot of people working along the current link stations (from downtown to airport). There are a good amount of people living in low income housing and would benefit from a close by public link station as well.

#	Comments	Responses
1	Can the link extend further down south to high point community? High point is a high density residential area with a lot of people working along the current link stations (from downtown to airport). There are a good amount of people living in low income housing and would benefit from a close by public link station as well.	Riders from High Point will be able to benefit from the West Seattle Link Extension project. Please see responses to CC1c and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0156

Communication ID:	Name	Email
496474	Olivia Bacon	olivia7luna@gmail.com

Full Communication (2/16/2022)

My two concerns are as follows, first being: timing, 2032 is 10 years away and I think this is needed sooner - especially with the bridge being down or closed.

My second concern is "Displacement of water-dependent businesses on Salmon Bay

and ripple effects on other maritime-related businesses (Preferred Alternative IBB-1a, Option IBB- 1b, and Alternative IBB-3). Water- dependent uses have unique characteristics or uses that could be difficult to relocate and may require construction of new facilities. Some water-dependent facilities may not be able to be relocated." What does that mean? I wouldn't want to affect the current west seattle businesses or water in the area and those water/related businesses. Would this affect traffic, especially on Marginal way? There is really only one street currently, being Marginal Way which goes in and out of west seattle - without the bridge. We have to plan that the bridge could need repairs in another 10-20 years.

#	Comments	Responses
1	timing, 2032 is 10 years away and I think this is needed sooner - especially with the bridge being down or closed.	Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Displacement of water-dependent businesses on Salmon Bay and ripple effects on other maritime-related businesses (Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3). Water-dependent uses have unique characteristics or uses that could be difficult to relocate and may require construction of new facilities. Some water-dependent facilities may not be able to be relocated." What does that mean?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I wouldn't want to affect the current west seattle businesses or water in the area and those water/related businesses.	Please see response to CC4.1d, and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS
4	Would this affect traffic, especially on Marginal way? There is really only one street currently, being Marginal Way which goes in and out of west seattle - without the bridge. We have to plan that the bridge could need repairs in another 10-20 years.	Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on traffic. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0157

Communication ID:	Name	Email
496507	Ryan Wilson	wilsonry7@gmail.com

Full Communication (2/14/2022)

Hi all,

I'm a resident of Seattle and transit enthusiast. I am very excited about the expansion of the light rail system in Seattle - that being said, PLEASE reevaluate the Ballard/ West Seattle station plans. A station 15 stories deep is just unfeasible. Light rail should be designed to that it's easy to use - the easiest way to do things - and having to take an elevator to a transit stop a quarter mile underground just doesn't sound very accessible. And elevators are especially troublesome given COVID. A 6 to 10 min trip to even get to the station is longer than the time many people will spend on the train - it's wild!

Please reconsider cut-and-cover or surface stations. We NEED transit to be accessible and easy in order to combat climate change. Public transit needs to work - and it's not going to if we make it hard for people to use.

cheers,

Ryan Wilson (530)386-6932

#	Comments	Responses
1	I am very excited about the expansion of the light rail system in Seattle - that being said, PLEASE reevaluate the Ballard / West Seattle station plans. A station 15 stories deep is just unfeasible. Light rail should be designed to that it's easy to use - the easiest way to do things - and having to take an elevator to a transit stop a quarter mile underground just doesn't sound very accessible. And elevators are especially troublesome given COVID. A 6 to 10 min trip to even get to the station is longer than the time many people will spend on the train - it's wild! Please reconsider cut-and-cover or surface stations. We NEED transit to be accessible and easy in order to combat climate change. Public transit needs to work - and it's not going to if we make it hard for people to use.	Thank you for expressing support for the project. Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0158

Communication ID:	Name	Email
496529	Jonathan Janzen	jjonjanzen@gmail.com

Full Communication (2/17/2022)

Several station alternatives are unthinkable deep. This is particularly evident in the comparison between CID-1a and CID-1b. 1a has a higher "price" in the short term (closure/rebuild of existing stations) but results in a vastly superior long-term experience: it's easy to get to and from the station platform from the surface.

Considering the high price-tag for these transit projects, decisions should be made emphasizing the long-term utility of these projects-there won't be an easy do-over for the BSLE project.

In general, I would prefer stations that are easier to access (close to the surface) and do not become clogged when crowded (like Beacon Hill can), and I prefer grade separation where possible. The regularity with which people are hit in Rainier Valley is unconscionable (as well as restricting train frequency).

I admit to being influenced by this article, and I agree with the arguments:

<https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/>

#	Comments	Responses
1	Several station alternatives are unthinkable deep. This is particularly evident in the comparison between CID-1a and CID-1b. 1a has a higher "price" in the short term (closure/rebuild of existing stations) but results in a vastly superior long-term experience: it's easy to get to and from the station platform from the surface. Considering the high price-tag for these transit projects, decisions should be made emphasizing the long-term utility of these projects-there won't be an easy do-over for the BSLE project. In general, I would prefer stations that are easier to access (close to the surface) and do not become clogged when crowded (like Beacon Hill can), and I prefer grade separation where possible. The regularity with which people are hit in Rainier Valley is unconscionable (as well as restricting train frequency).	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0159

Communication ID:	Name	Email
496575	Mikiah Fender	mikiahf@gmail.com

Full Communication (2/18/2022)

YES on west seattle link!!!

#	Comments	Responses
1	YES on west seattle link!!!	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0160

Communication ID:	Name	Email
496587	Francisco Augustine	frankjalejo@icloud.com

Full Communication (2/18/2022)

I am so upset that people do not want a station at Avalon and hope the decision makers take the word of those living in the near by houses and new construction without any parking that rely on transportation like this.

Avalon not having a station is going to have a MASSIVE impact when the triangle completely changes in 5-10 years. Did everyone forget about the number of new no parking apartments, micro units apartments and no parking townhouses that are currently being constructed?

The junction station is just going to be packed with people. I am pro Avalon station. This NEEDS to be built

#	Comments	Responses
1	<p>I am so upset that people do not want a station at Avalon and hope the decision makers take the word of those living in the near by houses and new construction without any parking that rely on transportation like this. Avalon not having a station is going to have a MASSIVE impact when the triangle completely changes in 5-10 years. Did everyone forget about the number of new no parking apartments, micro units apartments and no parking townhouses that are currently being constructed? The junction station is just going to be packed with people. I am pro Avalon station.</p> <p>This NEEDS to be built</p>	<p>Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0161

Communication ID:	Name	Email
496604	Pamela Cortez	pamelascortez@gmail.com

Full Communication (2/18/2022)

Please keep the Avalon station!!! 100% support this station. I live in this area (right where the concrete pillars will be and still a fan) and it feels short sighted to cut this station due a few vocal folks. For everyone who lives near 35th street and needs to travel for work (etc) to the rest of Seattle. this station will be needed. To ask folks to travel on the transit up 35th and then walk to the Junction station will be short sighted and lower ridership. Avalon and triangle have a lot of new apartment complexes (the lumber yard) and soon new development happening that having a station in that area will encourage more ridership that isn't accounted for in this report. Please consider the comments from those who actually would use this station and lives near this station. It isn't as easy as walking to the Junction station. The triangle is a perfect location to build a station. Thank you!

#	Comments	Responses
1	Please keep the Avalon station!!! 100% support this station. I live in this area (right where the concrete pillars will be and still a fan) and it feels short sighted to cut this station due a few vocal folks. For everyone who lives near 35th street and needs to travel for work (etc) to the rest of Seattle, this station will be needed. To ask folks to travel on the transit up 35th and then walk to the Junction station will be short sighted and lower ridership. Avalon and triangle have a lot of new apartment complexes (the lumber yard) and soon new development happening that having a station in that area will encourage more ridership that isn't accounted for in this report. Please consider the comments from those who actually would use this station and lives near this station. It isn't as easy as walking to the Junction station. The triangle is a perfect location to build a station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0162

Communication ID:	Name	Email
496653	Gina Gage	gina.gage@gmail.com

Full Communication (2/18/2022)

Please only consider options for the West Seattle extension that can be extended further South in the future.

#	Comments	Responses
1	Please only consider options for the West Seattle extension that can be extended further South in the future.	Please see the response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0163

Communication ID:	Name	Email
496654	Gina Gage	gina.gage@gmail.com

Full Communication (2/18/2022)

For the five years the west seattle train is meant to stop at SODO and transfer, would it be possible instead to have trains with alternate destinations? A rider at Westlake might have a choice of "south bound train toward West seattle and "south bound train toward Tacoma", for example. This system works well in other cities, why not here?

#	Comments	Responses
1	For the five years the west seattle train is meant to stop at SODO and transfer, would it be possible instead to have trains with alternate destinations? A rider at Westlake might have a choice of "south bound train toward West seattle and "south bound train toward Tacoma", for example. This system works well in other cities, why not here?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. When the West Seattle Link Extension begins operations, both the 1 Line (Lynnwood to Federal Way) and the 2 Line (Lynnwood to Redmond) will be operating in the existing Downtown Seattle Transit Tunnel. The suggested operations would exceed the tunnel's operational capacity due to the planned headways for the 1 Line and 2 Line and would affect reliability of these two lines.

Comment Submittal 0164

Communication ID:	Name	Email
496657	George Wong	wong.george.zz@gmail.com

Full Communication (2/18/2022)

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. They are one of THE best shops for kitchen knives IN THE COUNTRY! They are an absolute asset to the local Seattle restaurant industry and you would be hard pressed to find a chef in the greater Seattle area that didn't know about this gem of a shop. Please reconsider your plans to demolish their brand new store for the light rail project! It would be a terrible blow to home chefs and professional cooks not just in Seattle, but for all their customers in the US.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Sincerely George

#	Comments	Responses
1	I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. They are one of THE best shops for kitchen knives IN THE COUNTRY! They are an absolute asset to the local Seattle restaurant industry and you would be hard pressed to find a chef in the greater Seattle area that didn't know about this gem of a shop. Please reconsider your plans to demolish their brand new store for the light rail project! It would be a terrible blow to home chefs and professional cooks not just in Seattle, but for all their customers in the US.	Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0165

Communication ID:	Name	Email
496668	Andrea Saunders	saundersandreac@gmail.com

Full Communication (2/19/2022)

I do not want to see this built at all, and especially not as an overhead structure up Avalon and into the West Seattle Junction. There is just no room for it, unless you impact a large number of properties, and views in the area. It will block a lot of light and attract crime and litter. If Beacon Hill can afford to tunnel it, West Seattle can too. We who live here have already been negatively impacted by the 10,000 new people and massive development that has gone on in the last 5 years and it just needs to STOP. The quality of life here has really gone down. The whole thing just seems to be a boondoggle for cement and construction companies. Things of this magnitude need to be built to farther-out places like Burien and White Center, instead of crammed into small city spaces. What are we? Spoiled brats who need the transit to come right to our doors, with no thought for the rest of the community. The whole thing is an eye sore and not in keeping with the needs to of the community. How about using the money to enlarge the sewer lines out of West Seattle, since we've already overbuilt for them. Stop building stuff, we don't need. People can just Go Away. You don't need to accommodate them.

#	Comments	Responses
1	I do not want to see this built at all, and especially not as an overhead structure up Avalon and into the West Seattle Junction. There is just no room for it, unless you impact a large number of properties, and views in the area. It will block a lot of light and attract crime and litter. If Beacon Hill can afford to tunnel it, West Seattle can too. We who live here have already been negatively impacted by the 10,000 new people and massive development that has gone on in the last 5 years and it just needs to STOP. The quality of life here has really gone down. The whole thing just seems to be a boondoggle for cement and construction companies. Things of this magnitude need to be built to farther-out places like Burien and White Center, instead of crammed into small city spaces. What are we? Spoiled brats who need the transit to come right to our doors, with no thought for the rest of the community. The whole thing is an eye sore and not in keeping with the needs to of the community. How about using the money to enlarge the sewer lines out of West Seattle, since we've already overbuilt for them. Stop building stuff, we don't need. People can just Go Away. You don't need to accommodate them.	<p>Your opposition to the West Seattle Link Extension has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.</p> <p>Please see responses to CCG2 and CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, for more information on need for the project.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0166

Communication ID:	Name	Email
496671	Jeffrey Johnson	jeff@seattlejeff.net

Full Communication (2/19/2022)

I want the light rail into the Alaska Junction to be underground.

I dont want to see those hideous overhead platforms in our Junction. Jeff Johnson

#	Comments	Responses
1	I want the light rail into the Alaska Junction to be underground. I don't want to see those hideous overhead platforms in our Junction	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0167

Communication ID:	Name	Email
496674	Steve Gregory	contact@steve-gregory.com

Full Communication (2/19/2022)

Based on ridership projection and proximity of neighboring stations, I think we need to re evaluate the Avalon station. Please force the board to evaluate a solution that combines Alaska junction and Avalon station.. also from an equity standpoint I'm shocked that a third station in white center wasn't considered.

#	Comments	Responses
1	Based on ridership projection and proximity of neighboring stations, I think we need to re evaluate the Avalon station. Please force the board to evaluate a solution that combines Alaska junction and Avalon station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	also from an equity standpoint I'm shocked that a third station in white center wasn't considered.	Please see response to CC1c and CCEJ1 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0168

Communication ID:	Name	Email
496680	Justin Giossi	ggjustin@yahoo.com

Full Communication (2/20/2022)

I am excited that the region is finally expanding public transportation.

There have been critical mistakes made in the past. Such as surpassing a stop at the Southcenter Mall, not creating a stop at Bellevue College, not creating a stop at the top of the hill in the University District.

Hopefully, expansions consider significant points of interest to the public before the line is designed to pass them by.

#	Comments	Responses
1	I am excited that the region is finally expanding public transportation. There have been critical mistakes made in the past. Such as surpassing a stop at the Southcenter Mall, not creating a stop at Bellevue College, not creating a stop at the top of the hill in the University District. Hopefully, expansions consider significant points of interest to the public before the line is designed to pass them by.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0169

Communication ID:	Name	Email
496682	Leah Pham	leah.davidson@gmail.com

Full Communication (2/20/2022)

The appropriate light rail station would be built in White Center, South Delridge. The north end of West Seattle is more affluent, future ridership stops should not just be catered to this one portion of West Seattle. If you are building more than one station, they should not all be concentrated in one area. Absolutely need to move the Avalon and/or north Delridge station to the South end of West Seattle, by Roxbury. Our neighbors in 98146 deserve to be connected by light rail with a station. Its irresponsible to put 3 stations all in one concentrated area. Please consider the South End of West Seattle!

#	Comments	Responses
1	The appropriate light rail station would be built in White Center, South Delridge. The north end of West Seattle is more affluent, future ridership stops should not just be catered to this one portion of West Seattle. If you are building more than one station, they should not all be concentrated in one area. Absolutely need to move the Avalon and/or north Delridge station to the South end of West Seattle, by Roxbury. Our neighbors in 98146 deserve to be connected by light rail with a station. Its irresponsible to put 3 stations all in one concentrated area. Please consider the South End of West Seattle!	Please see the response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0170

Communication ID:	Name	Email
496686	Andrew Soucy	andpsou@gmail.com

Full Communication (2/20/2022)

Regarding the West Seattle Avalon Station and comments to reconsider station development - I would like to voice my support, as a resident, that considering Station development is critical. With slated developments (townhouses, apartments, etc.), the area will continue to become more mixed used and residential.. bringing in more residents and business in the future.

#	Comments	Responses
1	Regarding the West Seattle Avalon Station and comments to reconsider station development - I would like to voice my support, as a resident, that considering Station development is critical. With slated developments (townhouses, apartments, etc.), the area will continue to become more mixed used and residential.. bringing in more residents and business in the future.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0171

Communication ID:	Name	Email
496689	Michael Commons	mcommons@westernpeterbilt.com, raincitymike@yahoo.com

Full Communication (2/21/2022)

I live at 3212 Genesee ST, which is right across from the proposed Avalon station. I want to say, like so many other people, the Avalon station is not needed. Personally, you might think I don't want it because it will impact me-I don't care about that. I am selling in 5 years and ST purchasing it via eminent domain would most certainly be better financially for me than outright selling, so I actually, from a personal economic stand point want it, but it absolutely makes no sense for the cost vs usefulness standpoint, not to mention the huge disruption to entering and exiting WS via the bridge that constructing it would cause. It is economically better to take that station out of consideration due to low ridership projections (which are probably skewed higher than they will be in reality) and the close proximity of 2 other stations. Please, take it out of consideration and use the money for a tunnel, which all around would be better for WS.

#	Comments	Responses
1	I live at 3212 Genesee ST, which is right across from the proposed Avalon station. I want to say, like so many other people, the Avalon station is not needed. Personally, you might think I don't want it because it will impact me-I don't care about that. I am selling in 5 years and ST purchasing it via eminent domain would most certainly be better financially for me than outright selling, so I actually, from a personal economic stand point want it, but it absolutely makes no sense for the cost vs usefulness standpoint, not to mention the huge disruption to entering and exiting WS via the bridge that constructing it would cause. It is economically better to take that station out of consideration due to low ridership projections (which are probably skewed higher than they will be in reality) and the close proximity of 2 other stations. Please, take it out of consideration and use the money for a tunnel, which all around would be better for WS.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0172

Communication ID:	Name	Email
496708	Ryan Knudsen	ryan.knudsen@ssamarine.com

Full Communication (2/22/2022)

My name is Ryan Knudsen, and I am the facility manager for SSA Marine (1131 SW Klickitat Way) and for Tideworks Technology (1129 SW Klickitat Way) both of which will be adversely impacted by the proposed preferred light rail line route across Harbor Island. It is hard to determine from the graphic of the proposed routes, but it appears that the preferred route will run directly through the north side of Harbor Marina Corporate Center buildings and our Tideworks Technology building? Furthermore, if this is the case, I don't think my management would want their corporate SSA Marine headquarters' office at (1131 SW Klickitat Way) in direct proximity to a light rail line -that doesn't have a stop on Harbor Island. I understand that if the preferred WS light rail line is approved, and it does require the tearing down our Tideworks Technology building that we receive fair market value for the property. How will the compensation for our property be determined? How would we be compensated for the real estate value of our SSA Marine office going down due to the immediate proximity to a light rail line? If we are required to relocate due to either eminent domain or because the location is no longer suitable due to construction impacts, will we be provided relocation assistance? Will we be allowed to hire our own appraiser to assess the properties?

#	Comments	Responses
1	<p>My name is Ryan Knudsen, and I am the facility manager for SSA Marine (1131 SW Klickitat Way) and for Tideworks Technology (1129 SW Klickitat Way) both of which will be adversely impacted by the proposed preferred light rail line route across Harbor Island. It is hard to determine from the graphic of the proposed routes, but it appears that the preferred route will run directly through the north side of Harbor Marina Corporate Center buildings and our Tideworks Technology building?</p> <p>Furthermore, if this is the case, I don't think my management would want their corporate SSA Marine headquarters' office at (1131 SW Klickitat Way) in direct proximity to a light rail line - that doesn't have a stop on Harbor Island. I understand that if the preferred WS light rail line is approved, and it does require the tearing down our Tideworks Technology building that we receive fair market value for the property. How will the compensation for our property be determined? How would we be compensated for the real estate value of our SSA Marine office going down due to the immediate proximity to a light rail line? If we are required to relocate due to either eminent domain or because the location is no longer suitable due to construction impacts, will we be provided relocation assistance? Will we be allowed to hire our own appraiser to assess the properties?</p>	<p>Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0173

Communication ID:	Name	Email
496846	Leon Capelauto	shafrans@comcast.net

Full Communication (2/24/2022)

It would be very desirable if the WSTP property on 42nd would be chosen. This would stimulate the general commerce and promote pedestrian traffic for the Junction business.

#	Comments	Responses
1	It would be very desirable if the WSTP property on 42nd would be chosen. This would stimulate the general commerce and promote pedestrian traffic for the Junction business.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0174

Communication ID:	Name	Email
496916	Des Horn	deshorn@usa.net

Full Communication (2/22/2022)

Dear Councilmembers and Sound Transit

I am an international customer at BladeGallery's Epicurean Edge in SODO (Seattle). I am incredibly disappointed to learn of the possible proposed Light Rail jeopardising this unique and important business hub.

For so many this is a highlight of visiting Seattle and the much anticipated opening of their new premises has only recently taken place at huge expense to create an educational, artistic and accessible business base for the extended community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Yours faithfully, Dr. Des R Horn

BladeGallery Inc Customer: Home address:

21 Melkhout Street Vermont

Western Cape South Africa 7201

Email: Deshorn@usa.net Phone:27 2831 61795

#	Comments	Responses
1	I am an international customer at BladeGallery's Epicurean Edge in SODO (Seattle). I am incredibly disappointed to learn of the possible proposed Light Rail jeopardising this unique and important business hub. For so many this is a highlight of visiting Seattle and the much anticipated opening of their new premises has only recently taken place at huge expense to create an educational, artistic and accessible business base for the extended community.	Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0175

Communication ID:	Name	Email
496930	Chad Duffer	dufferchad@gmail.com

Full Communication (2/18/2022)

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited that they moved to Seattle and are more convenient for Seattlites.

I've heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Yours,

Chad Duffer

Home address: 3304 E Republican St, Seattle, WA 98112 Email: dufferchad@gmail.com

Phone: 646-573-5952

#	Comments	Responses
1	I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited that they moved to Seattle and are more convenient for Seattlites. I've heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.	Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0176

Communication ID:	Name	Email
496939	Sarah Brown	sarah.lally.brown@gmail.com

Full Communication (2/20/2022)

Dear Councilmembers and Sound Transit,

I have been a customer at BladeGallery's Epicurean Edge for many years, and have followed them as they made the move from Kirkland to SODO. They've asked for my help in bringing to your attention how difficult it would be for them to pick up and move yet again. Everyone loves light rail...I get it! But I want to make sure you realize how unusual and how special this small business is.

If you walk into their store and point at a knife, it will have a story. It could have been made by a person named Brian in Oregon, or a master in Japan who has been making knives since before you were born. The people that work there will tell you all about it. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

Then there's the community aspect. When I bring in my knives to get sharpened, I invariably bump into someone working in a local restaurant picking up their work knives. A sharp cooking knife is a safe knife. They're also planning classes, which sound great.

The finances of a small business like this are always tight. There are multiple families whose livelihood depend on this shop staying open. And there are many many artists who need a responsible and skilled shop to help bring their pieces to the public. I'm writing to ask that you please help them stay in their current building during the light rail expansion project.

Thanks! And now you totally know where to take your knives to get them sharpened!

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Sincerely, Sarah Brown

9207 NE 20th St

Clyde Hill WA 98004 sarah.lally.brown@gmail.com 206.909.8154

#	Comments	Responses
1	<p>I have been a customer at BladeGallery's Epicurean Edge for many years, and have followed them as they made the move from Kirkland to SODO. They've asked for my help in bringing to your attention how difficult it would be for them to pick up and move yet again. Everyone loves light rail...I get it! But I want to make sure you realize how unusual and how special this small business is. If you walk into their store and point at a knife, it will have a story. It could have been made by a person named Brian in Oregon, or a master in Japan who has been making knives since before you were born. The people that work there will tell you all about it. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. Then there's the community aspect. When I bring in my knives to get sharpened, I invariably bump into someone working in a local restaurant picking up their work knives. A sharp cooking knife is a safe knife. They're also planning classes, which sound great. The finances of a small business like this are always tight. There are multiple families whose livelihood depend on this shop staying open. And there are many many artists who need a responsible and skilled shop to help bring their pieces to the public. I'm writing to ask that you please help them stay in their current building during the light rail expansion project.</p>	<p>Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0177

Communication ID:	Name	Email
496940	Annie Phillips	felicity@nwlink.com; annie@soundviewcottage.com

Full Communication (2/20/2022)

I read your DEIS, and all the alternatives seem terribly disruptive and unpleasant to live with. Also very expensive - much more than we thought when we voted in 2016 - with a lengthy construction period. I've heard there's a cheaper alternative that wouldn't destroy so much property and wouldn't take up so much room, could be completed quicker and then wouldn't be so imposing on the landscape - an aerial gondola.

Why not spend a relatively small amount now and contract with an independent engineering firm to do a study on that idea to connect West Seattle with SODO and the ID?

Thank you for considering this.

Annie Phillips

#	Comments	Responses
1	read your DEIS, and all the alternatives seem terribly disruptive and unpleasant to live with. Also very expensive - much more than we thought when we voted in 2016 - with a lengthy construction period. I've heard there's a cheaper alternative that wouldn't destroy so much property and wouldn't take up so much room, could be completed quicker and then wouldn't be so imposing on the landscape - an aerial gondola. Why not spend a relatively small amount now and contract with an independent engineering firm to do a study on that idea to connect West Seattle with SODO and the ID?	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0178

Communication ID:	Name	Email
496977	Steve Raparelli	glacialpace@gmail.com

Full Communication (2/20/2022)

Hello,

I think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy.

The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.

Thanks,

Gwen and Steve

#	Comments	Responses
1	I think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy. The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.	Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on the minimum operable segment.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0179

Communication ID:	Name	Email
497061	Codrin Nedita	codrin.nedita@gmail.com

Full Communication (2/25/2022)

Is equity important for this project? The Avalon stop is suppose to provide access to residents from High Point, the largest mixed income community in Seattle, to light rail. Currently, some West Seattle residents are suggesting a "cost-saving" solution: the elimination of the Avalon stop. This will make it more difficult for low income, mostly black residents, to access the light rail and it will favor the high income residents from Alaska Junction. If you are truly considering cost-cutting alternatives, eliminate the Alaska Junction stop. That is the most expensive stop. Alaska Junction residents can walk to Avalon. Other residents can take the bus to Avalon, the same way we take the 21 bus to Avalon. In time, expand the light rail from Avalon, along 35th Ave SW, all the way to White Center! Improve access to modern public transportation for low income residents!

#	Comments	Responses
1	Is equity important for this project? The Avalon stop is suppose to provide access to residents from High Point, the largest mixed income community in Seattle, to light rail. Currently, some West Seattle residents are suggesting a "cost-saving" solution: the elimination of the Avalon stop. This will make it more difficult for low income, mostly black residents, to access the light rail and it will favor the high income residents from Alaska Junction. If you are truly considering cost-cutting alternatives, eliminate the Alaska Junction stop. That is the most expensive stop. Alaska Junction residents can walk to Avalon. Other residents can take the bus to Avalon, the same way we take the 21 bus to Avalon.	Please see response to CC2j and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In time, expand the light rail from Avalon, along 35th Ave SW, all the way to White Center! Improve access to modern public transportation for low income residents!	Please see response to CC1c in Table 7-1.

Comment Submittal 0180

Communication ID:	Name	Email
497103	Joseph Boland	joseph.boland@outlook.com

Full Communication (2/26/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines:

1. Disrupt neighborhoods.
2. Are visually obtrusive.
3. Consume high value real estate and in consequence can harm urban development.
4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as

future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following:

<https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/>

<https://www.theb1m.com/video/america-interstate-highway-system-teardowns> Let's learn from these and make the right choice.

#	Comments	Responses
1	I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.	Please see response to CC2d, CC4.4a, and CC4.5a in Table 7-1. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on direct and indirect changes in land use.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0181

Communication ID:	Name	Email
497122	ALEX KALAW	crazzyak@yahoo.com

Full Communication (2/28/2022)

It will be good to expand the light rail to cover different parts of the city to help with the current bus transit system, which at times may be unreliable due to traffic conditions on the streets. I guess better late than never?

#	Comments	Responses
1	It will be good to expand the light rail to cover different parts of the city to help with the current bus transit system, which at times may be unreliable due to traffic conditions on the streets. I guess better late than never?	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0182

Communication ID:	Name	Email
497169	rebecca allard	rebecca@woodhouseart.com

Full Communication (2/28/2022)

I've been voting for the Monorail and everything that might get us some semblance of BART for over 20 years. I have stopped paying attention because I feel like anything the people vote for won't get built anyway. Just keep expanding!

#	Comments	Responses
1	I've been voting for the Monorail and everything that might get us some semblance of BART for over 20 years. I have stopped paying attention because I feel like anything the people vote for won't get built anyway. Just keep expanding!	Thank you for expressing support for light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0183

Communication ID:	Name	Email
497191	Andrew Hu	andrew98034@gmail.com

Full Communication (3/1/2022)

Please go for tunnel options, don't demolish new apartments!

According to recent statements by Sound Transit, we may not need third party funding for the tunnel options in West Seattle and Ballard. I'm especially focused on West Seattle because I don't want to see new apartment buildings demolished. Transit oriented development (i.e. apartments by Link stations) make Link and Seattle better!

<https://www.theurbanist.org/2022/02/28/ballard-west-seattle-link-third-party-funding/>

#	Comments	Responses
1	Please go for tunnel options, don't demolish new apartments! According to recent statements by Sound Transit, we may not need third party funding for the tunnel options in West Seattle and Ballard. I'm especially focused on West Seattle because I don't want to see new apartment buildings demolished. Transit oriented development (i.e. apartments by Link stations) make Link and Seattle better! https://www.theurbanist.org/2022/02/28/ballard-west-seattle-link-third-party-funding/	Please see responses to CCG2, CC2c, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0184

Communication ID:	Name	Email
497307	John McAlpine	johnmarkmc Alpine@gmail.com

Full Communication (3/2/2022)

I'm a west seattle resident who's attended approximately six of your meetings.

In each meeting the subject of combining the Avalon and Alaska Junction stations was brought up by numerous attendees. I agree that your proposed locations are to close. Seems like a waste of money to have both so close. A perfect location would be the block where Trader Joe's, Eastside Church and Collision Repair Center are.

Why aren't we saving money by combining the two mentioned stations?

#	Comments	Responses
1	I'm a west seattle resident who's attended approximately six of your meetings. In each meeting the subject of combining the Avalon and Alaska Junction stations was brought up by numerous attendees. I agree that your proposed locations are to close. Seems like a waste of money to have both so close. A perfect location would be the block where Trader Joe's, Eastside Church and Collision Repair Center are. Why aren't we saving money by combining the two mentioned stations?	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0185

Communication ID:	Name	Email
497397	Fan Jin	

Full Communication (2/13/2022)

Dear Lauren,

I am writing this letter to ask two questions regarding the Link extension project.

1. According to the brochure, the preferred alternatives is to build elevated bridges to carry the rail across Duwamish Waterway (parallel to West Seattle Bridge) and Salmon Bay. Can you confirm this?

2. Given that fact that elevated bridges, like West Seattle Bridge, Aurora Bridge (carrying SR-99) and Ship Canal Bridge (carrying 1-5), serve as part of the city landscaping, I assume these two bridges will play an important role and transform the existing ones of West Seattle Bridge area and the Salmon Bay area. Do we currently have any designs, proposed or adopted, about the visual appearance of the two bridges? If so, when will it be disclosed to the public? If not, what is the procedure next?

I am looking forward to your reply. Thank you.

Best, Fan

#	Comments	Responses
1	According to the brochure, the preferred alternatives is to build elevated bridges to carry the rail across Duwamish Waterway (parallel to West Seattle Bridge) and Salmon Bay. Can you confirm this?	<p>Please see Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more information on alternatives that cross the Duwamish Waterway. All proposed crossings of the Duwamish Waterway would be elevated bridges. For the Salmon Bay crossing, the WSBLE Draft EIS included elevated bridge and underground tunnel alternatives for crossing Salmon Bay.</p> <p>A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	Given that fact that elevated bridges, like West Seattle Bridge, Aurora Bridge (carrying SR-99) and Ship Canal Bridge (carrying 1-5), serve as part of the city landscaping, I assume these two bridges will play an important role and transform the existing ones of West Seattle Bridge area and the Salmon Bay area. Do we currently have any designs, proposed or adopted, about the visual appearance of the two bridges? If so, when will it be disclosed to the public? If not, what is the procedure next?	<p>Please see Appendix N2, Visual and Aesthetics Technical Report, of the West Seattle Link Extension Final EIS for simulations of the proposed alternatives. A response to this comment related to the bridge over Salmon Bay will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0186

Communication ID:	Name	Email
497408	Gwen Raparelli	glacialpace@gmail.com

Full Communication (2/20/2022)

Hello,

I think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy.

The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.

Thanks,

Gwen and Steve

#	Comments	Responses
1	think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy. The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.	Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on the minimum operable segment.

Comment Submittal 0187

Communication ID:	Name	Email
497413	Raymond Cook	rmichaelcook@gmail.com

Full Communication (3/3/2022)

Hello,

I'm a homeowner with a home located in the Alaska Junction. After reviewing the EIS information and proposed sites I'm very concerned about the proposed use of above-ground lines and stations in the junction. In my opinion, these options would significantly take away from the community, charm, and everything that makes West Seattle and the junction such a special place.

From the numbers, the number of businesses and employees displaced is the highest for all above-ground options. Meanwhile, our short to medium tunneling options are comparable in price and would greatly limit the impact on businesses and the surrounding community.

Underground options would improve the community and they would be celebrated architecturally for their fit into the community. The same can not be said about above-ground lines and stations that will run right through the junction. Please preserve the spaces, homes, businesses, culture, and community that we have in West Seattle and the junction.

Thank you, Raymond Cook

#	Comments	Responses
1	I'm very concerned about the proposed use of above-ground lines and stations in the junction. In my opinion, these options would significantly take away from the community, charm, and everything that makes West Seattle and the junction such a special place. From the numbers, the number of businesses and employees displaced is the highest for all above-ground options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Meanwhile, our short to medium tunneling options are comparable in price and would greatly limit the impact on businesses and the surrounding community. Underground options would improve the community and they would be celebrated architecturally for their fit into the community. The same can not be said about above-ground lines and stations that will run right through the junction. Please preserve the spaces, homes, businesses, culture, and community that we have in West Seattle and the junction.	Please see responses to CCG2 and CC4.4a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0188

Communication ID:	Name	Email
497429	Mursal Ahmady	mareelahmady@hotmail.com

Full Communication (3/3/2022)

I live in Maple Leaf but have to take the bus everyday to my office in Marysville.

Im a behavioral health care manager at a pediatrician office which is a very rewarding but difficult job.

I have to be at work by 9 am. In order to do so I have to leave my home by 7:00am from the bus stop from my home to Northgate Station, that then goes to the Lynwood station, I have to get off there and take a bus to Everett Station..then I get off about 10 min from my work and have to walk to work the remaining almost 3/4 mile.

I leave work at 5 pm, and dont get home till 730.

This is super frustrating as I just want a work life balance as I myself am supporting this community as a first responder.

PLEASE HURRY UP AND BUILD THE LIGHT RAIL UP THROUGH ARLINGTON. NOT ONLY FOR MYSELF AS A PROFESSIONAL BUT CHILDREN AND FAMILIES WHO NEED THIS ACCESS.

I WASTE 4 1/2 OF MY DAY ON THE BUS.

thanks you

#	Comments	Responses
1	<p>I live in Maple Leaf but have to take the bus everyday to my office in Marysville. Im a behavioral health care manager at a pediatrician office which is a very rewarding but difficult job. I have to be at work by 9 am. In order to do so I have to leave my home by 7:00am from the bus stop from my home to Northgate Station, that then goes to the Lynwood station, I have to get off there and take a bus to Everett Station..then I get off about 10 min from my work and have to walk to work the remaining almost 3/4 mile. I leave work at 5 pm, and dont get home till 730. This is super frustrating as I just want a work life balance as I myself am supporting this community as a first responder.</p> <p>PLEASE HURRY UP AND BUILD THE LIGHT RAIL UP THROUGH ARLINGTON. NOT ONLY FOR MYSELF AS A PROFESSIONAL BUT CHILDREN AND FAMILIES WHO NEED THIS ACCESS. I WASTE 4 1/2 OF MY DAY ON THE BUS.</p>	<p>Thank you for your comment; however, this is beyond the scope of the project. The purpose of the project is to expand the Sound Transit Link light rail system to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections.</p>

Comment Submittal 0189

Communication ID:	Name	Email
497430	Chris Bendix	bendix.chris@gmail.com

Full Communication (3/3/2022)

I want to reiterate that I don't think the alignments of the stations are cause for concern. Given the alternatives and constraints. I support all the preferred alternative alignments. I object to the depth of the stations in downtown, SLU, and Uptown. I understand that the EIS is primarily concerned with alignment and immediate station-area impacts. I also understand that deviating from a concept after receiving approval from the FTA is difficult. Please reconsider the extreme depth of the stations throughout downtown, possibly even pursue a shallow cut and cover option throughout the central portion of the alignment. The user experience will benefit from this approach tremendously.

#	Comments	Responses
1	I want to reiterate that I don't think the alignments of the stations are cause for concern. Given the alternatives and constraints. I support all the preferred alternative alignments.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I object to the depth of the stations in downtown, SLU, and Uptown. I understand that the EIS is primarily concerned with alignment and immediate station-area impacts. I also understand that deviating from a concept after receiving approval from the FTA is difficult. Please reconsider the extreme depth of the stations throughout downtown, possibly even pursue a shallow cut and cover option throughout the central portion of the alignment. The user experience will benefit from this approach tremendously.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0190

Communication ID:	Name	Email
497495	Andy McMaylor	hardtop-02.emigre@icloud.com

Full Communication (3/5/2022)

I'll preface my commentary with having lived in Seattle for many years now and have voted time and time again for spending bills to expand the light rail further; the amount of pure frustration I have with having received probably the fifth new proposal of light rail expansion within downtown Seattle with literally not a SINGLE thing physically done is indescribable.

First of all, I don't know who the person/party was that thought it was a great idea to have a public transit station not stop at the Seattle Center; not realizing that anytime there's an event there, all of Denny Way and Mercer St get so clogged up with traffic and traffic flow gets so horribly mismanaged, is a complete moron. Disregarding the fact that putting an arena is basically a more residential area of Seattle with ZERO public transit is just classic idiotic city planning on behalf of Seattle; to suggest not having that arena be serviced by public transit when it's been rebranded to virtue signal by a polluting corporation that they pledge to do something about climate change speaks volumes in ways that it shouldn't.

I recall the first time I reviewed one of these mailed out light rail station proposals and expansions optimistic that finally, Seattle proper can finally have actual trains that can quickly get you around, I was shocked to see how it was expected to take until around the 2040s to get from Westlake to Ballard. Meanwhile, service to the East side has been built up along with Northgate no problem.

But clearly the institution of the Seattle Process is the reason why over five years later not a SINGLE new light rail station anywhere in the core of Seattle has opened up.

My commentary on this is simple: shut up and do something. If I get another proposal of alternate light rail stations or more asks for public commentary, I will 100% be voting against any increase in funding for Sound Transit. It took nearly 20 years to replace the viaduct because for some inexcusable reason, the city's leadership and agencies can't do anything correctly, can't design roadways correctly, and can't do public transit correctly. We don't have another 20 years to waste away discussing proposals in the face climate change.

Get it together.

#	Comments	Responses
1	My commentary on this is simple: shut up and do something. If I get another proposal of alternate light rail stations or more asks for public commentary, I will 100% be voting against any increase in funding for Sound Transit. It took nearly 20 years to replace the viaduct because for some inexcusable reason, the city's leadership and agencies can't do anything correctly, can't design roadways correctly, and can't do public transit correctly. We don't have another 20 years to waste away discussing proposals in the face climate change.	Please see response CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0191

Communication ID:	Name	Email
497498	Judy Aloisi	judyaloisi@gmail.com; judyaloisi@comcast.net

Full Communication (3/6/2022)

I have gone over the EIS plans and I have a background in construction. I understand the light rail crossing the Duwamish needs to be elevated 140' to match the West Seattle Bridge and it seems to meld with the Bridge so as not to be as noticeable. The elevated light rail is not a pretty sight but then it doesn't seem as bad in a commercial zone area. When the elevated light rail comes around Pidgeon Point, we have two possible stations, as far as I'm concerned whichever one displaces less people and buildings is the best option. I am also in agreement for the tunnel at Genesee and Avalon. The less displacement of people and buildings will always be the best option and to be bluntly honest, the elevated light rail is ugly and noisy. Developers have been building non-stop in the last 15 years in this area and it seems you will be taking out a lot of these new apartment buildings if you put in an elevated light rail system. You will have to take out apartments all the way up Avalon and then up Fauntleroy. It seems that will be rather expensive, I think that money should go towards the tunnel. If you continue with the elevated light rail, it will disrupt the integrity of our neighborhood. I honestly don't know any place in the country that likes the elevated light rail. They have some in New York but if you see any movies whereas people's homes are shaking everytime they go by, that should be a lesson in itself why we should go underground. I think the best station should either be on Fauntleroy or on either side of Alaska and 41st. Please don't be short sighted when it comes to our neighborhoods. This is what makes our communities special in Seattle.

#	Comments	Responses
1	When the elevated light rail comes around Pidgeon Point, we have two possible stations, as far as I'm concerned whichever one displaces less people and buildings is the best option..	Please see response to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS
2	I am also in agreement for the tunnel at Genesee and Avalon. The less displacement of people and buildings will always be the best option and to be bluntly honest, the elevated light rail is ugly and noisy. Developers have been building non-stop in the last 15 years in this area and it seems you will be taking out a lot of these new apartment buildings if you put in an elevated light rail system. You will have to take out apartments all the way up Avalon and then up Fauntleroy. It seems that will be rather expensive, I think that money should go towards the tunnel. If you continue with the elevated light rail, it will disrupt the integrity of our neighborhood. I honestly don't know any place in the country that likes the elevated light rail. They have some in New York but if you see any movies whereas people's homes are shaking everytime they go by, that should be a lesson in itself why we should go underground.	Please see responses to CCG2, CC4.1b, and CC4.5a in Table 7-1.
3	I think the best station should either be on Fauntleroy or on either side of Alaska and 41st. Please don't be short sighted when it comes to our neighborhoods. This is what makes our communities special in Seattle.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0192

Communication ID:	Name	Email
497499	Karen Keating	karen.keating@comcast.net

Full Communication (3/6/2022)

We are not happy about an elevated light rail. My home on 40th Ave SW between Alaska & Oregon would be right in the path. I would not be able to afford moving to an area that does not have easy access to all we have near the junction. We would like to see a tunnel instead. An elevated would be so disruptive and noisy to our community for a long period of time. We would live to keep the integrity of community, which is so important. Please consider a tunnel instead.

Thank you!

#	Comments	Responses
1	We are not happy about an elevated light rail. My home on 40th Ave SW between Alaska & Oregon would be right in the path. I would not be able to afford moving to an area that does not have easy access to all we have near the junction. We would like to see a tunnel instead. An elevated would be so disruptive and noisy to our community for a long period of time. We would live to keep the integrity of community, which is so important. Please consider a tunnel instead.	Please see responses to CC4.1a, CC4.1c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0193

Communication ID:	Name	Email
497543	Kathleen Dunn	dunkathy@gmail.com

Full Communication (3/7/2022)

Seattle foolishly cancelled funded bike safety infrastructure on Fauntleroy Boulevard between 35th Ave SW and SW Alaska St. due to potential planned siting of light rail stations. Sound Transit must insure that right of way is preserved for safe access by bicycle and by walking to businesses along this corridor in both directions. That means there should be no big pylons on the sidewalks or curbside shoulder areas of Fauntleroy Way. Also, Bikelink secure enclosed bicycle lockers should be installed at the stations since frequently there is no room on the trains for bicycles.

#	Comments	Responses
1	Seattle foolishly cancelled funded bike safety infrastructure on Fauntleroy Boulevard between 35th Ave SW and SW Alaska St. due to potential planned siting of light rail stations. Sound Transit must insure that right of way is preserved for safe access by bicycle and by walking to businesses along this corridor in both directions. That means there should be no big pylons on the sidewalks or curbside shoulder areas of Fauntleroy Way.	<p>The City of Seattle paused the Fauntleroy Way Southwest Boulevard Project in 2018 "pending light rail route decisions from Sound Transit's ST3 process" (Fauntleroy Way SW Boulevard Project - Transportation seattle.gov or https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project). As of 2023, that project is still paused until it is funded, but it assumed to be completed prior to the West Seattle Link Extension is operational.</p> <p>Sound Transit and the City of Seattle will continue to coordinate between the two projects as needed.</p>
2	Also, Bikelink secure enclosed bicycle lockers should be installed at the stations since frequently there is no room on the trains for bicycles.	<p>Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes and folding bicycles on trains.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0194

Communication ID:	Name	Email
497550	JEROME MILLER	matthewnsea@gmail.com

Full Communication (3/7/2022)

Build it as fast as possible

#	Comments	Responses
1	Build it as fast as possible.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0195

Communication ID:	Name	Email
497591	John DeGennaro	john.p.degennaro@gmail.com

Full Communication (3/8/2022)

Please don't knock down the brand new apartment buildings on Fauntleroy in West Seattle. I think this is such a terrible waist and unnecessary. The alignment that puts the station at the current location of the Safeway in Jefferson Square makes far more sense because that complex is outdated and old, and you could build the station in such a way that business and housing could go up next to it like the Capitol Hill complex around that station, I personally don't care whether it's raised or tunnel as long as it's grade separated, but please don't knock down brand new buildings, That's the stupidest thing I've ever heard, Also, for downtown, don't have elevator only stations there, I lived in Pioneer Square for 6 years, and the elevators in that station were exclusively used as rest rooms for the homeless population over there, The elevators will just be used that way in the new stations you are building. If you feel like you have to go with an elevator only design then please please put public restroom facilities in it. Thanks so much for everything you do! I'm excited to see the system expand!

#	Comments	Responses
1	Please don't knock down the brand new apartment buildings on Fauntleroy in West Seattle. I think this is such a terrible waist and unnecessary, The alignment that puts the station at the current location of the Safeway in Jefferson Square makes far more sense because that complex is outdated and old, and you could build the station in such a way that business and housing could go up next to it like the Capitol Hill complex around that station. I personally don't care whether it's raised or tunnel as long as it's grade separated, but please don't knock down brand new buildings.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, for downtown, don't have elevator only stations there. I lived in Pioneer Square for 6 years, and the elevators in that station were exclusively used as rest rooms for the homeless population over there. The elevators will just be used that way in the new stations you are building. If you feel like you have to go with an elevator only design then please please put public restroom facilities in it,	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0196

Communication ID:	Name	Email
497633	Joshua and Heather Gosovich	jgosovision@msn.com

Full Communication (3/8/2022)

Hello,

We're residents of Pigeon Point and thought we'd add our opinions and thoughts on the matter of the preferred route of the lightrail tracks that are proposed to run and cut into the hill. We've lived in the neighborhood for 13 years and adore its charm, proximity, neighbors, and sense of community.

The disruption not just of construction, but of the new addition to the neighborhood (lightrail in West Seattle!) will greatly affect the attitude and spirit of our unique little hood. Displacing residents and thrusting the trains into our homes that live closer will be a constant stress.

The noise of industry in Pigeon Point is part of its already unique soundtrack. Among our beautiful birdsong is the clang of steel, noise of trains (OMG the trains), low flying aircraft, trucks, ships, cars, and more. We can live with these but adding lightrail tracks directly on top of us is cruel. The lightrail should NOT pass through Pigeon Point.

The NORTHERN ROUTE won't displace people from their homes, will move noise away from permanent residents, and place it to where it belongs, with industry that already exist. We should use the route that utilizes industrial spaces such as harbor island in a way that uses its potential and enhances it.

Bonus, the NORTHERN ROUTE might be able to incorporate some businesses, expand commodities in the area, create jobs, and save houses for people to live in. It will still offer an amazing view of the sound, life around the sound, and provide a quick easy way into and out of West Seattle.

We are truly excited for lightrail in West Seattle, but please choose the NORTHERN ROUTE!

Sincerely,

Joshua and Heather Gosovich

#	Comments	Responses
1	<p>The disruption not just of construction, but of the new addition to the neighborhood (lightrail in West Seattle!) will greatly affect the attitude and spirit of our unique little hood. Displacing residents and thrusting the trains into our homes that live closer will be a constant stress. The noise of industry in Pigeon Point is part of its already unique soundtrack. Among our beautiful birdsong is the clang of steel, noise of trains (OMG the trains), low flying aircraft, trucks, ships, cars, and more. We can live with these but adding lightrail tracks directly on top of us is cruel. The lightrail should NOT pass through Pigeon Point. The NORTHERN ROUTE won't displace people from their homes, will move noise away from permanent residents, and place it to where it belongs, with industry that already exist. We should use the route that utilizes industrial spaces such as harbor island in a way that uses its potential and enhances it. Bonus, the NORTHERN ROUTE might be able to incorporate some businesses, expand commodities in the area, create jobs, and save houses for people to live in. It will still offer an amazing view of the sound, life around the sound, and provide a quick easy way into and out of West Seattle. We are truly excited for lightrail in West Seattle, but please choose the NORTHERN ROUTE!</p>	<p>Thank you for expressing support for the West Seattle Link Extension. Please see the responses to CCG2, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0197

Communication ID:	Name	Email
497638	Gina Kaukola	CYCLOPSCAFE@GMAIL.COM

Full Communication (3/9/2022)

I am a Pigeon Hill (Point) resident one block off of Delridge on 23rd SW and 2 lots south of SW Dakota. It seems to me having the Delridge Station be closer to Andover St and the Steel Mill would have the less impact on the residents of our community. HERE IS WHAT I THINK SHOULD HAPPEN.

DEL 5 OR DEL 6 OR A TUNNEL THRU PIGEON HILL/PT.

DUW -2 NORTH SIDE OF THE BRIDGE. OR TUNNEL THRU PIGEON HILL/PT. TUNNEL TO WEST SEATTLE JUNCTION.

WE DON'T WANT TO LOOK AT AN ELEVATED STRUCTURE. WE ALREADY HAVE TO LOOK AT THE WEST SEATTLE BRIDGE.

#	Comments	Responses
1	I am a Pigeon Hill (Point) resident one block off of Delridge on 23rd SW and 2 lots south of SW Dakota. It seems to me having the Delridge Station be closer to Andover St and the Steel Mill would have the less impact on the residents of our community. HERE IS WHAT I THINK SHOULD HAPPEN. DEL 5 OR DEL 6 OR A TUNNEL THRU PIGEON HILL/PT. DUW -2 NORTH SIDE OF THE BRIDGE. OR TUNNEL THRU PIGEON HILL/PT. TUNNEL TO WEST SEATTLE JUNCTION. WE DON'T WANT TO LOOK AT AN ELEVATED STRUCTURE. WE ALREADY HAVE TO LOOK AT THE WEST SEATTLE BRIDGE.	Please see responses to CCG2 and CC2h in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0198

Communication ID:	Name	Email
497714	Jacob Tukul	jtukul@icloud.com

Full Communication (3/10/2022)

There are two things that are very important to me regarding the Ballard Station:

1. That the station is located closer to the urban hub of Ballard. Otherwise I couldn't see myself using the line nearly as often.

2. That the station is designed in a way that accommodates future extension of the line. I know there will be a lot of support for the line to continue on to Green Lake or UW once the line is in use. Anything that can be done today to make that easier is something worth building in now. I believe that an underground station would be best for this reason.

I'd also like to make a similar point about the West Seattle stations. It's likely that these lines will be extended in the future and that this area will continue to grow, so an underground station should really be pursued, even if it costs more.

#	Comments	Responses
1	That the station is located closer to the urban hub of Ballard. Otherwise I couldn't see myself using the line nearly as often.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	That the station is designed in a way that accommodates future extension of the line. I know there will be a lot of support for the line to continue on to Green Lake or UW once the line is in use. Anything that can be done today to make that easier is something worth building in now. I believe that an underground station would be best for this reason.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I'd also like to make a similar point about the West Seattle stations. It's likely that these lines will be extended in the future and that this area will continue to grow, so an underground station should really be pursued, even if it costs more.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0199

Communication ID:	Name	Email
497822	Scott Orange	sorange@newgrowthconsulting.com

Full Communication (2/21/2022)

Dear Councilmembers and Sound Transit:

I am a longtime customer of Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to 3628 E Marginal Way S. in Seattle. I was alarmed to hear that their new location is now in danger of an Eminent Domain seizure for Light Rail and wanted to share my concerns:

If Epicurean Edge were to move or close down, there would be immediate impact to Seattle's renowned restaurant community, whose workers have struggled through the COVID-19 pandemic. Epicurean Edge is an essential resource for professional grade knives and sharpening services, with offerings at every price point. Having access to high-quality gear for prep cooks and line cooks makes their work faster and safer, keeping up with heavy demand, and showcases their talents to earn promotion and higher wages. There would also be impact to Seattle's retail kitchen stores (great knives lead quickly to other upgrades), as well as to thousands of home cooks. There is simply no equivalent retail space for knives anywhere in the Pacific Northwest.

The deep intent and effort involved in Epicurean Edge's relocation to the SODO District was enormous, and took considerable time, money and energy to manifest. The space was purchased, renovated and brought into compliance with Seattle environmental regulations at great expense, with the intent of creating a destination for home cooks, professional chefs, craftspeople, tradespeople, local bladesmiths, and the international bladesmithing community.

The loss of this new space to Eminent Domain would be massive. Epicurean Edge/ BladeGallery Inc. supports over 600 highly skilled artisans from around the world, who produce customized wares to Epicurean Edge's high standards. For many of these artisans, Blade Gallery/ Epicurean Edge is their primary sales channel and source of income. Epicurean Edge's staff would be similarly impacted in our fragile economy.

Over the last ten years, my wife and I have gotten to know Daniel O'Malley, the proprietor, and we have witnessed the immense care and cultivation he practices with Blade Gallery | Epicurean Edge. Even though we buy less frequently of late, Daniel always remembers us, the knives we own, the metals and bladesmiths we prefer, as well as what we have bought for close friends and family members. We continue to learn about these fine knives and their care every time we visit.

I urge you to please consider the hard work and deep investment made by this unique business, by ensuring Epicurean Edge's new space can remain open for many years to come. Please find a path for Light Rail that does not force BladeGallery Inc. to move or close down - resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Let's keep Seattle's restaurant community thriving, as well as our home kitchens.

With gratitude and appreciation, Scott Orange

1100 NE 8th Street #A-920

Bellevue, WA 98004 sorange@newgrowthconsulting.com Cell: 425-941-6506

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>I was alarmed to hear that their new location is now in danger of an Eminent Domain seizure for Light Rail and wanted to share my concerns: If Epicurean Edge were to move or close down, there would be immediate impact to Seattle's renowned restaurant community, whose workers have struggled through the COVID-19 pandemic. Epicurean Edge is an essential resource for professional grade knives and sharpening services, with offerings at every price point. Having access to high-quality gear for prep cooks and line cooks makes their work faster and safer, keeping up with heavy demand, and showcases their talents to earn promotion and higher wages. There would also be impact to Seattle's retail kitchen stores (great knives lead quickly to other upgrades), as well as to thousands of home cooks. There is simply no equivalent retail space for knives anywhere in the Pacific Northwest. The deep intent and effort involved in Epicurean Edge's relocation to the SODO District was enormous, and took considerable time, money and energy to manifest. The space was purchased, renovated and brought into compliance with Seattle environmental regulations at great expense, with the intent of creating a destination for home cooks, professional chefs, craftspeople, tradespeople, local bladesmiths, and the international bladesmithing community. The loss of this new space to Eminent Domain would be massive.</p> <p>Epicurean Edge/ BladeGallery Inc. supports over 600 highly skilled artisans from around the world, who produce customized wares to Epicurean Edge's high standards. For many of these artisans, Blade Gallery/ Epicurean Edge is their primary sales channel and source of income. Epicurean Edge's staff would be similarly impacted in our fragile economy. Over the last ten years, my wife and I have gotten to know Daniel O'Malley, the proprietor, and we have witnessed the immense care and cultivation he practices with Blade Gallery/ Epicurean Edge. Even though we buy less frequently of late, Daniel always remembers us, the knives we own, the metals and bladesmiths we prefer, as well as what we have bought for close friends and family members. We continue to learn about these fine knives and their care every time we visit. I urge you to please consider the hard work and deep investment made by this unique business, by ensuring Epicurean Edge's new space can remain open for many years to come. Please find a path for Light Rail that does not force BladeGallery Inc. to move or close down - resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Let's keep Seattle's restaurant community thriving, as well as our home kitchens</p>	<p>Your concern regarding the potential displacement of the BladeGallery is noted. Please also see the responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Comment Submittal 0200

Communication ID:	Name	Email
504746	Jack Whisner	jackewhisner@gmail.com

Full Communication (3/10/2022)

ST,

Please consider the following. Page 1-1

The second paragraph is missing the attribute "frequent"; it is very important; it appears elsewhere.

Page 2-9

Interbay is NOT an urban village.

Page 3-3, Table 3-2

Route 190 is omitted; if routes 177 and 178 are listed, Route 190 should be as well. See Table 3- 21.

Page 3-12

It is asserted that this will not be a major transfer point. It would be served by Route 21 or its successor route. It should be.

Page 3-28, Table 3-21 Route 8 is omitted.

Page 3-43

The text asserts that the Ballard line would have five-minute headway; that would be good; but the plan to through route it with the line on MLK Jr. Way South; is that line not limited to six-minute headway due to surface operations?

Thank you for considering this note.

Jack Whisner

8325 11th Avenue NW Seattle 98117

#	Comments	Responses
1	ST, Please consider the following. Page 1-1 The second paragraph is missing the attribute "frequent"; it is very important; it appears elsewhere.	The word "frequent" has been added to this text as suggested.
2	Page 2-9 Interbay is NOT an urban village.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Page 3-3, Table 3-2 Route 190 is omitted; if routes 177 and 178 are listed, Route 190 should be as well. See Table 3-21.	King County Metro has suspended Route 190, therefore, it is not included.
4	Page 3-12 It is asserted that this will not be a major transfer point. It would be served by Route 21 or its successor route. It should be.	The ridership model used for the project does not show a large number of bus-rail transfers at this location.
5	Page 3-28, Table 3-21 Route 8 is omitted.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
6	Page 3-43 The text asserts that the Ballard line would have five-minute headway; that would be good; but the plan to through route it with the line on MLK Jr. Way South; is that line not limited to six-minute headway due to surface operations?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0201

Communication ID	Name	Email
497679	Charles Fowles	Rockycore@hotmail.com

Full Communication (3/10/2022)

Restudy a tunnel option to 20th street in Ballard. With the RTA funding bill passing Seattle will definitely vote for extra funding for that option. We cant vote for something we dont have the information for though. Also do not make every station deep. Your history with elevator and escalators means this will be a disaster for riders. Every station needs to be as shallow as possible.

#	Comments	Responses
1	Restudy a tunnel option to 20th street in Ballard. With the RTA funding bill passing Seattle will definitely vote for extra funding for that option. We cant vote for something we dont have the information for though.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Also do not make every station deep. Your history with elevator and escalators means this will be a disaster for riders. Every station needs to be as shallow as possible.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0202

Communication ID	Name	Email
497697	Diane Panagioto Poulos	dianep@duck.com

Full Communication (3/10/2022)

Please put a station at the location that is best for passengers, as that will actually result in fewer cars on the road. Putting a station so far away from where passengers will be going after they disembark means people will simply not take the train. You wouldn't build a road intentionally far away from shops because it's cheaper to build there, so don't do it for transit.

#	Comments	Responses
1	Please put a station at the location that is best for passengers, as that will actually result in fewer cars on the road. Putting a station so far away from where passengers will be going after they disembark means people will simply not take the train. You wouldn't build a road intentionally far away from shops because it's cheaper to build there, so don't do it for transit.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership and access.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0203

Communication ID	Name	Email
497706	Bob Hollowell	rlhollow@gmail.com

Full Communication (3/10/2022)

VERY glad to see the elevated tracks: The views are too precious to hide. Financially, too, there would be savings from NOT boring tunnels; plus increased ridership/income from tourists, visitors, residents -ANYONE who wants to enjoy the sights of our unique city.

(Obviously, this route is long overdue - but everyone knows that.)

#	Comments	Responses
1	VERY glad to see the elevated tracks: The views are too precious to hide. Financially, too, there would be savings from NOT boring tunnels; plus increased ridership/income from tourists, visitors, residents -ANYONE who wants to enjoy the sights of our unique city.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	(Obviously, this route is long overdue - but everyone knows that.)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0204

Communication ID	Name	Email
497765	Jessica Huang	jesso66@gmail.com

Full Communication (3/11/2022)

Regardless of location, please consider Taking measures to rescue any noise level that might be an issue for residents nearby. Also, would recommend adding a police station nearby since there will be more traffic and a police station nearby will help with a faster response if needed.

#	Comments	Responses
1	Regardless of location, please consider Taking measures to rescue any noise level that might be an issue for residents nearby.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	Also, would recommend adding a police station nearby since there will be more traffic and a police station nearby will help with a faster response if needed.	Please see Section 4.14, Public Services, Safety, and Security, of the West Seattle Link Extension Final EIS for more information on safety and security at stations.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0205

Communication ID	Name	Email
497783	Alexandra Pavlish	lexxiegoto@gmail.com

Full Communication (3/11/2022)

Preferred Alternative SODO-1a makes great sense! And, while I can see why building a link to Magnolia would be a lot, it should be taken into account that we are cut out of all your plans... so having this go through Interbay would allow us to have closer access from here. This would be especially important when you take into account that the Fort Lawton Homeless housing will be hopefully happening soon, and giving those residents more access to transportation is incredibly important! Thank you.

#	Comments	Responses
1	Preferred Alternative SODO-1a makes great sense!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	while I can see why building a link to Magnolia would be a lot, it should be taken into account that we are cut out of all your plans... so having this go through Interbay would allow us to have closer access from here. This would be especially important when you take into account that the Fort Lawton Homeless housing will be hopefully happening soon, and giving those residents more access to transportation is incredibly important!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0206

Communication ID	Name	Email
497858	Brenda SUE Luke	seattle.subee@gmail.com

Full Communication (3/11/2022)

The exclusion of SkyLink from the DEIS is unacceptable. We need to get real about transit in West Seattle.

#	Comments	Responses
1	The exclusion of SkyLink from the DEIS is unacceptable. We need to get real about transit in West Seattle.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0207

Communication ID:	Name	Email
497860	Sholeh Hakimelahi	sholehh@yahoo.com

Full Communication (3/11/2022)

My family strongly opposes construction of elevated light rail within the west seattle junction corridor. This area is rich with residential and businesses units and any future development will result in further destruction. The elevated option will invite homelessness to our neighborhood. We cannot envision large concrete structure so close to this beautiful neighborhood. West seattle junction is comparable to Roosevelt and capital hill stations. Tunnels were chosen for those areas and i hope SDOT and city choose the tunnel option west Seattle. Some of the tunnel alternatives are now comparable or cheaper than elevated option. Light rail will impact west seattle for many decades and so the final selection should consider its long term impact. Please choose the tunnels. Do not turn junction into a giant elevated light rail terminal.

#	Comments	Responses
1	My family strongly opposes construction of elevated light rail within the west seattle junction corridor. This area is rich with residential and businesses units and any future development will result in further destruction. The elevated option will invite homelessness to our neighborhood. We cannot envision large concrete structure so close to this beautiful neighborhood. West seattle junction is comparable to Roosevelt and capital hill stations. Tunnels were chosen for those areas and i hope SOOT and city choose the tunnel option west Seattle. Some of the tunnel alternatives are now comparable or cheaper than elevated option. Light rail will impact west seattle for many decades and so the final selection should consider its long term impact. Please choose the tunnels. Do not turn junction into a giant elevated light rail terminal.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0208

Communication ID	Name	Email
497883	David Oldham	davidicx@yahoo.com

Full Communication (3/12/2022)

The preferred route should be going across the West Seattle bridge down Fauntleroy. Add a station at Fauntleroy ferry, downtown White Center, and end at SeaTac. We don't need 3 stations for the junction. This is wasteful and impractical. This option could encourage more foot traffic on the Fauntleroy ferry terminal and improve traffic for pedestrians.

#	Comments	Responses
1	The preferred route should be going across the West Seattle bridge down Fauntleroy. Add a station at Fauntleroy ferry, downtown White Center, and end at SeaTac. We don't need 3 stations for the junction. This is wasteful and impractical. This option could encourage more foot traffic on the Fauntleroy ferry terminal and improve traffic for pedestrians.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

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Comment Submittal 0209

Communication ID	Name	Email
497885	James Little	littlejamesw@gmail.com

Full Communication (3/12/2022)

Please spend \$200,000 for a technical engineering study of a West Seattle gondola, as an alternative to West Seattle light rail. Potentially save \$2 billion.

<https://www.westseattleskylink.org/comparison>.

#	Comments	Responses
1	Please spend \$200,000 for a technical engineering study of a West Seattle gondola, as an alternative to West Seattle light rail. Potentially save \$2 billion. https://www.westseattleskylink.org/comparison	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0210

Communication ID	Name	Email
497890	Jeremy Rolewicz	rolewicz.jeremy@gmail.com

Full Communication (3/12/2022)

I think the proposed light rail is a great idea

#	Comments	Responses
1	I think the proposed light rail is a great idea	Thank you for expressing support for the project.

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Comment Submittal 0211

Communication ID	Name	Email
497921	Arielle Pagryzinski	armarpag@gmail.com

Full Communication (3/14/2022)

The West Seattle stations should be underground/use tunnel stations when in residential and community areas. A elevated light rail would significantly decrease value due to visual disturbances in a neighborhood that has already suffered significantly due to the closure of the West Seattle bridge. My comment is to prioritize underground stations - especially for the tunnel servicing the Alaska Junction (41st/42nd st stations).

#	Comments	Responses
1	The West Seattle stations should be underground/use tunnel stations when in residential and community areas. A elevated light rail would significantly decrease value due to visual disturbances in a neighborhood that has already suffered significantly due to the closure of the West Seattle bridge. My comment is to prioritize underground stations - especially for the tunnel servicing the Alaska Junction (41st/42nd st stations).	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0212

Communication ID	Name	Email
497966	Mark Olsoe	markolsoe@comcast.net

Full Communication (3/14/2022)

I live in West Seattle and I strongly prefer the tunnel option to connect to the Junction, just like what has been provided for other urban areas of the city such as Roosevelt, University and Northgate.

Next preference is the Skylink urban gondola which I was very disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much much sooner and with much less impact to the community than all but the tunnel option.

Next preference is above ground rail and

Last would be surface rail which would have a horrible impact on our community.

#	Comments	Responses
1	I live in West Seattle and I strongly prefer the tunnel option to connect to the Junction, just like what has been provided for other urban areas of the city such as Roosevelt, University and Northgate.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Next preference is the Skylink urban gondola which I was very disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much much sooner and with much less impact to the community than all but the tunnel option.	Please see response to CC2g in Table 7-1.
3	Next preference is above ground rail and Last would be surface rail which would have a horrible impact on our community.	Please see response to CCG2 in Table 7-1.

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Comment Submittal 0213

Communication ID	Name	Email
497999	Tim Claxton	twjclaxton@yahoo.com

Full Communication (3/14/2022)

There are many elevated sections in this plan. Overall I think from SODO onwards a tunnel to West Seattle is preferred. Or at least start the tunnel from the west duwamish area. I can't actually believe a massive elevated structure is being considered.

On page ES-12 and ES-13 you show elevated sections. I think you should go with a tunnel option and none of the elevated options. This is a major eyesore and seems like we're building more overhead structures that will be a burden for future generations and something we'll regret. As shown with the 99 hwy tunnel, and other cities with underground transport options, the aesthetics for people living in these areas when locating transport routes below ground is SO much better.

For West Seattle Junction segment - On Page ES-21 I would prefer the longer tunnel option, not the elevated section on ES-19. This would again be a massive eyesore for the area and just provides more opportunities for homeless camps to move in below the structure.

#	Comments	Responses
1	There are many elevated sections in this plan. Overall I think from SODO onwards a tunnel to West Seattle is preferred. Or at least start the tunnel from the west duwamish area. I can't actually believe a massive elevated structure is being considered. On page ES-12 and ES-13 you show elevated sections. I think you should go with a tunnel option and none of the elevated options. This is a major eyesore and seems like we're building more overhead structures that will be a burden for future generations and something we'll regret. As shown with the 99 hwy tunnel, and other cities with underground transport options, the aesthetics for people living in these areas when locating transport routes below ground is SO much better. For West Seattle Junction segment - On Page ES-21 I would prefer the longer tunnel option, not the elevated section on ES-19. This would again be a massive eyesore for the area and just provides more opportunities for homeless camps to move in below the structure.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0214

Communication ID	Name	Email
498002	Erin Ward	vashonite@yahoo.com

Full Communication (3/14/2022)

As a West Seattle resident who works in Downtown Seattle, I am eagerly anticipating the completion of the West Seattle Extension. However, I am alarmed at the potential impact that the Preferred Elevated Alternatives for the West Seattle Junction Segment and the Delridge Segment would have on my neighborhood. Finding the money to pursue the tunnel options is my strong preference and it seems that the Draft EIS has pointed out the significantly reduced potential displacement of those options.

West Seattleites are not going to be thrilled with the idea of enduring further long-term road closures and detours after the awful mess of the West Seattle Bridge closure. But it would be preferable to seeing our neighbors' homes and businesses demolished and the neighborhood divided by elevated guideways.

#	Comments	Responses
1	I am alarmed at the potential impact that the Preferred Elevated Alternatives for the West Seattle Junction Segment and the Delridge Segment would have on my neighborhood. Finding the money to pursue the tunnel options is my strong preference and it seems that the Draft EIS has pointed out the significantly reduced potential displacement of those options. West Seattleites are not going to be thrilled with the idea of enduring further long-term road closures and detours after the awful mess of the West Seattle Bridge closure. But it would be preferable to seeing our neighbors' homes and businesses demolished and the neighborhood divided by elevated guideways.	Thank you for expressing support for the West Seattle Link Extension. Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0215

Communication ID	Name	Email
498008	Rebecca Nuffer	Rebeccabnuffer@gmail.com

Full Communication (3/14/2022)

After living in West Seattle for several years, we can certainly see the benefit of a light rail. Public transit is sorely lacking, as are parking opportunities in the Junction.

However, looking through the proposals, I can't help but feel that price was the major consideration, not keeping residents and businesses in their homes. So many of the proposed routes would eliminate housing, already in extremely short supply. Regardless of the compensation (which I doubt would be a true market value), there aren't enough homes for all of those displaced people to stay in West Seattle and benefit from this project if they choose. It sets a terrifying precedent in looking at what future transit development would mean.

Further, if the point of a light rail is to transport more people a farther distance faster, the Avalon street station seems like a complete waste. It is so close to the others, what benefit could that possibly provide? At that point, a bus would be far more efficient and much less destructive.

Hearing from so many around me, I know these concerns are widespread.

I hope you'll spend more time finding ways to make transportation accessible without destroying the neighborhoods that make West Seattle such an amazing, warm, and welcoming community. More tunnels, more integration with existing bus infrastructure, and more considerations for traffic and pedestrian concerns.

#	Comments	Responses
1	However, looking through the proposals, I can't help but feel that price was the major consideration, not keeping residents and businesses in their homes. So many of the proposed routes would eliminate housing, already in extremely short supply. Regardless of the compensation (which I doubt would be a true market value), there aren't enough homes for all of those displaced people to stay in West Seattle and benefit from this project if they choose. It sets a terrifying precedent in looking at what future transit development would mean.	Please see responses to CCG3 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	After living in West Seattle for several years, we can certainly see the benefit of a light rail. Public transit is sorely lacking, as are parking opportunities in the Junction.	Thank you for expressing support for the West Seattle Link Extension.
3	Further, if the point of a light rail is to transport more people a farther distance faster, the Avalon street station seems like a complete waste. It is so close to the others, what benefit could that possibly provide? At that point, a bus would be far more efficient and much less destructive. Hearing from so many around me, I know these concerns are widespread.	Please see response to CC2j in Table 7-1.

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Comment Submittal 0216

Communication ID	Name	Email
498012	Efrain Hudnell	emoneyvi@gmail.com

Full Communication (3/14/2022)

Please consider rider experience; this will be a system that people in Seattle will be using for 100 years! Specifically, consider the effect of lengthy travel times from surface to platform!

Please also consider lifespan of current 4th avenue viaduct before committing to a design! The 4th avenue viaduct is nearing end of lifespan and efforts to mitigate impacts to the community by building on 5th avenue do not make sense if 4th avenue must be replaced anyway. Additionally, a 4th avenue station potentially better creates a transit hub by reducing automobile lanes on 4th avenue, thus prioritizing pedestrians and using the space around Union station between Line-1 and sounder/Amtrak service.

#	Comments	Responses
1	Please consider rider experience; this will be a system that people in Seattle will be using for 100 years! Specifically, consider the effect of lengthy travel times from surface to platform!	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
2	Please also consider lifespan of current 4th avenue viaduct before committing to a design! The 4th avenue viaduct is nearing end of lifespan and efforts to mitigate impacts to the community by building on 5th avenue do not make sense if 4th avenue must be replaced anyway. Additionally, a 4th avenue station potentially better creates a transit hub by reducing automobile lanes on 4th avenue, thus prioritizing pedestrians and using the space around Union station between Line-1 and sounder/Amtrak service.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0217

Communication ID	Name	Email
498015	Krystal Miller	krystalannmiller@gmail.com

Full Communication (3/14/2022)

I'm concerned about the Avalon station being dropped. Please keep it. This area is so key for dense/TOD housing in the next decade and the walkability/rollability between this location and the proposed Junction locations is daunting. Indirect routes with roadways 4-lanes or more to cross, and very few signaled crossings. Missing sidewalks and no bike infrastructure between Avalon and the Junction, and the Fauntleroy Way project is at least 10 years delayed as of now. The Delridge station access from the Avalon station isn't even possible for most in a reasonable amount of time due to the topography. It's a very challenging walk to make that connection. The housing opportunities at Avalon alone should be enough to keep it, but the existing urban design of getting to other stations from 35th and Avalon without cars will be a tipping point for ridership for people who have to make connections in that area. Think of all-ages, all-abilities for accessing light rail!

#	Comments	Responses
1	I'm concerned about the Avalon station being dropped. Please keep it. This area is so key for dense/TOD housing in the next decade and the walkability/rollability between this location and the proposed Junction locations is daunting. Indirect routes with roadways 4-lanes or more to cross, and very few signaled crossings. Missing sidewalks and no bike infrastructure between Avalon and the Junction, and the Fauntleroy Way project is at least 10 years delayed as of now. The Delridge station access from the Avalon station isn't even possible for most in a reasonable amount of time due to the topography. It's a very challenging walk to make that connection. The housing opportunities at Avalon alone should be enough to keep it, but the existing urban design of getting to other stations from 35th and Avalon without cars will be a tipping point for ridership for people who have to make connections in that area. Think of all-ages, all-abilities for accessing light rail!	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0218

Communication ID	Name	Email
498021	Aaron Lichtner	alichtner@gmail.com

Full Communication (3/15/2022)

The stations seem particularly deep. How will we make sure that it's easy for users to get to them. Escalators are currently often out of order. The depth will increase cost and complexity.

#	Comments	Responses
1	The stations seem particularly deep. How will we make sure that it's easy for users to get to them. Escalators are currently often out of order. The depth will increase cost and complexity.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0219

Communication ID	Name	Email
498066	Jamie Brewer	brew101870@gmail.com

Full Communication (3/15/2022)

As a resident of West Seattle, I fully support the extension. With the bridge situation especially what it is, a light rail option would be more than welcome!

#	Comments	Responses
1	As a resident of West Seattle, I fully support the extension. With the bridge situation especially what it is, a light rail option would be more than welcome!	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0220

Communication ID	Name	Email
498089	Shane Dombrowski	shane.dombrowski.547925765@p2a.co; shane.m.dombrowski@gmail.com

Full Communication (3/15/2022)

Hello,

I recently read through the WSB Link Draft EIS and have provided my feedback and concerns below, starting from West Seattle and going north along the proposed route:

WEST SEATTLE

Avalon Station should be cut from the project entirely, or at least pushed to a future date and the current project be built with the future station location in mind. An estimated 7,600 daily riders seems very optimistic for a station adjacent to a golf course, especially when looking at the \$1.7 billion cost. This is very excessive for one of two stations in a single segment. The focus should be put on Alaska Junction Station, planned for an area already dense and thriving enough to warrant a station. Plus, Avalon Station is about 4-6 blocks away from the Alaska Junction Station. This doesn't make sense from a walkshed perspective, especially for the price. I don't have a preferred alternative here to the inclusion other than keeping the stations close to the surface. See my following Delridge comment.

DELRIDGE:

We must choose the 60-foot stations. The deeper or higher we build our stations, the less likely people are to use it. We must think of it from a rider experience perspective: transit should be as easy and convenient as possible. Taking elevators or escalators to reach far away platforms worsens the overall experience. We should focus on accessibility and ease of use over cost here in my opinion. Thus, DEL-2A is the best option. This keeps the station accessible.

DUWAMISH:

Unfortunately, the West Seattle Bridge will be repaired rather than rebuilt, so the option of a multi- mode bridge is out. It seems we are on the hook for our own rail bridge. My concern here is cost; this is a very expensive segment to connect a lower-density region to the city. There also no stations in this segment, which is a further lack in investment. I understand there isn't much we can do other than a bridge, but I'm having trouble convincing myself the West Seattle rail bridge is needed before Ballard Link. Is there consideration for bus rapid transit instead of jumping straight to rail in West Seattle?

If we must build rail, I honestly believe DUW-2 is the best option, followed closely by DUW-1A. If we're going to build a bridge, let's eat a slightly higher cost and do it right.

SODO:

I think SODO-1A is the alternative that brings the best service to all riders. It avoids two at-grade conflicts at both Lander and Holgate, something that continues to plague the MLK Jr. segment. Rail should not be allowed at grade-level ever, so this is an improvement. I'm unsure of the USPS facility surface parking impacts, but this option seems to minimize overall impact and balance cost.

CHINATOWN - ID:

Again, we must choose either CID-1A or CID-2A. These deep stations are extremely excessive and easily begin eating into the daily convenience and usefulness of the system, especially if a trip includes transfers. Some of these stations are 180 feet deep. Getting to and from the platform could take 5-8 minutes, which is the headway of frequent commuter buses. At that point people would just rather stay on the surface to catch a bus than deal with getting to and from a deep station. CID-2A is the best choice because it keeps the station within a reasonable access distance for a better cost. CID-1A is a close second for the less displaced businesses but a much higher cost.

DOWNTOWN:

DT-1 is the clear choice here. Fewer economic impacts, better costs, fewer impact intersections, and a new pedestrian plaza on 9th Avenue in the heart of our city. We certainly should not be concerned about "increases in pedestrian and bicycle activity around the stations" increasing intersection delays. This is a symptom of a healthy, functioning, safe city, something which we are striving for. However, is there consideration to cutting the South Lake Union Station? The location is poor being right next to SR 99 in both alternatives: by the ventilation shafts of the road

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itself. Not great for people using transit. Also, the Denny Station is closer to South Lake Union, so even moving the SLU makes it more redundant.

I think this downtown segment shows the most promise. Very exciting, but again, I urge Sound Transit to reconsider the station depths. The further we push these platforms underground, the less convenient and accessible we make the system. Yes, I understand shallow tunneling or cut-and-cover is much more painful, but when has anything great ever come easy? We can take the cheap and easy way out, but the system will suffer long-term and never reach its full potential. This can be seen in the MLK Jr. at-grade segments, an area which is going to become the capacity and safety chokehold on the regional system. We're spending a lot of money to do this new downtown tunnel, so let's be sure to optimize the efficiency, ease of use, and user experience. Let's do it right, not quick and easy.

SOUTH INTERBAY:

I really recommend SIB-2 alternative, but has there been consideration to delay or cut the Galer Station? This is not a residential and high-density commercial area; it's mostly big box stores and auto shops. I'm hesitant to "spur" growth by simply building a station, so I'm unsure why this station is being built in a "walkshed desert". Small improvements to the RapidRide D Line could have great impacts here for less cost.

This alternative also has lower residential and park impacts than the current Sound Transit alternative.

Finally, SIB-2 is the preferred alternative because it aligns with the 15th Ave W transportation corridor. This keeps the door open for additional stations along 15th Ave W, a corridor with more existing development and the potential for more in-fill than the BNSF railyard and Interbay Golf Course. This also aligns much better with the preferred alternative for stations along 15th Ave W in Interbay and Ballard. See below.

INTERBAY:

Locating the Interbay Station at Thorndyke Ave W and 17th Ave W would be a colossal mistake. This area is even more pedestrian hostile and lacking in residential/walkable development than the Galer Station. Thus, we must build the Interbay Station along 15th Ave W. This is the major development and transportation artery of Interbay; most of the residential and commercial business is along 15th Ave W, not to mention the major transit stops as well. Putting the station on Thorndyke does not prioritize transit users in the slightest. Walkability improvements along Dravus into Magnolia and Queen Anne would help encourage the walkshed, something that would not be helped by tucking the Interbay Station into a corner of Thorndyke.

For Ballard, we should not be building a station any further east than 15th Ave W. Thus, let's elevate it. Ideally we'd locate the Ballard Station somewhere between 15th and 20th to align with existing dense and walkable neighborhoods and businesses. The RapidRide D Line is already frustrating enough along 15th Ave when trying to access Ballard, so putting the Link station further east would just disincenstize more folks from using it to access Ballard. 14th Ave W is mostly big box stores, parking lots, and warehouses. It certainly does not warrant heavy rail investment at this time. Let's keep the station on 15th Ave W, preferably further east. No preferred alternative here; there needs to be an option with a station on 15th Ave W in Interbay and Ballard, elevated or tunneled. That does not exist at the moment and I urge Sound Transit to consider such an alternative from the perspective of existing development, rider experience, and ease of access.

Overall, I appreciate the effort and time Sound Transit has taken to assemble this document. It has provided valuable insight into a project I am very excited for. If there are any questions regarding my comments, please reach out!

-Shane

#	Comments	Responses
1	Avalon Station should be cut from the project entirely, or at least pushed to a future date and the current project be built with the future station location in mind. An estimated 7,600 daily riders seems very optimistic for a station adjacent to a golf course, especially when looking at the \$1.7 billion cost. This is very excessive for one of two stations in a single segment. The focus should be put on Alaska Junction Station, planned for an area already dense and thriving enough to warrant a station. Plus, Avalon Station is about 4-6 blocks away from the Alaska Junction Station. This doesn't make sense from a walkshed perspective, especially for the price.	Please see the response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	I don't have a preferred alternative here to the inclusion other than keeping the stations close to the surface. See my following Delridge comment.	Please see the responses to CC2e and CC2k in Table 7-1.
3	DELRIDGE: We must choose the 60-foot stations. The deeper or higher we build our stations, the less likely people are to use it. We must think of it from a rider experience perspective: transit should be as easy and convenient as possible. Taking elevators or escalators to reach far away platforms worsens the overall experience. We should focus on accessibility and ease of use over cost here in my opinion. Thus, DEL-2A is the best option. This keeps the station accessible.	Please see the responses to CCG2 and CC2e in Table 7-1.
4	Unfortunately, the West Seattle Bridge will be repaired rather than rebuilt, so the option of a multi-mode bridge is out. It seems we are on the hook for our own rail bridge. My concern here is cost; this is a very expensive segment to connect a lower-density region to the city. There also no stations in this segment, which is a further lack in investment. I understand there isn't much we can do other than a bridge, but I'm having troubling convincing myself the West Seattle rail bridge is needed before Ballard Link. Is there consideration for bus rapid transit instead of jumping straight to rail in West Seattle?	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
5	If we must build rail, I honestly believe DUW-2 is the best option, followed closely by DUW-1A. If we're going to build a bridge, let's eat a slightly higher cost and do it right.	Please see the response to CCG2 in Table 7-1.
6	I think SODO-1A is the alternative that brings the best service to all riders. It avoids two at-grade conflicts at both Lander and Holgate, something that continues to plague the MLK Jr. segment. Rail should not be allowed at grade-level ever, so this is an improvement. I'm unsure of the USPS facility surface parking impacts, but this option seems to minimize overall impact and balance cost.	Please see the response to CCG2 in Table 7-1.
7	we must choose either CID-1A or CID-2A. These deep stations are extremely excessive and easily begin eating into the daily convenience and usefulness of the system, especially if a trip includes transfers. Some of these stations are 180 feet deep. Getting to and from the platform could take 5-8 minutes, which is the headway of frequent commuter buses. At that point people would just rather stay on the surface to catch a bus than deal with getting to and from a deep station. CID-2A is the best choice because it keeps the station within a reasonable access distance for a better cost. CID-1A is a close second for the less displaced businesses but a much higher cost.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	DT-1 is the clear choice here. Fewer economic impacts, better costs, fewer impact intersections, and a new pedestrian plaza on 9th Avenue in the heart of our city. We certainly should not be concerned about "increases in pedestrian and bicycle activity around the stations" increasing intersection delays.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	is there consideration to cutting the South Lake Union Station? The location is poor being right next to SR 99 in both alternatives: by the ventilation shafts of the road itself. Not great for people using transit. Also, the Denny Station is closer to South Lake Union, so even moving the SLU makes it more redundant.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
10	I think this downtown segment shows the most promise. Very exciting, but again, I urge Sound Transit to reconsider the station depths. The further we push these platforms underground, the less convenient and accessible we make the system.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	I really recommend SIB-2 alternative, but has there been consideration to delay or cut the Galer Station? This is not a residential and high-density commercial area; it's mostly big box stores and auto shops. I'm hesitant to "spur" grow1h by simply building a station, so I'm unsure why this station is being built in a "walkshed desert". Small improvements to the RapidRide D Line could have great impacts here for less cost.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	This alternative also has lower residential and park impacts than the current Sound Transit alternative. Finally, SIB-2 is the preferred alternative because it aligns with the 15th Ave W transportation corridor. This keeps the door open for additional stations along 15th Ave W, a corridor with more existing development and the potential for more in-fill than the BNSF railyard and Interbay Golf Course. This also aligns much better with the preferred alternative for stations along 15th Ave W in Interbay and Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Locating the Interbay Station at Thorndycke Ave W and 17th Ave W would be a colossal mistake. This area is even more pedestrian hostile and lacking in residential/walkable development than the Galer Station. Thus, we must build the Interbay Station along 15th Ave W. This is the major development and transportation artery of Interbay; most of the residential and commercial business is along 15th Ave W, not to mention the major transit stops as well. Putting the station on Thorndycke does not prioritize transit users in the slightest. Walkability improvements along Dravus into Magnolia and Queen Anne would help encourage the walkshed, something that would not be helped by tucking the Interbay Station into a corner of Thorndycke.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	For Ballard, we should not be building a station any further east than 15th Ave W. Thus, let's elevate ii. Ideally we'd locate the Ballard Station somewhere between 15th and 20th to align with existing dense and walkable neighborhoods and businesses. The RapidRide D Line is already frustrating enough along 15th Ave when trying to access Ballard, so putting the Link station further east would just disicnestize more folks from using it to access Ballard. 14th Ave Wis mostly big box stores, parking lots, and warehouses. It certainly does not warrant heavy rail investment at this time.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	Overall, I appreciate the effort and time Sound Transit has taken to assemble this document. It has provided valuable insight into a project I am very excited for.	Thank you for your support of the West Seattle and Ballard Link Extensions Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0221

Communication ID	Name	Email
498103	Bradley Worthington	bradley.worthingtonvtg@gmail.com

Full Communication (3/16/2022)

please save or help save blade galleys building

#	Comments	Responses
1	please save or help save blade galleys building	Your concern regarding the potential displacement of BladeGallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0222

Communication ID	Name	Email
498164	Colleen Hinton	colleenmhinton@msn.com

Full Communication (3/16/2022)

The Draft EIS pertaining to the West Seattle portion of the extension (which is closest to where I live) appears to have a number of negative impacts on the West Seattle community and the environment - a reduction in housing units, huge cost to build, major fossil fuel use to build, lengthy construction period impacting those living near the light rail line. I would much prefer strong consideration be given to the alternative West Seattle Skylink project, which would be much less of an impact in all these areas I mentioned, as well as cost much less, and be much more climate friendly.

#	Comments	Responses
1	The Draft EIS pertaining to the West Seattle portion of the extension (which is closest to where I live) appears to have a number of negative impacts on the West Seattle community and the environment - a reduction in housing units, huge cost to build, major fossil fuel use to build, lengthy construction period impacting those living near the light rail line. I would much prefer strong consideration be given to the alternative West Seattle SkyLink project, which would be much less of an impact in all these areas I mentioned, as well as cost much less, and be much more climate friendly.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0223

Communication ID	Name	Email
498166	Christopher Cartmill	CCCircuiti8@gmail.com

Full Communication (3/16/2022)

Please do not repeat the mistakes of the Alaska viaduct. Keep as much of the tunnel underground as economically viable. The issue of noise pollution has been on the rise over the last few decades and the danger to the public greatly increases with aboveground rail.

You can best serve my community with greater distance traveled between stops and a focus on going through the center of mean population density.

Please consider the teal line a high priority for this section of light rail expansion. Thank you

#	Comments	Responses
1	Please do not repeat the mistakes of the Alaska viaduct. Keep as much of the tunnel underground as economically viable. The issue of noise pollution has been on the rise over the last few decades and the danger to the public greatly increases with aboveground rail.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	You can best serve my community with greater distance traveled between stops and a focus on going through the center of mean population density.	The project was included in the Sound Transit 3 Plan, which identified mode, corridor, and station areas. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership and access.
3	Please consider the teal line a high priority for this section of light rail expansion.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0224

Communication ID	Name	Email
498218	Simon Duchastel	simon@duchastel.com

Full Communication (3/17/2022)

I'm very happy to see the WSBLE moving forward. This will be extremely impactful to my daily travel. I live in downtown and work in downtown and don't own a car - I rely entirely on transit to get around. Thank you for building this extension!

I'm primarily worried about station access and about how deep some of them will be. In particular, I'm concerned about some of the alternatives of Midtown Station being elevator-only access. As someone who uses the tunnel stations on the 1-line all the time, I see a notable difference in rider experience for shallow station (like International District Station) vs. deeper stations (like University of Washington or Beacon Hill). Given that tens of thousands of people will be using these stations daily for many decades, I'm concerned about the time and difficulty for people to access the platform in many of these stations (particularly for the downtown stations, which I expect will be very busy).

I'm very happy to see the whole line be grade separated. I've been stuck at a stoplight in the Rainier Valley on the link, so I think avoiding this problem in this alignment is a great idea.

I'm also very excited for Westlake Station and International District Station to become major transfer points. In my experience on other stations, having extremely easy to navigate and accessible transfer stations that provide access to many lines on the system is a huge benefit for riders. I hope rider transfer between lines is prioritized to be as smooth as possible and am very excited to see these transfer stations being built.

I'd also like to have this extension built as quickly as possible to ensure people can use it to get around our growing city promptly. However, I also appreciate this is a very complicated project and that these things take time.

Overall, please consider making the stations less deep to ensure that rider access to the platform is as fast and convenient as possible. I'm very excited and optimistic about this extension though and am looking forward to it being built - thank you for all of your hard work!

#	Comments	Responses
1	I'm primarily worried about station access and about how deep some of them will be. In particular, I'm concerned about some of the alternatives of Midtown Station being elevator-only access. As someone who uses the tunnel stations on the 1-line all the time, I see a notable difference in rider experience for shallow station (like International District Station) vs. deeper stations (like University of Washington or Beacon Hill). Given that tens of thousands of people will be using these stations daily for many decades, I'm concerned about the time and difficulty for people to access the platform in many of these stations (particularly for the downtown stations, which I expect will be very busy).	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the depth of Midtown Station for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	I'm also very excited for Westlake Station and International District Station to become major transfer points. In my experience on other stations, having extremely easy to navigate and accessible transfer stations that provide access to many lines on the system is a huge benefit for riders. I hope rider transfer between lines is prioritized to be as smooth as possible and am very excited to see these transfer stations being built!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I'd also like to have this extension built as quickly as possible to ensure people can use it to get around our growing city promptly. However, I also appreciate this is a very complicated project and that these things take time.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0225

Communication ID	Name	Email
498248	Rachel Doyle	karpf.rachel@gmail.com

Full Communication (3/17/2022)

Please listen to the needs of community members who need access to important cultural institutions. Please minimize construction and consider alternatives that will allow access to the streets while under construction.

#	Comments	Responses
1	Please listen to the needs of community members who need access to important cultural institutions. Please minimize construction and consider alternatives that will allow access to the streets while under construction.	Please see response to CC3d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on potential for construction impacts on cultural institutions. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0226

Communication ID	Name	Email
498252	James Zhao	jameszhaojy@gmail.com

Full Communication (3/17/2022)

The city of Seattle and its metropolitan area seem to develop vertically, spanning from south (Portland) to north (US-Canada border). That mapping effectively undermines the public transit needs of east-west regions, such as Redmond and Olympia. Given that a number of technology- led firms settle in the eastern part of Seattle, it's worth extending the reach of public system over there. The company can even partner with private firms and engage them in fulfilling corporate responsibility, while allowing employees to travel easily.

#	Comments	Responses
1	Given that a number of technology-led firms settle in the eastern part of Seattle, it's worth extending the reach of public system over there. The company can even partner with private firms and engage them in fulfilling corporate responsibility, while allowing employees to travel easily.	Thank you for your comment; however, this is beyond the scope of the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0227

Communication ID	Name	Email
498257	Nicole Mazzuca	mazzucan@outlook.com

Full Communication (3/17/2022)

I think any of the Elevated 41st/42nd, Tunnel 41st, and Tunnel 42nd are reasonable options; however, the other preferred alternative of Elevated Fauntleroy is, I think, disastrous for accessibility of the station to the West Seattle Junction, especially since California is the only place where we can currently build density and therefore is where all of the density is. We need to make certain that as many people as possible can access the station,

However, I think given the history that Sound Transit has with vertical conveyance, I think that the tunnel stations would be a terrible mistake, Unless ST can start guaranteeing that their vertical conveyance is always working, going down 7 flights of stairs is disastrous, Additionally, going down 7 flights of escalators would also be... not great. I hope that the elevated 41st/42nd station becomes the alternative we take.

#	Comments	Responses
1	I think any of the Elevated 41st/42nd, Tunnel 41st, and Tunnel 42nd are reasonable options; however, the other preferred alternative of Elevated Fauntleroy is, I think, disastrous for accessibility of the station to the West Seattle Junction, especially since California is the only place where we can currently build density and therefore is where all of the density is. We need to make certain that as many people as possible can access the station,	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	However, I think given the history that Sound Transit has with vertical conveyance, I think that the tunnel stations would be a terrible mistake. Unless ST can start guaranteeing that their vertical conveyance is always working, going down 7 flights of stairs is disastrous. Additionally, going down 7 flights of escalators would also be... not great. I hope that the elevated 41st/42nd station becomes the alternative we take.	Please see response to CC2k in Table 7-1.

Comment Submittal 0228

Communication ID	Name	Email
498258	Barbara Arenz	barbara.arenz@gmail.com

Full Communication (3/17/2022)

The Andover Street location of the Delridge station should be built because it has the fewest residential displacements, no park impacts, and is cost favorable.

My husband and I live on Southwest Adams Street in the Youngstown neighborhood near the proposed Delridge station. The Andover Street location is the only one that will not decimate our neighborhood community. The Draft EIS determined (reference page ES-18) that this location has the fewest residential displacements. Our Youngstown neighborhood continues to advocate for this alternative as we engage in the planning phases.

The purpose of the WSBLE Project includes the following: "Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor" and "Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices" (reference page 1-4 of the Draft EIS). The Andover Street station location aligns most closely with this purpose because it has the fewest residential displacements and environmental impacts in the communities it is designed to serve.

We agree that the other station locations at Dakota Street and Delridge Way would have the "greatest impact on neighborhood character due to the extent of displacements, the isolation of residences that would remain" and "these alternatives would impact the most area with sensitive viewers due to their height and location in the neighborhood" (reference page ES-18).

The Youngstown neighborhood is currently a very quiet park-like area with beautiful old growth coniferous trees. The tallest tree top near my house, right across from the proposed Dakota Street station location is 60 feet tall, way up in the sky, and often with a brave large bird at its top. It is terrifying and heartbreaking to look toward the proposed Dakota Street station imagining so many of my neighbors gone and replaced with the station towering right above me, at least to almost double the height of that tallest old growth tree (60-110 feet [reference Draft EIS page ES-13 to ES-16]). As the Draft EIS did not include visualizations illustrating my perspective, I created one showing how even the "lower height" 60' Dakota Street station location would decimate our Youngstown neighborhood (see attached Figure 1).

Please don't uproot all these Youngstown families from the neighborhood community you intend to serve when there is a station location at Andover with significantly fewer residential displacements. Transit Oriented Development (TOD) must minimize impacts to existing communities in order to integrate with rather than replace the community it serves. According to Sound Transit's Resolution No. R2018-10 (reference 2.4.1.c), Sound Transit identifies and pursues strategies that minimize displacement of individuals from properties impacted by Sound Transit. Please maintain Sound Transit's commitment to this approach by selecting the Andover Street station to preserve our Youngstown community.

The tree canopy extends well above Longfellow Creek Park, including many old trees that are home to a huge variety of bird species. We always see herons, eagles, and waterbirds flying above the tree canopy between the West Seattle Golf Course and Longfellow Creek Park. This wetland includes part of the West Seattle Golf Course and Longfellow Creek Park (identified in the Draft EIS Ecosystems Technical Report Figure 3-1 as "Wetland WSE2 and WSE3") and is currently a wide open quiet area free from obstructions. Putting light rail line between the Golf Course and Longfellow Creek Park cuts right through the middle and would risk ruining this precious habitat (50-150 feet according to Draft EIS page ES-13 to ES-15). The Draft EIS Ecosystems Technical report describes the value of these WSE2 and WSE3 wetlands as, "Category II due to their higher levels of water quality functions, flood storage, and wildlife habitat. These wetlands flank the fish-bearing Longfellow Creek, to the north and south of Southwest Genesee Street. Beaver activity is evident in both wetlands WSE2 and WSE3; shrub and tree layers could provide shelter for other wetland-associated mammals and birds; and areas with seasonal inundation could provide amphibian habitat. Physical and biological restoration efforts have occurred in the creek, starting in the 1990s, and included native tree and shrub plantings around wetland WSE3 and along the forested portions of the creek."

This alignment pulling light rail line between the Golf Course and Longfellow Creek Park would newly surround Longfellow Creek Park with noise and create tall obstructions squarely in the flight path for birds. Instead putting the light rail line close to the West Seattle Bridge and the Nucor Plant at the Andover station location would be an ideal location since it is an already noisy area with tall structural obstructions. I created a visualization of the auditory impact based on my years of experience living adjacent to Longfellow Creek Park in the Youngstown neighborhood (see attached Figure 2).

Appendix O. Draft EIS Comment Summary and Response to Comments

According to the Draft EIS ridership estimates, the Delridge station will service more vehicular traffic, compared to the Junction and Avalon stations. This creates unfair impacts on our Youngstown neighborhood with decreased air quality and traffic noise if the station replaces the middle of our quiet Youngstown neighborhood (Dakota Street location). The station should be placed nearest to the West Seattle Bridge and Nucor at the Andover Street Station to avoid disproportionate impacts to our neighborhood.

Please select the Andover Street station location. It is hurtful to think that our neighborhood may be disproportionately impacted by Light Rail if one of the other locations are selected. We are a quiet hardworking community. I beg you. please hear me. My neighbors matter. The community of Youngstown matters. The Andover Street station location is the only one that preserves our Youngstown neighborhood. The Andover Street station location has the fewest residential displacements of any of the station options at Delridge. The Andover Street station also has no park effects and one of the most cost favorable locations. The fair and equitable decision is selection of the Andover Street location.

Please note Figure 1 and Figure 2 referenced above were emailed to WSBLEDEIScomments@soundtransit.org.

Documents:

FIGURE 1.pdf

FIGURE 2.pdf

#	Comments	ResponsesMan
1	<p>The Andover Street location of the Delridge station should be built because it has the fewest residential displacements, no park impacts, and is cost favorable. My husband and I live on Southwest Adams Street in the Youngstown neighborhood near the proposed Delridge station. The Andover Street location is the only one that will not decimate our neighborhood community. The Draft EIS determined (reference page ES-18) that this location has the fewest residential displacements. Our Youngstown neighborhood continues to advocate for this alternative as we engage in the planning phases. The purpose of the WSBL Project includes the following "Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor" and "Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices" (reference page 1-4 of the Draft EIS). The Andover Street station location aligns most closely with this purpose because it has the fewest residential displacements and environmental impacts in the communities it is designed to serve. We agree that the other station locations at Dakota Street and Delridge Way would have the "greatest impact on neighborhood character due to the extent of displacements, the isolation of residences that would remain" and "these alternatives would impact the most area with sensitive viewers due to their height and location in the neighborhood" (reference page ES-18). The Youngstown neighborhood is currently a very quiet park-like area with beautiful old growth coniferous trees. The tallest tree top near my house, right across from the proposed Dakota Street station location is 60 feet tall, way up in the sky, and often with a brave large bird at its top. It is terrifying and heartbreaking to look toward the proposed Dakota Street station imagining so many of my neighbors gone and replaced with the station towering right above me, at least to almost double the height of that tallest old growth tree (60-110 feet [reference Draft EIS page ES-13 to ES-16]). As the Draft EIS did not include visualizations illustrating my perspective, I created one showing how even the "lower height" 60' Dakota Street station location would decimate our Youngstown neighborhood (see attached Figure 1). Please don't uproot all these Youngstown families from the neighborhood community you intend to serve when there is a station location at Andover with significantly fewer residential displacements. Transit Oriented Development (TOD) must minimize impacts to existing</p>	<p>Your preference for the Andover Street location of the Delridge Station has been noted. Please see the responses to CCG2, CC4.1b, CC4.4a, CC4.5a, CC4.7a, and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, for more information about potential air quality impacts, and Section 4.9, Ecosystems, for information on ecosystem impacts and proposed mitigation.</p>

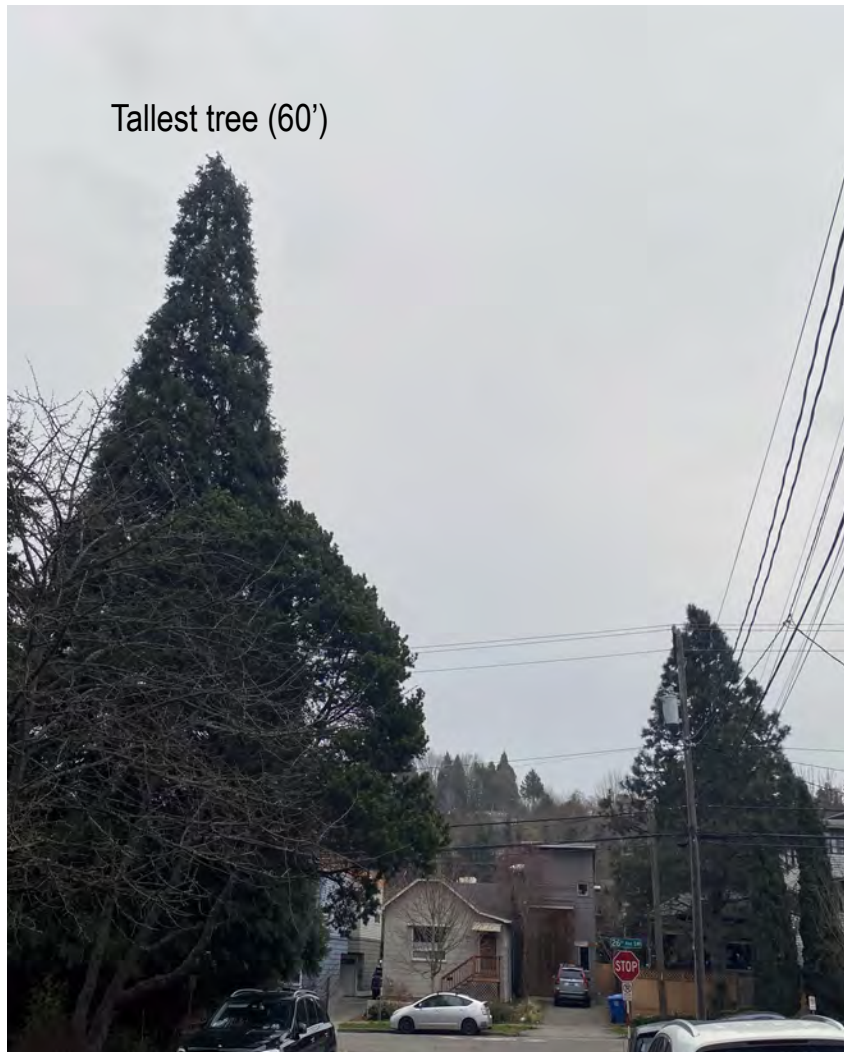
Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	ResponsesMan
	<p>communities in order to integrate with rather than replace the community it serves. According to Sound Transit's Resolution No. R2018-10 (reference 2.4.1.c), Sound Transit identifies and pursues strategies that minimize displacement of individuals from properties impacted by Sound Transit. Please maintain Sound Transit's commitment to this approach by selecting the Andover Street station to preserve our Youngstown community. The tree canopy extends well above Longfellow Creek Park, including many old trees that are home to a huge variety of bird species. We always see herons, eagles, and waterbirds flying above the tree canopy between the West Seattle Golf Course and Longfellow Creek Park. This wetland includes part of the West Seattle Golf Course and Longfellow Creek Park (identified in the Draft EIS Ecosystems Technical Report Figure 3-1 as "Wetland WSE2 and WSE3") and is currently a wide open quiet area free from obstructions. Putting light rail line between the Golf Course and Longfellow Creek Park cuts right through the middle and would risk ruining this precious habitat</p> <p>(50-150 feet according to Draft EIS page ES-13 to ES-15). The Draft EIS Ecosystems Technical report describes the value of these WSE2 and WSE3 wetlands as, "Category II due to their higher levels of water quality functions, flood storage, and wildlife habitat. These wetlands flank the fish- bearing Longfellow Creek, to the north and south of Southwest Genesee Street. Beaver activity is evident in both wetlands WSE2 and WSE3; shrub and tree layers could provide shelter for other wetland-associated mammals and birds; and areas with seasonal inundation could provide amphibian habitat. Physical and biological restoration efforts have occurred in the creek, starting in the 1990s, and included native tree and shrub plantings around wetland WSE3 and along the forested portions of the creek." This alignment putting light rail line between the Golf Course and Longfellow Creek Park would newly surround Longfellow Creek Park with noise and create tall obstructions squarely in the flight path for birds. Instead putting the light rail line close to the West Seattle Bridge and the Nucor Plant at the Andover station location would be an ideal location since it is an already noisy area with tall structural obstructions. I created a visualization of the auditory impact based on my years of experience living adjacent to Longfellow Creek Park in the Youngstown neighborhood (see attached Figure 2). According to the Draft EIS ridership estimates, the Delridge station will service more vehicular traffic, compared to the Junction and Avalon stations. This creates unfair impacts on our Youngstown neighborhood with decreased air quality and traffic noise if the station replaces the middle of our quiet Youngstown neighborhood (Dakota Street location). The station should be placed nearest to the West Seattle Bridge and Nucor at the Andover Street Station to avoid disproportionate impacts to our neighborhood. Please select the Andover Street station location. It is hurtful to think that our neighborhood may be disproportionately impacted by Light Rail if one of the other locations are selected. We are a quiet hardworking community. I beg you, please hear me. My neighbors matter. The community of Youngstown matters. The Andover Street station location is the only one that preserves our Youngstown neighborhood. The Andover Street station location has the fewest residential displacements of any of the station options at Delridge. The Andover Street station also has no park effects and one of the most cost favorable locations. The fair and equitable decision is selection of the Andover Street location.</p>	

FIGURE 1

Youngstown Neighborhood Today:

Our quiet community looking East toward 26th Avenue



Youngstown Wiped Out By Dakota St. Station:

60' station decimating the neighborhood (higher 110' not shown here)



FIGURE 2

Delridge Segment Alternatives 3D Model *Current Noise Pattern in Red*



Delridge Segment Alternatives 3D Model *Andover Street Station Noise Pattern in Red*



Delridge Segment Alternatives 3D Model *Dakota Street Station Noise Pattern in Red*



Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0229

Communication ID	Name	Email
498270	Richard Hunt	rtjhunt@gmail.com

Full Communication (3/18/2022)

Hello,

I just got back from two months in Thailand and I enjoyed how easy it was for me to get around Bangkok by using their Skytrain-elevated train, Metro--underground, frequent trains, boats, and buses to distant cities and towns. No need for a car there.

I applaud the current efforts to catch up to what we had before the advent of car ownership, but we are woefully behind this third-world country, Thailand, and the city, Bangkok, that I just visited.

With the spike in gas, public transportation is in greater need to accelerate the construction of mass transit like these plans.

For public transit to work for more people, the train and bus schedules during daytime hours should have us travelers' wait times no longer than 7-10 minutes and the price should be about \$1 per ride up to \$1.50 with discounts for monthly or yearly passes.

Thanks for the opportunity to comment. Richard Hunt

#	Comments	Responses
1	I just got back from two months in Thailand and I enjoyed how easy it was for me to get around Bangkok by using their Skytrain-elevated train, Metro--underground, frequent trains, boats, and buses to distant cities and towns. No need for a car there. I applaud the current efforts to catch up to what we had before the advent of car ownership, but we are woefully behind this third-world country, Thailand, and the city, Bangkok, that I just visited. With the spike in gas, public transportation is in greater need to accelerate the construction of mass transit like these plans. For public transit to work for more people, the train and bus schedules during daytime hours should have us travelers' wait times no longer than 7-10 minutes and the price should be about \$1 per ride up to \$1.50 with discounts for monthly or yearly passes.	Thank you for expressing support for the project. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.3, Operations and Maintenance, of the Final EIS for more information on train frequency.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0230

Communication ID	Name	Email
498452	George Fisher	fisherg@gmail.com

Full Communication (3/19/2022)

I am a Seattle resident who commuted to work via bus before the pandemic.

In general, in Seattle we want two things long term: (1) a system that is faster than driving (2) a system that will be finished in our lifetimes.

INTERBAY/BALLARD: It good to ride elevated light rail in the sunlight, less nice in tunnels. Transit riders want to enjoy our commute. If above ground is lower cost, this is an obvious choice. Tunnels are only good when necessary. Underground, you have no sense of place, making it harder for newcomers or visitors. Therefore, in Ballard, I strongly support the preferred elevated solution IBB- 1a (IBB-1b also).

Definitely not the moveable bridge (in 50 years our descendants will want the capacity.)

SOUTH LAKE UNION:

DT-1 offers the best pedestrian access to South Lake Union being on the east side of SR-99.

MIDTOWN:

DT-1. The alternative is next to the freeway which is a terrible place for transit.

CHINATOWN-INTERNATIONAL DISTRICT:

Deep stations are bad for transit. These transfer minutes are precious and add up over a lifetime. Shallow 5th (CID-2a) and shallow 4th (CID-1a) are the best options. This is a long term gain for residents of north west Seattle and west Seattle. Elevator-only access is only a good idea in infrequently accessed stations.

SODO Segment: This is a station where people will transfer. Transfer times are critical for riders of transit systems. Cross platform transfers are the easiest. At-Grade South Station Option SODO-1b is best followed by SODO-1a.

WEST SEATTLE:

The most cost effective solution that is politically feasible.

#	Comments	Responses
1	It good to ride elevated light rail in the sunlight, less nice in tunnels. Transit riders want to enjoy our commute. If above ground is lower cost, this is an obvious choice. Tunnels are only good when necessary. Underground, you have no sense of place, making it harder for newcomers or visitors. Therefore, in Ballard, I strongly support the preferred elevated solution IBB-1a (IBB-1b also).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Definitely not the moveable bridge (in 50 years our descendants will want the capacity.)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	SOUTH LAKE UNION: DT-1 offers the best pedestrian access to South Lake Union being on the east side of SR-99. MIDTOWN: DT-1. The alternative is next to the freeway which is a terrible place for transit.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Deep stations are bad for transit. These transfer minutes are precious and add up over a lifetime. Shallow 5th (CID-2a) and shallow 4th (CID-1a) are the best options. This is a long term gain for residents of north west Seattle and west Seattle. Elevator-only access is only a good idea in infrequently accessed stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	SODO Segment: This is a station where people will transfer. Transfer times are critical for riders of transit systems. Cross platform transfers are the easiest. At-Grade South Station Option SODO-1b is best followed by SODO-1a.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
6	WEST SEATTLE: The most cost effective solution that is politically feasible.	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0231

Communication ID	Name	Phones	Email
498464	Hollis Beebe		mrhollisbeebe@aol.com

Full Communication (3/19/2022)

I have reviewed the lite rail and Skykink proposals. In my opinion the Skylink proposal is a more cost effective and less neighborhood invasive plan.

#	Comments	Responses
1	I have reviewed the lite rail and Skykink proposals. In my opinion the Skylink proposal is a more cost effective and less neighborhood invasive plan.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0232

Communication ID	Name	Email
498467	Pamela Hamilton	phamilton391@comcast.net

Full Communication (3/19/2022)

All of the proposed elevated guideway sections in West Seattle need noise walls due to the residential density. Also, resilient track may be needed to dampen vibrations.

#	Comments	Responses
1	All of the proposed elevated guideway sections in West Seattle need noise walls due to the residential density. Also, resilient track may be needed to dampen vibrations.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the West Seattle Link Extension Final EIS for more information on noise and vibration, analysis of impacts, and proposed mitigation. Appendix N.3, Noise and Vibration Technical Report, also includes tables and maps with proposed mitigation locations.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0233

Communication ID	Name	Email
498473	Kyle Phelps	kyleaphelps@gmail.com

Full Communication (3/20/2022)

Please consider tunnel options closer to the Alaska Junction. They will have less of a visual impact, be closer to stores and restaurants and provide ample space for TOD. The light rail station on Capitol Hill is a great example of this.

#	Comments	Responses
1	Please consider tunnel options closer to the Alaska Junction. They will have less of a visual impact, be closer to stores and restaurants and provide ample space for TOD. The light rail station on Capitol Hill is a great example of this.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0234

Communication ID	Name	Email
498476	Robert M. Fleming Jr.	bob@fleming-family.com

Full Communication (3/20/2022)

Regarding the West Seattle - Downtown - Ballard corridor for Link Light Rail:

I propose that monorail would be a better option than light rail, because it would cost much less, be less disruptive, could be built in less time, and could open years sooner. There are other advantages as well.

For a much more detailed explanation, please go to my website at https://www.seattlemonorail.org/west_corridor.html

Bob Fleming, Seattle

#	Comments	Responses
1	Regarding the West Seattle - Downtown - Ballard corridor for Link Light Rail: I propose that monorail would be a better option than light rail, because it would cost much less, be less disruptive, could be built in less time, and could open years sooner. There are other advantages as well. For a much more detailed explanation, please go to my website at https://www.seattlemonorail.org/west_corridor.html	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0235

Communication ID	Name	Email
498480	Anton Babadjanov	antonba@antonba.com

Full Communication (3/20/2022)

Ease of use is a key method to encourage more transit ridership which in turn is key to alleviating congestion and improving the environment. My biggest concern for this regard is the depth of some of the stations and the required minutes-long descent/ascent. It would be great if station ingress/egress is kept within 90 seconds of the street including average wait times for elevators if such are needed. If that's possible using high-speed elevators, great, else I'd really like to see much shallower stations.

#	Comments	Responses
1	Ease of use is a key method to encourage more transit ridership which in turn is key to alleviating congestion and improving the environment. My biggest concern for this regard is the depth of some of the stations and the required minutes-long descent/ascent. It would be great if station ingress/egress is kept within 90 seconds of the street including average wait times for elevators if such are needed. If that's possible using high-speed elevators, great, else I'd really like to see much shallower stations.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0236

Communication ID	Name	Email
498507	Andrew Hu	andrew98034@gmail.com

Full Communication (3/21/2022)

Don't make super deep tunnels. They are bad for people trying to access the stations and they are expensive.

Any new stations built should be no deeper than UW station at Husky stadium. I have missed the Link too many times because I missed the elevator there. Elevators are slow and you have to wait for them. Walking down stairs/escalators are much faster and more reliable.

Don't make a mistake we'll be regretting for decades. Don't build deep.

#	Comments	Responses
1	Don't make super deep tunnels. They are bad for people trying to access the stations and they are expensive. Any new stations built should be no deeper than UW station at Husky stadium. I have missed the Link too many times because I missed the elevator there. Elevators are slow and you have to wait for them. Walking down stairs/escalators are much faster and more reliable.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0237

Communication ID	Name	Email
498616	Jacqueline Mallahan	jes04n@gmail.com

Full Communication (3/22/2022)

Hello'

Looking ahead to the growth that West Seattle will have in the near and far future I believe that having a Junction line that serves the western side of west seattle and an eastern line that serves the east side (delridge) is the best way to look at the future of mass transit in West Seattle.

Merging the lines farther south to have a direct route to Sea Tac Airport would be a great line item to add to your future plans. In order to not have to back track and recreate the lines down the road I think the current option of Andover to Avalon makes the most since. With this route you have the opportunity to reach riders farther north to have shorter bus commute to the link (the cost and impact on our residents homes is smaller so it just makes sense). This also creates a great opportunity for a future delridge line.

Thank you for your time

#	Comments	Responses
1	Looking ahead to the growth that West Seattle will have in the near and far future I believe that having a Junction line that serves the western side of west seattle and an eastern line that serves the east side (delridge) is the best way to look at the future of mass transit in West Seattle. Merging the lines farther south to have a direct route to Sea Tac Airport would be a great line item to add to your future plans. In order to not have to back track and recreate the lines down the road I think the current option of Andover to Avalon makes the most since. With this route you have the opportunity to reach riders farther north to have shorter bus commute to the link (the cost and impact on our residents homes is smaller so it just makes sense). This also creates a great opportunity for a future delridge line.	Please see responses to CCG2, CC1c, and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0238

Communication ID	Name	Email
498634	Kelly Charlton	kellycharlton@msn.com

Full Communication (3/22/2022)

Thank you for providing the opportunity to make suggestions.

1. Streetcars are stupid, Subways are smart.
2. Trains in tunnels have their own dedicated throughway and can connect with other forms of transit without having to compete and interact with other forms of transit.
3. Please connect all the transportation dots so each station along each line can connect with all the other modes of transit in the station or immediately next to the station.
4. Boston, New York, London, Paris, Tokyo, have all had subway systems for more than 100 years that have helped them become world class cities that are easy to navigate.
5. The transportation choices made today will still be in place 100 years in the future. What will Seattle look like in 100 years?
6. There are a number of Roman roads in the core of Rome, Paris, and London that are still in use today after 2,000 years. What will Seattle look like in 2,000 years?
7. The underground subway system in Kyiv today, and in London during WW1 and WW2, sheltered many of the citizens from the bombs and artillery devastation. I would like suggest all the trains and light rail be put into underground tunnels as a contingency in case of the unthinkable such as WW3.

Thank you for listening.

#	Comments	Responses
1	Streetcars are stupid, Subways are smart. Trains in tunnels have their own dedicated throughway and can connect with other forms of transit without having to compete and interact with other forms of transit.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Please connect all the transportation dots so each station along each line can connect with all the other modes of transit in the station or immediately next to the station.	Please see response to CC3a in Table 7-1.
3	I would like suggest all the trains and light rail be put into underground tunnels	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0239

Communication ID	Name	Email
498679	Tim Leong	timwleong@gmail.com

Full Communication (3/22/2022)

I have very eagerly anticipated reading and seeing the plans to extend the light rail. As someone who recently moved to the Seattle area, I incorrectly expected the train lines to be more developed to reduce the need to drive. I very much feel the need for public transportation to reduce our reliance on cars, on fossil fuel consumption, and exacerbation of roadway traffic as population continues to increase.

I will say that a lot of the WSBLE EIS goes into detail greater than I am able to comprehend. I recognize that there are great costs and sacrifices to expansion of light rail especially over land that has already been used for roads, commerce, and residences. However, as long as the situations are dealt in a fair market way, I see the benefits for all of greater import than the desires of the few displaced.

As a resident of WS, I look forward to seeing and potentially taking part in public meetings on further developments in the endeavor to expand light rail throughout the Seattle area.

Thank you for sharing this information publicly.

#	Comments	Responses
1	I very much feel the need for public transportation to reduce our reliance on cars, on fossil fuel consumption, and exacerbation of roadway traffic as population continues to increase. I will say that a lot of the WSBLE EIS goes into detail greater than I am able to comprehend. I recognize that there are great costs and sacrifices to expansion of light rail especially over land that has already been used for roads, commerce, and residences. However, as long as the situations are dealt in a fair market way, I see the benefits for all of greater import than the desires of the few displaced.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0240

Communication ID	Name	Email
498711	Nancy Nelson	nancynelson2012@gmail.com

Full Communication (3/23/2022)

The Fauntleroy and/or Alaska Junction light rail stations displaces hundreds of residents, hundreds of employees, and a multitude of small and large businesses that currently serve the area. West Seattle residents currently enjoy a highly valued walkable neighborhood. The historic neighborhood includes charming craftsman cottages with garden greenspace, condominium owners and hundreds of renters who ALL appreciate and are involved in the community. In light of our region's severe housing shortage, it seems logical to choose an option that is the least invasive to the neighborhood's current residents and businesses by either building a mass transit tunnel OR in conjunction with a more robust bus system, locate a park and ride with train station in close proximity to the West Seattle Bridge.

Decimating neighborhoods, displacing thousands of residents, businesses and local employees, and potentially expecting residents to live under high rise train tracks is an inhumane path to take in the name of progress when other much less harmful options are available.

Thank you for thoughtfully considering our input.

#	Comments	Responses
1	The Fauntleroy and/or Alaska Junction light rail stations displaces hundreds of residents, hundreds of employees, and a multitude of small and large businesses that currently serve the area. West Seattle residents currently enjoy a highly valued walkable neighborhood. The historic neighborhood includes charming craftsman cottages with garden greenspace, condominium owners and hundreds of renters who ALL appreciate and are involved in the community. In light of our region's severe housing shortage, it seems logical to choose an option that is the least invasive to the neighborhood's current residents and businesses by either building a mass transit tunnel OR in conjunction with a more robust bus system, locate a park and ride with train station in close proximity to the West Seattle Bridge. Decimating neighborhoods, displacing thousands of residents, businesses and local employees, and potentially expecting residents to live under high rise train tracks is an inhumane path to take in the name of progress when other much less harmful options are available.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0241

Communication ID	Name	Email
498766	Tiziana Kerton	taloisi@yahoo.com

Full Communication (3/24/2022)

Hello,

I am a longtime West Seattle resident. I have looked over the proposed plans and it seems the best option is to route the rail underground starting at Genesee and Avalon. The above ground is going to be ugly, noisy, and displace too many people. Also I don't understand why we need two stations but the most important is thing is that this light rail is NOT ELEVATED past Genesee.

Thank you

#	Comments	Responses
1	I am a longtime West Seattle resident. I have looked over the proposed plans and it seems the best option is to route the rail underground starting at Genesee and Avalon. The above ground is going to be ugly, noisy, and displace too many people.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also I don't understand why we need two stations	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0242

Communication ID	Name	Email
498788	Lonnie Mann	Looneymann@gmail.com

Full Communication (3/15/2022)

Lonnie Mann Draft EIS comment

I don't believe my comment would be welcome during the current session on the Interbay/Ballard extension, so I'm putting it in this email:

Firstly, I think we can all agree that the tunnel solution is the best one, so I'd like to voice my support for that.

I understand there isn't much that Sound Transit can do about funding issues, but the 20-year timeline is too slow; many people watching this presentation, and even working on the project, will literally be dead by then.

As I'm sure you know, all the benefits of this upgraded public transportation is needed urgently, for benefits ranging from helping with climate change, to greatly reducing commute times to improve quality of life for thousands.

I realize it's ironic for me to be saying this in a public forum, but I believe the overall process is being artificially slowed more than necessary because of extraneous steps such as all these sessions for public input.

I don't think you should care about opinions from random people - you should rely on the expert points of view of the professionals hired to work on this project. Design by committee - especially by people without any expertise in a topic - is a recipe for disaster.

Again, I assume SoundTransit can't do anything about this, but I believe we should just take the money needed from the multi-billion-dollar corporations based in Seattle, rather than just making the rich richer via corporate welfare.

#	Comments	Responses
1	I think we can all agree that the tunnel solution is the best one, so I'd like to voice my support for that.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I understand there isn't much that Sound Transit can do about funding issues, but the 20-year timeline is too slow; many people watching this presentation, and even working on the project, will literally be dead by then. As I'm sure you know, all the benefits of this upgraded public transportation is needed urgently, for benefits ranging from helping with climate change, to greatly reducing commute times to improve quality of life for thousands. I realize it's ironic for me to be saying this in a public forum, but I believe the overall process is being artificially slowed more than necessary because of extraneous steps such as all these sessions for public input. I don't think you should care about opinions from random people - you should rely on the expert points of view of the professionals hired to work on this project. Design by committee - especially by people without any expertise in a topic - is a recipe for disaster.	Please see response to CCG4 in Table 7-1 in Chapter 7. Public input and comment on the Draft EIS is consistent with 40 Code of Federal Regulations (CFR) 1506.6, which requires federal agencies to involve the public in preparing and implementing their NEPA procedures.
3	I believe we should just take the money needed from the multi-billion-dollar corporations based in Seattle, rather than just making the rich richer via corporate welfare.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information about funding for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0243

Communication ID	Name	Email
498822	Alexander Coy	alex4legend@gmail.com

Full Communication (3/25/2022)

I am huge supporter of expanding the light rail. It would be great to see the West Seattle line go even further south down the peninsula and connect to the Seatac Airport and its already established light rail line. Going from the Alaska Junction to the Morgan Junction, West Wood Village, White Center, and down Ambaum all the way to Burien and eventually terminating at either of the existing Tukwila Int. Blvd., SeaTac/Airport, or Angle Lake Light rail stations.

This would make traveling up and down the West Seattle peninsula much easier and connect West Seattle, White Center, & Burien directly to the airport by train. I'm sure this may be costly but upzoning and densifying the corridor, more specifically the urban villages on this potential line, will bring more tax revenues and hopefully offset some of the cost.

-Alex Coy

#	Comments	Responses
1	I am huge supporter of expanding the light rail.	Thank you for supporting the project.
2	It would be great to see the West Seattle line go even further south down the peninsula and connect to the Seatac Airport and its already established light rail line. Going from the Alaska Junction to the Morgan Junction, West Wood Village, White Center, and down Ambaum all the way to Burien and eventually terminating at either of the existing Tukwila Int. Blvd., SeaTac/Airport, or Angle Lake Light rail stations. This would make traveling up and down the West Seattle peninsula much easier and connect West Seattle, White Center, & Burien directly to the airport by train. I'm sure this may be costly but upzoning and densifying the corridor, more specifically the urban villages on this potential line, will bring more tax revenues and hopefully offset some of the cost.	Please see responses to CC1c and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0244

Communication ID	Name	Type	Phones	Email
498877	Sean Lee	Individual		seatlee88@gmail.com

Full Communication (3/25/2022)

I have happily been living in Seattle for 15 years and have continued to see city expansion efforts disrupt local communities; it has already displaced many older generations away from their homes where they have lived in for a good length of their lives. I've lived in First Hill and seen the entire neighborhood change in the course of one or two years, been pushed out of Capitol Hill after rising costs due to gentrification, lived in low-income housing behind Whole Foods in SLU... I am sick and tired of seeing good people and businesses being kicked out due to city politics and constant oversight for almost every major project that has kicked off here (namely HWY99, Big Bertha, Alaskan Way) there are just too many other factors I believe should be paid attention to such as our homeless crisis and the displacement of their camps which now has created such chaos in all areas of the city. It is a waste of taxpayers money to expand the sound transit if we haven't had a handle on our homeless/drug situation along with all of our crappy roads (fix the damn pot holes before finding other ways for techies to commute). Expansion in the CID would only increase traffic and we would lose many local businesses that have paid their dues and worked hard to stay established in the area.

#	Comments	Responses
1	I have happily been living in Seattle for 15 years and have continued to see city expansion efforts disrupt local communities; it has already displaced many older generations away from their homes where they have lived in for a good length of their lives. I've lived in First Hill and seen the entire neighborhood change in the course of one or two years, been pushed out of Capitol Hill after rising costs due to gentrification, lived in low-income housing behind Whole Foods in SLU... I am sick and tired of seeing good people and businesses being kicked out due to city politics and constant oversight for almost every major project that has kicked off here (namely HWY99, Big Bertha, Alaskan Way) there are just too many other factors I believe should be paid attention to such as our homeless crisis and the displacement of their camps which now has created such chaos in all areas of the city. It is a waste of taxpayers money to expand the sound transit if we haven't had a handle on our homeless/drug situation along with all of our crappy roads (fix the damn pot holes before finding other ways for techies to commute). Expansion in the CID would only increase traffic and we would lose many local businesses that have paid their dues and worked hard to stay established in the area.	Please see responses to CC4.1b and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0245

Communication ID	Name	Email
498897	Stuart Tanasse	sjtanasse@gmail.com

Full Communication

My comments are primarily focused on the Delridge station area as my current residence is located approximately 0.75 miles south of the West Seattle bridge. However, I will have a few comments that pertain to the project as a whole.

Delridge Specific Comments:

- Any impacted services for vulnerable populations need to have the city of Seattle to commit to funding and plans to replace with equivalent or better facilities.
- Alternatives 1 and 2 will have a large impact on the residential area of North Delridge, however, I think there is an opportunity here to increase space for local shops that are adjacent to the new station areas. Plus, the construction impacts would be minimal for the main arterials compared with alternatives 3 & 4.
- Alternative 6 seems attractive because it has the least disruption, however, it does put the station into a location that is less accessible relative to the other locations.
- The bike path that connects Delridge to the Spokane St Bridge crossing needs attractive temporary routing and if possible, a new permanent alignment that ensures the safety of bike users along the temporary and permanent path.
- Overall, while there are going to be disruptions, I think this will be a net benefit for Delridge and West Seattle.

Other Comments:

- Downtown corridor and station options need to avoid any options that create permanent bottle necks in the ability for riders to get to the station platforms. Any alternative that relies exclusively on elevators is bad for future planning.
- Station placement near the current downtown transit tunnel needs to ensure that riders can easily move from the current tunnel to the new stations in the quickest manner. Needing to go to street level requires extra time.
- The Ballard extension should avoid any bridge structure that is subject to train disruption (i.e. draw bridge)

Although not an alternative, the current station alignments in Ballard are too far away from the main historical area of Ballard for convenience.

#	Comments	Responses
1	<p>My comments are primarily focused on the Delridge station area as my current residence is located approximately 0.75 miles south of the West Seattle bridge. However, I will have a few comments that pertain to the project as a whole. Delridge Specific Comments: Any impacted services for vulnerable populations need to have the city of Seattle to commit to funding and plans to replace with equivalent or better facilities. Alternatives 1 and 2 will have a large impact on the residential area of North Delridge, however, I think there is an opportunity here to increase space for local shops that are adjacent to the new station areas. Plus, the construction impacts would be minimal for the main arterials compared with alternatives 3 & 4. Alternative 6 seems attractive because it has the least disruption, however, it does put the station into a location that is less accessible relative to the other locations. The bike path that connects Delridge to the Spokane St Bridge crossing needs attractive temporary routing and if possible, a new permanent alignment that ensures the safety of bike users along the temporary and permanent path. Overall, while there are going to be disruptions, I think this will be a net benefit for Delridge and West Seattle.</p>	<p>Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, for information on permanent and temporary impacts to bike paths and proposed temporary routing of the Delridge Connector Trail.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	Downtown corridor and station options need to avoid any options that create permanent bottle necks in the ability for riders to get to the station platforms. Any alternative that relies exclusively on elevators is bad for future planning.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Station placement near the current downtown transit tunnel needs to ensure that riders can easily move from the current tunnel to the new stations in the quickest manner. Needing to go to street level requires extra time.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	The Ballard extension should avoid any bridge structure that is subject to train disruption (i.e. draw bridge)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Although not an alternative, the current station alignments in Ballard are too far away from the main historical area of Ballard for convenience	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0246

Communication ID	Name	Email
498904	Geneva Griswold	geneva.griswold@gmail.com

Full Communication (3/26/2022)

As a resident and small business owner near Alaska Junction, I believe the tunnel is the preferred option for the Junction Station. I think the newest University station is a good comparison and outcome, because it is visually integrated into the existing single story business district and less noisy as a result.

A tunnel is definitely the best option for the Alaska Junction,

#	Comments	Responses
1	As a resident and small business owner near Alaska Junction, I believe the tunnel is the preferred option for the Junction Station. I think the newest University station is a good comparison and outcome, because it is visually integrated into the existing single story business district and less noisy as a result. A tunnel is definitely the best option for the Alaska Junction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0247

Communication ID	Name	Email
498905	Aley Thompson	athompson2@gmail.com

Full Communication (3/26/2022)

I think a tunnel is the best option for the junction station. An elevated rail line seems like it would disrupt the character of the neighborhood which is both high density residential/ retail and single family residential along the proposed route.

Tunneling would reduce noise and mitigate neighborhood impacts while welcoming the light rail.

#	Comments	Responses
1	I think a tunnel is the best option for the junction station. An elevated rail line seems like it would disrupt the character of the neighborhood which is both high density residential / retail and single family residential along the proposed route. Tunneling would reduce noise and mitigate neighborhood impacts while welcoming the light rail.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0248

Communication ID	Name	Email
498906	Barbara Lall	barbaralall@comcast.net

Full Communication (3/26/2022)

I would strongly encourage the City to continue with the practice of tunneling in our dense urban areas as has been done in Capital Hill and the U District.

By building high rise train tracks in urban areas you will be drastically and immediately lowering the quality of life for all those who are forced to live in the shadow of the tracks (businesses, renters, home owners). Home values will be dramatically lowered and all residents will be financially and socially oppressed due to "living on the wrong side of the tracks". As soon as you decide to place high rise tracks in residential proximity you will also be negatively impacting home owners financial well being. Would you want an 80 foot track tail across the street from your house? Would you want to live under a 100+ foot tall train track?

West Seattle has waited for light rail and has been without a bridge for two years now. We can wait until the City can afford to do the light rail project the right and considerate way which is tunneling.

The human cost should outweigh the financial cost.

Please don't ruin West Seattle or it's tax paying citizens with high rise train tracks.

#	Comments	Responses
1	<p>I would strongly encourage the City to continue with the practice of tunneling in our dense urban areas as has been done in Capital Hill and the U District. By building high rise train tracks in urban areas you will be drastically and immediately lowering the quality of life for all those who are forced to live in the shadow of the tracks (businesses, renters, home owners). Home values will be dramatically lowered and all residents will be financially and socially oppressed due to "living on the wrong side of the tracks". As soon as you decide to place high rise tracks in residential proximity you will also be negatively impacting home owners financial well being. Would you want an 80 foot track tail across the street from your house? Would you want to live under a 100+ foot tall train track? West Seattle has waited for light rail and has been without a bridge for two years now. We can wait until the City can afford to do the light rail project the right and considerate way which is tunneling. The human cost should outweigh the financial cost. Please don't ruin West Seattle or it's tax paying citizens with high rise train tracks.</p>	<p>Please see responses to CCG2, CC2e, CC4.3a, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0249

Communication ID	Name	Email
498907	Karin Miller	millerkarin2@gmail.com

Full Communication (3/26/2022)

I am writing about the Alaska Junction Light Rail project and urge you to chose the underground tunnel option for the station and then for the subsequent track to Burien. I can imagine little that would destroy our nearly-affordable and diverse community more than putting a above ground track and station in our midst. Like as they did in the past when siting the highways through low income neighborhoods, diverse neighborhoods, an above ground light rail plan in West Seattle as opposed to an underground plan in the northend of Seattle smacks of wealthy privilege. Most importantly we do not want our neighborhood negatively impacted by above ground light rail. I want light rail to come to West Seattle and I will use it often once here but I want to live in a neighborhood that allows me to walk without the noise, pollution and disruption of above ground tracks. I urge you to put the underground station and the tracks on a current arterial (Fauntleroy) rather than on a residential street (41st or 42nd). As your EIS shows, the advantages of an underground station have merit.

#	Comments	Responses
1	I am writing about the Alaska Junction Light Rail project and urge you to chose the underground tunnel option for the station and then for the subsequent track to Burien. I can imagine little that would destroy our nearly-affordable and diverse community more than putting a above ground track and station in our midst. Like as they did in the past when siting the highways through low income neighborhoods, diverse neighborhoods, an above ground light rail plan in West Seattle as opposed to an underground plan in the northend of Seattle smacks of wealthy privilege. Most importantly we do not want our neighborhood negatively impacted by above ground light rail. I want light rail to come to West Seattle and I will use it often once here but I want to live in a neighborhood that allows me to walk without the noise, pollution and disruption of above ground tracks.	Thank you for expressing support for the West Seattle Link Extension. Please see responses to CCG2, CC2d, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I urge you to put the underground station and the tracks on a current arterial (Fauntleroy) rather than on a residential street (41st or 42nd). As your EIS shows, the advantages of an underground station have merit.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0250

Communication ID	Name	Email
498909	Alan Carey	careya4@me.com

Full Communication (3/26/2022)

Section 6.2.2.1.2 Duwamish Segment

It seems that Alternate DUW-2 North Crossing Alternative impacts fewer residences and employees. There are no noted impacts to local wildlife for DUW-2 (Blue Herons) and there are no park impacts. I understand there is a cost impact, but the relative change from \$1.2 to \$1.5 B appear small while preserving as much of what keeps Seattle "unique" as possible.

Section 6.2.2.1.3 Delridge Segment

With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve DEL-2a (and the subsequent tunnels for Avalon and West Seattle Junction)? I believe the lower height option station maintains the feel of the Delridge neighborhood while allowing for faster connections (from platform level to street level).

Additionally, DEL-2a impacts the least residences of the in-neighborhood options (1, 2, and 3).

ES.3.1.1.4. West Seattle Junction Segment

For transit-oriented development I personally prefer WSJ-3b as the Alaska Junction station is as close to the already-built development along California Ave SW. With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve WSJ-3b?

General draft EIS Comment

With the passage of SSB 5528 can the alternatives be reopened for the Ballard Tunnel to extend the tunnel to 20th street (Thorndyke tunnel option)? This brings the station into the already developed areas of Ballard and connects the neighborhood to the city better.

General draft EIS Comment

Why are all of the downtown stations so deep (when compared to the current stations only 1 street over)?

#	Comments	Responses
1	Section 6.2.2.1.2 Duwamish Segment It seems that Alternate DUW-2 North Crossing Alternative impacts fewer residences and employees. There are no noted impacts to local wildlife for DUW-2 (Blue Herons) and there are no park impacts. I understand there is a cost impact, but the relative change from \$1.2 to \$1.5 B appear small while preserving as much of what keeps Seattle "unique" as possible.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Section 6.2.2.1.3 Delridge Segment With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve DEL-2a (and the subsequent tunnels for Avalon and West Seattle Junction)? I believe the lower height option station maintains the feel of the Delridge neighborhood while allowing for faster connections (from platform level to street level). Additionally, DEL-2a impacts the least residences of the in-neighborhood options (1, 2, and 3).	Please see responses to CCG2 and CC2c in Table 7-1.
3	ES.3.1.1.4. West Seattle Junction Segment For transit-oriented development I personally prefer WSJ-3b as the Alaska Junction station is as close to the already-built development along California Ave SW.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve WSJ-3b?	Please see response to CC2c in Table 7-1.
5	With the passage of SSB 5528 can the alternatives be reopened for the Ballard Tunnel to extend the tunnel to 20th street (Thorndyke tunnel option)? This brings the station into the already developed areas of Ballard and connects the neighborhood to the city better.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Why are all of the downtown stations so deep (when compared to the current stations only 1 street over)?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0251

Communication ID	Name	Email
498911	Leslie Hale	lhale@seanet.com

Full Communication (3/26/2022)

I am a 30-year resident of West Seattle. I live in a 1913 Craftsman Bungalow two blocks from the Alaska Junction on 42nd Avenue SW. My house would be impacted by versions of this light rail plan. My neighbors also have some of the older, charming homes in the neighborhood. We contribute to the character and charm of West Seattle.

If you have spared the destruction of other neighborhoods while building the existing light rail, please avoid the destruction of our neighborhood. We deserve a tunnel just as much as Beacon Hill.

We have just spent two years in traffic misery because of the problems with our bridge - which was supposed to last much longer than it did. We have endured traffic nightmares and further isolation from families and friends, in the midst of the pandemic.

Elevated light rail would be an acoustical nuisance for the properties around the towers. You would decimate the character of our neighborhood. I am vehemently opposed to the elevated light rail proposed for West Seattle.

#	Comments	Responses
1	<p>My house would be impacted by versions of this light rail plan. My neighbors also have some of the older, charming homes in the neighborhood. We contribute to the character and charm of West Seattle. If you have spared the destruction of other neighborhoods while building the existing light rail, please avoid the destruction of our neighborhood. We deserve a tunnel just as much as Beacon Hill. We have just spent two years in traffic misery because of the problems with our bridge - which was supposed to last much longer than it did. We have endured traffic nightmares and further isolation from families and friends, in the midst of the pandemic. Elevated light rail would be an acoustical nuisance for the properties around the towers. You would decimate the character of our neighborhood. I am vehemently opposed to the elevated light rail proposed for West Seattle.</p>	<p>Please see responses to CCG2, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0252

Communication ID	Name	Email
498919	Robert DeMacon	rob_demacon07@hotmail.com

Full Communication (3/27/2022)

Are you serious? This thing has so many issues! The first is we can't afford a second tunnel through downtown. We need other options that save money. Second, the tunnel is so deep that it makes entering and exiting a headache. Not only that, but it can be a safety issue. How are people going to exit during an emergency? Also, elevators and escalators at several stations are always broken down. Even in newer stations. How is it going to be with these deep stations. Third, the second tunnel does not offer anything unique. It is just following the current tunnel we have right now.

I think we need to have the West Seattle line merge at SODO and go into the tunnel we have right now. For Ballard, have a separate line that ends at Westlake and have a transfer at that station. It isn't great, but is a lot better than what we have currently. Also, cut and cover would probably be the best method for the Ballard line.

And finally, speed up the construction! Seattle wants this right now and waiting twenty years is not helping anyone. We have a new law that can speed up construction in Seattle right now. Use it! Right now, you are not a popular organization and the longer you wait and go through with this ridiculous plan, it will be more likely that your popularity will fall to levels you might not recover from. We don't want to have what happened to the monorail expansion that never happened.

I am rooting for you guys, but you are making it so difficult right now to continue the support! I hope you will reconsider and look at my ideas closely' Thank you for your time!

#	Comments	Responses
1	the tunnel is so deep that it makes entering and exiting a headache. Not only that, but it can be a safety issue. How are people going to exit during an emergency? Also, elevators and escalators at several stations are always broken down. Even in newer stations. How is it going to be with these deep stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	the second tunnel does not offer anything unique. It is just following the current tunnel we have right now. I think we need to have the West Seattle line merge at SODO and go into the tunnel we have right now. For Ballard, have a separate line that ends at Westlake and have a transfer at that station. It isn't great, but is a lot better than what we have currently. Also, cut and cover would probably be the best method for the Ballard line.	Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	And finally, speed up the construction! Seattle wants this right now and waiting twenty years is not helping anyone.	Please see response to CCG4 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0253

Communication ID	Name	Email
498923	Rose Feliciano	ironrose21@gmail.com

Full Communication (3/28/2022)

I live in the Pigeon Point neighborhood. I strongly recommend you DO NOT select the North Route because that would demolish the Chelan Cafe. And really, nothing good could come of that. The people there are wonderful, they are friendly, always welcoming and really they make a great breakfast!

Keep the Chelan Cafe! Thank you!

#	Comments	Responses
1	I live in the Pigeon Point neighborhood. I strongly recommend you DO NOT select the North Route because that would demolish the Chelan Cafe. And really, nothing good could come of that. The people there are wonderful, they are friendly, always welcoming and really they make a great breakfast! Keep the Chelan Cafe!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0254

Communication ID	Name	Email
498937	Joseph Lancaster	joseph.r.lancaster@gmail.com

Full Communication (3/28/2022)

The tunnel option is the only option. Do not ruin our beautiful neighborhood with an elevated track that would displace thousands.

#	Comments	Responses
1	The tunnel option is the only option. Do not ruin our beautiful neighborhood with an elevated track that would displace thousands.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0255

Communication ID	Name	Email
498945	Shannon Saam	shannonldonegan@gmail.com

Full Communication (3/28/2022)

As a resident of West Seattle who regularly walks and bikes with my children around the Junction and Triangle areas, I strongly support the lowest height and tunnel options.

#	Comments	Responses
1	As a resident of West Seattle who regularly walks and bikes with my children around the Junction and Triangle areas, I strongly support the lowest height and tunnel options	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0256

Communication ID	Name	Email
498946	Spencer Nilsson	nilsson.spencer@gmail.com

Full Communication (3/28/2022)

Comment 1 - I live in Youngstown Flats, the big apartment building next to the Delridge station alternatives. I'm worried that all the alternatives have these wildly tall stations out in the stratosphere and I really don't trust that Sound Transit maintenance will manage the accessibility features for getting to the station (e.g. elevators, escalators) well. I'm in favor of whatever plan places the station at a reasonable height.

Comment 2 - If any of the blue "other alternatives" are chosen, the cost of building out sidewalks on Andover should be considered - the road isn't exactly easy to navigate on foot. As is, those station sites are pretty terrible from a pedestrian standpoint.

Comment 3 - I did a deep dive at the EIS at my local library branch and I just think it's really cool that yall thought to put those in libraries. Good on ya, thanks!

#	Comments	Responses
1	I live in Youngstown Flats, the big apartment building next to the Delridge station alternatives. I'm worried that all the alternatives have these wildly tall stations out in the stratosphere and I really don't trust that Sound Transit maintenance will manage the accessibility features for getting to the station (e.g. elevators, escalators) well. I'm in favor of whatever plan places the station at a reasonable height.	Please see responses to CCG2, CC2e, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Comment 2 - If any of the blue "other alternatives" are chosen, the cost of building out sidewalks on Andover should be considered - the road isn't exactly easy to navigate on foot. As is, those station sites are pretty terrible from a pedestrian standpoint.	Please see response to CC3a in Table 7-1. Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the West Seattle Link Extension Final EIS for more information on non-motorized improvements around stations.
3	Comment 3 - I did a deep dive at the EIS at my local library branch and I just think it's really cool that yall thought to put those in libraries. Good on ya, thanks!	Thank you for your comment.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0257

Communication ID	Name	Email
498990	Scott LaRose	slarose@stemperac.com

Full Communication (3/28/2022)

I work at 4000 Delridge Way SW, it looks like 2 of the plans would require tearing down our office building. If that is correct I would prefer the plans that don't go through our building.

#	Comments	Responses
1	I work at 4000 Delridge Way SW, it looks like 2 of the plans would require tearing down our office building. If that is correct I would prefer the plans that don't go through our building.	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0258

Communication ID	Name	Email
499007	James Hoffman	enjoyingtheview@comcast.net

Full Communication (3/28/2022)

I fully support the Skylink Gondola as an alternative. This would move more people more efficiently, more effectively, at less cost, less environmental impact, less eyesore to the community, and built faster than any other alternative.

#	Comments	Responses
1	I fully support the Skylink Gondola as an alternative. This would move more people more efficiently, more effectively, at less cost, less environmental impact, less eyesore to the community, and built faster than any other alternative.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0259

Communication ID	Name	Email
499088	Christopher Addison	chris.cjteam@gmail.com

Full Communication (3/29/2022)

There is a lot of waste in this plan that has no clear benefits for riders or Seattle. Please look to the REM in Montreal and Canada Line/Broadway Extension in Vancouver on how to balance costs and benefits to riders and the city.

The core section has a absurdly deep tunnel in both the preferred and alternative options. This adds years and billions to the price tag. Replacing the tunnels with shallow bored or cut and cover would significantly improve the usability and viability of this section. I know that the highway tunnel gets in the way, but with tighter tolerances seen in other countries, this is still possible. Another option is to be elevated through SLU and go over the 99. The roads are wide so an elevated guideway would be very effective. 3-5min to get to the station is completely unacceptable for a small system like Seattle's.

Outside the core the elevated station are absolutely insane too. Use the street right of way to shrink the structure and keep the height above or below grade as small as possible. Closing streets for construction will not kill Seattle. A minor inconvenience in the short term cannot compare to the decades of pain bad stations will do to riders and the network. If there is going to be a mezzanine, there should be stores and/or bathrooms to make it worthwhile.

The tunneled option in Ballard on 20th is the best option to connect with an existing TOD compatible area and includes the most potential development sites.

Please look at the successes of Sound Transit and from North America and beyond. ST3 is an amazing opportunity, so let's not waste it repeating the mistakes that hampers American rail projects.

Thanks for taking the time to read this!

#	Comments	Responses
1	Please look to the REM in Montreal and Canada Line/Broadway Extension in Vancouver on how to balance costs and benefits to riders and the city. The core section has a absurdly deep tunnel in both the preferred and alternative options. This adds years and billions to the price tag. Replacing the tunnels with shallow bored or cut and cover would significantly improve the usability and viability of this section.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Another option is to be elevated through SLU and go over the 99. The roads are wide so an elevated guideway would be very effective.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Outside the core the elevated station are absolutely insane too. Use the street right of way to shrink the structure and keep the height above or below grade as small as possible. Closing streets for construction will not kill Seattle. A minor inconvenience in the short term cannot compare to the decades of pain bad stations will do to riders and the network. If there is going to be a mezzanine, there should be stores and/or bathrooms to make it worthwhile.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	The tunneled option in Ballard on 20th is the best option to connect with an existing TOD compatible area and includes the most potential development sites.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	ST3 is an amazing opportunity, so let's not waste it repeating the mistakes that hampers American rail projects	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0260

Communication ID	Name	Email
499183	Andy Fessel	andyfessel@gmail.com

Full Communication (3/15/2022)

Andy Fessel Court Reporter Draft EIS Comment

Hi, my perspective and feedback is that we need to put the development of this mass transit in the framework of the climate crisis that we're facing. As far as looking into the future, we need to realize that mass transit is a necessity, so I urge that we need to take more extreme measures in terms of getting public support and national support behind this and not waffle around so much in terms of if the funding will be there or won't be there. We just need to make it happen.

#	Comments	Responses
1	Hi, my perspective and feedback is that we need to put the development of this mass transit in the framework of the climate crisis that we're facing. As far as looking into the future, we need to realize that mass transit is a necessity, so I urge that we need to take more extreme measures in terms of getting public support and national support behind this and not waffle around so much in terms of if the funding will be there or won't be there. We just need to make it happen.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0261

Communication ID	Name	Email
499185	Gail Dykstra	gail.dykstra@hotmail.com

Full Communication (3/26/2022)

Gail Dykstra Court Reporter Draft EIS Comment

In addition to the considerations regarding the acquisition of property, how has the EIS taken into consideration the disruption in traffic noise in the construction as well as noise and other dislocations for properties along the line?

#	Comments	Responses
1	In addition to the considerations regarding the acquisition of property, how has the EIS taken into consideration the disruption in traffic noise in the construction as well as noise and other dislocations for properties along the line?	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on property acquisition and residential and business displacements.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0262

Communication ID	Name	Email
499200	Susan Baker	None provided

Full Communication (3/22/2022)

Susan Baker Draft EIS Comment

West Seattle desperately needs help due to the huge amount of traffic. Not just because the WS Bridge has been out of commission, but all of the condos built in the area.

#	Comments	Responses
1	West Seattle desperately needs help due to the huge amount of traffic. Not just because the WS Bridge has been out of commission, but all of the condos built in the area.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0263

Communication ID	Name	Email
499206	Carolynne Wang	crwang@mac.com; crwang@icloud.com

Full Communication (3/24/2022)

Hi,

I would like to express my concern, as a neighbor, who will be greatly impacted by the light rail above ground plan. Mind you I am in favor of mass transit and the light rail access here in West Seattle. However, the cheaper option of an above ground light rail system makes no sense for this neighborhood, its viability, and the loss of homes (due to eminent domain). As I have noted, the above ground option has only been used when the corridor is aligned with a major highway or commercial district. As a neighbor who cares about the viability and quality of life here in the Alaska Junction area, I support the underground option, like all neighborhoods including Mont Lake. In addition, I was recently informed, that the land that is taken by Sound Transit has to be put to a community use. If affordable housing is a big concern, wouldn't a larger number of affordable residences be better served if the land above the tunneled areas all becomes affordable living spaces and businesses?

I would prefer and underground option from the West Seattle Bridge and run the light rail right onto 35th which is a fairly wide street. Why not make the middle lane the light rail on the street level much like that of Martin Luther in Columbia City? Nobody would mind access to the light rail in West Seattle at the Avalon and 35th junction where there is already an infrastructure for the commuter buses in and out of downtown Seattle.

I feel there needs to be a lot more discussion about the location of the West Seattle line. Thank you,

Carolynne Wang (802) 310-9769 5247 42nd Ave SW,

Seattle, WA98136

#	Comments	Responses
1	I would like to express my concern, as a neighbor, who will be greatly impacted by the light rail above ground plan. Mind you I am in favor of mass transit and the light rail access here in West Seattle. However, the cheaper option of an above ground light rail system makes no sense for this neighborhood, its viability, and the loss of homes (due to eminent domain). As I have noted, the above ground option has only been used when the corridor is aligned with a major highway or commercial district. As a neighbor who cares about the viability and quality of life here in the Alaska Junction area, I support the underground option, like all neighborhoods including Mont Lake. In addition, I was recently informed, that the land that is taken by Sound Transit has to be put to a community use. If affordable housing is a big concern, wouldn't a larger number of affordable residences be better served if the land above the tunneled areas all becomes affordable living spaces and businesses?	Please see the responses to CCG2 and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Thank you for your support of the West Seattle Link Extension Project.
2	I would prefer and underground option from the West Seattle Bridge and run the light rail right onto 35th which is a fairly wide street. Why not make the middle lane the light rail on the street level much like that of Martin Luther in Columbia City? Nobody would mind access to the light rail in West Seattle at the Avalon and 35th junction where there is already an infrastructure for the commuter buses in and out of downtown Seattle.	Please see the response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	I feel there needs to be a lot more discussion about the location of the West Seattle line.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted for the West Seattle Link Extension project. Public engagement will continue through the station planning process and during construction after the Final EIS and the Sound Transit Board selects the project to be built.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0264

Communication ID	Name	Email
499215	Julie Johnson	pincushionclinic@gmail.com

Full Communication (3/26/2022)

From: Julie Johnson <pincushionclinic@gmail.com> Sent: Friday, March 25, 2022 1:07 PM

To: West Seattle Ballard Link Extension Comments <WSBLEDEISComments@soundtransit.org>

Subject: no light rail to west seattle

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Security

I live in Georgetown and have been suffering along with so many, through the impact of the closed bridge in the form of increased traffic/congestion/noise/pollution. In thinking of environmental impact, impact to the existing community, cost and time- I AM A FAN OF THE GONDOLA! Taking years and years and spending billions is totally unnecessary. I truly hope the gondola option will be reviewed and considered.

Julie Johnson L.Ac. www.thepincushionclinic.com

(I minimize screen time Fri. afternoon-Sunday, plz don't be offended if I'm slow to respond!)

#	Comments	Responses
1	I live in Georgetown and have been suffering along with so many, through the impact of the closed bridge in the form of increased traffic/congestion/noise/pollution. In thinking of environmental impact, impact to the existing community, cost and time- I AM A FAN OF THE GONDOLA! Taking years and years and spending billions is totally unnecessary. I truly hope the gondola option will be reviewed and considered.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0265

Communication ID	Name	Email
499392	None provided	None provided

Full Communication (3/26/2022)

I love rider south transit

Documents: Written Public Comments 3-17-2022 Drop In 1.pdf

#	Comments	Responses
1	I love rider south transit	Thank you for expressing support for light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0266

Communication ID	Name	Email
499394	Nyuyen Nguyen	None provided

Full Communication (3/17/2022)

Alex Ko gave me great info and made me believe in Sound Transit again! -[illegible]

Documents: Written Public Comments 3-17-2022 Drop In 3.pdf

#	Comments	Responses
1	Alex Ko gave me great info and made me believe in Sound Transit again! -[illegible]	Thank you for your comment.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0267

Communication ID	Name	Email
499396	None provided	None provided

Full Communication (3/17/2022)

Yes! I think it would be an excellent way, since this is a heavy populated area traveled. I would personally use it often!

Documents: Written Public Comments 3-17-2022 Drop In 4.pdf

#	Comments	Responses
1	Yes! I think it would be an excellent way, since this is a heavy populated area traveled. I would personally use it often!	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0268

Communication ID	Name	Email
499398	Nguyen Nguyen	None provided

Full Communication

This would be a good idea for connecting West Seattle to Downtown.

Documents: Written Public Comments 3-17-2022 Drop In 5.pdf

#	Comments	Responses
1	This would be a good idea for connecting West Seattle to Downtown.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0269

Communication ID	Name	Email
499408	Kimberly	None provided

Full Communication (3/22/2022)

Kimberly Court Reporter Draft EIS Comment

Thank you. First, I want to say that I fully support public transportation and realize that no solution is perfect; however, I am a bit disappointed that there aren't public forums to consider the adjoining segments together rather than just in silos. Looking at the effects of the adjoining segments together sometimes can sway the pros and cons significantly. Also, according to Tables 6-6 and 6-7, the Sixth/Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of trains underground, which I believe would be preferred for our residential communities. Also, Table 6-6 does not acknowledge the possible six-year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on West Republican. So I believe that this should be a consideration to proceed with not proceeding with the Fifth/Harrison DT-1 option. Thank you.

#	Comments	Responses
1	First, I want to say that I fully support public transportation and realize that no solution is perfect;	Thank you for expressing support for the project.
2	I am a bit disappointed that there aren't public forums to consider the adjoining segments together rather than just in silos. Looking at the effects of the adjoining segments together sometimes can sway the pros and cons significantly.	Project impacts are discussed in the segment within which the resource and impact occurs in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. However, where an impact to a resource crosses segment boundaries, the impact discussion is included in both segments. The public forums adopted this same approach for consistency with the Draft EIS. Information about all project segments was provided through the online open house, and information about all segments was available at the in-person open house held during the WSBLE Draft EIS comment period. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Table 6-6 does not acknowledge the possible six-year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on West Republican. So I believe that this should be a consideration to proceed with not proceeding with the Fifth/Harrison DT-1 option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	according to Tables 6-6 and 6-7, the Sixth/Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of trains underground, which I believe would be preferred for our residential communities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0270

Communication ID	Name	Email
499497	Nisha	None provided

Full Communication (3/22/2022)

Nisha Court Reporter Draft EIS comment

Hello, everyone. My name is Nisha [phonetic spelling]. It seems that this DEIS study has not thoroughly studied the impact on local minority-owned businesses, focusing mainly on census data and then extrapolating from there. And it also seems that the study has not looked into traffic impacts, especially with Mercer and 99 being impacted. I encourage that alternate routes be considered that are away from Mercer and SR 99, like the Fifth Avenue location that has been suggested earlier. Thank you.

#	Comments	Responses
1	It seems that this DEIS study has not thoroughly studied the impact on local minority-owned businesses, focusing mainly on census data and then extrapolating from there.	Capturing information on every potentially impacted business would result in accuracy challenges with the EIS given that this data is gathered at a point in time and businesses are continuously changing. In addition, this level of detail in a public document may not be appropriate given privacy reasons. However, additional information on businesses that could be difficult to relocate and businesses that are social resources is provided in Sections 4.3, Economics, and 4.4 Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS.
2	it also seems that the study has not looked into traffic impacts, especially with Mercer and 99 being impacted. I encourage that alternate routes be considered that are away from Mercer and SR 99, like the Fifth Avenue location that has been suggested earlier.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0271

Communication ID	Name	Email
499499	Sugu	None provided

Full Communication (3/22/2022)

Sugu Court Reporter Draft EIS Comment

Hi. My name is Sugu. I just recently moved to the area being discussed today from New York. And as much as I love and support public transit, especially coming from New York and wanting Seattle to be on the same page as our East Coast partners, I think that a lot of what is proposed seems untenable, and I'm specifically concerned about the effect it will have on the existing local organizations and the diversity of those organizations and the people that they serve. It seems like the general time period proposed in this DEIS is largely untenable, and I would highly hope that we consider other alternatives. Thank you.

#	Comments	Responses
1	I just recently moved to the area being discussed today from New York. And as much as I love and support public transit, especially coming from New York and wanting Seattle to be on the same page as our East Coast partners, I think that a lot of what is proposed seems untenable, and I'm specifically concerned about the effect it will have on the existing local organizations and the diversity of those organizations and the people that they serve. It seems like the general time period proposed in this DEIS is largely untenable, and I would highly hope that we consider other alternatives. Thank you.	Please see responses to CCG4 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. 40 CFR 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project, which resulted in evaluation of a reasonable range of alternatives consistent with 40 CFR 1502.14. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0272

Communication ID	Name	Email
499695	Markus Johnson	markusj@uw.edu

Full Communication (3/26/2022)

Hello, I submitted my comments on the website and then noticed that you can send in comments through email. My written up comments in a document will come across much cleaner and easier to read in the attachment to this email than it would on the website. Also, I couldn't keep the links and references I pulled from in the other format, which makes through email better. Thanks for taking the time to read and engage with my comments. Best, Markus Johnson

Markus Johnson

Master of Urban Planning Candidate Department of Urban Design & Planning University of Washington
markusj@uw.edu

he/him/his

As part of a group class project, I used the class project as an opportunity to critically examine current plans being considered in the planning of Sound Transit's West Seattle-Ballard Link Extension (WSBLE). Sound Transit's Draft Environmental Impact Statement (EIS) is currently open for public commentary and feedback on the plan. Therefore, as part of this report, I have summarized my comments on the Draft EIS with the intention of submitting them to Sound Transit's public comment portal. I and my group are concerned about rider experience. The elevated stations seem to be unnecessarily high given that clearance is 16.5 feet and 23.5 feet for roads and rail respectively. From my own experience, when comparing to elevated highways, elevated highways seem to be generally 30-40 feet tall. Is there something stopping rail lines from getting the same treatment? If topography is a reason for this, it is not a clearly stated reason found in any of the alternatives. The same concerns are present with tunneled lines and stations. The deep station alternatives are especially concerning since Sound Transit has service issues with both escalators and elevators. Promoting as much ridership as possible to us means doing what you can to make short/shallow stations. There is a summarizing table for each segment that lists projected costs and potential impacts which is helpful to providing a full picture. I and my group think another feature that should be added as potential changes for insight is a Future Land Use Map (FLUM). There is very little commentary on TOD and broader land use implications in the DEIS. A FLUM would provide a more complete picture and help people more aptly weigh tradeoffs versus the listed displacement risks. Expected displacement of 100 homes but a zoned land use for 1000 homes can help people better understand the risks and rewards. On the Ballard station, I think there is potential for innovative change to the right of ways on and around 15th which relate to option IBB-3. IBB-3 with the addition of tall fixed bridge instead of moveable bridge is an idea inspired by Ray Dubicki and something I think Sound Transit should look into more. On the CID station, I think there is another innovative idea that could be studied. The idea is around a superstation that incorporates Union Station, King Street station, and the current CID station into the station design and connects all of them together. Similar to the CID-1a option but stronger and inspired by The Urbanist in 2018. With the news that tunneled options may be competitive. I feel the West Seattle Junction segment 3b (WSJ-3b) should be the favorite for the preferred option. I think it is important the Seattle Center station be as close to Climate Pledge Arena as possible. It is also the shallow station option of the choices. This would mean we agree with Sound Transit's preferred option of DT-1. On the Smith Cove Station, I think SIB-2 or the elevated station on Prospect St. should be the preferred alternative. Harkening back to the importance of ridership experience. The station platform under this alternative would be a comfortable 35 feet, meaning no 2 or 3 set of stairs before getting to platform. This location also hugs right up next to the greenbelt covering Queen Anne and there could be some nice pedestrian and bike connections through the greenbelt that connect Queen Anne residents to the station without using cars. Lastly, this alternative would allow for a potential car-light TOD location southwest of the station near the water. I and my group have found that the DEIS is quite dense and quite busy and wonder out loud if there are other ways of conveying the information. There is a lack of clarity on many of the images, maps, and designs depicted in the DEIS. Maps in particular were too busy and had too many street labels and other markings that deterred from the main focus. The station planning progress reports in our opinion were a lot more digestible to read and gain insight from. Though these are on the DEIS website they are after the comment section on the website and may be more appropriate to either substitute in as the main text of chapter in DEIS or linked in DEIS clearly and strongly. I and my group find it confusing why for most stations there is a preferred alternative, but there is no clear summarized or bullet point reference to why that option has been chosen as the preferred alternative. Understanding why an option is the preferred option next to each segment would give needed context.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	I and my group are concerned about rider experience. The elevated stations seem to be unnecessarily high given that clearance is 16.5 feet and 23.5 feet for roads and rail respectively. From my own experience, when comparing to elevated highways, elevated highways seem to be generally 30-40 feet tall. Is there something stopping rail lines from getting the same treatment? If topography is a reason for this, it is not a clearly stated reason found in any of the alternatives. The same concerns are present with tunneled lines and stations. The deep station alternatives are especially concerning since Sound Transit has service issues with both escalators and elevators. Promoting as much ridership as possible to us means doing what you can to make short/shallow stations.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	There is a summarizing table for each segment that lists projected costs and potential impacts which is helpful to providing a full picture. I and my group think another feature that should be added as potential changes for insight is a Future Land Use Map (FLUM). There is very little commentary on TOD and broader land use implications in the DEIS. A FLUM would provide a more complete picture and help people more aptly weigh tradeoffs versus the listed displacement risks. Expected displacement of 100 homes but a zoned land use for 1000 homes can help people better understand the risks and rewards.	Please see Section 4.2, Land Use, which provides information and maps related to future land uses and more information on transit-oriented development.
3	On the Ballard station, I think there is potential for innovative change to the right of ways on and around 15th which relate to option IBB-3. IBB-3 with the addition of tall fixed bridge instead of moveable bridge is an idea inspired by Ray Dubicki and something I think Sound Transit should look into more.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	On the CID station, I think there is another innovative idea that could be studied. The idea is around a superstation that incorporates Union Station, King Street station, and the current CID station into the station design and connects all of them together. Similar to the CID-1a option but stronger and inspired by The Urbanist in 2018.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	With the news that tunneled options may be competitive. I feel the West Seattle Junction segment 3b (WSJ-3b) should be the favorite for the preferred option.	Please see responses to CCG2 and CC2c in Table 7-1.
6	I think it is important the Seattle Center station be as close to Climate Pledge Arena as possible. It is also the shallow station option of the choices. This would mean we agree with Sound Transit's preferred option of DT-1.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	On the Smith Cove Station, I think SIB-2 or the elevated station on Prospect St. should be the preferred alternative. Harkening back to the importance of ridership experience. The station platform under this alternative would be a comfortable 35 feet, meaning no 2 or 3 set of stairs before getting to platform. This location also hugs right up next to the greenbelt covering Queen Anne and there could be some nice pedestrian and bike connections through the greenbelt that connect Queen Anne residents to the station without using cars. Lastly, this alternative would allow for a potential car-light TOD location southwest of the station near the water.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
8	<p>I and my group have found that the DEIS is quite dense and quite busy and wonder out loud if there are other ways of conveying the information. There is a lack of clarity on many of the images, maps, and designs depicted in the DEIS. Maps in particular were too busy and had too many street labels and other markings that deterred from the main focus. The station planning progress reports in our opinion were a lot more digestible to read and gain insight from. Though these are on the DEIS website they are after the comment section on the website and may be more appropriate to either substitute in as the main text of chapter in DEIS or linked in DEIS clearly and strongly. I and my group find it confusing why for most stations there is a preferred alternative, but there is no clear summarized or bullet point reference to why that option has been chosen as the preferred alternative. Understanding why an option is the preferred option next to each segment would give needed context.</p>	<p>Your comments regarding readability have been taken into consideration. Map extents within the WSBLE Draft EIS were chosen to depict the study area; where appropriate more-detailed maps for certain resources are provided in the supporting appendices. Please see Section 2.5, Alternatives Development and Scoping, for a discussion of how the preferred alternative was identified prior to the WSBLE Draft EIS. See Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for discussion of changes to the preferred alternative prior to the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0273

Communication ID	Name	Email
500197	Annie Phillips	felicity@nwlink.com; annie@soundviewcottage.com

Full Communication (3/30/2022)

Annie Phillips Court Reporter Draft EIS Comment

Hi. I'm Annie Phillips. I co-chair the environmental caucus of the 34th Legislative District Democrats. Most of our members live in West Seattle and work downtown around the Eastside. Thank you for letting us tell you how we feel about the light rail options in the draft EIS. Actually, there's about 20 variations on the light rail theme for the West Seattle Link. Since the voters approved the big idea in 2016, the budget and timeline have both been stretched, and now that we see the expected losses of our homes, our businesses and jobs, and the disruption in our neighborhoods, we're wondering if there isn't a better idea. With any of the light rail choices, environmental impacts would be major. The loss of urban forest: Trees provide beauty and relaxation, homes for wildlife, stormwater control, carbon sequestration, air purification and cooling. Increased impervious surfaces and noise pollution, which all I can see is this is the only one of the impacts that the draft EIS even mentions. Well, it turns out there is an alternative, an aerial gondola. Urban gondolas are successfully moving as many as 4,500 riders per hour in cities such as Mexico City; Ankara, Turkey; and La Paz, Bolivia. A gondola is uniquely suited to West Seattle terrain with Pigeon Point and the Duwamish inlet, and it can be built six years sooner, taking more gas-burning private vehicles off the road much sooner, helping put a stop to climate change. With fewer, smaller towers, the gondola is much more environmentally friendly than the light rail, and it would cost about a tenth as much. Please hire an independent consultant to compare a gondola system to the light rail options in the DEIS. From what we've learned, it's by far our preferred alternative. Thank you.

#	Comments	Responses
1	Since the voters approved the big idea in 2016, the budget and timeline have both been stretched, and now that we see the expected losses of our homes, our businesses and jobs, and the disruption in our neighborhoods, we're wondering if there isn't a better idea. With any of the light rail choices, environmental impacts would be major. The loss of urban forest: Trees provide beauty and relaxation, homes for wildlife, stormwater control, carbon sequestration, air purification and cooling. Increased impervious surfaces and noise pollution, which all I can see is this is the only one of the impacts that the draft EIS even mentions. Well, it turns out there is an alternative, an aerial gondola. Urban gondolas are successfully moving as many as 4,500 riders per hour in cities such as Mexico City; Ankara, Turkey; and La Paz, Bolivia. A gondola is uniquely suited to West Seattle terrain with Pigeon Point and the Duwamish inlet, and it can be built six years sooner, taking more gas-burning private vehicles off the road much sooner, helping put a stop to climate change. With fewer, smaller towers, the gondola is much more environmentally friendly than the light rail, and it would cost about a tenth as much. Please hire an independent consultant to compare a gondola system to the light rail options in the DEIS. From what we've learned, it's by far our preferred alternative.	Please see responses to CC2g and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see the following sections of the Final EIS for more information: Section 4.7, Noise and Vibration, for information on noise impacts and proposed mitigation; Section 4.8, Water Resources, for information on stormwater management; and Section 4.9, Ecosystems, for information on ecosystem impacts, including tree canopy, and proposed mitigation.

Comment Submittal 0274

Communication ID	Name	Email
500198	Julianna Carlson	julianna.carlson@bet-r.com

Full Communication (3/30/2022)

Julianna Carlson Court Reporter Draft EIS Comment

Hi. This is Julianna Carlson. I am a resident of West Seattle and a small business co-owner that also works in the building at Delridge and Andover, and my family is a co-owner of that building. It was built to last 100 years-plus. We have been there about ten, and we would really like to keep it for the small businesses of the owners. There's three partners, and all of the businesses are in that building. All of the options but the Andover Street station, DL-6 and DL-5, would force us to demolish that building, which we had planned to keep for our families for generations. We try hard to keep that street corner safe and pick up all the trash and deal with all of the bus stop issues at that corner, and we're happy to keep doing it as long as we can stay in our building. So from the draft EIS, it appears that the Andover Street station, the DL-6 option and DL-5 options, either one of them appear to be equal, if not less, in cost and significantly less impacts as far as parks and historical as well as less residential displacement. Thank you.

#	Comments	Responses
1	All of the options but the Andover Street station, DL-6 and DL-5, would force us to demolish that building, which we had planned to keep for our families for generations. We try hard to keep that street corner safe and pick up all the trash and deal with all of the bus stop issues at that corner, and we're happy to keep doing it as long as we can stay in our building. So from the draft EIS, it appears that the Andover Street station, the DL-6 option and DL-5 options, either one of them appear to be equal, if not less, in cost and significantly less impacts as far as parks and historical as well as less residential displacement.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0275

Communication ID	Name	Email
500199	Tommy Swartz	thomas.swartz3@gmail.com

Full Communication (3/30/2022)

Tommy Swartz Court Reporter Draft EIS Comment

Hi. My name is Tommy Swartz, and I'm a West Seattle resident, right off of Delridge. I too am advocating for the Andover Street lower-height option. As the previous commenter outlined, it clearly meets all the criteria, and it's the highest performing. It's the lowest cost, displaces the fewest residencies, businesses, and has zero park effects. I am a strong advocate for this option and believe this is the best option for residences and people who've worked hard to save up money for these residences in a difficult city to buy homes in. Thank you.

#	Comments	Responses
1	I too am advocating for the Andover Street lower-height option. As the previous commenter outlined, it clearly meets all the criteria, and it's the highest performing. It's the lowest cost, displaces the fewest residencies, businesses, and has zero park effects. I am a strong advocate for this option and believe this is the best option for residences and people who've worked hard to save up money for these residences in a difficult city to buy homes in.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0276

Communication ID	Name	Email
500200	Randy Litzenberger	litzenbergerrandy@gmail.com

Full Communication (3/30/2022)

Randy Litzenberger Court Reporter Draft EIS Comment

Thank you. My name is Randy Litzenberger. I'm a West Seattle resident, and along with Annie Phillips, I am the co-chair of the 34th Democrats Environment, Energy, and Land-Use Caucus. I would echo the points as I heard from many of my friends and neighbors here this evening. The reality is that in terms of Sound Transit's planned light rail extension to West Seattle, there is a viable alternative, one that brings it in at a much lower cost, a fraction of the cost to be sure, as well as a much smaller environmental footprint. And when we consider even that light rail is certainly in the long run, hopefully, better for the environment and greenhouse gas emissions than automobiles, we have to understand the construction of this light rail to West Seattle would imbed pillars of concrete into our community, lead to relocation of neighborhoods and the like. It would do great damage to the heart of our community. And I would also call on Sound Transit to consider that in a moment when they should be considering the flexibility necessary to make a gondola viable as an alternative, they have precedent for this before. Several years back, when they were faced with escalating costs for a Capitol Hill light rail station, they ended up abandoning that and going to an alternative; so we do have precedent for this. We know that across the planet, as we have heard, gondolas are viable in many different parts of the world. It should be here as well. I very much endorse an aerial gondola for West Seattle. It'll bring it sooner, it'll make it better, and it'll be something we can be proud of. Let's say yes to gondola. Thank you for your time this evening.

#	Comments	Responses
1	The reality is that in terms of Sound Transit's planned light rail extension to West Seattle, there is a viable alternative, one that brings it in at a much lower cost, a fraction of the cost to be sure, as well as a much smaller environmental footprint. And when we consider even that light rail is certainly in the long run, hopefully, better for the environment and greenhouse gas emissions than automobiles, we have to understand the construction of this light rail to West Seattle would imbed pillars of concrete into our community, lead to relocation of neighborhoods and the like. It would do great damage to the heart of our community. And I would also call on Sound Transit to consider that in a moment when they should be considering the flexibility necessary to make a gondola viable as an alternative, they have precedent for this before. Several years back, when they were faced with escalating costs for a Capitol Hill light rail station, they ended up abandoning that and going to an alternative; so we do have precedent for this. We know that across the planet, as we have heard, gondolas are viable in many different parts of the world. It should be here as well. I very much endorse an aerial gondola for West Seattle. It'll bring it sooner, it'll make it better, and it'll be something we can be proud of. Let's say yes to gondola.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0277

Communication ID	Name	Email
500201	William Green	willgreen415@gmail.com

Full Communication (3/30/2022)

Will Green Court Reporter Draft EIS Comment

Great. So I would like to be an advocate specifically for the Andover station and the tunnel entrance for it, advocate for it being a tunnel at the Andover station and then specifically the tunnel entrance being on the south side of the Genesee Street. I want to prioritize not pretty much tearing down people's homes and building on the golf course right there instead. I think it just should be taken into consideration the amount of land that golf courses hold in urban spaces and just emphasize to the Sound Transit Board that that alternative would be preferred if the tunnel is on the south side of the Genesee Street. That is it.

#	Comments	Responses
1	So I would like to be an advocate specifically for the Andover station and the tunnel entrance for it, advocate for it being a tunnel at the Andover station and then specifically the tunnel entrance being on the south side of the Genesee Street. I want to prioritize not pretty much tearing down people's homes	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	building on the golf course right there instead. I think it just should be taken into consideration the amount of land that golf courses hold in urban spaces and just emphasize to the Sound Transit Board that that alternative would be preferred if the tunnel is on the south side of the Genesee Street.	Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information on alternatives development. See Appendix H, Final Section 4(f) Evaluation, of the Final EIS for information on the requirements that federally funded transportation project must meet for using public park property.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0278

Communication ID	Name	Email
500202	Nancy Woodland	nwoodland2@gmail.com

Full Communication (3/30/2022)

Nancy Woodland Court Reporter Draft EIS Comment

Hello. Thanks, Chris. My name is Nancy Woodland. I live on 42nd Avenue Southwest in the West Seattle Junction area, and my comment's going to be very short. I just want to advocate for the tunnel options in the event that the stations that end up in the Jefferson Square area end up winning out with all of the studies. We have a significantly settled neighborhood vibe here. We're part of the heart of the West Seattle Junction and would really love to consider that alternative to try to maintain some parts of that neighborhood area. And, also, a very big fan of the idea of having the light rail coming in, and now, tonight, interested in the gondola option. Thanks for listening.

#	Comments	Responses
1	I just want to advocate for the tunnel options in the event that the stations that end up in the Jefferson Square area end up winning out with all of the studies. We have a significantly settled neighborhood vibe here. We're part of the heart of the West Seattle Junction and would really love to consider that alternative to try to maintain some parts of that neighborhood area. And, also, a very big fan of the idea of having the light rail coming in	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	and now, tonight, interested in the gondola option	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0279

Communication ID	Name	Email
500203	Bette Levins	None provided

Full Communication (3/30/2022)

Bette Levins Court Reporter Draft EIS Comment

Yes. I'm actually Bette Levins [phonetic spelling], and I've been a resident of West Seattle now for like 37 years in our current home, which is typical of most Seattle residents. And I would really like to advocate for the gondola. I know the gondola is a different way of approaching the solutions of traffic. I would like it to be considered because I think it's a really good thing to do. I also think that a lot of times that the things that West Seattle tends to contribute like, for instance, the bridge or the tunnel under the West Seattle Bridge are often the things that have never really been considered. So I feel like we have kind of been like the stepchild, and our ideas have not been considered. And I would really like you -- I'd like Sound Transit to sincerely consider it in a fair, equitable, and justifiable way. So when you do consider it, please let us know how you have considered it, what you have done to research this. And if it's not better, as good or better than what you are proposing, I would like to know why. Thank you.

#	Comments	Responses
1	And I would really like to advocate for the gondola. I know the gondola is a different way of approaching the solutions of traffic. I would like it to be considered because I think it's a really good thing to do. I also think that a lot of times that the things that West Seattle tends to contribute like, for instance, the bridge or the tunnel under the West Seattle Bridge are often the things that have never really been considered. So I feel like we have kind of been like the stepchild, and our ideas have not been considered. And I would really like you -- I'd like Sound Transit to sincerely consider it in a fair, equitable, and justifiable way. So when you do consider it, please let us know how you have considered it, what you have done to research this. And if it's not better, as good or better than what you are proposing, I would like to know why.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0280

Communication ID	Name	Email
500207	Shelby Skeena	None provided

Full Communication (3/30/2022)

Shelby Skeena Court Reporter Draft EIS Comment

Hello. My name is Shelby Skeena [phonetic spelling]. I'm a West Seattle resident. Like many people, I supported the West Seattle light rail extension; however, now that I'm able to see the plans and envision the devastating impact to our community, I feel it would be a huge mistake. I support the gondola as a far superior option regarding in relation to the environmental impacts, including the blue heron reserve on Pigeon Point and the Duwamish Greenbelt; also, the impacts of all of that concrete and carbon emissions that it would release into our environment. I support it for the cost savings, the smaller impact on homes and businesses, and the ability to have transit here in West Seattle much quicker than with the light rail option. So please consider or please implement a commission, an independent study for the SkyLink gondola. Thank you.

#	Comments	Responses
1	now that I'm able to see the plans and envision the devastating impact to our community, I feel it would be a huge mistake. I support the gondola as a far superior option regarding in relation to the environmental impacts, including the blue heron reserve on Pigeon Point and the Duwamish Greenbelt; also, the impacts of all of that concrete and carbon emissions that it would release into our environment. I support it for the cost savings, the smaller impact on homes and businesses, and the ability to have transit here in West Seattle much quicker than with the light rail option. So please consider or please implement a commission, an independent study for the Skylink gondola.	Your opposition to the West Seattle Link Extension has been noted. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0281

Communication ID	Name	Email
500210	Joe Fuller	None provided

Full Communication (3/30/2022)

Joe Fuller Court Reporter Draft EIS Comment

Okay. My name's Joe Fuller. I'm a resident of West Seattle. I reside on 41st Avenue Southwest, very near Jackson Square or, I should say, Jefferson Square. And I just want to advocate for the tunnel option. I just want to be on the record. I think that's going to be the best option for the very least displacement of businesses and houses in West Seattle, and I just want to be on the record. Thank you.

#	Comments	Responses
1	I just want to advocate for the tunnel option. I just want to be on the record. I think that's going to be the best option for the very least displacement of businesses and houses in West Seattle,	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0282

Communication ID	Name	Email
500211	Frank Immel	fimmel@gdiving.com

Full Communication (3/30/2022)

Frank Immel Court Reporter Draft EIS Comment

Thank you very much. My name is Frank Immel. I'm a West Seattle resident and property owner, and I encourage you to look at the gondola option and to commission an outside review for that. I have a hard time understanding how, if you're looking at options, you would not look at a viable option versus kind of going down the path of what you are continuing to go down. There's so many benefits that have been stated tonight: you know, environment, speed, delivery, cost, all of these things. And I think this is just a very -- I highly encourage you to look at that significantly and seriously. Thank you very much.

#	Comments	Responses
1	I encourage you to look at the gondola option and to commission an outside review for that. I have a hard time understanding how, if you're looking at options, you would not look at a viable option versus kind of going down the path of what you are continuing to go down. There's so many benefits that have been stated tonight: you know, environment, speed, delivery, cost, all of these things. And I think this is just a very -- I highly encourage you to look at that significantly and seriously.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0283

Communication ID	Name	Email
500212	Marc	None provided

Full Communication (3/30/2022)

Marc Court Reporter Draft EIS Comment

Yeah. I would just like to have it on the record that I have lived in West Seattle for the last nine years. My wife is a frequent commuter on buses, on the RapidRide buses. My family also commutes on those RapidRide buses during the weekends, and we do not find it to be an adverse amount of time; in fact, it's 15 to 20 minutes, average. And I'd just like to have it on the record that I'm opposed to the Link light rail.

#	Comments	Responses
1	My family also commutes on those RapidRide buses during the weekends, and we do not find it to be an adverse amount of time; in fact, it's 15 to 20 minutes, average. And I'd just like to have it on the record that I'm opposed to the Link light rail.	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0284

Communication ID	Name	Email
500215	James	None provided

Full Communication (3/30/2022)

James Court Reporter Draft EIS Comment

Thank you very much, and thank you all for being here and putting on all of these public input sessions. I appreciate all the work that you guys have done. In lieu of any further comments from the community about this particular segment, I'd just like to suggest that Sound Transit put further consideration towards cost-saving measures with some of the stations themselves. I also think that it's worth considering, given the number of comments about sort of the character and interruption that some of these elevated options to pose to the neighborhood, to think about how best to esthetically integrate those elevated options. On the larger note, just speaking to the WSBLE extension as a whole, I think I just want to add further voice to the notion that there should be shallower stations and cheaper construction costs kept in line with that. I know the community impacts can be significant and politically difficult, but if cost-saving is the intention and rider experience is a priority, having shallower stations all along the line, I think, is vital. Thank you so much.

#	Comments	Responses
1	I'd just like to suggest that Sound Transit put further consideration towards cost-saving measures with some of the stations themselves. I also think that it's worth considering, given the number of comments about sort of the character and interruption that some of these elevated options to pose to the neighborhood, to think about how best to esthetically integrate those elevated options.	Please see response to CC2f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives.
	just speaking to the WSBLE extension as a whole, I think I just want to add further voice to the notion that there should be shallower stations and cheaper construction costs kept in line with that. I know the community impacts can be significant and politically difficult, but if cost-saving is the intention and rider experience is a priority, having shallower stations all along the line, I think, is vital.	Please see response to CC2k in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0285

Communication ID	Name	Email
500431	Merle Kivijarvi	None provided

Full Communication (3/17/2022)

Merle Kivijarvi Court Reporter Draft EIS Comment

Okay. Well, first of all, it's -- it's a good thing that's really late. So far, my experience has been very convenient. It's helped me mediate more time in my journey, getting me quicker to where I want to go. I'm glad to see the expansion is where they have gone to. And I would like to see them expand more in the other metropolitan areas like further north towards Issaquah, Olympia, and expansion sections for Tacoma, Puyallup, and areas like that also. It would be nice to see them expand towards -- of course, they're going to Everett, but when they get to Everett, Marysville and Snohomish, you know. That's -- what else would I say? Oh, I had been stopped a couple of times by transit police when I didn't have fare, and they were very considerate. They didn't fine me. I think what they could possibly improve on is more places where you can load your ORCA and -- oh, one other thing, increase the availability access for bicycles. Oh, one other thing -- and I don't know if this is part of their plan, but I know that it is the plan for our domestic and international flights, SeaTac will turn into SeaTac South and Sea-Tac North. In other words, Everett will become an international airport, and it will be nice to have that link for light rail go to that airport in Everett.

Oh, yes. Also, it would be nice to have a link that goes from Tukwila east up 405. That will be -- and all the way up the 405 corridor through Kirkland, Totem Lake, and all the way connecting to the Lynnwood and -- yeah, connecting to Lynnwood and connecting to Mill Creek and on that route towards Everett. I think that's about what I have to say. Are you getting all that?

It would also be good if they can make a connection link route to the ferry terminal at Kingston- Edmonds, so that when people come off the ferries, they would have access to the link. I think I'm done.

#	Comments	Responses
1	Okay. Well, first of all, it's -- it's a good thing that's really late. So far, my experience has been very convenient. It's helped me mediate more time in my journey, getting me quicker to where I want to go. I'm glad to see the expansion is where they have gone to. And I would like to see them expand more in the other metropolitan areas like further north towards Issaquah, Olympia, and expansion sections for Tacoma, Puyallup, and areas like that also. It would be nice to see them expand towards -- of course, they're going to Everett, but when they get to Everett, Marysville and Snohomish, you know	Thank you for expressing support for light rail. The Sound Transit 3 program includes study of future extensions beyond the Sound Transit 3 planned projects.
2	Oh, I had been stopped a couple of times by transit police when I didn't have fare, and they were very considerate. They didn't fine me. I think what they could possibly improve on is more places where you can load your ORCA	Your comment has been noted.
3	oh, one other thing, increase the availability access for bicycles	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>Oh, one other thing -- and I don't know if this is part of their plan, but I know that it is the plan for our domestic and international flights, SeaTac will turn into SeaTac South and Sea-Ev North. In other words, Everett will become an international airport, and it will be nice to have that link for light rail go to that airport in Everett. Oh, yes. Also, it would be nice to have a link that goes from Tukwila east up 405. That will be -- and all the way up the 405 corridor through Kirkland, Totem Lake, and all the way connecting to the Lynnwood and -- yeah, connecting to Lynnwood and connecting to Mill Creek and on that route towards Everett. I think that's about what I have to say. Are you getting all that? It would also be good if they can make a connection link route to the ferry terminal at Kingston-Edmonds, so that when people come off the ferries, they would have access to the link. think I'm done.</p>	<p>Thank you for your support of light rail and interest in future extensions. These extension ideas are outside of the scope of the current project but could be considered in future Sound Transit long-range planning.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0286

Communication ID	Name	Email
500473	D Gerstamarler	None provided

Full Communication (3/17/2022)

D Gerstamarler Court Reporter Draft EIS Comment

Okay. Go ahead. I think it would be great what you guys just stated that the light rail has a public transportation back and forth to downtown, along here, especially for some of us who live so much farther away and have to come every day. It would cut down on the timeframe, which is a big problem I'm facing right now of utilizing my time. So I can't wait for it to happen. That's all. Thank you.

#	Comments	Responses
1	I think it would be great what you guys just stated that the light rail has a public transportation back and forth to downtown, along here, especially for some of us who live so much farther away and have to come every day. It would cut down on the timeframe, which is a big problem I'm facing right now of utilizing my time. So I can't wait for it to happen.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0287

Communication ID	Name	Email
500474	None provided	None provided

Full Communication (3/17/2022)

Court Reporter Draft EIS Comment

The people here are real nice, and I hope I'm not insulting anybody by what I say. Okay. Don't smile after you hear what I have to say. Okay. Sound Transit, you know, has a great idea. We're having an environmental crisis in this country and the world. And you're a fast typist. I tend to speak quick. And I think rail transit is the way to go, of course. But Sound Transit has made a lot of bad mistakes. It's really messed up in a lot of situations. I think even Sound Transit is aware of all the things that are wrong. Fortunately, it still works because rail -- light rail, heavy rail is such a good thing, but it could have been a lot better. Well, that said, I think that this plan, which I've been reading about in the papers and elsewhere, was very poorly conceived and wastes a lot -- and wastes a lot of money unnecessarily. And I think the worst thing about it -- well, two bad things.

One is I'm a long-time resident of -- I am a long 25 time resident of Chinatown here, and there -- they may be tearing down the Chinatown, but remember, if they don't tear it down, there would be a big disruption to business. We in Chinatown, our businesses have suffered so much from the building of this station and the building of the streetcar. We don't need any more of that or transportation place. If they have to build a station underground, put it somewhere else, like over on the other side of this station like on Fourth. That's everything. Am I talking too fast? You're amazing. Now, one of the -- kind of the worst thing about this, in addition to recommend our beloved Chinatown and the neighborhood, which we can't create anywhere else, the worst thing is the underground section. This is very deep underground. Number one, extremely costly. Number two, it's very inconvenient to people. Transit should be convenient. Nobody likes to take a ride just from a neighborhood and get stuck way down in the station way below the ground, and they'd have to wait for an elevator, an escalator, which don't work half the time. Even if they worked all the time at Sound Transit, it still is very inconvenient. One of the nice things --this is probably the best station on Sound Transit because you just come up -- for an escalator, you're right here on the surface. But with that, it's just way too deep. The only good use for it is a bomb shelter. Now, the Russians are threatening us, you know, make a big bomb shelter. What they should do is what I've seen in Europe so much. They should run the line on the street. Put the tracks in the street.

Much less disruptive, much -- far more convenient for the riders. And because it's not a high-speed rail line like a bullet train, no need to put it so deep. You know, if there were a line all the way from here to Vancouver or to Portland, I can understand that. But it's a local line. Just run it on the streets. And we can put tracks in on the street. Very convenient, go block by block and not disrupt any businesses for so long. And that is really the way to go. Save a lot of money. This money can be used for other Sound Transit projects. Sound Transit is having financial problems. People don't pay the fares and is causing some problems. So this is my suggestion. And again, it's what I've seen in Europe transit systems all over the place run their lines in their downtown on the streets. When you get out of downtown, of course, you can go in the tunnels and all that. And your fingers are getting sore. I probably said enough. I will never forget this. And I'm so unimportant in -- like, I have trouble even walking and breathing at the same time. But you should get some kind of bonus. Sound Transit has the money for that. So anyway, this has been great talking to you. I'm sure nobody will pay any attention to my opinion. They never do. But that's -- it should be said. And I'm hopeful other people have similar comments.

#	Comments	Responses
1	<p>Sound Transit, you know, has a great idea. We're having an environmental crisis in this country and the world. And you're a fast typist. I tend to speak quick. And I think rail transit is the way to go, of course. But Sound Transit has made a lot of bad mistakes. It's really messed up in a lot of situations. I think even Sound Transit is aware of all the things that are wrong. Fortunately, it still works because rail -- light rail, heavy rail is such a good thing, but it could have been a lot better.</p> <p>Well, that said, I think that this plan, which I've been reading about in the papers and elsewhere, was very poorly conceived and wastes a lot -- and wastes a lot of money unnecessarily.</p>	<p>Thank you for expressing support for rail transit.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	And I think the worst thing about it -- well, two bad things. One is I'm a long-time resident of -- I am a long 25 time resident of Chinatown here, and there -- they may be tearing down the Chinatown, but remember, if they don't tear it down, there would be a big disruption to business. We in Chinatown, our businesses have suffered so much from the building of this station and the building of the streetcar. We don't need any more of that or transportation place. If they have to build a station underground, put it somewhere else, like over on the other side of this station like on Fourth. That's everything.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	the worst thing is the underground section. This is very deep underground. Number one, extremely costly. Number two, it's very inconvenient to people. Transit should be convenient. Nobody likes to take a ride just from a neighborhood and get stuck way down in the station way below the ground, and they'd have to wait for an elevator, an escalator, which don't work half the time. Even if they worked all the time at Sound Transit, it still is very inconvenient. One of the nice things --this is probably the best station on Sound Transit because you just come up -- for an escalator, you're right here on the surface. But with that, it's just way too deep.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	What they should do is what I've seen in Europe so much. They should run the line on the street. Just put the tracks in the street. Much less disruptive, much -- far more convenient for the riders. And because it's not a high-speed rail line like a bullet train, no need to put it so deep. You know, if there were a line all the way from here to Vancouver or to Portland, I can understand that. But it's a local line. Just run it on the streets. And we can put tracks in on the street. Very convenient, go block by block and not disrupt any businesses for so long. And that is really the way to go. Save a lot of money.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Sound Transit is having financial problems. People don't pay the fares and is causing some problems.	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, and protocols and gathered community feedback to identify where improvements should be made. As a result of this work, the agency developed the Fare Enforcement Action Plan in May 2022.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0288

Communication ID	Name	Email
500476	Sarah Phillips	None provided

Full Communication (3/17/2022)

Sarah Phillips Court Reporter Draft EIS Comment

Cool. I would like to see either more transit security officers or some alternative accessible routes to get to and from the train. Because especially like at Westlake. there are three elevators that I can use. One is always down. And two of them are always have people using the elevators that are just kind of standing there, and they won't let me use them. So that's just been something that I keep struggling with, access to the train.

#	Comments	Responses
1	I would like to see either more transit security officers or some alternative accessible routes to get to and from the train. Because especially like at Westlake, there are three elevators that I can use. One is always down. And two of them are always have people using the elevators that are just kind of standing there, and they won't let me use them. So that's just been something that I keep struggling with, access to the train.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0289

Communication ID	Name	Email
500478	Vanessa Kinsey	None provided

Full Communication (3/17/2022)

Vanessa Kinsey Court Reporter Draft EIS Comment

Okay. Cool. I just wanted to express my deep disapproval of expanding in Chinatown and specifically taking down neighborhoods or houses or businesses in order to expand this area. I feel like Chinatown has been through a ton, particularly in the last couple years, and not only that, but like they went through all the stuff that came with building the new arenas, and I just don't want this culture and this community, my neighborhood, to be pushed to the side again and to be demolished. And I also want to give my two cents on the West Seattle expansion. And I would love to see something underground rather than something that's going to also knock down neighborhoods and houses and culture in part of what is West Seattle as well. I love light rail. I use it almost every day. I live downtown. I think it's essential for businesses and people like me, but we need to value our neighborhoods and our communities and prioritize those instead. Build around what is already here.

#	Comments	Responses
1	I just wanted to express my deep disapproval of expanding in Chinatown and specifically taking down neighborhoods or houses or businesses in order to expand this area. I feel like Chinatown has been through a ton, particularly in the last couple years, and not only that, but like they went through all the stuff that came with building the new arenas, and I just don't want this culture and this community, my neighborhood, to be pushed to the side again and to be demolished.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	And I also want to give my two cents on the West Seattle expansion. And I would love to see something underground rather than something that's going to also knock down neighborhoods and houses and culture in part of what is West Seattle as well. I love light rail. I use it almost every day. I live downtown. I think it's essential for businesses and people like me, but we need to value our neighborhoods and our communities and prioritize those instead. Build around what is already here	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0290

Communication ID	Name	Email
500760	Run Zhun	None provided

Full Communication (3/17/2022)

Run Zhun Court Reporter Draft EIS Comment

I think it's very important to get more translation out, translation -- translators to different languages to the community here, to get more of residents and visitors more people that can engage. And I think it's very important for the company and the government to consider about appraisal -- how to preserve the culture and the building, to help the small business owner here. Yeah. I think that's my concern just like this. Thank you.

#	Comments	Responses
1	I think it's very important to get more translation out, translation -- translators to different languages to the community here, to get more of residents and visitors more people that can engage. And I think it's very important for the company and the government to consider about appraisal -- how to preserve the culture and the building, to help the small business owner here. Yeah. I think that's my concern just like this. Thank you.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project, including translation of materials and meetings in multiple languages. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0291

Communication ID	Name	Email
500766	Juan Rivera	None provided

Full Communication (3/17/2022)

Juan Rivera Court Reporter Draft EIS Comment

I just think transportation is too limited. Transportation here is too limited. We should expand. A lot of people go a lot of places. Help them get there. And make some more income to pay more taxes. That's how I feel about it. But you know, I sleep at the VA Hospital in a tent out in the woods. If I don't catch a certain bus there at a certain time, I can't get there. That ain't cool. I'm a senior citizen, disabled vet. Help me get to where I got to go. That's all I got to say. Cool. Thank you.

#	Comments	Responses
1	I just think transportation is too limited. Transportation here is too limited. We should expand. A lot of people go a lot of places. Help them get there. And make some more income to pay more taxes. That's how I feel about it. But you know, I sleep at the VA Hospital in a tent out in the woods. If I don't catch a certain bus there at a certain time, I can't get there. That ain't cool. I'm a senior citizen, disabled vet. Help me get to where I got to go. That's all I got to say. Cool. Thank you.	Thank you for expressing support for the project. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on planned future expansion of the light rail system.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0292

Communication ID	Name	Email
501530	Kathi Richter	kathirichter1@gmail.com

Full Communication (3/30/2022)

Kathi Richter WSBLE Draft EIS Comment

Please consider forming a task force to look at the Skyline option for West Seattle. It is more efficient, less disruptive to our community, and less expensive.

Let's join other communities and offer a progressive solution!!

#	Comments	Responses
1	Please consider forming a task force to look at the Skyline option for West Seattle. It is more efficient, less disruptive to our community, and less expensive. Let's join other communities and offer a progressive solution!!	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0293

Communication ID	Name	Email
505355	Art Cowen	art.cowen@gmail.com

Full Communication (3/21/2022)

Art Cowen Draft EIS Comment

This is a comment about the DEIS submitted for the West Seattle and Ballard Link Extensions (the "WSBLE").

1. Summary of Comment.

The WSBLE DEIS does not meet a NEPA requirement. Chapter 1 ("Purpose and Need") does not demonstrate sufficient need for the extremely high levels of light rail transit ridership capacity the WSBLE would provide in that corridor.

2. The purpose of the WSBLE is transporting high volumes of future commuters.

The WSBLE is one of the ST3 projects. ST3 is a Sound Transit ordinance (Resolution R2006-16) that establishes corridor locations, ridership capacity levels, and other system attributes.

The primary purpose of WSBLE would be to provide increased light rail system capacity for commuters:

"[T]ransportation continues to be one of the area's biggest challenges with approximately 800,000 more people expected to call this region home in the next 25 years. By 2040 the region will also support 800,000 new jobs. In the past year alone, the region's population grew by 52,000 people - making daily commutes longer and more congested. In response, Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound." ST3 -- Res. R2016-16 "Introduction" paragraph.

ST3 also requires the WSBLE be designed for extremely high system capacity levels: 50,000 riders per direction per hour. Page C-4 of Res. R2006-16. That would be excessive capacity anywhere:

"Most light rail systems in the United States are limited by demand rather than capacity (by and large, most American LRT systems carry fewer than 4,000 persons per hour per direction), but Boston's and San Francisco's light rail lines carry 9,600 and 13,100 passengers per hour per track during rush hour." (Referenced source: Hanson, Susan; Giuliano, Genevieve (2004). The geography of urban transportation. Guilford Press. ISBN 1-59385-055-7). https://en.wikipedia.org/wiki/Light_rail

3. Nothing in Ch. 1 indicates the public would need extraordinary light rail transit ridership capacity in that corridor beginning in 2037. Moreover, the projections of population growth and employment growth in Ch. 1 could not indicate sufficient need for the WSBLE.

The DEIS contains no light rail ridership capacity demand forecast for that 11.8 mile corridor. Moreover, nothing in Ch. 1 indicates the public ever would need as much light rail transit capacity as the WSBLE is designed to provide.

Ch. 1 of the DEIS contains projections of employment growth and population growth:

"[Seattle] is expected to add about 135,000 people and about 150,000 jobs between 2015 and 2040 (Puget Sound Regional Council 2019)." Ch. 1 page 1-5.

That citywide population growth projection could not indicate a sufficient need for the WSBLE. Seattle's population could grow by a hundred thousand residents and rail transit demand capacity could drop from current levels. Not many of the new arrivals may be obligated to commute frequently to and from employer-provided worksites proximate to light rail stations. Any rule of thumb for estimating light rail demand from regions' population increases no longer is valid now that so many employers ended daily office commute requirements.

Likewise, that job growth projection could not indicate sufficient need for so much additional light rail ridership capacity. Many jobs no longer entail a daily commute. For example, technology businesses that have been operating productively for two years with highly distributed workforces now have teams with members that not only work from residences around this region, but also team members that live in and work from other parts of the country. The effects of increased numbers of employed persons can not be causally correlated to increased light rail system ridership demand.

Ch. 1 identifies a series of plans, policies, and reports prepared for other reasons:

- the Sound Transit 3 Plan (Sound Transit, 2016)

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- Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit, 2019),
- Sound Transit's System Access Policy (Sound Transit 2013),
- an unidentified 2019 report from the Puget Sound Regional Council.
- Vision 2050 from the Puget Sound Regional Council (that report was adopted in 2020, but it essentially is unchanged from the 2019 Final Draft),
- the Regional Transit Long-Range Plan (Sound Transit 2014), and
- an unidentified 2017 report from the United States Census Bureau.

None of those bear on the operative "NEPA need" issue, and each was prepared before March, 2020. That month transit ridership patterns fell substantially everywhere, due to reasons that persist now.

4. The DEIS disregards the substantial decrease in transit commutes over the past two years.

Jobs that require daily commutes plummeted in 2020, and commute levels to and from urban core offices have not increased much since. Those declines are quantified in a U.S. Census Bureau American Communities Survey for 2020. The Census Bureau estimated a work from home share for each state, before and after March, 2020. The percentage figures reported reflect commuting losses that occurred in the nation's largest central business districts, due to how office jobs are so easily replaced by remote working. Washington State ranked fourth-highest among the states in work from home share gain:

"The state of Washington is estimated to have ranked fourth, at 25.0% and is home to the nation's seventh largest CBD (Seattle). Metro Seattle is one of the nation's premier tech centers, in which many jobs can readily be done from home."

<https://www.newgeography.com/content/007272-tentative-work-home-estimates-based-accs-2020-experimental-data>

The DEIS in Ch. 1 fails to account for that strong employment trend and its negative implications for light rail transit ridership demand.

5. The DEIS disregards USDOT's admonitions against new infrastructure capital spending.

A U.S. Department of Transportation report warns local agencies against planning new transportation infrastructure capital spending absent "demonstrated demand:"

In the near term, the challenge for transportation will not be expanding capacity to accommodate growing demand but rather sustaining the infrastructure system and services so they do not diminish mobility and become an impediment to full economic recovery. Maintenance should take priority and funds should not be used to expand capacity unless there is demonstrated demand. Beyond the direct effects on travel demand from the pandemic and the behavior changes induced by or accelerated by the pandemic, secondary effects may include changes by individuals, businesses and governments in values and spending priorities as they adjust to a post COVID-19 world. While difficult to predict and highly speculative, the COVID-19 experience may well influence the ability and/or willingness of transportation consumers and transportation providers, including governments, to commit resources to transportation at the pre-COVID-19 levels. (Emphasis added).

USDOT report "COVID-19's Effects on The Future of Transportation" (2021) <https://rosap.nhtl.bts.gov/view/doU54292>

Nothing in the DEIS "demonstrate[s] demand" for extraordinary light rail transit capacity in the WSBL corridor.

6. The DEIS should have addressed the sharp drop-off in light rail transit demand here after March, 2020, as well as the fact that light rail ridership is not rebounding much here or in other U.S. metros.

Light rail ridership here is well below Sound Transit's projections. Last year ridership was about one-third of what it projected in September, 2020. The Sound Transit "Transit Development Plan 2020-2025" projected 32,000,000 boardings in 2021, but the actual figure was about 11,500,000 boardings.

Demand for bus transit service in this region also is substantially lower. The regional bus service provider is King County Metro. Bus ridership remains down about 50% from the same month in 2019:

King County Metro's Ridership: Average Weekday Transit Boardings Chart.

<https://docs.google.com/spreadsheets/d/1tFusbWmfk3A6MdQjuxWg3JUYs7vqbSt62JROY1V3fKI/pubhtml?gid=1914679577&single=true>

All over the U.S. primarily-remote work practices replaced daily commutes on light rail to and from offices that previously had been crowded with workers using computers all day Monday through Friday. The American Public Transportation Association's light rail ridership reports show the widespread and substantial ridership reductions since March, 2020:

<https://www.apta.com/research-technical-resources/transit-statistics/ridership-report-archives/>

Those APTA reports also show Seattle's light rail ridership fell more than in other metros.

7. The DEIS should have addressed the prevalence of primarily-remote jobs in the Seattle area.

The Federal Reserve Bank of Minneapolis analyzed key issues relating to the changing daily travel patterns resulting from remote work practices around the U.S. Here is the report's Abstract:

"We show that cities with higher population density specialize in high-skill service jobs that can be done remotely. The urban and industry bias of remote work potential shaped the recent pandemic's economic impact. Many high-skill service workers started to work remotely, withdrawing spending from big-city consumer service industries dependent on their demand. As a result, low-skill service workers in big cities bore most of the recent pandemic's economic impact. Our findings have broader implications for the distributional consequences of the U.S. economy's transition to more remote work."

"The Geography of Remote Work," August, 2021. <https://www.minneapolisfed.org/research/institute-working-papers/the-geography-of-remote-work>

Many residents of the Seattle region have "high-skill service jobs" in fields including tech, corporate, public agency administration, and white-collar services. The DEIS ignores this region's residents' large-scale "transition to more remote work."

The existing Seattle light rail system was designed with a commute-centric purpose. It is skewed to stations surrounded by office buildings. The WSBLE would increase that bias. Now the public has far less need for stations in such locations because of what that report calls the "distributional consequences of the U.S. economy's transition to more remote work." Seattle's office districts served by existing and planned light rail stations no longer are significant commuter destinations:

"The number of office workers in downtown Seattle has hovered around 25% of 2019 levels for much of the last 12 months []. according to the Downtown Seattle Association."

Seattle Times, Feb. 17, 2022, "From Amazon to Zillow, Seattle workers consider getting back to office. Or not"

That Federal Reserve Bank paper also notes the disappearance of jobs for "low-skill service workers in big cities." That also happened in this region:

Between February 2020 & December 2021, the Seattle region had []: "A net loss of 54,600 total jobs ...Industries like manufacturing & hospitality have yet to recover, with respective net losses of 24,800 & 30,200 jobs"

Puget Sound Business Journal, Mar 9, 2022: <https://www.bizjournals.com/seattle/news/2022/03/09/seattle-pandemic-tech-growth-spreading.html>

Many of the hospitality jobs that disappeared had been near light rail stations, including those at downtown hotels and restaurants.

The "Purpose and Need" chapter should have addressed the issues raised in that Federal Reserve Bank paper.

8. Low transit demand by commuters is expected in other metros due to factors also present in the Seattle region.

The Boston region's workforce demographics and transportation patterns are comparable to the Seattle region's. The State of Massachusetts analyzed issues relating to the future of work and transportation needs around Boston in a report ("Preparing for the Future of Work in the Commonwealth of Massachusetts"):

"The report concludes that changing ways of working - such as hybrid and remote work - may shift the 'center of gravity' away from the urban core."

"The shifting center of gravity away from the urban core will be especially significant to Boston/Cambridge; of the 245,000 net-inflow of commuters into Boston in 2019, 34% work in roles that could be performed remotely - higher than most other cities"

"More time will be spent in residential areas as per our modeling up to 32% of workers in the state could shift to remote work 1-3 days per week, impacting the need for office space, surrounding infrastructure, & creating placemaking opportunities in residential areas"

"Within Massachusetts, the populace has been moving away from Boston & other urban areas into suburban or even rural areas, with vacation hubs such as Cape Cod & the Berkshires seeing net inflows at times when they previously had experienced population declines (Exhibit 16)"

<https://www.mass.gov/doc/future-of-work-in-massachusetts-report/download>

That report identifies a number of profound changes that bear on future transit ridership demand:

1) changed employment policies and expectations (work from home replacing daily commute demands), 2) new travel patterns and transportation needs throughout the region, 3) the economic "center of gravity" of the region shifting from the urban core to residences regionwide 4) static (or declining) population, and 5) de-densification near current rail stations as suburban and exurban single family homes are more useful for highly paid knowledge workers who use extra bedrooms for home offices. The WSBLE DEIS does not acknowledge or account any of those shifts that suggest the WSBLE is not needed.

Other West Coast cities are experiencing comparable trends:

COVID shifted a substantial share of work activity to remote settings. Pre-COVID, about 5% of work was done remotely; the best estimates suggest that about 25% of future work will be done remotely. Remote work made it possible for more Californians to relocate during COVID, and it could create economic challenges in business districts like downtown San Francisco and Los Angeles. A large-scale return to office settings this year may smooth out some regional inequities, but given the changes in workplace preferences, the location of workers and businesses are likely to be forever changed. This shift will probably have an uneven impact: for example, remote work is expected to be most common in professions like IT and finance and least common in manufacturing, retail, and health.

The Public Policy Institute of California's March 9, 2022 report "How Did California's Economy Recover from COVID- and What Comes Next?" <https://www.ppic.org/blog/how-did-californias-economy-recover-from-covid-and-what-comes-next/>

The WSBLE DEIS avoids accounting for those employment changes and the trend of former commuters moving to residences away from urban cores that are better suited for remote working. What that report addresses also militates against sufficient light rail transit capacity demand ever arising in the subject corridor.

9. The DEIS disregards the economic and transportation changes other transit agency officials understand will decrease demand for commuter-centric transit.

Transit system officials in other metros explain why transit ridership demand is expected to decline in the future:

The nation's biggest commuter railroads are preparing for potentially permanent shifts in daily ridership, declines that in some cases could threaten their long-term viability.

The changes are based on expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides. Transit officials in some cities have shifted schedules away from traditional rush-hour periods[.]

Sebastian Petty, Caltrain's deputy chief of planning, said the agency, like the MBTA, was pivoting to focus less on the commuter market. "Our future is to be more of a regional rail provider. It's a significant challenge to our business model"

Massachusetts Bay Transportation Authority General Manager Steve Poflak: "You might come in for in-person meetings from 10 to 2, & then go home & finish the rest of your day virtually"

Commuter Railroads Face Murky Future After Pandemic

"We already know that the traditional commuting patterns have probably gone out the window," said Debra A. Johnson, CEO of Denver's Regional Transportation District

Wall Street Journal, March 6, 2022: <https://www.wsj.com/articles/the-pricey-future-of-commuter-railroads-for-the-post-pandemic-era-11646575383>

The WSBLE DEIS ignores all the significant employment-related transportation changes those transit officials reference. In the Seattle area the "traditional commuting pattern" also ended two years ago and demand for sufficient commuter ridership on light rail in the WSBLE arising in the late 2030's is unlikely because of "expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides."

Suggestion.

The contents of the "Purpose and Need" chapter of the DEIS do not indicate enough demand would arise for the huge volume of light rail transit capacity the WSBLE would provide in that corridor. If Chapter 1 is not augmented with a credible forecast of enough public need the Federal Transit Administration should determine the DEIS is insufficient pursuant to the NEPA criteria

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#	Comments	Responses
1	<p>1. Summary of Comment. The WSBLE DEIS does not meet a NEPA requirement. Chapter 1 ("Purpose and Need") does not demonstrate sufficient need for the extremely high levels of light rail transit ridership capacity the WSBLE would provide in that corridor. The purpose of the WSBLE is transporting high volumes of future commuters. The WSBLE is one of the ST3 projects. ST3 is a Sound Transit ordinance (Resolution R2006-16) that establishes corridor locations, ridership capacity levels, and other system attributes. The primary purpose of WSBLE would be to provide increased light rail system capacity for commuters: "[T]ransportation continues to be one of the area's biggest challenges with approximately 800,000 more people expected to call this region home in the next 25 years. By 2040 the region will also support 800,000 new jobs. In the past year alone, the region's population grew by 52,000 people - making daily commutes longer and more congested. In response, Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound." ST3 -- Res. R2016-16 "Introduction" paragraph. ST3 also requires the WSBLE be designed for extremely high system capacity levels: 50,000 riders per direction per hour. Page C-4 of Res. R2006-16. That would be excessive capacity anywhere: "Most light rail systems in the United States are limited by demand rather than capacity (by and large, most American LRT systems carry fewer than 4,000 persons per hour per direction), but Boston's and San Francisco's light rail lines carry 9,600 and 13,100 passengers per hour per track during rush hour." (Referenced source: Hanson, Susan; Giuliano, Genevieve (2004). The geography of urban transportation. Guilford Press. ISBN 1-59385-055-7). https://en.wikipedia.org/wiki/Light_rail Nothing in Ch. 1 indicates the public would need extraordinary light rail transit ridership capacity in that corridor beginning in 2037. Moreover, the projections of population growth and employment growth in Ch. 1 could not indicate sufficient need for the WSBLE. The DEIS contains no light rail ridership capacity demand forecast for that 11.8 mile corridor. Moreover, nothing in Ch. 1 indicates the public ever would need as much light rail transit capacity as the WSBLE is designed to provide. Ch. 1 of the DEIS contains projections of employment growth and population growth: "[Seattle] is expected to add about 135,000 people and about 150,000 jobs between 2015 and 2040 (Puget Sound Regional Council 2019)." Ch. 1 page 1-5. That citywide population growth projection could not indicate a sufficient need for the WSBLE. Seattle's population could grow by a hundred thousand residents and rail transit demand capacity could drop from current levels. Not many of the new arrivals may be obligated to commute frequently to and from employer-provided worksites proximate to light rail stations. Any rule of thumb for estimating light rail demand from regions' population increases no longer is valid now that so many employers ended daily office commute requirements. Likewise, that job growth projection could not indicate sufficient need for so much additional light rail ridership capacity. Many jobs no longer entail a daily commute. For example, technology businesses that have been operating productively for two years with highly distributed workforces now have teams with members that not only work from residences around this region, but also team members that live in and work from other parts of the country. The effects of increased numbers of employed persons can not be causally correlated to increased light rail system ridership demand. Ch. 1 identifies a series of plans, policies, and reports prepared for other reasons: the Sound Transit 3 Plan (Sound Transit, 2016) Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit, 2019), -Sound Transit's System Access Policy (Sound Transit 2013), an unidentified 2019 report from the Puget Sound Regional Council. Vision 2050 from the Puget Sound Regional Council (that report was adopted in 2020, but it essentially is unchanged from the 2019 Final Draft), the Regional Transit Long-Range Plan (Sound Transit 2014), and an unidentified 2017 report from the United States Census Bureau. None of those bear on the operative "NEPA need" issue, and each was prepared before March, 2020. That month transit ridership patterns fell substantially everywhere, due to reasons that persist now. The DEIS disregards the substantial decrease in transit commutes over the past two years. Jobs that require daily commutes plummeted in 2020, and commute levels to and from urban core offices have not increased much since. Those declines are quantified in a U.S. Census Bureau American Communities Survey for 2020. The Census Bureau estimated a work from home share for each state, before and after March, 2020. The percentage figures reported reflect commuting losses that occurred in the nation's largest central business districts, due to</p>	<p>Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Chapter 1, Purpose and Need for West Seattle Link Extension, for updated supporting information for the project need. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

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#	Comments	Responses
	<p>how office jobs are so easily replaced by remote working. Washington State ranked fourth-highest among the states in work from home share gain: "The state of Washington is estimated to have ranked fourth, at 25.0% and is home to the nation's seventh largest CBD (Seattle). Metro Seattle is one of the nation's premier tech centers, in which many jobs can readily be done from home." https://www.newgeography.com/content/007272-tentative-work-home-estimates-based-ac-2020-experimental-data The DEIS in Ch. 1 fails to account for that strong employment trend and its negative implications for light rail transit ridership demand. The DEIS disregards USDOT's admonitions against new infrastructure capital spending. A U.S. Department of Transportation report warns local agencies against planning new transportation infrastructure capital spending absent "demonstrated demand." In the near term, the challenge for transportation will not be expanding capacity to accommodate growing demand but rather sustaining the infrastructure system and services so they do not diminish mobility and become an impediment to full economic recovery. Maintenance should take priority and funds should not be used to expand capacity unless there is demonstrated demand. Beyond the direct effects on travel demand from the pandemic and the behavior changes induced by or accelerated by the pandemic, secondary effects may include changes by individuals, businesses and governments in values and spending priorities as they adjust to a post COVID-19 world. While difficult to predict and highly speculative, the COVID-19 experience may well influence the ability and/or willingness of transportation consumers and transportation providers, including governments, to commit resources to transportation at the pre-COVID-19 levels. (Emphasis added). USDOT report "COVID-19's Effects on The Future of Transportation" (2021) https://rosap.nhtl.gov/view/doU54292 Nothing in the DEIS "demonstrate[s] demand" for extraordinary light rail transit capacity in the WSBLE corridor. The DEIS should have addressed the sharp drop-off in light rail transit demand here after March, 2020, as well as the fact that light rail ridership is not rebounding much here or in other U.S. metros. Light rail ridership here is well below Sound Transit's projections. Last year ridership was about one-third of what it projected in September, 2020. The Sound Transit "Transit Development Plan 2020-2025" projected 32,000,000 boardings in 2021, but the actual figure was about 11,500,000 boardings. Demand for bus transit service in this region also is substantially lower. The regional bus service provider is King County Metro. Bus ridership remains down about 50% from the same month in 2019: King County Metro's Ridership: Average Weekday Transit Boardings Chart.</p> <p>https://docs.google.com/spreadsheets/d/1tFUsbWmfk3A6MdQjuxWg3JUYs7vqbSt62JRQY1V3fKI/pubhtml?gid=1914679577&sin=e=true All over the U.S. primarily-remote work practices replaced daily commutes on light rail to and from offices that previously had been crowded with workers using computers all day Monday through Friday. The American Public Transportation Association's light rail ridership reports show the widespread and substantial ridership reductions since March, 2020: https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/ridership-report-archives/ Those APTA reports also show Seattle's light rail ridership fell more than in other metros. The DEIS should have addressed the prevalence of primarily-remote jobs in the Seattle area. The Federal Reserve Bank of Minneapolis analyzed key issues relating to the changing daily travel patterns resulting from remote work practices around the U.S. Here is the report's Abstract: "We show that cities with higher population density specialize in high-skill service jobs that can be done remotely. The urban and industry bias of remote work potential shaped the recent pandemic's economic impact. Many high-skill service workers started to work remotely, withdrawing spending from big-city consumer service industries dependent on their demand. As a result, low-skill service workers in big cities bore most of the recent pandemic's economic impact. Our findings have broader implications for the distributional consequences of the U.S. economy's transition to more remote work." "The Geography of Remote Work," August, 2021. https://www.minneapolisfed.org/research/institute-working-papers/the-geography-of-remote-work Many residents of the Seattle region have "high-skill service jobs" in fields including tech, corporate, public agency administration, and white-collar services. The DEIS ignores this region's residents' large-scale "transition to more remote work." The existing Seattle light rail system was designed with a commute-centric purpose. It is</p>	

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#	Comments	Responses
	<p>skewed to stations surrounded by office buildings. The WSBLE would increase that bias. Now the public has far less need for stations in such locations because of what that report calls the "distributional consequences of the U.S. economy's transition to more remote work." Seattle's office districts served by existing and planned light rail stations no longer are significant commuter destinations: "The number of office workers in downtown Seattle has hovered around 25% of 2019 levels for much of the last 12 months [], according to the Downtown Seattle Association." Seattle Times, Feb. 17, 2022, "From Amazon to Zillow, Seattle workers consider getting back to office. Or not" That Federal Reserve Bank paper also notes the disappearance of jobs for "low-skill service workers in big cities." That also happened in this region: Between February 2020 & December 2021, the Seattle region had []:"A net loss of 54,600 total jobs ...Industries like manufacturing & hospitality have yet to recover, with respective net losses of 24,800 & 30,200 jobs" Puget Sound Business Journal, Mar 9, 2022:</p> <p>https://www.bizjournals.com/seattle/news/2022/03/09/seattle-pandemic-tech-growth-spreading.html Many of the hospitality jobs that disappeared had been near light rail stations, including those at downtown hotels and restaurants. The "Purpose and Need" chapter should have addressed the issues raised in that Federal Reserve Bank paper. Low transit demand by commuters is expected in other metros due to factors also present in the Seattle region. The Boston region's workforce demographics and transportation patterns are comparable to the Seattle region's. The State of Massachusetts analyzed issues relating to the future of work and transportation needs around Boston in a report ("Preparing for the Future of Work in the Commonwealth of Massachusetts"): "The report concludes that changing ways of working - such as hybrid and remote work - may shift the 'center of gravity' away from the urban core." "The shifting center of gravity away from the urban core will be especially significant to Boston/Cambridge; of the 245,000 net-inflow of commuters into Boston in 2019, 34% work in roles that could be performed remotely - higher than most other cities" "More time will be spent in residential areas as per our modeling up to 32% of workers in the state could shift to remote work 1-3 days per week, impacting the need for office space, surrounding infrastructure, & creating placemaking opportunities in residential areas" "Within Massachusetts, the populace has been moving away from Boston & other urban areas into suburban or even rural areas, with vacation hubs such as Cape Cod & the Berkshires seeing net inflows at times when they previously had experienced population declines (Exhibit 16)"</p> <p>https://www.mass.gov/doc/future-of-work-in-massachusetts-report/download That report identifies a number of profound changes that bear on future transit ridership demand: 1) changed employment policies and expectations (work from home replacing daily commute demands), 2) new travel patterns and transportation needs throughout the region, 3) the economic "center of gravity" of the region shifting from the urban core to residences regionwide 4) static (or declining) population, and 5) de-densification near current rail stations as suburban and exurban single family homes are more useful for highly paid knowledge workers who use extra bedrooms for home offices. The WSBLE DEIS does not acknowledge or account any of those shifts that suggest the WSBLE is not needed. Other West Coast cities are experiencing comparable trends: COVID shifted a substantial share of work activity to remote settings. Pre-COVID, about 5% of work was done remotely; the best estimates suggest that about 25% of future work will be done remotely. Remote work made it possible for more Californians to relocate during COVID, and it could create economic challenges in business districts like downtown San Francisco and Los Angeles. A large-scale return to office settings this year may smooth out some regional inequities, but given the changes in workplace preferences, the location of workers and businesses are likely to be forever changed. This shift will probably have an uneven impact: for example, remote work is expected to be most common in professions like IT and finance and least common in manufacturing, retail, and health. The Public Policy Institute of California's March 9, 2022 report "How Did California's Economy Recover from COVID-and What Comes Next?"</p> <p>https://www.ppic.org/blog/how-did-californias-economy-recover-from-covid-and-what-comes-nexv The WSBLE DEIS avoids accounting for those employment changes and the trend of former commuters moving to residences away from urban cores that are better suited for remote working. What that report addresses also militates against sufficient light rail transit capacity demand ever arising in the subject corridor. The DEIS disregards the economic and transportation changes other transit agency officials understand will</p>	

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#	Comments	Responses
	<p>decrease demand for commuter-centric transit. Transit system officials in other metros explain why transit ridership demand is expected to decline in the future: The nation's biggest commuter railroads are preparing for potentially permanent shifts in daily ridership, declines that in some cases could threaten their long-term viability. The changes are based on expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides. Transit officials in some cities have shifted schedules away from traditional rush-hour periods [.] .</p> <p>Sebastian Petty, Caltrain's deputy chief of planning, said the agency, like the MBTA, was pivoting to focus less on the commuter market. "Our future is to be more of a regional rail provider. It's a significant challenge to our business model" ... Massachusetts Bay Transportation Authority General Manager Steve Poflak: "You might come in for in-person meetings from 10 to 2, & then go home & finish the rest of your day virtually" ... Commuter Railroads Face Murky Future After Pandemic "We already know that the traditional commuting patterns have probably gone out the window," said Debra A. Johnson, CEO of Denver's Regional Transportation District Wall Street Journal, March 6, 2022: https://www.wsj.com/articles/the-pricey-future-of-commuter-railroads-for-the-post-pandemic-era-11646575383 The WSBLE DEIS ignores all the significant employment-related transportation changes those transit officials reference. In the Seattle area the "traditional commuting pattern" also ended two years ago and demand for sufficient commuter ridership on light rail in the WSBLE arising in the late 2030's is unlikely because of "expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides." Suggestion. The contents of the "Purpose and Need" chapter of the DEIS do not indicate enough demand would arise for the huge volume of light rail transit capacity the WSBLE would provide in that corridor. If Chapter 1 is not augmented with a credible forecast of enough public need the Federal Transit Administration should determine the DEIS is insufficient pursuant to the NEPA criteria.</p>	

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Comment Submittal 0294

Communication ID	Name	Email
505644	None provided	None provided

Full Communication (3/17/2022)

Written Draft EIS Comment

- Light rail is slow coming from Tukwila into Seattle
- No easy access from Renton.

#	Comments	Responses
1	<ul style="list-style-type: none">• Light rail is slow coming from Tukwila into Seattle• No easy access from Renton.	See Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for information on the operations plan. Also, please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0295

Communication ID	Name	Email
505688	Carey Nickels	carey.nickels@gmail.com

Full Communication (3/17/2022)

Carey Nickels Written Draft EIS Comment

I'm excited about this but also worried about impact to my neighborhood (i live on 41st). I'm mainly concerned about possible impacts to my street if they have an ST4 some day. I would love the line to stop on a main street (fauntleroy, california) so it can continue south without wiping out a neighborhood in the future.

Thanks!

#	Comments	Responses
1	I'm excited about this but also worried about impact to my neighborhood (i live on 41st). I'm mainly concerned about possible impacts to my street if they have an ST4 some day. I would love the line to stop on a main street (fauntleroy, california) so it can continue south without wiping out a neighborhood in the future.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0296

Communication ID	Name	Email
505689	Saudia Yhann	saudia.yhann@gmail.com

Full Communication (3/17/2022)

Saudia Yhann Written Draft EIS Comment

Build the next segment to be separate from the roads so the train can go faster and cut [illegible] trains.

#	Comments	Responses
1	Build the next segment to be separate from the roads so the train can go faster and cut [illegible] trains.	Please see Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more information on alternative profiles. All proposed alternatives would be grade separated from roadways and there would be no at-grade roadway crossings. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0297

Communication ID	Name	Email
505690	None provided	None provided

Full Communication (3/17/2022)

Written Draft EIS Comment

Excited for the extension! Hoping we can get an expanded budget to extend to West Seattle. This is very much needed.

#	Comments	Responses
1	Excited for the extension! Hoping we can get an expanded budget to extend to West Seattle. This is very much needed.	Thank you for expressing support for the West Seattle Link Extension.

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Comment Submittal 0298

Communication ID	Name	Email
505691	Marie Day	None provided

Full Communication (3/17/2022)

Marie Day Written Draft EIS Comment

Please add a park and ride near the soda light rail station. The area does not feel safe to walk long distances to the station.

#	Comments	Responses
1	Please add a park and ride near the sodo light rail station. The area does not feel safe to walk long distances to the station.	Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Parking is not proposed at any stations on the West Seattle Link Extension.

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Comment Submittal 0299

Communication ID	Name	Email
505692	Kelsey Jones	kelsey.l.jones@icloud.com

Full Communication (3/17/2022)

Kelsey Jones Written Draft EIS Comment

I am so excited for the West Seattle Link Extension! It will make it so much easier to get downtown and the airport

#	Comments	Responses
1	I am so excited for the West Seattle Link Extension' It will make it so much easier to get downtown and the airport	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0300

Communication ID	Name	Email
505693	Emily Calkins	emilycalkins@gmail.com

Full Communication (3/17/2022)

Emily Calkins Written Draft EIS Comment

We are so excited for light rail and support the elevated Fauntleroy option.

#	Comments	Responses
1	We are so excited for light rail and support the elevated Fauntleroy option.	Thank you for expressing support for the project. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0301

Communication ID:	Name	Email
499144	Rich Koehler	ninehalo@comcast.net; rkoehler@cool-studio.net

Full Communication (3/30/2022)

My comment concerns the transportation study in the West Seattle Junction area. According to SOOT transportation studies, Fauntleroy has two of the top 20 most trafficked intersections in the city. The entrance to the West Seattle Bridge, i.e. Fauntleroy and 35th, is in the top 10. The other is the intersection of Fauntleroy and Alaska.

The siting of a station in the immediate area of the WS Bridge entrance will draw pedestrians, taxis, and bikes into an already congested area. The study does not adequately reveal the deleterious impacts. The main issue is that the intersections of concern scale are already at the extreme edge of the scale that ST is using. Already rated "F", the scale is unable to describe any further degradation. ST should use a different scale that can capture the various degrees of impact that can occur within an area rated "F" already.

Further, if those intersections become practically unusable by car, one would expect traffic patterns to shift to side streets or load fully alternative routes (e.g. south to 16th and Holden). The EIS should describe these secondary impacts.

With these impacts in mind, special attention should be made to the mitigations on local transportation along Fauntleroy and especially in the area of the Avalon station. The EIS did not sufficiently describe potential mitigations, in my opinion.

#	Comments	Responses
1	The siting of a station in the immediate area of the WS Bridge entrance will draw pedestrians, taxis, and bikes into an already congested area. The study does not adequately reveal the deleterious impacts. The main issue is that the intersections of concern scale are already at the extreme edge of the scale that ST is using. Already rated "F", the scale is unable to describe any further degradation. ST should use a different scale that can capture the various degrees of impact that can occur within an area rated "F" already. Further, if those intersections become practically unusable by car, one would expect traffic patterns to shift to side streets or load fully alternative routes (e.g. south to 16th and Holden). The EIS should describe these secondary impacts. With these impacts in mind, special attention should be made to the mitigations on local transportation along Fauntleroy and especially in the area of the Avalon station. The EIS did not sufficiently describe potential mitigations, in my opinion.	As described in Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, the traffic analysis used project-specific level of service (L.O.S.) thresholds for determining impacts for the Build Alternatives, as follows: affected intersections are defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative and has noticeably worse vehicle delays with the Build Alternative (10 percent or higher vehicle delay than with the No Build Alternative). Mitigation is also described in Section 3.5, and additional detail on potential mitigation has been added in the Final EIS. Sound Transit will continue to work with the City of Seattle and the Federal Transit Administration as project design progresses to minimize project-related intersection delays. Where additional project-related delays are unavoidable, Sound Transit would work with the City of Seattle to review potential mitigation at affected intersections with the intent of either meeting agreed-upon L.O.S. thresholds during the a.m. and p.m. peak hours or attaining a similar vehicle delay as the No Build Alternative.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0302

Communication ID:	Name	Email
499146	Nicole Mazzuca	mazzucan@outlook.com

Full Communication (3/30/2022)

In favor of the DEL-6 to WSJ-5 alternative - this seems like the alternative that impacts the least people, costs less than even the cheapest preferred alternative, and still gives good access to the Junction. I don't understand why it is not preferred.

#	Comments	Responses
1	In favor of the DEL-6 to WSJ-5 alternative - this seems like the alternative that impacts the least people, costs less than even the cheapest preferred alternative, and still gives good access to the Junction. I don't understand why it is not preferred.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0303

Communication ID:	Name	Email
499147	Joan Peterson	peterj@spu.edu

Full Communication (3/30/2022)

As an almost 20 year resident of West Seattle and one who appreciates the community I would like to advocate for a tunnel, the WSJ option 3. This would be the least disruptive to the community, one of the oldest in Seattle. Communities such as Beacon Hill, U District, and Bellevue have tunnels to minimize the amount of disruption to business and home owners it seems in line with Sound Transits vision to do the same for West Seattle. The elevated options would greatly alter the community in a negative manner. If the only option is an elevated line I advocate for the Fauntleroy station option as the total number of businesses and homes affected is less. If the long term goal of ST would be to extend the line, it could connect with the WA State Ferry. The 42nd street station would not have an option to extend without destroying hundreds of homes. In my use of the light rail, I have not experienced a train going down a purely residential street such as 42nd Ave. Again I want to strongly advocate for the tunnel option.

Having just recently learned of a potential gondola option, that also seems an option to be explored.

Thank you for the opportunity to comment.

#	Comments	Responses
1	As an almost 20 year resident of West Seattle and one who appreciates the community I would like to advocate for a tunnel, the WSJ option 3. This would be the least disruptive to the community, one of the oldest in Seattle. Communities such as Beacon Hill, U District, and Bellevue have tunnels to minimize the amount of disruption to business and home owners it seems in line with Sound Transits vision to do the same for West Seattle. The elevated options would greatly alter the community in a negative manner. If the only option is an elevated line I advocate for the Fauntleroy station option as the total number of businesses and homes affected is less. If the long term goal of ST would be to extend the line, it could connect with the WA State Ferry. The 42nd street station would not have an option to extend without destroying hundreds of homes. In my use of the light rail, I have not experienced a train going down a purely residential street such as 42nd Ave. Again I want to strongly advocate for the tunnel option.	Please see response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Having just recently learned of a potential gondola option, that also seems an option to be explored.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0304

Communication ID:	Name	Email
499148	Sue Luke	seattle.subee@gmail.com

Full Communication (3/30/2022)

I'm very disappointed by the Draft Environmental Impact Statement. How did you leave out the SkyLink option? It's not a valid choice without that option. It's also clear that the choices in the DEIS are hugely expensive, will displace many residents, and offer no help in the short or medium term. Just because Seattle has invested a lot of money, effort, and time into building out the Link system doesn't mean that it's our only choice. I'm a dedicated bus rider, but the SkyLink offers me the chance to see the city from a different viewpoint. It's time we move into the future and stop adding traffic lanes.

#	Comments	Responses
1	I'm very disappointed by the Draft Environmental Impact Statement. How did you leave out the Skylink option? It's not a valid choice without that option. It's also clear that the choices in the DEIS are hugely expensive, will displace many residents, and offer no help in the short or medium term. Just because Seattle has invested a lot of money, effort, and time into building out the Link system doesn't mean that it's our only choice. I'm a dedicated bus rider, but the Skylink offers me the chance to see the city from a different viewpoint. It's time we move into the future and stop adding traffic lanes.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0305

Communication ID:	Name	Email
499151	Derek Saam	saamde@gmail.com

Full Communication (3/31/2022)

It seems to me that the community is by in large opposed to the elevated train option. I've seen very little support for it and much descent. It's odd to me it's still even being considered given how much opposition it's gotten. I along many others would like to see a subsurface train, but if the funding isn't possible then we should continue to invest in buses. Building something people don't want is just bad policy, but I continue to fear that we are being given no real choice at all, these comments and questions are just being ignored.

#	Comments	Responses
1	It seems to me that the community is by in large opposed to the elevated train option. I've seen very little support for it and much descent. It's odd to me it's still even being considered given how much opposition it's gotten. I along many others would like to see a subsurface train, but if the funding isn't possible then we should continue to invest in buses. Building something people don't want is just bad policy, but I continue to fear that we are being given no real choice at all, these comments and questions are just being ignored.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0306

Communication ID:	Name	Email
499152	Nathan Hemphill	nathandhemphill@gmail.com

Full Communication (3/31/2022)

I am in support of having a station on the northern end of delridge. This will provide essential access to people on the east side of west Seattle. It will also ensure accessibility for all by not requiring transport up Genesee, which is ridiculously steep and not feasible for someone in a wheelchair. I think the ideal location for the delridge station is right next to the skatepark.

#	Comments	Responses
1	I am in support of having a station on the northern end of delridge. This will provide essential access to people on the east side of west Seattle. It will also ensure accessibility for all by not requiring transport up Genesee, which is ridiculously steep and not feasible for someone in a wheelchair. I think the ideal location for the delridge station is right next to the skatepark.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0307

Communication ID:	Name	Email
499180	Nathan Buck	buckn74@gmail.com

Full Communication (3/31/2022)

The preferred elevated alternative will be detrimental to the Alaska Junction and West Seattle as a whole. Either tunnel should be prioritized, just like they were in other areas of the city.

#	Comments	Responses
1	The preferred elevated alternative will be detrimental to the Alaska Junction and West Seattle as a whole. Either tunnel should be prioritized, just like they were in other areas of the city.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0308

Communication ID:	Name	Email
499198	Julian Blair	Julianblair@gmail.com

Full Communication (3/31/2022)

Hello,

Me and my wife Charita are homeowners and tenants on 25th Ave SW, residing in a single-family dwelling that is slated to be acquired under Delridge Segment alternatives DEL-1 and DEL-2. We are writing to express preference towards the Andover Street station alternatives (DEL-5, DEL-6) and ask the Transit Board to strongly reconsider the Dakota Street and Delridge Way station alternatives (DEL-1, DEL-2, DEL-3, DEL-4) on structural environmental impact grounds.

Youngstown is a vibrant neighbourhood with over a century of architectural history and provides affordable housing to hundreds of West Seattle residents, ourselves included. The Dakota Street and Delridge Way station alternatives will result in the destruction of properties and displacement of many of the individuals that the light rail is intended to serve. The Andover Street station alternative would mainly cut through a historically commercial corridor, and would act as a superior location in providing business opportunities through increased foot traffic. Thank you for hearing our comment on the West Seattle Link Extension. Regards,

Julian Blair & Charita Domingo 4127 25th Ave SW

#	Comments	Responses
1	<p>We are writing to express preference towards the Andover Street station alternatives (DEL-5, DEL- 6) and ask the Transit Board to strongly reconsider the Dakota Street and Delridge Way station alternatives (DEL-1, DEL-2, DEL-3, DEL-4) on structural environmental impact grounds.</p> <p>Youngstown is a vibrant neighbourhood with over a century of architectural history and provides affordable housing to hundreds of West Seattle residents, ourselves included. The Dakota Street and Delridge Way station alternatives will result in the destruction of properties and displacement of many of the individuals that the light rail is intended to serve. The Andover Street station alternative would mainly cut through a historically commercial corridor, and would act as a superior location in providing business opportunities through increased foot traffic.</p>	<p>Please see the responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0309

Communication ID:	Name	Email
499208	Paula Bamburg	BeingPB@gmail.com

Full Communication (3/30/2022)

Pigeon Hill Neighborhood residents need to know the route of the gondola. We have heard that the gondolas will be whizzing over some people's houses. We need to know. We will be united against the gondola if it will be routed over anyone's home.

Paula Bamburg BeingPB@gmail.com

#	Comments	Responses
1	Pigeon Hill Neighborhood residents need to know the route of the gondola. We have heard that the gondolas will be whizzing over some people's houses. We need to know. We will be united against the gondola if it will be routed over anyone's home.	The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0310

Communication ID:	Name	Email
499217	David Walsh	davidericwalsh@gmail.com

Full Communication (3/30/2022)

From: Dave Walsh <davidericwalsh@gmail.com> Sent: Wednesday, March 30, 2022 8:09 PM

To: West Seattle Ballard Link Extension Comments <WSBLEDEISComments@soundtransit.org>

Subject: Public Comments on the DEIS for the West Seattle Link Extension

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Dear Sound Transit,

I would like to provide the following comments on the Draft Environmental Impact Statement for the West Seattle segments of the WSBLE project and respectfully ask the Sound Transit Board to consider these comments when selecting the final alignment and design:

1. Duwamish Bridge Segment -- View Impacts: The loss of the Rainier view from the West Seattle (auto) Bridge resulting from the DUW-1a is unacceptable. While Rainier is not visible every day from the WSB, seeing Rainier is a delight and it is a key character-defining feature and experience of travel to and from West Seattle. Strongly recommend building option DUW- 1b which may be the same estimated cost compared to the high-end estimate of the preferred option for this segment.
2. Duwamish Segment -- Compatibility with replacement auto bridge: Where is the anticipated footprint of the eventual replacement of the West Seattle (auto) Bridge? Do any of the DUW options limit the replacement of the replacement auto bridge?
3. Delridge Segment -- Convenient Transfers to Rapid Ride Busses a Must: Convenient transfers result in the increased light rail usage. Recommend the DEL-4 option with a station directly over Delridge Ave SW which facilitates convenient and quicker transfers to/from RapidRide buses on the Delridge corridor.
4. Delridge Segment -- Destruction of Neighborhood Units and Character: The preferred option, DEL-1a, and options DEL-1b, DEL-2a, DEL-2b all result in unacceptable removal of existing housing and destroys the character of an intact neighborhood. In a city short of housing, it does not make sense to destroy intact neighborhoods.
5. Impact of Concrete Volumes and Embodied Greenhouse Gas Emissions: Please calculate and consider the embodied greenhouse gas impact from the increased volume of concrete needed for the high bridge options of DEL-1a, DEL-1b and DEL-3? In addition to the visual impact looming over a residential neighborhood and obstructing territorial views, don't these high bridge options use more concrete and result in more upfront embodied carbon emissions compared to the lower bridge options? How is this in alignment with ST's carbon reduction goals?
6. West Seattle Junction Segment -- Station Location: Locate the station closest to the heart of the Junction -- Alaska and California -- (Options WSJ-3b or WSJ-1) to maximize ridership and access to the West Seattle retail core. Stations located along Fauntleroy (WSJ-2) or along 41st (WSJ-3a and WSJ-4) simply miss the mark and will be a long-term mistake. While a few blocks difference may seem inconsequential on a site plan, the additional distance from the retail center and the walk up the hill towards California will continually disincentivize ridership long term. Let's learn from Europe where they put stations in the heart of retail cores and where it facilitates convenient transfers and higher usage.
7. West Seattle Junction Segment -- WSJ-3B Preferred Option if additional funding is secured: Recommend option WSJ-3b (tunnel with station at 42nd and Alaska) connecting with DEL-4 if additional funding is secured. If additional funding is not secured, recommend WSJ-1 due to its proximity to the retail core on California Ave SW.

Thanks in advance for your consideration and for including this along with the other DEIS comments in the final EIS.

Respectfully,

David Walsh, Registered Architect West Seattle Resident

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	Duwamish Bridge Segment -- View Impacts: The loss of the Rainier view from the West Seattle (auto) Bridge resulting from the DUW-1a is unacceptable. While Rainier is not visible every day from the WSB, seeing Rainier is a delight and it is a key character-defining feature and experience of travel to and from West Seattle. Strongly recommend building option DUW-1b which may be the same estimated cost compared to the high-end estimate of the preferred option for this segment.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2 of Appendix N.2, Visual and Aesthetics Technical Report, of the West Seattle Link Extension Final EIS for more information regarding anticipated visual impacts, including visual simulations at the West Seattle Bridge, which is a City-designated scenic route.
2	Duwamish Segment -- Compatibility with replacement auto bridge: Where is the anticipated footprint of the eventual replacement of the West Seattle (auto) Bridge? Do any of the DUW options limit the replacement of the replacement auto bridge?	<p>The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge.</p> <p>Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.</p>
3	Delridge Segment -- Destruction of Neighborhood Units and Character: The preferred option, DEL- 1a, and options DEL-1b, DEL-2a, DEL-2b all result in unacceptable removal of existing housing and destroys the character of an intact neighborhood. In a city short of housing, it does not make sense to destroy intact neighborhoods.	Please see the response to CC4.4a in Table 7-1.
4	Impact of Concrete Volumes and Embodied Greenhouse Gas Emissions: Please calculate and consider the embodied greenhouse gas impact from the increased volume of concrete needed for the high bridge options of DEL-1a, DEL-1b and DEL-3? In addition to the visual impact looming over a residential neighborhood and obstructing territorial views, don't these high bridge options use more concrete and result in more upfront embodied carbon emissions compared to the lower bridge options? How is this in alignment with ST's carbon reduction goals?	Please see the response to CC4.6a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	<p>West Seattle Junction Segment -- Station Location: Locate the station closest to the heart of the Junction --Alaska and California -- (Options WSJ-3b or WSJ-1) to maximize ridership and access to the West Seattle retail core. Stations located along Fauntleroy (WSJ-2) or along 41st (WSJ-3a and WSJ-4) simply miss the mark and will be a long-term mistake. While a few blocks difference may seem inconsequential on a site plan, the additional distance from the retail center and the walk up the hill towards California will continually disincentivize ridership long term. Let's learn from Europe where they put stations in the heart of retail cores and where it facilitates convenient transfers and higher usage. West Seattle Junction Segment -- WSJ-3B Preferred Option if additional funding is secured: Recommend option WSJ-3b (tunnel with station at 42nd and Alaska) connecting with DEL-4 if additional funding is secured. If additional funding is not secured, recommend WSJ-1 due to its proximity to the retail core on California Ave SW.</p>	<p>Please see the responses to CCG2, CC2c, and CC2i in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0311

Communication ID:	Name	Email
499275	Jerome Miller	matthewnsea@gmail.com

Full Communication (4/1/2022)

Since sound transit decided not to run the line down delridge to burien, the delridge station needs to be as far south as possible to capture the most riders

#	Comments	Responses
1	Since sound transit decided not to run the line down delridge to burien, the delridge station needs to be as far south as possible to capture the most riders	Please see responses to CC1c and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0312

Communication ID:	Name	Email
499304	Charles Reynold	chunkyc68@gmail.com

Full Communication (4/1/2022)

The shallow 4th Ave station alternative for the new CID Station makes connections more convenient for riders, creates a better station location, and should allow the Midtown Station to be shallower as well. Prioritizing shallow stations and strengthening connections is of utmost importance. In West Seattle, the Medium Tunnel 41st Alternative with Lower Height Andover station is comparatively inexpensive and offers better integration into neighborhoods, including a shallow tunnel station right in the heart of Alaska Junction. The northward shift of the Delridge Station should be insignificant given that most passengers will transfer from buses, but if this alternative is chosen (as I believe it should) a bus loop should be included or at the very least the bus bays should be moved closer to station entrances. Ballard station should be underground at 15th, to provide a more centralized location, allow for better bus connections, and make easier future northwards expansions of the line. The Seattle Center Station on the preferred alternative is very close to the arena without serving the Uptown neighborhood, so shifting the station a block or two west to align with connecting bus routes on 1st Ave and Queen Anne Ave. Finally, 6 minute headways on the two extensions are going to be insufficient, so the lines should be combined with each other and, for greatest benefit, be automated. Interlining WSBLE with the existing Link system mitigates the impacts to the rest of the Link system, but compromise its frequencies and usefulness in the process. By constructing WSBLE as an isolated line, it can be optimized for the urban passengers who will use it.

#	Comments	Responses
1	The shallow 4th Ave station alternative for the new CID Station makes connections more convenient for riders, creates a better station location, and should allow the Midtown Station to be shallower as well. Prioritizing shallow stations and strengthening connections is of utmost importance.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	In West Seattle, the Medium Tunnel 41st Alternative with Lower Height Andover station is comparatively inexpensive and offers better integration into neighborhoods, including a shallow tunnel station right in the heart of Alaska Junction. The northward shift of the Delridge Station should be insignificant given that most passengers will transfer from buses, but if this alternative is chosen (as I believe it should) a bus loop should be included or at the very least the bus bays should be moved closer to station entrances.	Please see the responses to CCG2 and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Ballard station should be underground at 15th, to provide a more centralized location, allow for better bus connections, and make easier future northwards expansions of the line.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	The Seattle Center Station on the preferred alternative is very close to the arena without serving the Uptown neighborhood, so shifting the station a block or two west to align with connecting bus routes on 1st Ave and Queen Anne Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	6 minute headways on the two extensions are going to be insufficient, so the lines should be combined with each other and, for greatest benefit, be automated. Interlining WSBLE with the existing Link system mitigates the impacts to the rest of the Link system, but compromise its frequencies and usefulness in the process. By constructing WSBLE as an isolated line, it can be optimized for the urban passengers who will use it.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS. Please also see Section 2.3, Operations and Maintenance, of the Final EIS for the headways.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0313

Communication ID:	Name	Email
499329	Ray Talbot	mrraytalbot@gmail.com

Full Communication (4/1/2022)

DEL-2a station is my preferred option. It removes many houses, but best serves the community. With redevelopment option around the station it could finally bring much needed improvements to this underserved neighborhood. The Dakota area stations will best serve the surrounding community into the future by bringing riders to the heart of the area, with Youngstown, the community center and playfields in close proximity. Although options DEL-5 & DEL-6 would preserve more housing units they would not best serve the community residents and limit and future development around the station.

This project is a real chance for bringing more development and greater commercial resources to this underserved area.

#	Comments	Responses
1	DEL-2a station is my preferred option. It removes many houses, but best serves the community. With redevelopment option around the station it could finally bring much needed improvements to this underserved neighborhood. The Dakota area stations will best serve the surrounding community into the future by bringing riders to the heart of the area, with Youngstown, the community center and playfields in close proximity. Although options DEL-5 & DEL-6 would preserve more housing units they would not best serve the community residents and limit and future development around the station. This project is a real chance for bringing more development and greater commercial resources to this underserved area.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0314

Communication ID:	Name	Email
499354	Micha Boyd	michaelwboydO@gmail.com

Full Communication (4/3/2022)

RE: West Seattle terminus of the proposed light rail extension.

1. Terminating the extension at 42nd Street makes the most sense. Depending on the option selected, it is only a block or two to the bus hub at Alaska and California. Importantly, it is level ground between that hub and 42nd Street, an important consideration for individuals with mobility limitations, particularly wheelchair users. Either above ground or underground would meet these criteria, though underground would clearly have the least impact to those living and working in the junction area.
2. Terminating the extension at 41st Street is far from optimal. While only one block further from the junction that block is down a hill from the level at 42nd Street, a hill that can be slippery when wet or icy. This make access by riders with disabilities, particularly wheelchair users, at a distinct disadvantage. Many might exit the train at Delridge to transfer to the C-Line for the journey up the hill. Or avoid the rail altogether.
3. Terminating the extension at Fauntleroy and Alaska makes little sense. With the high population density in the area and lack of parking facilities, riders coming by car have no place to park so they would have to come by bus. Except for riders already on the C-Line, those coming from other areas of West Seattle would have to come to the junction and transfer to the C-Line for the short trip to Fauntleroy. This just adds time and complexity to the trip and would only serve to limit ridership. It is a good climb from Fauntleroy to California and would likely be difficult for wheelchair users in particular. Today, I doubt if any C-Line riders get off at Fauntleroy and walk to the Junction.
4. As comprehensive as it is, I see the EIS as still deficient in two areas. The EIS claims almost the same ridership numbers for all station alternatives. Common sense would suggest that is unlikely to be true, particularly when the weather is bad. In addition, the EIS has no statements on the impacts to users with disabilities. While I don't know what the ADA requires, common sense would suggest the alternatives have different impacts and that should be addressed at this stage to avoid potential lawsuits further down the road.

#	Comments	Responses
1	Terminating the extension at 42nd Street makes the most sense. Depending on the option selected, it is only a block or two to the bus hub at Alaska and California. Importantly, it is level ground between that hub and 42nd Street, an important consideration for individuals with mobility limitations, particularly wheelchair users. Either above ground or underground would meet these criteria, though underground would clearly have the least impact to those living and working in the junction area. Terminating the extension at 41st Street is far from optimal. While only one block further from the junction that block is down a hill from the level at 42nd Street, a hill that can be slippery when wet or icy. This make access by riders with disabilities, particularly wheelchair users, at a distinct disadvantage. Many might exit the train at Delridge to transfer to the C-Line for the journey up the hill. Or avoid the rail altogether. Terminating the extension at Fauntleroy and Alaska makes little sense. With the high population density in the area and lack of parking facilities, riders coming by car have no place to park so they would have to come by bus. Except for riders already on the C-Line, those coming from other areas of West Seattle would have to come to the junction and transfer to the C-Line for the short trip to Fauntleroy. This just adds time and complexity to the trip and would only serve to limit ridership. It is a good climb from Fauntleroy to California and would likely be difficult for wheelchair users in particular. Today, I doubt if any C-Line riders get off at Fauntleroy and walk to the Junction.	Please see the responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	As comprehensive as it is, I see the EIS as still deficient in two areas. The EIS claims almost the same ridership numbers for all station alternatives. Common sense would suggest that is unlikely to be true, particularly when the weather is bad.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for updated ridership projections. The ridership model is sensitive to substantial changes in geographic location and transit connectivity. Minor variations in location will not result in major changes in ridership, assuming that transit connections are the same. Weather is not a variable in the model.
3	In addition, the EIS has no statements on the impacts to users with disabilities. While I don't know what the ADA requires, common sense would suggest the alternatives have different impacts and that should be addressed at this stage to avoid potential lawsuits further down the road.	The project stations provide Americans with Disabilities Act (ADA) access as required by law. See Section 3.6, Affected Environment and Impacts During Operation - Parking, Section 3.7 Affected Environment and Impacts During Operation - Nonmotorized Facilities, and Section 3.11, Construction Impacts, for discussion of impacts to ADA facilities and proposed mitigation.

Comment Submittal 0315

Communication ID:	Name	Email
499365	Gina Gage	gina.gage@gmail.com

Full Communication (4/4/2022)

Communication (4/4/2022)

Retained Cut Avalon Station (WSJ-5)

- Better experience (than preferred alternative) as an entrance to West Seattle.
- Would suggest transit oriented development above western station entrance.
- Best connection to bus stops on 35th. Assuming most transfer passengers will be connecting to a location to the South, this option allows passengers to get from bus-to-train without crossing a street.
- Preferred option

Tunnel Avalon Station (WSJ-3a)

- Best pedestrian experience- because station entrances on both sides of Fauntleroy do not require crossing Fauntleroy.
- Best opportunity for transit oriented development around both station entrances. Would allow Avalon junction to expand to the North.

Elevated Avalon Station (WSJ-1,WSJ-2,WSJ-4)

- best pedestrian connection to lower Avalon Way. But it may be creepy and dark if it's not adjacent to a road.
- Elevated train will create the worst experience as an entrance to West Seattle
- Least preferred option

#	Comments	Responses
1	Retained Cut Avalon Station (WSJ-5) Better experience (than preferred alternative) as an entrance to West Seattle. Would suggest transit oriented development above western station entrance. Best connection to bus stops on 35th. Assuming most transfer passengers will be connecting to a location to the South, this option allows passengers to get from bus-to-train without crossing a street. Preferred option	Please see responses to CCG2 and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Tunnel Avalon Station (WSJ-3a) Best pedestrian experience- because station entrances on both sides of Fauntleroy do not require crossing Fauntleroy. Best opportunity for transit oriented development around both station entrances. Would allow Avalon junction to expand to the North.	Please see response to CCG2 in Table 7-1.
3	Elevated Avalon Station (WSJ-1,WSJ-2,WSJ-4) best pedestrian connection to lower Avalon Way. But it may be creepy and dark if it's not adjacent to a road. Elevated train will create the worst experience as an entrance to West Seattle Least preferred option	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0316

Communication ID:	Name	Email
499375	Simon Blenski	Simon.blenski@gmail.com

Full Communication (4/4/2022)

Hi,

Thank you for the opportunity to provide comment on this project. I live at 2818 SW Genesee St and I support the proposed light rail connection to West Seattle because it will improve access for my car-free family to downtown and the rest of the city. I have specific comments on the West Seattle segment.

- For the Duwamish segment, please build a fully protected bike lane with intersection improvements to provide safe biking connections between the future Delridge station and the West Seattle Bridge Trail and the 26th Ave SW neighborhood greenway. And please maintain safe and comfortable bike access to the West Seattle Bridge Trail during the length of construction.
- For the Delridge segment, I support Sound Transit's analysis that the DEL-5 or DEL-6 are the highest performing options. These options minimize displacement to current residents and most displaced residents are unlikely to return to the neighborhood due to the long construction timeline. The DEL-5 and DEL-6 guideways parallel existing neighborhood transitions and barriers such as the West Seattle Bridge and Nucor Steel. I understand the topography challenges of the project, but think the tall guideways proposed along Delridge Way SW and SW Genesee St alignments will feel imposing like a freeway and will feel out of place even if more dense development is built in the future. Please also consider building a pedestrian/bike-only connection along 28th Ave SW between SW Nevada St and SW Genesee St. This will improve station access and provide a more walkable street grid in this area.
- If funding is available, I support the inclusion of an Avalon station. While physically close to the Delridge and Junction stations, there are significant grade differences and natural separation between these 3 neighborhoods that warrant 3 stations.
- For the Junction segment, I support Sound Transit's analysis that the Medium Tunnel along 41st Av SW is the highest performing option. This option minimizes displacement and balances access to the main Junction commercial area and existing and future development opportunity along SW Alaska St and Fauntleroy Way SW.

Simon Blenski

2818 SW Genesee St

#	Comments	Responses
1	I support the proposed light rail connection to West Seattle because it will improve access for my car-free family to downtown and the rest of the city.	Thank you for expressing support for the West Seattle Link Extension Project.
2	For the Duwamish segment, please build a fully protected bike lane with intersection improvements to provide safe biking connections between the future Delridge station and the West Seattle Bridge Trail and the 26th Ave SW neighborhood greenway. And please maintain safe and comfortable bike access to the West Seattle Bridge Trail during the length of construction.	Please see the responses to CC3a and CC3b in Table 7-1 Chapter 7, Comment Summary of the West Seattle Link Extension Final EIS. See Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information on changes to bike and pedestrian facilities with the project. See Section 3.11, Construction Impacts, for more information on closures and detours for trails during construction.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	For the Delridge segment, I support Sound Transit's analysis that the DEL-5 or DEL-6 are the highest performing options. These options minimize displacement to current residents and most displaced residents are unlikely to return to the neighborhood due to the long construction timeline. The DEL-5 and DEL-6 guideways parallel existing neighborhood transitions and barriers such as the West Seattle Bridge and Nucor Steel. I understand the topography challenges of the project, but think the tall guideways proposed along Delridge Way SW and SW Genesee St alignments will feel imposing like a freeway and will feel out of place even if more dense development is built in the future.	Please see the responses to CCG2 and CC2e in Table 7-1.
4	Please also consider building a pedestrian/bike-only connection along 28th Ave SW between SW Nevada St and SW Genesee St. This will improve station access and provide a more walkable street grid in this area.	Please see the response to comment 2 above. Sound Transit's Station Access Fund program is a venue for identifying and funding general nonmotorized access improvements to the light rail system. This suggestion could be considered for funding under this program.
5	If funding is available, I support the inclusion of an Avalon station. While physically close to the Delridge and Junction stations, there are significant grade differences and natural separation between these 3 neighborhoods that warrant 3 stations.	Please see the response to CC2j in Table 7-1.
6	For the Junction segment, I support Sound Transit's analysis that the Medium Tunnel along 41st Av SW is the highest performing option. This option minimizes displacement and balances access to the main Junction commercial area and existing and future development opportunity along SW Alaska St and Fauntleroy Way SW.	Please see the response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0317

Communication ID:	Name	Email
499397	Lucia Robinson	robinsonlucia52@gmail.com

Full Communication (4/4/2022)

I live in West Seattle. Why are there 200-600 residential displacements with the West Seattle options, and only 14-105 in Ballard? In the 65th/Roosevelt area the light rail tunnels under all the residences with no displacements that I noticed.

West Seattleites are understandably upset and would like an explanation.

#	Comments	Responses
1	I live in West Seattle. Why are there 200-600 residential displacements with the West Seattle options, and only 14-105 in Ballard? In the 65th/Roosevelt area the light rail tunnels under all the residences with no displacements that I noticed. West Seattleites are understandably upset and would like an explanation.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of residential displacements referenced is for the Interbay/Ballard Segment only, not the entire Ballard Link Extension. The total number of residential displacements for all segments of the Ballard Link Extension in the WSBLE Draft EIS combined was 45 to 561 and will be updated for future Ballard Link Extension environmental review documents.

Comment Submittal 0318

Communication ID:	Name	Email
499422	Andrew Sperling	ajsperling@gmail.com

Full Communication (4/4/2022)

Hi,

I have recently been reading a lot about the proposed second tunnel through downtown as part of the Ballard and the West Seattle Link extensions (which despite being coupled together by most commentators, should really be separate extensions). The depth of the stations seems like a significant downgrade in the functionality of the system, one which makes me regret my vote for ST3 in the first place. We don't need to be spending billions of dollars for a crap system that will result in worse outcomes for riders. We could screw it up so bad that fewer people will end up taking transit, further exacerbating traffic and climate change. While the delay to the project is unfortunate, I think that Sound Transit should scrap the current plans for Ballard and West Seattle until they can come up with an option that works for riders. If we waste billions of dollars on a terrible rail system, I will never vote for another Sound Transit initiative again.

#	Comments	Responses
1	I have recently been reading a lot about the proposed second tunnel through downtown as part of the Ballard and the West Seattle Link extensions (which despite being coupled together by most commentators, should really be separate extensions).	Please see Chapter 1, Purpose and Need for the West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the environmental processes for the West Seattle Link Extension and the Ballard Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	The depth of the stations seems like a significant downgrade in the functionality of the system, one which makes me regret my vote for ST3 in the first place. We don't need to be spending billions of dollars for a crap system that will result in worse outcomes for riders. We could screw it up so bad that fewer people will end up taking transit, further exacerbating traffic and climate change. While the delay to the project is unfortunate, I think that Sound Transit should scrap the current plans for Ballard and West Seattle until they can come up with an option that works for riders. If we waste billions of dollars on a terrible rail system, I will never vote for another Sound Transit initiative again.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0319

Communication ID:	Name	Email
499431	Nick Sattelle	nrsatte@gmail.com

Full Communication (4/4/2022)

Overarching comment: These stations are extremely far from the street. 15-20 feet should be the standard, which typically bears capital cost savings and operating savings (no escalators!!!!!!!!!!!!, fewer trips on elevators= less maintenance). Mezzanines should be avoided outside high traffic stations. When they're needed, low ceilings, triple loaded corridors should be preferred to decrease station height/depth. These aren't museums. We all prefer longer street closures in exchange for better functioning stations.

2.1.2.1.3 Delridge Segment (Prefer DEL-2a)

Tunnels should seriously be considered for West Seattle to bring the height of the Delridge station down. 60 feet is still too high, no mezzanine is needed for this station and the platform can easily be 15-20 feet off the ground. If tunneling is not possible, DEL-3 should be preferred for its lower station height.

2.1.2.1.4 West Seattle Junction Segment

All these options are bad. A station should be under California Ave (probably with a mezzanine) for easy transfers to buses headed north to Admiral and south to Fauntleroy. Having the station off the street makes it incredibly hard to transfer. Road closures for this are totally worth it. If these changes aren't possible (insane they're not!) WSJ-3b then WSJ-1 should be preferred. These alignments are over low traffic streets which could be pedestrianized avoiding the need for mezzanines.

2.1.2.2.2 Chinatown-International District Segment

I'm sorry but all these stations are nothing short of insane, especially the deep bore stations, which are by far the most expensive and unproven tunneling method in the world. A new CID station should be built identically to and adjacent to the existing one either by pedestrianizing 5th Ave and building a station with no mezzanine under it or by reusing Union Station for Northgate bound trains. This is important to reduce the depth of the midtown station, deliver the residents of Chinatown an actually usable station, and reduce capital costs.

2.1.2.2.3 Downtown Segment (Prefer DT-1)

These stations are also insanely deep. Anything should be done to reduce these depths and egress times even if it means road closures or disturbances to the city. New Westlake station platforms could easily be 15 feet below the existing ones without serious Link closures. This has been done across the globe!! Single boring this line is a huge mistake given how unproven and expensive it is. Denny station should be less than 50 ft below the street and should have entrances on both sides of Denny for easy transfers to the 8 bus. The Seattle Center and SLU stations are similarly way too deep. The Seattle Center/Uptown station should be at the corner of Mercer and Queen Anne Ave even if it necessitates road closures for easy connections with buses and local businesses.

2.1.2.2.4 South Interbay Segment

Again these should be short stations. Smith cove should have a pedestrian bridge over Elliot Way

2.1.2.2.5 Interbay/Ballard Segment

A tunnel should seriously be considered, especially to reduce the height/depths of other stations. Just close 15th Ave and Market and build a station beneath it. Please look to examples across the world of stations built beneath streets with few closures to surface streets at sub-seattle costs.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	Overarching comment: These stations are extremely far from the street. 15-20 feet should be the standard, which typically bears capital cost savings and operating savings (no escalators!!!!!!!!!!!!, fewer trips on elevators= less maintenance). Mezzanines should be avoided outside high traffic stations. When they're needed, low ceilings, triple loaded corridors should be preferred to decrease station height/depth. These aren't museums. We all prefer longer street closures in exchange for better functioning stations.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
2	2.1.2.1.3 Delridge Segment (Prefer DEL-2a) Tunnels should seriously be considered for West Seattle to bring the height of the Delridge station down. 60 feet is still too high, no mezzanine is needed for this station and the platform can easily be 15-20 feet off the ground. If tunneling is not possible, DEL-3 should be preferred for its lower station height.	Please see response to CCG2 in Table 7-1.
3	2.1.2.1.4 West Seattle Junction Segment All these options are bad. A station should be under California Ave (probably with a mezzanine) for easy transfers to buses headed north to Admiral and south to Fauntleroy. Having the station off the street makes it incredibly hard to transfer. Road closures for this are totally worth it. If these changes aren't possible (insane they're not!) WSJ-3b then WSJ-1 should be preferred. These alignments are over low traffic streets which could be pedestrianized avoiding the need for mezzanines.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for more information on alternative development.
4	I'm sorry but all these stations are nothing short of insane, especially the deep bore stations, which are by far the most expensive and unproven tunneling method in the world. A new CID station should be built identically to and adjacent to the existing one either by pedestrianizing 5th Ave and building a station with no mezzanine under it or by reusing Union Station for Northgate bound trains. This is important to reduce the depth of the midtown station, deliver the residents of Chinatown an actually usable station, and reduce capital costs.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	These stations are also insanely deep. Anything should be done to reduce these depths and egress times even if it means road closures or disturbances to the city. New Westlake station platforms could easily be 15 feet below the existing ones without serious Link closures. This has been done across the globe!! Single boring this line is a huge mistake given how unproven and expensive it is. Denny station should be less than 50 ft below the street and should have entrances on both sides of Denny for easy transfers to the 8 bus. The Seattle Center and SLU stations are similarly way too deep. The Seattle Center/Uptown station should be at the corner of Mercer and Queen Anne Ave even if it necessitates road closures for easy connections with buses and local businesses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
6	Again these should be short stations. Smith cove should have a pedestrian bridge over Elliot Way.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	A tunnel should seriously be considered, especially to reduce the height/depths of other stations. Just close 15th Ave and Market and build a station beneath it. Please look to examples across the world of stations built beneath streets with few closures to surface streets at sub-seattle costs.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0320

Communication ID:	Name	Email
499490	Kristin Huff	kmh3001@yahoo.com

Full Communication (4/5/2022)

Why wouldn't you go with Del-6 which has the least amount of impact on the community and is the less expensive option. Why are you trying to ruin the golf course natural habitat area and the Delridge playground when there is an industrial area that is suitable?? Also, Seattle is in a housing crisis so why would you get rid of all the lower income homes on Genesee? People can walk 3 blocks to the Delridge and Andover station--most people will connect via bus anyway. Genesee has a bus line so not really appropriate to close it for 2 years either.

#	Comments	Responses
1	Why wouldn't you go with Del-6 which has the least amount of impact on the community and is the less expensive option. Why are you trying to ruin the golf course natural habitat area and the Delridge playground when there is an industrial area that is suitable?? Also, Seattle is in a housing crisis so why would you get rid of all the lower income homes on Genesee? People can walk 3 blocks to the Delridge and Andover station--most people will connect via bus anyway. Genesee has a bus line so not really appropriate to close it for 2 years either.	Please see responses to CCG2, CC4.1b, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0321

Communication ID:	Name	Email
499516	Bruce Nairn	bruce_nairn@yahoo.com

Full Communication (4/3/2022)

Hello,

In reviewing the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement, I find no mention of the impacts to North-South or Easterly travel through Seattle resulting from separating the existing Line 1 into two separate lines: West Seattle to Everett and Ballard to Angle Lake. There does not appear to be any analysis of the additional time and inconvenience that riders will experience transferring between these lines, the increased travel times, or the decrease in ridership and resulting increase in use of alternative transportation relative to the no build alternative. This issue does not appear to be discussed under the no build alternative, impacts common to all alternatives, or the individual alternatives.

The transfer for riders coming from the north (Everett) would significantly increase the travel times (by 10-30 minutes?) to continue to the South or to the East, and likewise in the reverse directions.

Section 2.1.2.2.2 describes transfers at the Chinatown-International District Station occurring by a pedestrian undercrossing in one direction, while passenger transfer in the opposite direction would require passengers to go up to street level and then go down to the other station platform, which could be one block away.

Alternatively, transfers could occur at the SODO Station (Section 2.1.2.1.1). As above, there are two stations side-transfers allowing a short transfer in one direction, but requiring passengers to walk around both stations to transfer in the other direction. Passengers traveling on the line to Everett would require an additional train transfer at Chinatown-International District Station to travel to/from Redmond (Line 2).

The need to transfer stations is a significant impact to travelers between the No Build Alternative and the Proposed Alternatives, and should be explicitly discussed and quantified in the EIS.

In light of the impacts to travelers heading to/from Everett, Sound Transit should consider the possibility of maintaining the existing Line 1 alignment and connecting the West Seattle and Ballard Extensions through the new downtown tunnel. Sound Transit should also consider the feasibility of aligning northbound trains in one tunnel, and southbound trains in the other tunnel, allowing easy transfers across center platforms. Finally, Sound Transit should evaluate if the increased transit mobility provided to West Seattle and Ballard areas outweighs the reduction in mobility to travelers heading to/from Everett.

Sincerely, Bruce Nairn

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>In reviewing the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement, I find no mention of the impacts to North-South or Easterly travel through Seattle resulting from separating the existing Line 1 into two separate lines: West Seattle to Everett and Ballard to Angle Lake. There does not appear to be any analysis of the additional time and inconvenience that riders will experience transferring between these lines, the increased travel times, or the decrease in ridership and resulting increase in use of alternative transportation relative to the no build alternative. This issue does not appear to be discussed under the no build alternative, impacts common to all alternatives, or the individual alternatives. The transfer for riders coming from the north (Everett) would significantly increase the travel times (by 10-30 minutes?) to continue to the South or to the East, and likewise in the reverse directions. Section 2.1.2.2.2 describes transfers at the Chinatown-International District Station occurring by a pedestrian undercrossing in one direction, while passenger transfer in the opposite direction would require passengers to go up to street level and then go down to the other station platform, which could be one block away.</p> <p>Alternatively, transfers could occur at the SODO Station (Section 2.1.2.1.1). As above, there are two stations side-transfers allowing a short transfer in one direction, but requiring passengers to walk around both stations to transfer in the other direction. Passengers traveling on the line to Everett would require an additional train transfer at Chinatown-International District Station to travel to/from Redmond (Line 2). The need to transfer stations is a significant impact to travelers between the No Build Alternative and the Proposed Alternatives, and should be explicitly discussed and quantified in the EIS.</p>	<p>The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Although the travel time of some trips that currently occur on the 1 Line may increase due to transfers, others would decrease, and overall reliability and frequency would increase for all trips. Additional destinations would also be served, thus increasing the number of people served by high capacity transit overall. Additional information about transfers and travel times related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>In light of the impacts to travelers heading to/from Everett, Sound Transit should consider the possibility of maintaining the existing Line 1 alignment and connecting the West Seattle and Ballard Extensions through the new downtown tunnel. Sound Transit should also consider the feasibility of aligning northbound trains in one tunnel, and southbound trains in the other tunnel, allowing easy transfers across center platforms. Finally, Sound Transit should evaluate if the increased transit mobility provided to West Seattle and Ballard areas outweighs the reduction in mobility to travelers heading to/from Everett.</p>	<p>A variety of tunnel configurations and alignments were considered during Sound Transit 3 planning, but the system plan approved included separate lines and splitting the existing 1 Line in order to maintain reliability and balance ridership between the two downtown transit tunnels.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0322

Communication ID:	Name	Email
499520	Johannes Heine	johannestobiasheine@gmail.com

Full Communication (4/5/2022)

Hi there,

My name is Johannes Heine and I live at 4036 32nd Ave SW, Seattle, WA 98126. I wanted to voice my support for tunnel alternatives in West Seattle, specifically:

- Delridge Segment - Preferred Dakota Street Station Lower Height Alternative (DEL-2a)
- West Seattle Junction Segment - Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)

Thank you, Johannes

#	Comments	Responses
1	I wanted to voice my support for tunnel alternatives in West Seattle, specifically: Delridge Segment - Preferred Dakota Street Station Lower Height Alternative (DEL-2a) West Seattle Junction Segment - Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)*	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0323

Communication ID:	Name	Email
499524	John Baisch	jfbaisch43@gmail.com

Full Communication (4/5/2022)

FORGET WEST SEATTLE !!!!

#	Comments	Responses
1	FORGET WEST SEATTLE!!!!	Your opposition to the West Seattle Link Extension has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0324

Communication ID:	Name	Email
499539	Kimberly Gonzales	ppurrr@gmail.com; kkgonzales@gmail.com

Full Communication (4/2/2022)

From: Kimberly Gonzales <kkgonzales@gmail.com> Sent: Saturday, April 2, 2022 3:04 PM

To: West Seattle Ballard Link Extension Comments <WSBLEDEISComments@soundtransit.org>

Subject: Support for 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

First, I want to say that I fully support public transportation and realize that no solution is perfect.

However, I am disappointed that there aren't public forums to consider adjoining segments together, rather just in silos. Looking at the effects of adjoining segments together sometime can sway the pros and cons significantly.

That said, I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option.

According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities.

I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP.

Lastly, I want to note that Table 6-6 does not acknowledge the possible 6 year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option.

Thanks,

Kimberly Gonzales

#	Comments	Responses
1	First, I want to say that I fully support public transportation and realize that no solution is perfect.	Thank you for expressing support for the project.
2	I am disappointed that there aren't public forums to consider adjoining segments together, rather just in silos. Looking at the effects of adjoining segments together sometime can sway the pros and cons significantly.	Project impacts are discussed in the segment within which the resource and impact would occur in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. However, where an impact to a resource crosses segment boundaries the impact discussion is included in both segments. The public forums adopted this same approach for consistency with the Draft EIS. Information about all project segments was provided through the online open house, and information about all segments was available at the in-person open house held during the WSBLE Draft EIS comment period. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	That said, I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option. According to Tables 6-6 and 6-7, the 6th/Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	I want to note that Table 6-6 does not acknowledge the possible 6 year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0325

Communication ID:	Name	Email
499541	Joelle Erickson	purplewuggybird@gmail.com

Full Communication (4/5/2022)

I strongly support the DEL-2a/DEL-4 and WSJ-3a/WSJ-3b Alternatives as outlined in the EIS. I feel that an elevated guideway would irrevocably harm the neighborhood of Alaska Junction and change its unique character forever. I have seen how the underground stations at Capitol Hill, Beacon Hill, Roosevelt, and U District have maintained the character of the neighborhoods they serve, while also promoting new development and opportunity. For me, several years of cut-and-cover construction mayhem is MUCH better than an elevated eyesore that stains the community for generations. I love what Sound Transit has done in the Roosevelt and Capitol Hill neighborhoods, with TOD on top of an underground station, while street-level life remains unperturbed. In my mind, it would be preferable to not build West Seattle Link at ALL rather than build an elevated guideway through Alaska Junction. I feel that a properly built Link in West Seattle would bring new life to the neighborhood, but only if it is underground west of Delridge Way.

I support the CID-2a Alternative (no preference between diagonal or 5th Ave Sonly) as it would minimize impacts on 4th Ave S, which is a major thoroughfare. I would also support any and all proposals for direct underground connections between platforms at International District/Chinatown Station.

I fully support the DT-1 Preferred Alternative, as it remains close to the centers of each neighborhood. The Seattle Center Station remains close to Climate Pledge Arena (the Kraken will be here for decades to come!) and the Denny and South Lake Union Stations are able to serve the SLU neighborhood well. Furthermore, I think the Midtown Station being on 5th Ave is just right, as a 6th Ave station would be too far uptown for my taste. 5th Ave serves Downtown just right, in my opinion.

I fully support the SIB-1 Preferred Alternative, as the Smith Cove Station remains close to Expedia, the cruise terminal, and the Magnolia Bridge. Having the station closer to these important destinations will improve ridership to this area and encourage development on Elliot Ave W.

I STRONGLY support the IBB-2b Alternative, and wholeheartedly reject ANY alternative that includes overhead tracks in Ballard. See my comments for West Seattle, but I feel that overhead tracks would harm the neighborhood and hinder development. Furthermore, if Link were to be extended further north of Ballard, the harm would be continued for blocks and blocks north. I do not want another 1-5 ripping through Seattle... underground is the only alternative I accept and support. Furthermore, I would prefer an underground station along 15th Ave W versus 14th Ave W as it is closer to the center of Ballard and would allow for an underground passageway below 15th Ave W. I LOVE the passageway underneath Broadway on Capitol Hill and would want something similar for 15th Ave W, a much busier arterial road.

#	Comments	Responses
1	I strongly support the DEL-2a/DEL-4 and WSJ-3a/WSJ-3b Alternatives as outlined in the EIS. I feel that an elevated guideway would irrevocably harm the neighborhood of Alaska Junction and change its unique character forever. I have seen how the underground stations at Capitol Hill, Beacon Hill, Roosevelt, and U District have maintained the character of the neighborhoods they serve, while also promoting new development and opportunity. For me, several years of cut-and-cover construction mayhem is MUCH better than an elevated eyesore that stains the community for generations. I love what Sound Transit has done in the Roosevelt and Capitol Hill neighborhoods, with TOD on top of an underground station, while street-level life remains unperturbed. In my mind, it would be preferable to not build West Seattle Link at ALL rather than build an elevated guideway through Alaska Junction. I feel that a properly built Link in West Seattle would bring new life to the neighborhood, but only if it is underground west of Delridge Way.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	I support the CID-2a Alternative (no preference between diagonal or 5th Ave S only) as it would minimize impacts on 4th Ave S, which is a major thoroughfare. I would also support any and all proposals for direct underground connections between platforms at International District/Chinatown Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I fully support the DT-1 Preferred Alternative, as it remains close to the centers of each neighborhood. The Seattle Center Station remains close to Climate Pledge Arena (the Kraken will be here for decades to come!) and the Denny and South Lake Union Stations are able to serve the SLU neighborhood well. Furthermore, I think the Midtown Station being on 5th Ave is just right, as a 6th Ave station would be too far uptown for my taste. 5th Ave serves Downtown just right, in my opinion.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I fully support the SIB-1 Preferred Alternative, as the Smith Cove Station remains close to Expedia, the cruise terminal, and the Magnolia Bridge. Having the station closer to these important destinations will improve ridership to this area and encourage development on Elliot Ave W.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	I STRONGLY support the IBB-2b Alternative, and wholeheartedly reject ANY alternative that includes overhead tracks in Ballard. See my comments for West Seattle, but I feel that overhead tracks would harm the neighborhood and hinder development. Furthermore, if Link were to be extended further north of Ballard, the harm would be continued for blocks and blocks north. I do not want another 1-5 ripping through Seattle .. underground is the only alternative I accept and support. Furthermore, I would prefer an underground station along 15th Ave W versus 14th Ave W as it is closer to the center of Ballard and would allow for an underground passageway below 15th Ave W. I LOVE the passageway underneath Broadway on Capitol Hill and would want something similar for 15th Ave W, a much busier arterial road.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0326

Communication ID:	Name	Email
499544	Jean Schwinberg	jeanschwinberg@yahoo.com

Full Communication (4/5/2022)

The graphic design of your Draft EIS needs improvement. It does not increase the average person's understanding of the various alternatives.

Secondly, tunnels are better than at-grade or elevated designs for light rail.

#	Comments	Responses
1	The graphic design of your Draft EIS needs improvement. It does not increase the average person's understanding of the various alternatives.	The Draft EIS provided depictions of alternatives in several different ways to increase understanding, including plan view Geographic Information System maps throughout the document; simplified drawings in Chapter 2, Alternatives Considered, showing each alternative plan and profile; and more detailed design drawings in Appendix J, Conceptual Design Drawings. In addition, Section 4.5, Visual and Aesthetic Resources, and Appendix N.2, Visual and Aesthetic Resources Technical Report, included visual simulations of key observation points and bird's-eye views of the Delridge Segment alternatives and some station areas. These graphics have been updated in the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Secondly, tunnels are better than at-grade or elevated designs for light rail.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0327

Communication ID:	Name	Email
499545	Jason Little	bigjasonlittle@yahoo.com

Full Communication (4/5/2022)

There needs to be a tunnel into West Seattle. The elevated structures destroy all feel for the neighborhood and set an extremely difficult precedent for future extension to the south. The tunnel option to 41st uses existing space and is perfect for transit oriented development. It also provides a much lower bridge through Delridge.

#	Comments	Responses
1	There needs to be a tunnel into West Seattle. The elevated structures destroy all feel for the neighborhood and set an extremely difficult precedent for future extension to the south. The tunnel option to 41st uses existing space and is perfect for transit oriented development. It also provides a much lower bridge through Delridge.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0328

Communication ID:	Name	Email
499571	Nathan Hemphill	nathandhemphill@gmail.com

Full Communication (4/6/2022)

I am commenting in support of having a station in North Delridge. The station needs to be accessible on foot easily from both sides of Delridge, and should not be located any further south than Genesee. I am against any route that goes through Pigeon Point however and I think it is important that we route the line either along the north side of the bridge or across harbor island.

#	Comments	Responses
1	I am commenting in support of having a station in North Delridge. The station needs to be accessible on foot easily from both sides of Delridge, and should not be located any further south than Genesee.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am against any route that goes through Pigeon Point however and I think it is important that we route the line either along the north side of the bridge or across harbor island.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0329

Communication ID:	Name	Email
499588	RMS	rms611@comcast.net

Full Communication (4/6/2022)

For West Seattle: I support the "Preferred Long Tunnel Alignment". The Long Tunnel Alignment portal puts it directly into the hillside along Genesee St to the east of Avalon...The Long Tunnel Alignment supports businesses by not displacing them; and keeps West Seattle neighborhood of the Alaska Junction beautiful as it is now.

#	Comments	Responses
1	<p>For West Seattle: I support the "Preferred Long Tunnel Alignment". The Long Tunnel Alignment portal puts it directly into the hillside along Genesee St to the east of Avalon...The Long Tunnel</p> <p>Alignment supports businesses by not displacing them; and keeps West Seattle neighborhood of the Alaska Junction beautiful as it is now.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0330

Communication ID:	Name	Email
499593	Michelle Nelson	shellienelsondesigns@msn.com

Full Communication (4/6/2022)

I am a resident living on 42nd Ave SW near the Junction. My husband & I have lived in our home since 1997. I DO NOT want to see any lightrail coming through, or even near, our lovely neighborhood! Anything above ground is unacceptable unless you are planning it on a main arterial like Fauntleroy Way or Delridge. We deserve a tunnel! We have no bridge and have had to deal with that for 2 years. My husband & I had to pay over \$10K, to move both of our businesses, in order to get to work after you closed down the WS Bridge. This is a crazy decision, like so many City Council decisions, ruining our neighborhoods, taking away valuable lanes on our city streets, minimizing parking, allowing the homeless situation to be out of control. The number of old disgusting motorhomes are starting to pile up, between 9th Ave SW and 16th Ave SW, on SW Henderson. Get rid of them! Not fair to the homeowners that pay taxes and have to deal with this right in front of their homes. Do something good for our community for once. Make a good decision, TUNNEL TUNNEL TUNNEL! Sincerely, Shellie Nelson

#	Comments	Responses
1	<p>I am a resident living on 42nd Ave SW near the Junction. My husband & I have lived in our home since 1997. I DO NOT want to see any lightrail coming through, or even near, our lovely neighborhood! Anything above ground is unacceptable unless you are planning it on a main arterial like Fauntleroy Way or Delridge. We deserve a tunnel! We have no bridge and have had to deal with that for 2 years. My husband & I had to pay over \$10K, to move both of our businesses, in order to get to work after you closed down the WS Bridge. This is a crazy decision, like so many City Council decisions, ruining our neighborhoods, taking away valuable lanes on our city streets, minimizing parking, allowing the homeless situation to be out of control. The number of old disgusting motorhomes are starting to pile up, between 9th Ave SW and 16th Ave SW, on SW Henderson. Get rid of them! Not fair to the homeowners that pay taxes and have to deal with this right in front of their homes. Do something good for our community for once. Make a good decision, TUNNEL TUNNEL TUNNEL! Sincerely, Shellie Nelson</p>	<p>Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0331

Communication ID:	Name	Email
499600	Jim Sander	79utilityinfielder@gmail.com

Full Communication (4/6/2022)

All of these plans are expensive, disruptive and will be imposed on the North Delridge Neighborhoods unfairly. This will inevitably lead to neighborhood degradation, while the benefit will only be to those outside the area. Please reconsider the preferred route as it and the others demand too many homes be destroyed and the neighborhood split and potentially ruined. Why do other Seattle neighborhoods given tunnels and underground stations but we get 140' tall Disneyland rides? Why are Pigeon Point and North Delridge asked to sacrifice so much when other neighborhood's transit riders will just carelessly ride over our blighted landscape? All of these designs I feel strongly show a lack of imagination and a bulldozer's love for destruction.

#	Comments	Responses
1	All of these plans are expensive, disruptive and will be imposed on the North Delridge Neighborhoods unfairly. This will inevitably lead to neighborhood degradation, while the benefit will only be to those outside the area. Please reconsider the preferred route as it and the others demand too many homes be destroyed and the neighborhood split and potentially ruined. Why do other Seattle neighborhoods given tunnels and underground stations but we get 140' tall Disneyland rides? Why are Pigeon Point and North Delridge asked to sacrifice so much when other neighborhood's transit riders will just carelessly ride over our blighted landscape? All of these designs I feel strongly show a lack of imagination and a bulldozer's love for destruction.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0332

Communication ID:	Name	Email
499606	James Rillera	jrillera@comcast.net

Full Communication (4/6/2022)

I have been a West Seattle resident for over 40 Years. I have been at my current address at 4857 41st SW since March 1987 (35+Years). I have seen many changes in the WS Junction area through the years. I understand that change in neighborhoods is inevitable however, serious considerations need to be given to try and maintain the historical integrity of all West Seattle neighborhoods, particularly the Junction area.

An elevated track would not blend into the current older architecture of this historic area. If mass transportation is a "must" why would it not make more sense to use a tunnel./ or consider a gondola concept. Tearing out blocks of established homes / business to accommodate a Monorail Terminal Station and or turn around doesn't seem to justify in itself. Once a decision is made and it becomes apparent that certain homes/ neighborhoods will become a case study in eminent domain owners in these impacted neighborhoods will be severely impacted financially. Who would want to buy a home knowing they would soon have to sell ? Who would care to buy a home without understanding the noise and surrounding environmental impacts? What is the City's plans to mitigate these situations.

Respectfully, Sound Transit needs to implement a Transit System that blends into the current historical community not redefine a transportation system at the expense of the current established West Seattle residents affected.

#	Comments	Responses
1	An elevated track would not blend into the current older architecture of this historic area. If mass transportation is a "must" why would it not make more sense to use a tunnel. / or consider a gondola concept. Tearing out blocks of established homes/ business to accommodate a Monorail Terminal Station and or turn around doesn't seem to justify in itself. Once a decision is made and it becomes apparent that certain homes I neighborhoods will become a case study in eminent domain owners in these impacted neighborhoods will be severely impacted financially. Who would want to buy a home knowing they would soon have to sell ? Who would care to buy a home without understanding the noise and surrounding environmental impacts ? What is the City's plans to mitigate these situations. Respectfully, Sound Transit needs to implement a Transit System that blends into the current historical community not redefine a transportation system at the expense of the current established West Seattle residents affected.	Please see responses to CC2g, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0333

Communication ID:	Name	Email
499607	John Dunn	mojodunn@msn.com

Full Communication (4/6/2022)

Thank you for the detailed information on station options; thanks also for a recent blog post detailing reasons for the great depth of several stations. I think that depth from surface is less of an issue as long as significant vertical-access redundancy is incorporated into the designs. MORE IMPORTANT is the need to make train-to-train transfers as fast as possible - would STRONGLY encourage choosing the options that will best facilitate this. Thank you.

#	Comments	Responses
1	I think that depth from surface is less of an issue as long as significant vertical-access redundancy is incorporated into the designs. MORE IMPORTANT is the need to make train-to-train transfers as fast as possible - would STRONGLY encourage choosing the options that will best facilitate this.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Appendix J, Conceptual Design Drawings, for station plans that show vertical circulation at station. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0334

Communication ID:	Name	Email
499609	Katie Blanchard	katiejblanchard@gmail.com

Full Communication (4/6/2022)

My husband and I are gravely concerned about the impact of an above ground station. We live on 42nd Ave and an above ground station would completely uproot our family as the track would go right over our house. My husband and I both work in west seattle and our children go to school here. It is home and it would be devastating to us and our neighbors to have to move especially when our property values will go down and we and others most likely won't be able to buy in the area. We support light rail coming to west seattle but would want the underground option. We also don't see the point of having three hubs in west seattle so close together. As someone who lives and works here the hub on avalon would make more sense. It's closer to the bridge and it's central to 35th, Delridge and California. The underground option is the only option we see that will not completely disrupt and negatively impact the social and economic aspect of our and our neighbors lives. We would strongly encourage sound transit to go with the underground option.

#	Comments	Responses
1	My husband and I are gravely concerned about the impact of an above ground station. We live on 42nd Ave and an above ground station would completely uproot our family as the track would go right over our house. My husband and I both work in west seattle and our children go to school here. It is home and it would be devastating to us and our neighbors to have to move especially when our property values will go down and we and others most likely won't be able to buy in the area. We support light rail coming to west seattle but would want the underground option. We also don't see the point of having three hubs in west seattle so close together. As someone who lives and works here the hub on avalon would make more sense. It's closer to the bridge and it's central to 35th, Delridge and California. The underground option is the only option we see that will not completely disrupt and negatively impact the social and economic aspect of our and our neighbors lives. We would strongly encourage sound transit to go with the underground option.	Please see responses to CCG2, CC4.1a, CC4.3a, and CC4.4a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0335

Communication ID:	Name	Email
499610	Megumi Talley	mtalley1@email.arizona.edu

Full Communication (4/6/2022)

Communication (4/6/2022)

To whom it may concern,

Thank you for the opportunity to comment on West Seattle and Ballard Link Extensions. We are a group of students attending the University of Arizona studying Natural Resources and the Environment. After reading the Draft EIS, we would like to raise our concerns to the U.S. Department of Transportation Federal Transit Administration, Sound Transit, and other cooperating agencies regarding West Seattle and Ballard Link Extensions. Firstly, we see issues in the displacement of Seattle residents and businesses. Secondly, we are concerned with the critical habitat of listed salmon species in relation to the tribal treaty-protected fishing rights in the area.

We know that if these issues are addressed, the project will be a beneficial addition to the citizens of West Seattle.

Over the past two decades Seattle has experienced unprecedented growth and we are in agreement that the city would benefit from fast and reliable transportation within these densely populated areas. However, the preferred route and the other alternatives presented in the EIS will also cause long-term, perverse outcomes for local residents. An estimated 650 residences will be displaced due to the construction of this project with still more residences being adversely affected by construction due to noise, vibrations, and traffic congestion.

It is stated in the executive summary of the EIS that "The adverse effects associated with displacement of businesses and residences would be effectively mitigated by implementation of Sound Transit's real property acquisition and relocation policy and design measures, and best management practices would reduce the severity of potential construction impacts. In addition, Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion." These property acquisitions and relocations will affect minority and low-income households, including the displacement of affordable housing, including Seattle Housing Authority property.

Changes in bus transit operation, such as route changes, would impact transit-dependent populations for the duration of construction which is an estimated ten years. Finally, if the displaced residents are no longer in the area where the new rail system will be located, they may not experience the benefits of the project.

In order to circumvent this large number of displacements, we would like to see additional exploration of route alternatives. We would like to propose exploration of 5th Ave North and Harrison St for the South Lake Union Station. The Memorial Stadium parking lot could be utilized as a "staging area" having minimal impact on traffic during construction.

In the same way there is residential displacement, there is also business displacement in each of the areas the link extensions plan to build. Multiple locations in this project are on waterways that businesses depend on. Some of the alternatives in Duwamish and Interbay/Ballard area will impair the operations of waterway transportation and the shipment of products. This can result in a broader effect overall on regional jobs and incomes more so than just the jobs and businesses directly impacted by this project. In the Deldridge area, all the alternatives listed in the DEIS would displace a small business center that houses a coffee shop, a sandwich shop, and a deli mart in an area with limited neighborhood commercial uses. In SODO and Interbay, there would be a United States Postal Service Carrier and Annex buildings that would be displaced in a few of the alternatives listed. The project would be delayed in that area until a new replacement facility is built and the Postal Service Carrier is relocated, only at that point could the construction for the WSBLE. One of the last major business displacements that would take place during this project would be

the relocation of the Metro's Ryerson Bus Base in Chinatown in one of the alternatives. There would need to be an alternative location for the bus base prior to the start of construction and displacement. Sound Transit would have to coordinate with Metro about capital, routing, alternative locations, and management strategies. As mentioned above for the residential displacements, we would like to see additional exploration of route alternatives that would not displace so many of these businesses.

As acknowledged in Chapter 4 of the DEIS, Seattle has been a home to many Indigenous Tribes since years before Euroamericans industrialized the area. The Duwamish River and specifically Salmon Bay has provided many resources for both the Muckleshoot and Suquamish. Because of the cultural significance of the area, the Muckleshoot Tribe and the Suquamish Tribe have treaty protected fishing rights in the Salmon Bay area. It is known by Sound

Transit and cooperating agencies that placing infrastructure for Ballard Link Extensions will interfere with the treaty protected rights of the Suquamish and Muckleshoot Tribes. The EIS mentions that there would be coordination between Sound Transit and the affected tribes to mitigate this issue, including a plan for "proper treatment of archaeological resources that may be identified during construction" (Section 4.3.16.5), while this measure is beneficial, in the Final EIS we would like to see some examples of how Sound Transit will avoid harming the areas in which the treaty protected fishing rights are, or how your agency will accommodate the loss of culture or resources the Muckleshoot and Suquamish tribes will face if Salmon Bay is made unavailable by the construction of Ballard Link Extensions.

As well as making sure that the area mentioned before is having sufficient care brought into place, concerns of the endangered species within the area have been brought to attention. In-water critical habitats are to be permanently removed which impacts the endangered salmon within the area. Although this was mentioned in the EIS there were no noticeable solutions on how to help the salmon mentioned. It seemed to be skimmed over. As people who care about the endangered species we think that further science needs to be put in to reassure the people that the salmon in this area won't lose their critical habitat.

In summary, we would like to see more focus on the displacement of individuals and businesses of Seattle, the treaty-protected fishing rights of multiple tribes in the area, and the loss of critical habitat for salmon. Again, thank you for taking the time to read over our concerns in relation to the West Seattle and Ballard Link Extensions.

Sincerely,

Krysta Cotten

Megumi Talley

Kaya Curry

Jayden Carillo

University of Arizona - Natural Resources and the Environment

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Over the past two decades Seattle has experienced unprecedented growth and we are in agreement that the city would benefit from fast and reliable transportation within these densely populated areas. However, the preferred route and the other alternatives presented in the EIS will also cause long-term, perverse outcomes for local residents. An estimated 650 residences will be displaced due to the construction of this project with still more residences being adversely affected by construction due to noise, vibrations, and traffic congestion. It is stated in the executive summary of the EIS that "The adverse effects associated with displacement of businesses and residences would be effectively mitigated by implementation of Sound Transit's real property acquisition and relocation policy and design measures, and best management practices would reduce the severity of potential construction impacts. In addition, Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion." These property acquisitions and relocations will affect minority and low-income households, including the displacement of affordable housing, including Seattle Housing Authority property. Changes in bus transit operation, such as route changes, would impact transit-dependent populations for the duration of construction which is an estimated ten years.</p> <p>Finally, if the displaced residents are no longer in the area where the new rail system will be located, they may not experience the benefits of the project. In order to circumvent this large number of displacements, we would like to see additional exploration of route alternatives.</p>	<p>Please see responses to CC4.1 and 4.4b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color. The 40 Code of Federal Regulations 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project that resulted in evaluation of a reasonable range of alternatives consistent with 40 Code of Federal Regulations 1502.14. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>We would like to propose exploration of 5th Ave North and Harrison St for the South Lake Union Station. The Memorial Stadium parking lot could be utilized as a "staging area" having minimal impact on traffic during construction.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>In the same way there is residential displacement, there is also business displacement in each of the areas the link extensions plan to build. Multiple locations in this project are on waterways that businesses depend on. Some of the alternatives in Duwamish and Interbay/Ballard area will impair the operations of waterway transportation and the shipment of products. This can result in a broader effect overall on regional jobs and incomes more so than just the jobs and businesses directly impacted by this project. In the Deldridge area, all the alternatives listed in the DEIS would displace a small business center that houses a coffee shop, a sandwich shop, and a deli mart in an area with limited neighborhood commercial uses. In SODO and Interbay, there would be a United States Postal Service Carrier and Annex buildings that would be displaced in a few of the alternatives listed. The project would be delayed in that area until a new replacement facility is built and the Postal Service Carrier is relocated, only at that point could the construction for the WSBLE. One of the last major business displacements that would take place during this project would be the relocation of the Metro's Ryerson Bus Base in Chinatown in one of the alternatives. There would need to be an alternative location for the bus base prior to the start of construction and displacement. Sound Transit would have to coordinate with Metro about capital, routing, alternative locations, and management strategies. As mentioned above for the residential displacements, we would like to see additional exploration of route alternatives that would not displace so many of these businesses.</p>	<p>Please see responses to CC4.1b, CC4.1d, and CC4.3c in Table 7-1. See response to comment #1 regarding additional route alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>As acknowledged in Chapter 4 of the DEIS, Seattle has been a home to many Indigenous Tribes since years before Euroamericans industrialized the area. The Duwamish River and specifically Salmon Bay has provided many resources for both the Muckleshoot and Suquamish. Because of the cultural significance of the area, the Muckleshoot Tribe and the Suquamish Tribe have treaty protected fishing rights in the Salmon Bay area. It is known by Sound Transit and cooperating agencies that placing infrastructure for Ballard Link Extensions will interfere with the treaty protected rights of the Suquamish and Muckleshoot Tribes. The EIS mentions that there would be coordination between Sound Transit and the affected tribes to mitigate this issue, including a plan for "proper treatment of archaeological resources that may be identified during construction" (Section 4.3.16.5), while this measure is beneficial, in the Final EIS we would like to see some examples of how Sound Transit will avoid harming the areas in which the treaty protected fishing rights are, or how your agency will accommodate the loss of culture or resources the Muckleshoot and Suquamish tribes will face if Salmon Bay is made unavailable by the construction of Ballard Link Extensions.</p>	<p>Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on Tribal fishing in the Duwamish Waterway. A response to this comment related to Tribal fishing in Salmon Bay and cultural resources will be provided as part of the environmental review process for the Ballard Link Extension.</p>
5	<p>As well as making sure that the area mentioned before is having sufficient care brought into place, concerns of the endangered species within the area have been brought to attention. In-water critical habitats are to be permanently removed which impacts the endangered salmon within the area. Although this was mentioned in the EIS there were no noticeable solutions on how to help the salmon mentioned. It seemed to be skimmed over. As people who care about the endangered species we think that further science needs to be put in to reassure the people that the salmon in this area won't lose their critical habitat.</p>	<p>Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on potential impacts to salmon habitat and mitigation measures. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0336

Communication ID:	Name	Email
499612	Greg Deviny	greg.deviny@gmail.com

Full Communication (4/6/2022)

Hello, I live in West Seattle and my comments are focused on the W. Seattle Extension. The bias I have is reducing the impact to my fellow residents,

Slide ES-12: My preference is ES-12 because of the low impact to the residents and slightly higher impact to business as compared to the other alternatives,

Slide ES-14: Agreed with the DEL-2a route.

Slide ES-23: Either tunnel option is preferred to maintain our community and it has the least impact to the community. The 3yr closure is a minor inconvenience compared to an elevated railway.

#	Comments	Responses
1	Slide ES-12: My preference is ES-12 because of the low impact to the residents and slightly higher impact to business as compared to the other alternatives.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Agreed with the DEL-2a route.	Please see response to CCG2 in Table 7-1.
3	Either tunnel option is preferred to maintain our community and it has the least impact to the community. The 3yr closure is a minor inconvenience compared to an elevated railway.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0337

Communication ID:	Name	Email
499626	Katie Kadwell	katiekadwell@gmail.com

Full Communication (4/7/2022)

I do understand why an elevated option is preferable for financial and timing reasons, however elevated rail tends to end up having "dead zones" underneath and will completely change the character of the neighborhood, not to mention creating more hardship for residents who will need to move or put up with rail right next to their homes. I strongly prefer a tunnel or gondola option for the segment of the line going through the Avalon neighborhood.

#	Comments	Responses
1	I do understand why an elevated option is preferable for financial and timing reasons, however elevated rail tends to end up having "dead zones" underneath and will completely change the character of the neighborhood, not to mention creating more hardship for residents who will need to move or put up with rail right next to their homes. I strongly prefer a tunnel or gondola option for the segment of the line going through the Avalon neighborhood.	Please see responses to CCG2 and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0338

Communication ID:	Name	Email
499654	John Mc Alpine	johnmarkmc Alpine@gmail.com

Full Communication (4/7/2022)

The more I review the study the more I believe we need the tunnel option at 41st and Alaska.

A light rail is not an invisible structure. A surface/elevated light rail will create unwanted noise and vibration, environmental concerns, impact residential housing, decrease value for adjacent homes, and social impact on the neighborhoods immediately adjacent to an elevated track.

I still question the need for two stations (Avalon and Junction) being so close. These must be combined as one station located on the same block as Trader Joe's. Yes this means no more Trader Joe's.

On a different note I'm disappointed that the gondola is not being taken seriously. I've traveled in them and they're great people movers with low environmental damage and a lesser price.

#	Comments	Responses
1	The more I review the study the more I believe we need the tunnel option at 41st and Alaska. A light rail is not an invisible structure. A surface/elevated light rail will create unwanted noise and vibration, environmental concerns, impact residential housing, decrease value for adjacent homes, and social impact on the neighborhoods immediately adjacent to an elevated track.	Please see responses to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I still question the need for two stations (Avalon and Junction) being so close. These must be combined as one station located on the same block as Trader Joe's. Yes this means no more Trader Joe's.	Please see response to CC2j in Table 7-1.
3	On a different note I'm disappointed that the gondola is not being taken seriously. I've traveled in them and they're great people movers with low environmental damage and a lesser price.	Please see response to CC2g in Table 7-1.

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Comment Submittal 0339

Communication ID:	Name	Email
499672	Michael O'Brien	michaeltimothyobrien@gmail.com

Full Communication (3/30/2022)

Before leaving office, Mayor Jenny Durkan announced a housing crisis in Seattle. Light rail will remove 400 - 600 homes in West Seattle. The DEIS claims: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." Where are these available homes?

Let's look at the Gondola alternative please.

Cheers,

Michael

West Seattle resident

#	Comments	Responses
1	Before leaving office, Mayor Jenny Durkan announced a housing crisis in Seattle. Light rail will remove 400 - 600 homes in West Seattle. The DEIS claims: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." Where are these available homes? Let's look at the Gondola alternative please.	Please see responses to CC2g and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0340

Communication ID:	Name	Email
499679	Carson West	cwest798@gmail.com

Full Communication (4/7/2022)

West Seattle Tunnel is the best option. Least impact to the community and will allow West Seattle to expand and thrive around the station. Adding above ground rails will detract from the neighborhood, add noise, and deter people from moving/spending time in the area.

- Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact.
- No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations.
- Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground.
- Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.

#	Comments	Responses
1	West Seattle Tunnel is the best option. Least impact to the community and will allow West Seattle to expand and thrive around the station. Adding above ground rails will detract from the neighborhood, add noise, and deter people from moving/spending time in the area.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	- Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact.	Please see response to CCG2 in Table 7-1.
3	- No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations.	Please see response to CC2j in Table 7-1.
4	- Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground. - Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.	Please see response to CCG2 in Table 7-1.

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Comment Submittal 0341

Communication ID:	Name	Email
499691	Peter Fleetwood	pfleet77@yahoo.com

Full Communication (4/7/2022)

Hello

When it gets down to brass tacks, please build West Seattle Link. DO NOT SWITCH TO A GONDOLA PROJECT, does not carry enough people and does not provide the potential for expansion further south.

All I ask is that you keep an Avalon station--a lot of people will connect by bus from Gatewood, Highpoint, Upper Morgan.

Thanks, Peter

#	Comments	Responses
1	When it gets down to brass tacks, please build West Seattle Link. DO NOT SWITCH TO A GONDOLA PROJECT, does not carry enough people and does not provide the potential for expansion further south.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	All I ask is that you keep an Avalon station--a lot of people will connect by bus from Gatewood, Highpoint, Upper Morgan.	Please see response to CC2j in Table 7-1.

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Comment Submittal 0342

Communication ID:	Name	Email
499706	Vincent Johnson	vincentj11@outlook.com

Full Communication (4/7/2022)

I think stations should be less deep so people can make quick trips. Cut and cover could be used under 4th ave for level crossings between different platforms in the future.

#	Comments	Responses
1	I think stations should be less deep so people can make quick trips. Cut and cover could be used under 4th ave for level crossings between different platforms in the future.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0343

Communication ID:	Name	Email
499710	Grant Peltier	gphoops@comcast.net

Full Communication (4/7/2022)

Overall

Overall the station locations are expensive and the compromises do not make the ridership experience better. Everything should be done to minimize having stations 100+ feet underground. This will only increase cost, reduce ridership, and make the experience worse for those who are using it.

Soda

The preferred alignment seems to be the best option. Proceed with the preferred alignment.

West Seattle Stations

As ridership numbers are relatively low on the west seattle extension we should be prioritizing the more affordable options. An elevated station above Fauntleroy Way SW south of SW Alaska St could provide an affordable great terminus station. Whatever changes need to be made to the fire code to accommodate this would be greatly appreciated. Closing the road for construction is a short time impact that will have long term positive gains. In addition, the 85 foot optional Delridge would have a number of negative impacts including making it more difficult to get to the station. which would impact ridership experience.

Chinatown/International District

International District Chinatown is probably the most important station in this entire extension. Prioritizing quick transfers and ridership experience here is super important. Both of the deep options should be off the table as it will drastically hurt ridership experience. Shallow 4th Avenue station or 5th avenue both have pros and cons and I'd be happy with either being chosen. If either of these "Shallow" Stations can be made even just 5 or ten feet less shallow that could have wonderful benefits to ridership experience. The idea of a retail market between the a shallow 5th station and the current ID station would be wonderful and could be a great spot to hang out before an event at Lumen Field or before catching a train at Union station

Midtown

Of the two station locations the 5th avenue choice is slightly better.

Denny

The preferred option at Denny and Westlake looks like a perfect station. Great work.

SLU

Finding a way to move this station a block away from 99 would help increase walkability, while still allowing for connections to 99 busses. We should be planning this station with a potential 99 light rail route in mind as this could make a good transfer point.

Smith Cove

The Smithe Cove station will never have large ridership so we should prioritize this segment being on the cheaper end. Reducing cost by using the 15th Ave ROW could potentially be a big cost saver and improve the pedestrian experience on one of the worst sections in Seattle

Interbay

Interbay station should be all about great bus connections. The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that these agencies have been willing collaborate by slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this - heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment.

Ballard

Consider studying 20th tunnel option (as cost for a tunnel doesn't seem to be that increased) or lower the 15th street option, potentially removing a car lane. This lower ridership Interbay and Smith Cove Stations are here to service getting this station right so we should invest resources to get the Ballard light rail segment right. I currently live on 8th

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Ave NE and 51st street, but even I acknowledge that the Ballard light rail station should serve central Ballard. It would also be nice to have this station allow for connections to a future UW-Ballard line or an extension further north.

#	Comments	Responses
1	Overall the station locations are expensive and the compromises do not make the ridership experience better. Everything should be done to minimize having stations 100+ feet underground. This will only increase cost, reduce ridership, and make the experience worse for those who are using it.	Please see the response to CC2k in Table 7-1 Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Soda The preferred alignment seems to be the best option. Proceed with the preferred alignment.	Please see the responses to CCG2 in Table 7-1.
3	As ridership numbers are relatively low on the west seattle extension we should be prioritizing the more affordable options. An elevated station above Fauntleroy Way SW south of SW Alaska St could provide an affordable great terminus station. Whatever changes need to be made to the fire code to accommodate this would be greatly appreciated. Closing the road for construction is a short time impact that will have long term positive gains.	Please see the responses to CCG2 in Table 7-1.
4	In addition, the 85 foot optional Delridge would have a number of negative impacts including making it more difficult to get to the station, which would impact ridership experience	Please see the responses to CC2e in Table 7-1.
5	International District Chinatown is probably the most important station in this entire extension. Prioritizing quick transfers and ridership experience here is super important. Both of the deep options should be off the table as it will drastically hurt ridership experience. Shallow 4th Avenue station or 5th avenue both have pros and cons and I'd be happy with either being chosen. If either of these "Shallow" Stations can be made even just 5 or ten feet less shallow that could have wonderful benefits to ridership experience.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	The idea of a retail market between the a shallow 5th station and the current ID station would be wonderful and could be a great spot to hang out before an event at Lumen Field or before catching a train at Union station	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Midtown Of the two station locations the 5th avenue choice is slightly better.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Denny The preferred option at Denny and Westlake looks like a perfect station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	SLU Finding a way to move this station a block away from 99 would help increase walkability, while still allowing for connections to 99 busses. We should be planning this station with a potential 99 light rail route in mind as this could make a good transfer point.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
10	The Smithe Cove station will never have large ridership so we should prioritize this segment being on the cheaper end. Reducing cost by using the 15th Ave ROW could potentially be a big cost saver and improve the pedestrian experience on one of the worst sections in Seattle	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Interbay station should be all about great bus connections. The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that these agencies have been willing collaborate by slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this- heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Consider studying 20th tunnel option (as cost for a tunnel doesn't seem to be that increased) or lower the 15th street option, potentially removing a car lane. This lower ridership Interbay and Smith Cove Stations are here to service getting this station right so we should invest resources to get the Ballard light rail segment right. I currently live on 8th Ave NE and 51st street, but even I acknowledge that the Ballard light rail station should serve central Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	It would also be nice to have this station allow for connections to a future UW-Ballard line or an extension further north.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0344

Communication ID:	Name	Email
499711	nick worsfold	nick.worsfold@gmail.com

Full Communication (4/7/2022)

buy a tram

for the cost of your pathetic environmental impact statement... you could build the whole tram not a 3 billion dollar joke train

#	Comments	Responses
1	buy a tram for the cost of your pathetic environmental impact statement... you could build the whole tram not a 3 billion dollar joke train	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

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Comment Submittal 0345

Communication ID:	Name	Email
499712	Karen Januto	kjanuto@hotmail.com

Full Communication (4/7/2022)

I feel strongly that the Alaska Junction station, if there is to be one, should be built underground. If we are ever to further the tracks to Burien and other areas South then we would have to destroy so many homes along the way if the tracks were built above ground. There would be many displaced families as well as destruction of property values and disruption to the peace and character of our West Seattle neighborhoods. If we are going to build this once-in-a-few-generations form of transportation it should be done the "right way" the first time with the least impact on the surrounding community. I would support eliminating the Avalon station if that meant putting more money toward bringing light rail to West Seattle underground.

#	Comments	Responses
1	I feel strongly that the Alaska Junction station, if there is to be one, should be built underground. If we are ever to further the tracks to Burien and other areas South then we would have to destroy so many homes along the way if the tracks were built above ground. There would be many displaced families as well as destruction of property values and disruption to the peace and character of our West Seattle neighborhoods. If we are going to build this once-in-a-few-generations form of transportation it should be done the "right way" the first time with the least impact on the surrounding community. I would support eliminating the Avalon station if that meant putting more money toward bringing light rail to West Seattle underground.	Please see responses to CCG2, CC2j, CC4.1b, and CC4.3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0346

Communication ID:	Name	Email
499721	Todd Kambol	tkambol@comcast.net

Full Communication (4/8/2022)

I am against the WS Link Light Rail station at the Junction on 41st or 42nd unless it is underground. Above ground and/or elevated will totally ruin a very nice neighborhood with noise, vibration, and loss of property values. I am in favor of the station staying down on Fauntleroy Way. It is very close to the Junction to be able to walk to without destroying the Junction neighborhood. Also seems this option would save more properties from confiscation.

#	Comments	Responses
1	I am against the WS Link Light Rail station at the Junction on 41st or 42nd unless it is underground. Above ground and/or elevated will totally ruin a very nice neighborhood with noise, vibration, and loss of property values. I am in favor of the station staying down on Fauntleroy Way. It is very close to the Junction to be able to walk to without destroying the Junction neighborhood. Also seems this option would save more properties from confiscation.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0347

Communication ID:	Name	Email
499722	Amanda Sawyer	admin@wsjuno.org; asawyer131@gmail.com

Full Communication (4/8/2022)

My comments are specific to the West Seattle Junction route and stations.

I'd like to know if ST can estimate how many affordable homes could be built using TOD for each alternative with current zoning. In the DEIS Chapter 4, section 4.2.2.5.2 only mentions that tunnel alternatives will have a higher potential use for TOD than elevated alternatives. Please give estimates on how units of affordable housing could be built above a tunnel station versus affordable housing built surrounding an elevated station for all WSJ alternatives.

I think it is important to not only minimize displacement of current residences and business, but also evaluate future use of land to ensure the light rail is more equitable, increases ridership and maximizes affordable housing in the West Seattle Junction neighborhood.

I hope ST Board will seriously consider WSJ-5, Medium Tunnel as it causes that least amount of displacement, has potential for more affordable housing with a tunnel station and is more affordable than one elevated option. Thank you and I look forward to seeing the FEIS with preferred alternative selected.

#	Comments	Responses
1	I'd like to know if ST can estimate how many affordable homes could be built using TOD for each alternative with current zoning. In the DEIS Chapter 4, section 4.2.2.5.2 only mentions that tunnel alternatives will have a higher potential use for TOD than elevated alternatives. Please give estimates on how units of affordable housing could be built above a tunnel station versus affordable housing built surrounding an elevated station for all WSJ alternatives. I think it is important to not only minimize displacement of current residences and business, but also evaluate future use of land to ensure the light rail is more equitable, increases ridership and maximizes affordable housing in the West Seattle Junction neighborhood.	Please see responses to CC4.1b and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Estimates of units are not available at this time because there are not specific transit-oriented development proposals for any of the proposed West Seattle Link Extension stations.
2	I hope ST Board will seriously consider WSJ-5, Medium Tunnel as it causes that least amount of displacement, has potential for more affordable housing with a tunnel station and is more affordable than one elevated option. Thank you and I look forward to seeing the FEIS with preferred alternative selected.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0348

Communication ID:	Name	Email
499747	Cole Gleason	cole@colegleason.com

Full Communication (4/9/2022)

Sound Transit must focus on improving the rider's experience in the WSBLE. There are two aspects I believe are not well considered now: 1) time/distance needed for transfers between lines and 2) redundancy of vertical conveyances.

First transfer times at key stations proposed in the DEIS are very high due to the depth/height of proposed stations at Chinatown/ International District, SODO, and Westlake. I urge Sound Transit to consider the shallow options (4th ave preferred) at CID and potentially look into making the station even shallower to be close to the grade of the existing station/platform. This would facilitate quick and at grade transfers at CID. Please consider accomplishing this by having the DSTT2 cross over the existing tunnel using cut and cover instead of tunneling under it. If this is not possible, please share risk assessments that demonstrate why it is not.

Westlake station will be the busiest in the system and the most important transfer point. Therefore it must be the most user-friendly station. While I encourage the proposed design to be shallower, if this is not possible please consider building important redundancies in vertical conveyances.

Elevators and escalators should be available to take passengers between the platforms and station mezzanines, as well as express elevators/escalators that take one from the surface to the platforms. These should be clearly separate and marked with excellent way finding. Redundancies should be built in (3 escalators per well, many elevators for wheelchair or bike users) and, flexible. Escalators should be able to reverse direction if needed when another is out of service, and multiple elevators should be able to be called at once if there is a large influx of people.

Finally, SODO station will serve as a key transfer location and has the possibility to serve riders well with quick transfer times. To accommodate this, please consider same direction cross-platform transfer so that riders can exit one train and switch lines without leaving the platform. This could significantly improve transfer times and reduce distance needed to travel.

To emphasize the rider experience, I ask Sound Transit to publish the following data: the most common station pairs that will require transfers at the completion of ST3, the transfer volume expected, and the total trip time (with transfer and station access time indicated) expected for these station pairs in four scenarios: 1) able-bodied and best case headway alignment, 2) able-bodied and worst case headway alignment, 3) wheelchair user and best case headway alignment, and 4) wheelchair user and worst case headway alignment. Using this data, please ensure the rider station access and transfer experience is optimized to reduce the total trip time under the four scenarios.

#	Comments	Responses
1	First transfer times at key stations proposed in the DEIS are very high due to the depth/height of proposed stations at Chinatown/ International District, SODO, and Westlake. I urge Sound Transit to consider the shallow options (4th ave preferred) at CID and potentially look into making the station even shallower to be close to the grade of the existing station/platform. This would facilitate quick and at grade transfers at CID. Please consider accomplishing this by having the DSTT2 cross over the existing tunnel using cut and cover instead of tunneling under it. If this is not possible, please share risk assessments that demonstrate why it is not.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for a description of the SODO Station. See Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for a description of the transfer environment at this station. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>Westlake station will be the busiest in the system and the most important transfer point. Therefore it must be the most user-friendly station. While I encourage the proposed design to be shallower, if this is not possible please consider building important redundancies in vertical conveyances.</p> <p>Elevators and escalators should be available to take passengers between the platforms and station mezzanines, as well as express elevators/escalators that take one from the surface to the platforms. These should be clearly separate and marked with excellent way finding. Redundancies should be built in (3 escalators per well, many elevators for wheelchair or bike users) and flexible. Escalators should be able to reverse direction if needed when another is out of service, and multiple elevators should be able to be called at once if there is a large influx of people.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
3	<p>To emphasize the rider experience, I ask Sound Transit to publish the following data: the most common station pairs that will require transfers at the completion of ST3, the transfer volume expected, and the total trip time (with transfer and station access time indicated) expected for these station pairs in four scenarios: 1) able-bodied and best case headway alignment, 2) able-bodied and worst case headway alignment, 3) wheelchair user and best case headway alignment, and 4) wheelchair user and worst case headway alignment. Using this data, please ensure the rider station access and transfer experience is optimized to reduce the total trip time under the four scenarios.</p>	<p>Thank you for your comment; however, this is beyond the scope of what is needed for a NEPA or SEPA document. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3, Transit, of Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for more information regarding travel times, transit access, and transfers for the proposed project.</p>
4	<p>Finally, SODO station will serve as a key transfer location and has the possibility to serve riders well with quick transfer times. To accommodate this, please consider same direction cross-platform transfer so that riders can exit one train and switch lines without leaving the platform. This could significantly improve transfer times and reduce distance needed to travel.</p>	<p>Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design, and Section 2.1, Build Alternatives, for a description of refinements to the preferred alternative in the SODO Segment between the WSBLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit will continue to evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.</p>

Comment Submittal 0349

Communication ID:	Name	Email
499748	Cole Gleason	cole@colegleason.com

Full Communication (4/9/2022)

The West Seattle Ballard Link Extension is critical to improve the transportation system of Seattle, but we should not assume that the completion of ST3 is the end of Link expansion. To reduce future costs and prepare for possible future expansion, new stations should include necessary infrastructure to make future proposals feasible. I am asking Sound Transit to consider future expansion in the design of the following stations: Alaska Junction, SODO, Midtown, Denny, SLU, and Ballard.

Alaska Junction and SODO should both be built anticipating a possible future expansion to the south, and anything necessary to facilitate that construction should be implemented in the station design.

Midtown station should include a wye-junction to support possible future expansion along a Madison alignment to Madison Park. It should also include anything necessary for a possible transfer facility to a future line.

Denny station should include necessary facilities and junctions for a future line that would connect Belltown to the southwest with Fairview Ave or Capitol Hill.

SLU station should include the necessary facilities and junctions for possible expansion to the north along Dexter up to Fremont.

Finally, Ballard station should include wye-junctions and facilities needed for possible expansion both the the north up to Crown Hill, as well as to the east to U-District or UW.

When I ask for Sound Transit to consider these future expansions, I realize they are not included in the scope of WSBLE or ST3. However, we should take design steps that optimize for cost- effectiveness of Sound Transit into the future, not just over the ST3 program. This includes designing stations now such that future expansions are financially feasible, even if they are only built many decades in the future. Therefore, I am not asking for new platforms and empty transfer stations to be built, but for Sound Transit to include the necessary track wye-junctions and junction boxes in the design, as well as considering where transfer mezzanines may have to be built if future expansion is approved.

#	Comments	Responses
1	Midtown station should include a wye-junction to support possible future expansion along a Madison alignment to Madison Park. It should also include anything necessary for a possible transfer facility to a future line. Denny station should include necessary facilities and junctions for a future line that would connect Belltown to the southwest with Fairview Ave or Capitol Hill. SLU station should include the necessary facilities and junctions for possible expansion to the north along Dexter up to Fremont.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Finally, Ballard station should include wye-junctions and facilities needed for possible expansion both the the north up to Crown Hill, as well as to the east to U-District or UW. When I ask for Sound Transit to consider these future expansions, I realize they are not included in the scope of WSBLE or ST3. However, we should take design steps that optimize for cost-effectiveness of Sound Transit into the future, not just over the ST3 program. This includes designing stations now such that future expansions are financially feasible, even if they are only built many decades in the future. Therefore, I am not asking for new platforms and empty transfer stations to be built, but for Sound Transit to include the necessary track wye-junctions and junction boxes in the design, as well as considering where transfer mezzanines may have to be built if future expansion is approved.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
3	Alaska Junction and SODO should both be built anticipating a possible future expansion to the south, and anything necessary to facilitate that construction should be implemented in the station design.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0350

Communication ID:	Name	Email
499756	Mary Spielmann	spiel.chap@gmail.com

Full Communication (4/9/2022)

I like the preferred routes in West Seattle, with terminus at Alaska St. instead of Fauntleroy which can be served by Avalon. Also, the best stop for me personally would be directly above Delridge, making it North-South oriented or able to get oriented that direction. I am in Highland Park near Westwood and White Center and am very excited to see expansions there too!

#	Comments	Responses
1	I like the preferred routes in West Seattle, with terminus at Alaska St. instead of Fauntleroy which can be served by Avalon.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, the best stop for me personally would be directly above Delridge, making it North-South oriented or able to get oriented that direction.	Please see response to CCG2 in Table 7-1.
3	I am in Highland Park near Westwood and White Center and am very excited to see expansions there too!	Please see response to CC1c in Table 7-1.

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Comment Submittal 0351

Communication ID:	Name	Email
499767	Jeanne Gabrielle Burdeti	gburdeti@gmail.com

Full Communication (4/10/2022)

Hello,

I live right behind the LA Fitness on Fauntleroy way. We bought our house in 2021 expecting to live in West Seattle for many years. We even renovated our house. Hearing about the possibility of being forced to move because of the light rail route is very frustrating. We probably won't find a better location elsewhere than where we are now. Please don't consider the route that goes above LA Fitness we don't want to lose our house. Thank you

#	Comments	Responses
1	Hearing about the possibility of being forced to move because of the light rail route is very frustrating. We probably won't find a better location elsewhere than where we are now. Please don't consider the route that goes above LA Fitness we don't want to lose our house. Thank you	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0352

Communication ID:	Name	Email
499818	Tom Butterworth	fulllifecrisis@comcast.net

Full Communication (4/11/2022)

Thank you for putting together such thorough documentation for the public to review and comment on. I am really excited for the West Seattle project to take place, but really for all of it to happen. My biggest concern is about the impact on neighborhoods where people live and to do whatever possible to have minimal impact in those areas. What I mean there is if you can tunnel under them, rather than destroy them by plowing through them, please opt for that. You've done a good job of picking already existing corridors where neighborhoods are currently divided in many cases. But the Delridge overpass area makes me wonder, why are you creating a new barrier. Travel anywhere in the world where there is light rail or rail above grade, neighborhood decay begins.

Want to fast-forward into the future to see what will eventually happen here to living neighborhoods where rail goes in above grade? Visit London, Paris, D.C., New York. These areas often are rundown, low rent, high-crime areas people avoid. It is inevitable. We actually have examples of splitting living neighborhoods right here in Seattle... Aurora Avenue, 1-5, 520 in the Montlake area, just to name a few. Growth will happen, mass transit should happen, but it should happen thoughtfully, so, anywhere where tunneling is an option to save a neighborhood, please do. I was born here and lived here most of my life. I love this city. But it is getting harder and harder to do so because of little care for this city's history and poor decision making, especially around transportation (look to Portland to see great examples of care for both history and installing light rail - with Fed\$\$ Seattle was supposed to have received, right?). This isn't a new problem, we had a great light rail system already in place once. Again, I'm glad this is happening, I just plead with you to do it with some thought for the future. Sincerely, Tom

#	Comments	Responses
1	Thank you for putting together such thorough documentation for the public to review and comment on. I am really excited for the West Seattle project to take place, but really for all of it to happen.	Thank you for expressing support for the project.
2	My biggest concern is about the impact on neighborhoods where people live and to do whatever possible to have minimal impact in those areas. What I mean there is if you can tunnel under them, rather than destroy them by plowing through them, please opt for that. You've done a good job of picking already existing corridors where neighborhoods are currently divided in many cases. But the Delridge overpass area makes me wonder, why are you creating a new barrier. Travel anywhere in the world where there is light rail or rail above grade, neighborhood decay begins. Want to fast- forward into the future to see what will eventually happen here to living neighborhoods where rail goes in above grade? Visit London, Paris, D.C., New York. These areas often are rundown, low rent, high-crime areas people avoid. It is inevitable. We actually have examples of splitting living neighborhoods right here in Seattle... Aurora Avenue, 1-5, 520 in the Montlake area, just to name a few. Growth will happen, mass transit should happen, but it should happen thoughtfully, so, anywhere where tunneling is an option to save a neighborhood, please do. I was born here and lived here most of my life. I love this city. But it is getting harder and harder to do so because of little care for this city's history and poor decision making, especially around transportation (look to Portland to see great examples of care for both history and installing light rail - with Fed \$\$ Seattle was supposed to have received, right?). This isn't a new problem, we had a great light rail system already in place once.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0353

Communication ID:	Name	Email
499857	Catherine Roth	cathyecuator@yahoo.com

Full Communication (4/11/2022)

I am very much in favor of light rail, but it must not be built in a way that destroys neighborhood's and people's homes. I have lived in the heart of Seattle since 1982. First in the First Hill neighborhood, then Eastlake, and now in West Seattle. Each neighborhood has a unique feel that makes Seattle so vibrant and livable. West Seattle has always been a diverse economic neighborhood that feels like a small town in the middle of a large city. An elevated track would destroy West Seattle. Furthermore, West Seattle does not need 3 stations, rather the proposed Alaska Junction station would be better served by a gondola. The gondola would save money, carry more people and preserve the neighborhood richness of the Junction. Please do NOT put an elevated track at Alaska and 41st or 42nd. Thank you.

#	Comments	Responses
1	<p>An elevated track would destroy West Seattle. Furthermore, West Seattle does not need 3 stations, rather the proposed Alaska Junction station would be better served by a gondola. The gondola would save money, carry more people and preserve the neighborhood richness of the Junction.</p> <p>Please do NOT put an elevated track at Alaska and 41st or 42nd.</p>	<p>Please see responses to CCG2 and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0354

Communication ID:	Name	Email
499887	andrew sullivan	andrews247@gmail.com

Full Communication (4/11/2022)

Hello, I am a West Seattle resident who lives a few blocks south of the junction. I would broadly like to suggest that the West Seattle light rail should be underground as much as it is possible, I support all tunnel options, especially WSJ-3a. If tunnels are more expensive, then so be it, avoiding the visual impacts of an elevated rail line running through West Seattle are worth it. If however an above ground line is all that Sound Transit will do, then I would suggest that the Elevated Fauntleroy Way Station

(WSJ-2) is the best option. Fauntleroy would allow the train line to easily be extended southward if ST4 ever comes around, and no other alternative would seem to offer that. Fauntleroy is also a large street that can handle transit and development. My opinion based on conversations with neighbors and fellow west seattleites is that the more this thing can be tunneled the better. My discussions have also touched on one other important point, with this train line coming 10+ years from now it will likely have wildly different ridership numbers than are modeled based on the advent of self driving car technology, we all wonder how emerging technology factors into the decision making. Whoever decided that the preferred alternatives should all be elevated tracks clearly doesn't talk to the same neighbors I do, because everyone I have talked to says tunnel or bust. Put this train underground wherever possible, it will be worth it.

#	Comments	Responses
1	I would broadly like to suggest that the West Seattle light rail should be underground as much as it is possible, I support all tunnel options, especially WSJ-3a. If tunnels are more expensive, then so be it, avoiding the visual impacts of an elevated rail line running through West Seattle are worth it.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If however an above ground line is all that Sound Transit will do, then I would suggest that the Elevated Fauntleroy Way Station (WSJ-2) is the best option. Fauntleroy would allow the train line to easily be extended southward if ST4 ever comes around, and no other alternative would seem to offer that. Fauntleroy is also a large street that can handle transit and development.	Please see responses to CCG2 and CC2d in Table 7-1.
3	with this train line coming 10+ years from now it will likely have wildly different ridership numbers than are modeled based on the advent of self driving car technology, we all wonder how emerging technology factors into the decision making.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0355

Communication ID:	Name	Email
499904	Fransico Alejandro	frankjalejo@icloud.com

Full Communication (4/12/2022)

Removing the Avalon station is not a good idea.

We have several new buildings coming up with 0 parking. This is means a 15min+ walk over to a station making it unrealistic.

Not including a station even, a small one in Avalon is a terrible idea.

#	Comments	Responses
1	Removing the Avalon station is not a good idea. We have several new buildings coming up with 0 parking. This is means a 15min+ walk over to a station making it unrealistic. Not including a station even, a small one in Avalon is a terrible idea.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0356

Communication ID:	Name	Email
499912	Justin Clark	jwclark3@gmail.com; justin.clark@wsp.com

Full Communication (4/12/2022)

Thank you for your extensive work on this! It's a huge undertaking and ST should be applauded for the work you've done to shape this transformational project.

My comments are directly related to maintaining EQUITABLE outcomes for marginalized communities within the project alignment:

(1) Please do NOT remove the Avalon Station! This station is CRITICAL for bus transfers and connectivity to the regional transit network from High Point and the larger diverse/underserved populations that are further south than the WS junction area. Removing this station strongly reduces equitable outcomes for these populations. I believe that the low projected ridership numbers don't accurately reflect this important connection, nor the massive amounts of development that is occurring and planned for this immediate walkshed for this station. This is a critical station and must be kept.

(2) The Equity concern for Delridge is NOT displacement in the station area, but ensuring that the BRT bus transfers with this station are top notch and seamless, as this is a critical connection to the marginalized populations that are further from the station area in Delridge and connecting to South Seattle College. This integration must be the top Equity-centered priority of this station citing and design.

(3) CID Station: the Deep station alternatives should be removed altogether as they are very poorly integrated with the urban environment and the transfers from the existing modes of transit. I encourage ST and the City to boost their partnership to seek a 4th ave alternative that can be implemented along with the 4th Ave Viaduct replacement, but if a 5th ave option is required, ST and the City MUST partner to not only reduce displacement of cultural institutions, housing, and businesses, but also to ensure that there is a robust plan in place to replace these cultural, housing and business uses with opportunities for marginalized community opportunities for housing, business and economic opportunity, and community services. The Culture of the CID must be held and supported by both agencies proactively to not only preserve it, but to help amplify and increase its reach in tandem with the new infrastructure improvements.

#	Comments	Responses
1	Please do NOT remove the Avalon Station! This station is CRITICAL for bus transfers and connectivity to the regional transit network from High Point and the larger diverse/underserved populations that are further south than the WS junction area. Removing this station strongly reduces equitable outcomes for these populations. I believe that the low projected ridership numbers don't accurately reflect this important connection, nor the massive amounts of development that is occurring and planned for this immediate walkshed for this station. This is a critical station and must be kept.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Equity concern for Delridge is NOT displacement in the station area, but ensuring that the BRT bus transfers with this station are top notch and seamless, as this is a critical connection to the marginalized populations that are further from the station area in Delridge and connecting to South Seattle College. This integration must be the top Equity-centered priority of this station citing and design.	Please see response to CCEJ2 in Table 7-1.
3	CID Station: the Deep station alternatives should be removed altogether as they are very poorly integrated with the urban environment and the transfers from the existing modes of transit.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	I encourage ST and the City to boost their partnership to seek a 4th ave alternative that can be implemented along with the 4th Ave Viaduct replacement,	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	if a 5th ave option is required, ST and the City MUST partner to not only reduce displacement of cultural institutions, housing, and businesses, but also to ensure that there is a robust plan in place to replace these cultural, housing and business uses with opportunities for marginalized community opportunities for housing, business and economic opportunity, and community services. The Culture of the CID must be held and supported by both agencies proactively to not only preserve it, but to help amplify and increase it's reach in tandem with the new infrastructure improvements.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0357

Communication ID:	Name	Email
499929	Tom Lawler	thlawler859@gmail.com

Full Communication (4/12/2022)

Are there any planning tools available to expedite this expansion to Link? 2039 is 17 years away when the system needs more lines to serve more communities not adjacent to the 1-5 corridor. Are there plans to expand this line to Greenwood, then connect at Northgate for transfers, then Bitter Lake, then Westminster Triangle, then Aurora Village, then Lynwood, then Paine Field? What would also alleviate traffic is to have a line east and west of the main 1-5 corridor. Many people who take 1-5 will take turns east or west to reach their destinations so why not build lines to serve those destinations off our main highway.

#	Comments	Responses
1	Are there any planning tools available to expedite this expansion to Link?	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	2039 is 17 years away when the system needs more lines to serve more communities not adjacent to the 1-5 corridor. Are there plans to expand this line to Greenwood, then connect at Northgate for transfers, then Bitter Lake, then Westminster Triangle, then Aurora Village, then Lynwood, then Paine Field? What would also alleviate traffic is to have a line east and west of the main 1-5 corridor. Many people who take 1-5 will take turns east or west to reach their destinations so why not build lines to serve those destinations off our main highway.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0358

Communication ID:	Name	Email
499940	Winslow Johnson	winslowjohnson@gmail.com

Full Communication (4/12/2022)

I grew up in Seattle. Prior to 2020 and the switch to work from home, I was an avid transit rider. I did not own a car, and my primary means of moving about the city for work or for pleasure were Metro buses and the Link light rail. When I travel to other parts of the world, I prefer to use public transit to get around. I care deeply about transit issues. I've been reading the Seattle Transit Blog for years, and I follow national discussions through outlets such as Alon Levy's Pedestrian Observations and Jarrett Walker's Human Transit. When deciding whom to vote for in local elections, both primary and general, transportation ranks among my three or four most important issues.

Having said all that, the proposed plan for ST3's West Seattle to Ballard Link Extension is one of the worst designs I've ever studied for urban rapid transit. The stations are poorly sited and poorly designed; they do not serve the primary purpose of a transit system: making it quick and convenient for riders to get from their point of origin to their desired destination. The choice to prioritize West Seattle is, itself, highly suspect. West Seattle is a relatively low-density peninsula with no major employers. It must be reached by crossing SODO and the maritime facilities that surround Harbor Island and the Duwamish Waterway--areas where vanishingly few people live or work. The low ridership potential for this segment and the geographical constraints that will limit future extensions do not warrant making it a priority for light rail expansion.

As for the rest of the line, the new stations downtown and in South Lake Union are way too deep. By adding additional minutes to any trip or transfer that uses these stations (by increasing the reliance on vertical conveyances for which ST has a checkered history) you reduce potential ridership. For short trips, folks will walk or hop on a bus. For longer trips, folks will drive. By making light rail less convenient than the alternatives, you ensure that potential riders will opt for other modes. You will not attract enough riders to cover your operations budget, let alone justify the huge capital expense of building the expansion. These stations should be built no deeper than the 95 feet of the UW station. If that is not possible, the WSBLE should be scrapped and voters should be given a different option for use of their public transportation dollars.

Moreover, many of the proposed stations are poorly situated to serve the neighborhoods they claim to. Most egregious are the Ballard and South Lake Union stations. The heart of Ballard is between 20th and 22nd Ave NW. The vast majority of new housing has been built west of 15th. Why then, is the proposed location of the Ballard station on 14th where it will be far from the most desired destinations and separated by the major thoroughway that is 15th Ave NW? Again, when you add unnecessary minutes to a journey, people will opt for other modes.

The heart of South Lake Union is along Westlake Ave N. The proposed station locations near Aurora barely even qualify as SLU. They are located in an area that is extremely hostile to pedestrians, with fast moving cars travelling along Mercer or entering/exiting SR 99. The walkshed is terrible. It almost seems like this station is being designed primarily as a bus intercept, but this makes little sense. Bus riders travelling south to downtown will stay on the bus rather than transfer to the Link. Riders travelling to UW would have transferred to the 44 if they were coming from the north and they would already have transferred to light rail downtown if they were coming from the south. The SLU station should be sited such that it is maximally convenient for the residents and workers of SLU access it on foot.

I supported ST3, hoping that the service expansions inside the Seattle core would justify the highly suspect decision to extend light rail as far north as Everett and as far south as Tacoma (these locations should be served by regional rail service akin to the Sounder, not a 60-mile light rail line). If I had known that the proposals for WSBLE would be so shoddy, I would not have supported ST3, and I'd have sought to find new leadership for our regional transportation agencies. If this plan cannot be substantially redesigned to promote the interests of riders, I would prefer that no extension be built, and I would vote for any ballot measure that scrapped the projects. We are building a transportation system that will serve our city and this region for the next hundred years. Please do better.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	the proposed plan for ST3's West Seattle to Ballard Link Extension is one of the worst designs I've ever studied for urban rapid transit. The stations are poorly sited and poorly designed; they do not serve the primary purpose of a transit system: making it quick and convenient for riders to get from their point of origin to their desired destination. The choice to prioritize West Seattle is, itself, highly suspect. West Seattle is a relatively low-density peninsula with no major employers. It must be reached by crossing SODO and the maritime facilities that surround Harbor Island and the Duwamish Waterway--areas where vanishingly few people live or work. The low ridership potential for this segment and the geographical constraints that will limit future extensions do not warrant making it a priority for light rail expansion.	Your opposition to the project is noted. Please see Chapter 1, Purpose and Need, for more information on the need for the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	the new stations downtown and in South Lake Union are way too deep. By adding additional minutes to any trip or transfer that uses these stations (by increasing the reliance on vertical conveyances for which ST has a checkered history) you reduce potential ridership. For short trips, folks will walk or hop on a bus. For longer trips, folks will drive. By making light rail less convenient than the alternatives, you ensure that potential riders will opt for other modes. You will not attract enough riders to cover your operations budget, let alone justify the huge capital expense of building the expansion. These stations should be built no deeper than the 95 feet of the UW station. If that is not possible, the WSBLE should be scrapped and voters should be given a different option for use of their public transportation dollars.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Moreover, many of the proposed stations are poorly situated to serve the neighborhoods they claim to. Most egregious are the Ballard and South Lake Union stations. The heart of Ballard is between 20th and 22nd Ave NW. The vast majority of new housing has been built west of 15th. Why then, is the proposed location of the Ballard station on 14th where it will be far from the most desired destinations and separated by the major thoroughway that is 15th Ave NW? Again, when you add unnecessary minutes to a journey, people will opt for other modes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	The heart of South Lake Union is along Westlake Ave N. The proposed station locations near Aurora barely even qualify as SLU. They are located in an area that is extremely hostile to pedestrians, with fast moving cars travelling along Mercer or entering/exiting SR 99. The walkshed is terrible. It almost seems like this station is being designed primarily as a bus intercept, but this makes little sense. Bus riders travelling south to downtown will stay on the bus rather than transfer to the Link. Riders travelling to UW would have transferred to the 44 if they were coming from the north and they would already have transferred to light rail downtown if they were coming from the south. The SLU station should be sited such that it is maximally convenient for the residents and workers of SLU access it on foot.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0359

Communication ID:	Name	Email
499958	Matthew Trecha	mtrecha@gmail.com

Full Communication (4/13/2022)

1. Do not eliminate any stations.
2. Work to make stations as shallow as possible.
3. Improve transfer times wherever possible.
4. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.
5. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
6. Plan to build for future expansion in Seattle.

Unfortunately, Sound Transit is acting like it's planning a bus line, not the system that will be in place for 200+ years. When was the last time a subway line in New York had an infill station added or its alignment improved? Your decisions now will make a good system or a shoddy one, and cutting stations, burying them so deep that it takes 5+ minutes to even reach the platform, and cutting stations out of downtown, dense neighborhoods means we will have a system that does nothing to help Seattle and the region that has voted for ST3. We need better and strong leadership - if this cannot be done correctly now, it's time to pause the entire project and go back to the drawing board - not ram through a half-baked project.

#	Comments	Responses
1	Do not eliminate any stations.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to consolidation of Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.
2	Work to make stations as shallow as possible. 3. Improve transfer times wherever possible. 4. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. 5. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.	Please see response to CC2k in Table 7-1.
3	Plan to build for future expansion in Seattle.	Please see response to CC2d in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0360

Communication ID:	Name	Email
499968	Andrew Hu	andrew98034@gmail.com

Full Communication (4/13/2022)

I agree with the advice of Seattle Subway:

1. Do not eliminate any stations.
2. Work to make stations as shallow as possible.
3. Improve transfer times wherever possible.
4. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.
5. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
6. Plan to build for future expansion in Seattle.

#	Comments	Responses
1	Do not eliminate any stations.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to consolidation of Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.
2	Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.	Please see response to CC2k in Table 7-1.
3	Plan to build for future expansion in Seattle.	Please see response to CC2d in Table 7-1.

Comment Submittal 0361

Communication ID:	Name	Email
499970	Nicholas Gomez	Gomez.nicholas@gmail.com

Full Communication (4/13/2022)

To whom it may concern,

As a new member of the West Seattle/Youngstown community I am extremely invested in the outcome of this project. The potential benefits are clear, however some concerns should also be taken into account.

As stewards of the environment we have a responsibility to protect the natural resources and habitats around us. Sound Transit should prefer alternatives that do the least amount of damage to the environment. The north Duwamish crossing would create the least amount environmental disruption while also avoiding the critical pigeon point area. Businesses would be temporarily disrupted during construction but would quickly evolve and find solutions. Contrastingly, the

environmental impact on the habitat and ecology would be permanent. The consequences of the light rail on the habitats should be studied in more depth to ensure that it isn't out of compliance with federal and state laws protecting the environment.

Secondly, residential displacements should be minimized. Many new developments are taking place within the current preferred route. This only adds to the importance of the light rail. The north Avalon route (Del-6) would displace the least amount of residents and businesses. Currently the DEIS does not disclose the demographics of the residential displacements. This socioeconomic and racial demographics should be studied in order to choose a route that does not displace primarily minority and low-income people or infringe upon any of the housing laws. This is consistent with the goals of Sound Transit and equity within the community.

Thank you for reviewing my comment,

Nicholas Gomez

#	Comments	Responses
1	Sound Transit should prefer alternatives that do the least amount of damage to the environment. The north Duwamish crossing would create the least amount environmental disruption while also avoiding the critical pigeon point area. Businesses would be temporarily disrupted during construction but would quickly evolve and find solutions. Contrastingly, the environmental impact on the habitat and ecology would be permanent. The consequences of the light rail on the habitats should be studied in more depth to ensure that it isn't out of compliance with federal and state laws protecting the environment.	Please see responses to CCG2 and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on impacts to ecosystems and proposed mitigation.
2	residential displacements should be minimized. Many new developments are taking place within the current preferred route. This only adds to the importance of the light rail. The north Avalon route (Del-6) would displace the least amount of residents and businesses. Currently the DEIS does not disclose the demographics of the residential displacements. This socioeconomic and racial demographics should be studied in order to choose a route that does not displace primarily minority and low-income people or infringe upon any of the housing laws. This is consistent with the goals of Sound Transit and equity within the community.	Please see response to CCG2 and CC4.1b in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on the demographics of the study area. Please see Appendix G, Environmental Justice, for more information on demographics as well as impacts and benefits to communities of color and low-income populations.

Comment Submittal 0362

Communication ID:	Name	Email
499973	Jim Klaniecki	klanieckij@gmail.com

Full Communication (4/13/2022)

The north crossing alternative over the Duwamish waterway (DUW-2) is preferable because there will no loss of residential housing and minimal impact on employees with that option (EIS-ES-12). For the Delridge segment, the DEL-2a option best serves the community. This option is compatible with the tunnel alternatives for the West Seattle Junction segment. The cost of this option is \$200- 300 M less than an elevated track. This cost savings can be used to finance the tunnel options.

DEL-2a also has minimal impact on residential displacement compared to the other alternatives (EIS-ES-18).

The West Seattle Junction segment must be a tunnel, preferably alternative WSJ-3a. The cost difference between the elevated track and a tunnel is not that much (EIS-ES-23). Cost cannot be the deciding factor in this complex issue. The negative impact of an elevated track far outweighs any perceived benefits. The West Seattle Junction and surrounding neighborhoods are a designated Urban Village. The EIS (ES-2) correctly states that "... these areas will continue to increase in residential and/or employment density over the next 30 years." (EIS-ES-2). An elevated track will defeat the gains made by this long-term urban planning by the City of Seattle, whereas a tunnel will enhance it. The Urban Village has higher density housing, including lower income housing. The EIS (ES-3) states that one of the fundamental purposes of the project is to integrate "... in a manner that is consistent with local land use plans and policies.." A tunnel best supports the Urban Village by not destroying homes, neighborhoods and businesses. Another stated purpose is to "Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections ..." (ES-3). The neighborhoods of 41st and 42nd Avenue SW are a Seattle Neighborhood Greenway, which provides a safe connection between neighborhoods and the Junction for bikes and pedestrians. An elevated track will destroy this and defeat a basic principle of the Light Rail project, whereas a tunnel won't. An elevated track will only make traffic congestion worse by reducing surface road efficiency. The EIS states that "Roadway congestion in the project corridor will continue to degrade transit performance and reliability..." We need to retain as much of the surface streets as possible to address this issue. A tunnel has less impact on surface roads (EIS-ES-23).

A tunnel for the Junction is far preferable to an elevated or surface track. The EIS clearly supports this position by providing data and analysis that a tunnel has minimal impact on residential, business, and employees, and has no visual impact and no operational noise compared to an elevated track (ES-23). A tunnel is the only viable option.

#	Comments	Responses
1	The north crossing alternative over the Duwamish waterway (DUW-2) is preferable because there will no loss of residential housing and minimal impact on employees with that option (EIS-ES-12).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	For the Delridge segment, the DEL-2a option best serves the community. This option is compatible with the tunnel alternatives for the West Seattle Junction segment. The cost of this option is \$200-300 M less than an elevated track. This cost savings can be used to finance the tunnel options. DEL-2a also has minimal impact on residential displacement compared to the other alternatives (EIS-ES-18).	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>The West Seattle Junction segment must be a tunnel, preferably alternative WSJ-3a. The cost difference between the elevated track and a tunnel is not that much (EIS-ES-23). Cost cannot be the deciding factor in this complex issue. The negative impact of an elevated track far outweighs any perceived benefits. The West Seattle Junction and surrounding neighborhoods are a designated Urban Village. The EIS (ES-2) correctly states that "... these areas will continue to increase in residential and/or employment density over the next 30 years." (EIS-ES-2). An elevated track will defeat the gains made by this long-term urban planning by the City of Seattle, whereas a tunnel will enhance it. The Urban Village has higher density housing, including lower income housing. The EIS (ES-3) states that one of the fundamental purposes of the project is to integrate "... in a manner that is consistent with local land use plans and policies.." A tunnel best supports the Urban Village by not destroying homes, neighborhoods and businesses. Another stated purpose is to "Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections..." (ES-3). The neighborhoods of 41st and 42nd Avenue SW are a Seattle Neighborhood Greenway, which provides a safe connection between neighborhoods and the Junction for bikes and pedestrians. An elevated track will destroy this and defeat a basic principle of the Light Rail project, whereas a tunnel won't. An elevated track will only make traffic congestion worse by reducing surface road efficiency. The EIS states that "Roadway congestion in the project corridor will continue to degrade transit performance and reliability ..." We need to retain as much of the surface streets as possible to address this issue. A tunnel has less impact on surface roads (EIS-ES-23). A tunnel for the Junction is far preferable to an elevated or surface track. The EIS clearly supports this position by providing data and analysis that a tunnel has minimal impact on residential, business, and employees, and has no visual impact and no operational noise compared to an elevated track (ES-23). A tunnel is the only viable option.</p>	<p>Please see responses to CCG2 and CCG3 in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0363

Communication ID:	Name	Email
500035	Larry Goldman	lgoldman@ci.lake-forest-park.wa.us

Full Communication (4/13/2022)

Disclaimer - I am on the Lake Forest Park city council, but am speaking for myself.

When the Ballard - West Seattle line opens, the spine will be disconnected. In other words, transit riders from North King and South Snohomish counties traveling to SeaTac Airport, Tacoma, and Pierce county will need to transfer. It is absolutely critical that Sound Transit make this transfer as easy as possible, or else fewer riders will take Link and the environmental benefits of light rail will be less fully realized. Transfers are critical!

SODO - it doesn't get as much attention as the tunnel stations, but SODO is an obvious transfer point between the 2 spines. It is on the surface as opposed to 2 different tunnels. ST MUST find a way to have a simple transfer at this station. The mixed profile (SODO-2) option appears to have the best transfers.

International District - the deeper the station, the harder it will be to transfer between the 2 downtown Seattle tunnels. From a rider transfer perspective, the 4th and 5th Ave deep options should be non-starters. Of the 2 shallow options, 4th Ave (CID-1a) seems to have the most promise for transfers. Further it would have a lesser construction impact on residents/businesses of the International District. However transfers of over 4 minutes should not be considered acceptable. Sound Transit really needs to spend some effort improving the transfers for ALL of the International District options.

Westlake - similar comments to International District. The 5th Ave option (DT-1) is the obvious choice, but its utility will heavily depend on how well it connects to the existing Westlake tunnel station.

Thank you for your attention to this.

#	Comments	Responses
1	When the Ballard - West Seattle line opens, the spine will be disconnected. In other words, transit riders from North King and South Snohomish counties traveling to SeaTac Airport, Tacoma, and Pierce county will need to transfer. It is absolutely critical that Sound Transit make this transfer as easy as possible, or else fewer riders will take Link and the environmental benefits of light rail will be less fully realized.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information regarding transit access and transfers for the proposed project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	SODO - it doesn't get as much attention as the tunnel stations, but SODO is an obvious transfer point between the 2 spines. It is on the surface as opposed to 2 different tunnels. ST MUST find a way to have a simple transfer at this station. The mixed profile (SODO-2) option appears to have the best transfers.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information regarding transit access and transfers for the proposed project. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station. design.
3	International District - the deeper the station, the harder it will be to transfer between the 2 downtown Seattle tunnels. From a rider transfer perspective, the 4th and 5th Ave deep options should be non-starters.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>Of the 2 shallow options, 4th Ave (CID-1a) seems to have the most promise for transfers. Further it would have a lesser construction impact on residents/businesses of the International District.</p> <p>However transfers of over 4 minutes should not be considered acceptable. Sound Transit really needs to spend some effort improving the transfers for ALL of the International District options.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
5	<p>Westlake - similar comments to International District. The 5th Ave option (DT-1) is the obvious choice, but its utility will heavily depend on how well it connects to the existing Westlake tunnel station.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0364

Communication ID:	Name	Email
5000070	Jared Thompson	jaredlincoln@icloud.com

Full Communication (3/30/2022)

Okay. My name is Jared Thompson. I am a property owner here on 40th Avenue Southwest. We are generally supportive of the tunnel options. The elevated options seem to have very significant social impacts, but we're also concerned about potential noise and vibration from tunnels. We didn't see any information really in the EIS, but it's also a huge document. I'm wondering if Sound Transit can provide residents with more information on what kind of issues they could expect or if not at all on those, noise and vibration, with the completed tunnel. Thank you.

#	Comments	Responses
1	We are generally supportive of the tunnel options. The elevated options seem to have very significant social impacts, but we're also concerned about potential noise and vibration from tunnels. We didn't see any information really in the EIS, but it's also a huge document. I'm wondering if Sound Transit can provide residents with more information on what kind of issues they could expect or if not at all on those, noise and vibration, with the completed tunnel.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0365

Communication ID:	Name	Email
500072	Jeff Norris	None provided

Full Communication (3/30/2022)

Thank you. A budget gap due partially to the increased cost of real estate was mentioned. The construction of the Skylink alternative will require a small fraction of real estate needs than the light rail will. In concert with this, a fraction of homes and businesses will be displaced with the gondola. This, coupled with the Skylink being a fraction of the budget and schedule to the light rail, why isn't the gondola being more seriously considered as a solution to the goals of servicing West Seattle in lieu of the rail for this project? Thank you.

#	Comments	Responses
1	A budget gap due partially to the increased cost of real estate was mentioned. The construction of the Skylink alternative will require a small fraction of real estate needs than the light rail will. In concert with this, a fraction of homes and businesses will be displaced with the gondola. This, coupled with the Skylink being a fraction of the budget and schedule to the light rail, why isn't the gondola being more seriously considered as a solution to the goals of servicing West Seattle in lieu of the rail for this project?	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0366

Communication ID:	Name	Email
500073	Katherine Woolverton	kwoolverton@gmail.com

Full Communication (3/30/2022)

Hi. Thank you. I'm Katherine Woolverton in Highland Park. I support commissioning an external independent comparison of the light rail versus gondola technology to the West Seattle line. My comments today focus on the environmental portion of that comparison. The EIS study did not estimate greenhouse gas emissions associated with the construction of 80-to-160-foot-high concrete and steel posts, guideways, and rail stations. A proper impact evaluation should use tools such as the Embodied Carbon in Construction Calculator and fully elucidate the environmental impact of each option so that an objective environmental comparison can take place. The study should include the impact of the destruction of the Northern Duwamish Greenbelt, including the loss of carbon-sequestering vegetation as well as noise and pollution buffering for Pigeon Point. It should compare projected reduced vehicle miles traveled and associated emissions reductions between both modes considering the projected 2026 implementation date of a gondola system versus light rail's 2032 date. Finally, the study should include considerations of environmental equity within the context of historical redlining. The currently proposed light rail route runs through historically redlined neighborhoods and would displace up to 600 homes and 100 businesses in an already overburdened community. West Seattle residents deserve multimodal transportation options that fit our unique topography and make the best use of our tax dollars. What works for Northgate may not work for us. We shouldn't be forced to accept an ill-fitting system. We deserve a full and objective consideration of a gondola system for the West Seattle line. Thank you.

#	Comments	Responses
1	support commissioning an external independent comparison of the light rail versus gondola technology to the West Seattle line. My comments today focus on the environmental portion of that comparison. The EIS study did not estimate greenhouse gas emissions associated with the construction of 80-to-160-foot-high concrete and steel posts, guideways, and rail stations. A proper impact evaluation should use tools such as the Embodied Carbon in Construction Calculator and fully elucidate the environmental impact of each option so that an objective environmental comparison can take place. The study should include the impact of the destruction of the Northern Duwamish Greenbelt, including the loss of carbon-sequestering vegetation as well as noise and pollution buffering for Pigeon Point. It should compare projected reduced vehicle miles traveled and associated emissions reductions between both modes considering the projected 2026 implementation date of a gondola system versus light rail's 2032 date. Finally, the study should include considerations of environmental equity within the context of historical redlining. The currently proposed light rail route runs through historically redlined neighborhoods and would displace up to 600 homes and 100 businesses in an already overburdened community. West Seattle residents deserve multimodal transportation options that fit our unique topography and make the best use of our tax dollars. What works for Northgate may not work for us. We shouldn't be forced to accept an ill-fitting system. We deserve a full and objective consideration of a gondola system for the West Seattle line.	Please see responses to CC2g, CC4.6a, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Appendix G, Environmental Justice, of the Final EIS for information on communities of color and low-income people.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0367

Communication ID:	Name	Email
500076	None provided	None provided

Full Communication (4/9/2022)

It would be helpful to have bus #s connections available at each light rail stop.

#	Comments	Responses
1	It would be helpful to have bus #s connections available at each light rail stop.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on how bus routes would serve the light rail stations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0368

Communication ID:	Name	Email
500097	Dennis Noland	dennisnoland@comcast.net; Dennis@shiftpoint.biz

Full Communication (3/30/2022)

Good evening. Thanks for letting me speak. As many of you now, my interest is in the Youngstown- Delridge neighborhood. I've been an advocate for the Andover route because that preserves almost 100 percent of the housing in the Youngstown area, and then the route that would follow the car, your arterial right-of-way on Avalon. There are two aspects of this routing that Sound Transit highlights as negatives. One's the station location. The other is a Nucor truck access currently on Andover. I'd like to speak briefly to each of those. If Sound Transit would consider moving the Delridge station 600 feet to the west and onto Andover, that would be a more accessible location for pedestrians. There's vacate land for a transit hub and also vacant land on which a TOD could be built. And the other is the Nucor truck access. There was a meeting that I attended with King County Metro, City of Seattle, Sound Transit, and a representative, a high-level representative from Nucor. We walked the property boundaries and looked at relocating the truck access away from the station location, placing it on the northeast corner of their property where their trucks would access in and out of the property on the lower Spokane Street roadway. That's doable. It would take cooperation principally between the City of Seattle and Nucor to make that happen. In this climate, the thing that would preserve West Seattle the most is the gondola alternative, and I agree with those who are saying that it should be studied and included now, not later. Thank you.

#	Comments	Responses
1	I've been an advocate for the Andover route because that preserves almost 100 percent of the housing in the Youngstown area, and then the route that would follow the car, your arterial right-of-way on Avalon.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If Sound Transit would consider moving the Delridge station 600 feet to the west and onto Andover, that would be a more accessible location for pedestrians. There's vacate land for a transit hub and also vacant land on which a TOD could be built.	Please see the responses to CCG2 and CC3a in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.
3	We walked the property boundaries and looked at relocating the truck access away from the station location, placing it on the northeast corner of their property where their trucks would access in and out of the property on the lower Spokane Street roadway. That's doable. It would take cooperation principally between the City of Seattle and Nucor to make that happen.	Please see Section 2.6, Refined Alternatives and Options for the Final EIS, for more information on changes to the preferred alternative related to Nucor Steel access. See Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, for a discussion of impacts to freight mobility and access.
4	In this climate, the thing that would preserve West Seattle the most is the gondola alternative, and I agree with those who are saying that it should be studied and included now,	Please see the response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0369

Communication ID:	Name	Email
500099	Alexis Chartouni	None provided

Full Communication (3/30/2022)

Hi there. Thank you, everybody. My name's Alexis Chartouni. I represent Legacy Partners and USAA Real Estate Group. We have recently completed a project at Fauntleroy and Alaska called Maris Apartments. It consists of 244 units of market-rate housing and approximately 64 affordable, income-restricted housing. Currently, the preferred alternative for the Alaska Junction station requires Sound Transit to condemn and demolish all 306 residential units as well as possibly impacting our neighbor to the south, The Huxley, which has approximately 150 units. I think that this preferred alternative has the most impact to residential housing in the West Seattle neighborhood, an area that's already chronically short of housing. This is the wrong approach. The location should be at the Alaska Junction. Further, the ST3 that was approved by voters identified the junction as the location for this station. If you go through Appendix M of the draft EIS, you'll also see that Fauntleroy was actually ruled out as a location of the station, so I'm not quite sure why it was promoted as the preferred option when it appears to have been not selected as the route that should be taken. So, again, the EIS is flawed, and the impact to housing is too severe for the Fauntleroy location. Thank you. I'm done.

#	Comments	Responses
1	Currently, the preferred alternative for the Alaska Junction station requires Sound Transit to condemn and demolish all 306 residential units as well as possibly impacting our neighbor to the south, The Huxley, which has approximately 150 units. I think that this preferred alternative has the most impact to residential housing in the West Seattle neighborhood, an area that's already chronically short of housing. This is the wrong approach. The location should be at the Alaska Junction. Further, the ST3 that was approved by voters identified the junction as the location for this station. If you go through Appendix M of the draft EIS, you'll also see that Fauntleroy was actually ruled out as a location of the station, so I'm not quite sure why it was promoted as the preferred option when it appears to have been not selected as the route that should be taken. So, again, the EIS is flawed, and the impact to housing is too severe for the Fauntleroy location.	Please see responses to CCG2 and CC4.4b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. As described in Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS, an alternative on Fauntleroy Way Southwest was not carried forward, which is different than an alternative with a station on Fauntleroy Way Southwest.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0370

Communication ID:	Name	Email
500100	Nicole Mazzuca	mazzucan@outlook.com

Full Communication (3/30/2022)

Cool. So I kind of have two comments. The first one is it seems really bad to build a train that, at least to me, seems like no one will be able to use for about five years. I think it would be a serious mistake to go only to SODO and not to at least Chinatown-International District. At least getting to the CID station would mean that getting to the Eastside only requires a single transfer instead of two, as well as getting to King Street Station only requires or doesn't require any transfers. So we could get to Interurban and bus service or Interurban train and bus service. It seems very silly to have this train that goes only to SODO when we already have the 50 line and the 21 that both serve that station. The 21 is about an eight-minute walk, but it's totally walkable. The 50 is far more convenient for anyone north of the Alaska Junction. The 21 is far more convenient for anyone south of probably 35th. I just think that's really -- that would really not be ideal to just have infrastructure that we're not using for five years. And then I wanted to say a lot of people are very much in favor of the gondola. I think that the gondola would be a massive mistake in accessibility for South King County as well as for people who don't want to ride gondolas. Thanks.

#	Comments	Responses
1	So I kind of have two comments. The first one is it seems really bad to build a train that, at least to me, seems like no one will be able to use for about five years. I think it would be a serious mistake to go only to SODO and not to at least Chinatown-International District. At least getting to the CID station would mean that getting to the Eastside only requires a single transfer instead of two, as well as getting to King Street Station only requires or doesn't require any transfers. So we could get to Interurban and bus service or Interurban train and bus service. It seems very silly to have this train that goes only to SODO when we already have the 50 line and the 21 that both serve that station. The 21 is about an eight-minute walk, but it's totally walkable. The 50 is far more convenient for anyone north of the Alaska Junction. The 21 is far more convenient for anyone south of probably 35th. I just think that's really -- that would really not be ideal to just have infrastructure that we're not using for five years.	Please see Section 2.1.3, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on how the West Seattle Link Extension would connect to the larger Link light rail system. Please see Section 3.4, Affected Environment and Impacts during Operation - Transit, for discussion of how the West Seattle Link Extension would affect transit before it is connected to the larger light rail system as part of the Ballard Link Extension.
2	I think that the gondola would be a massive mistake in accessibility for South King County as well as for people who don't want to ride gondolas.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0371

Communication ID:	Name	Email
500129	Richard Miller	milomiller882@msn.com

Full Communication (4/14/2022)

I regularly travel from West Seattle to the University of Washington by Rapid Ride and lite rail. I was looking forward to the day when I could go by lite rail the entire distance. Now that I have seen the plans that Sound Transit is considering for the Alaska Junction station, I now hope that lite rail never comes to West Seattle. That Sound Transit's preferred option is to build an elevated line through with West Seattle, with an above ground station in the heart of the Alsaka Junction, and terminating the line in a single family residential neighborhood on 42nd Street is beyond comprehension. Sound Transit was able to find funding to build the line and stations from downtown under Capitol Hill, under the University and the University District, and through the neighborhoods just north of the U District, so claiming that right now money is the problem in building underground through West Seattle seems like Sound Transit considers the commercial and residential districts of West Seattle to be disposable.

I mentioned Sound Transit's plans for West Seattle to a group of seven friends this morning, all of whom live in Montlake and surrounding neighborhoods. They all agreed that Sound Transit will make its decision about West Seattle without giving much weight to community input. I hope that is not the case and that the underground option will be the one selected.

#	Comments	Responses
1	Now that I have seen the plans that Sound Transit is considering for the Alaska Junction station, I now hope that lite rail never comes to West Seattle. That Sound Transit's preferred option is to build an elevated line through with West Seattle, with an above ground station in the heart of the Alsaka Junction, and terminating the line in a single family residential neighborhood on 42nd Street is beyond comprehension. Sound Transit was able to find funding to build the line and stations from downtown under Capitol Hill, under the University and the University District, and through the neighborhoods just north of the U District, so claiming that right now money is the problem in building underground through West Seattle seems like Sound Transit considers the commercial and residential districts of West Seattle to be disposable.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I mentioned Sound Transit's plans for West Seattle to a group of seven friends this morning, all of whom live in Montlake and surrounding neighborhoods. They all agreed that Sound Transit will make its decision about West Seattle without giving much weight to community input. I hope that is not the case and that the underground option will be the one selected.	Please see response to CCG3 in Table 7-1. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0372

Communication ID:	Name	Email
500140	Nick Kiest	simnick@mac.com

Full Communication (4/14/2022)

I am a Ballard homeowner.

First, this system needs to be practical to commute. Right now, the depths of many of the proposed stations seems to add needless minutes to everyday waiting on long escalators, if they are even running successfully. Major downtowns stations with 2+minute escalator rides is collectively years of Seattlites lives being wasted.

2nd, the SLU station proposal are barely, or is not in, SLU. Don't put it all the way over on Mercer. Bring it into Westlake, in the heart of all the SLU employers. Also, don't make it super deep, again. And no one wants to walk near 99.

3rd, Ballard. I know you will get a ton of grief here, but I'd rather have a movable bridge than something the height of the 99 bridge. That will completely change the feeling of Ballard forever, and will also cause platform access issues as well being so tall.

But, now that tunnels aren't that much more expensive than other options (thanks, land acquisition costs), you ruled out west of 15th options too soon. 17th would have low impact to acquire parcels near the hospital, and could serve both old Ballard as well as New. You are never going to expand the system westward, so don't start too far East.

#	Comments	Responses
1	First, this system needs to be practical to commute. Right now, the depths of many of the proposed stations seems to add needless minutes to everyday waiting on long escalators, if they are even running successfully. Major downtowns stations with 2+minute escalator rides is collectively years of Seattlites lives being wasted.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	the SLU station proposal are barely, or is not in, SLU. Don't put it all the way over on Mercer. Bring it into Westlake, in the heart of all the SLU employers. Also, don't make it super deep, again. And no one wants to walk near 99.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	3rd, Ballard. I know you will get a ton of grief here, but I'd rather have a movable bridge than something the height of the 99 bridge. That will completely change the feeling of Ballard forever, and will also cause platform access issues as well being so tall.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	But, now that tunnels aren't that much more expensive than other options (thanks, land acquisition costs), you ruled out west of 15th options too soon. 17th would have low impact to acquire parcels near the hospital, and could serve both old Ballard as well as New. You are never going to expand the system westward, so don't start too far East.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0373

Communication ID:	Name	Email
500141	Mariana Huben	mariana.huben@gmail.com

Full Communication (4/14/2022)

I have three main questions regarding ridership projections, the elevated rail in West Seattle between the Delridge and Avalon stations, and the concept of a seamless transfer.

Firstly, the DEIS page ES-3 footnote states, "Puget Sound Regional Council's VISION 2050 anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years. The current long-range growth forecasts from Puget Sound Regional Council inform elements of the Draft Environmental Impact Statement analyses, such as ridership forecasts, projected vehicle trips and non-motorized activities. Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis."

The pandemic has severely changed both ridership projections and peak travel times. We do not yet know what the new normal is, nor is it appropriate to try to predict ridership and peak times until the effects of work-from-home and hybrid workplace models are more settled. At this point, it appears that Sound Transit is planning transit for the past instead of the future.

1. Why continue to plan with pre-pandemic numbers, when a long-range forecast this is most likely not applicable?

Secondly, the drawings in Appendix J, specifically drawing L50-GSP824 (page 39), show that the elevated light rail line from the Delridge Station to the Avalon Station will be approximately 150 feet above street level. The topography of West Seattle is particularly difficult with its hills, and an elevated line at that height would require an enormous amount of concrete and steel for construction and maintenance. These materials are becoming increasingly scarce and expensive, and as we have learned with the West Seattle Bridge repair, they may not always be readily available.

2. Has an analysis been done regarding the actual cost of this elevated line, as well as estimated emissions impacts of construction? How does the cost of the construction of the 150-foot elevated line compare to alternate methods, such as a gondola? If this analysis has not been done, when will it be done?

With both of these topics in mind, my main concern is that Sound Transit is pushing forward with a costly construction that may not align with ridership in a post-pandemic world.

According to Appendix L4.1-2 to 1-39, is it worth the destruction of local businesses: Ounces at 3809 Delridge Way SW, Skylark Cafe at 3805 Delridge Way SW, the Frye Commerce Center at 2414 SW Andover St (which is what keeps admission to the Frye Museum free!), West Seattle Brewing Company at 4415 Fauntleroy Way SW, and many more businesses and homes that will be affected by all alternatives, if ridership cannot be accurately forecast at this point and costs have not been examined and compared to alternatives that use less concrete?

Thirdly, the concept of a seamless transfer from light rail line to light rail line has been mentioned in many meetings with Sound Transit. However, the West Seattle extension would still require most riders to take a bus to one of the proposed stations at Delridge, Avalon, or Alaska Junction before boarding a train. That train would then only go to SoDO in 2032, requiring a transfer to a new train.

From there, additional transfers would be required in downtown in 2037 and beyond, for which record-deep stations are being considered. Having to ride elevator-only access several stories to the shallower downtown stations is not the same as stepping across the platform to a new line. The idea of "seamless" appears to only mean train to train, and is not at all indicative of time-saving measures for riders.

3. While I understand the investment in a singular mode of transit (light rail), why is Sound Transit not looking at alternatives that would allow for simpler transfers at existing stations? The phrase "seamless" is quite loosely defined in this situation, where transfers between extremely deep (135+ feet) stations that are accessible only by elevators will incur additional travel time. If transfers are already required to access light rail, why is Sound Transit not pursuing alternatives that could be built both more quickly and cheaper than the elevated lines in West Seattle?

Thank you for your consideration.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>DEIS page ES-3 footnote states, "Puget Sound Regional Council's VISION 2050 anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years. The current long-range growth forecasts from Puget Sound Regional Council inform elements of the Draft Environmental Impact Statement analyses, such as ridership forecasts, projected vehicle trips and non-motorized activities. Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." The pandemic has severely changed both ridership projections and peak travel times. We do not yet know what the new normal is, nor is it appropriate to try to predict ridership and peak times until the effects of work-from-home and hybrid workplace models are more settled. At this point, it appears that Sound Transit is planning transit for the past instead of the future. Why continue to plan with pre-pandemic numbers, when a long-range forecast this is most likely not applicable?</p>	<p>Please see the response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>
2	<p>the drawings in Appendix J, specifically drawing L50-GSP824 (page 39), show that the elevated light rail line from the Delridge Station to the Avalon Station will be approximately 150 feet above street level. The topography of West Seattle is particularly difficult with its hills, and an elevated line at that height would require an enormous amount of concrete and steel for construction and maintenance. These materials are becoming increasingly scarce and expensive, and as we have learned with the West Seattle Bridge repair, they may not always be readily available. Has an analysis been done regarding the actual cost of this elevated line, as well as estimated emissions impacts of construction? How does the cost of the construction of the 150-foot elevated line compare to alternate methods, such as a gondola? If this analysis has not been done, when will it be done? With both of these topics in mind, my main concern is that Sound Transit is pushing forward with a costly construction that may not align with ridership in a post-pandemic world.</p>	<p>Please see the responses to CC2e, CC2g, and CC4.6a, in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information. Please see Section 4.10, Energy Impacts, of the West Seattle Link Extension Final EIS for more information regarding anticipated energy impacts associated with the project.</p>
3	<p>According to Appendix L4.1-2 to 1-39, is it worth the destruction of local businesses: Ounces at 3809 Delridge Way SW, Skylark Cafe at 3805 Delridge Way SW, the Frye Commerce Center at 2414 SW Andover St (which is what keeps admission to the Frye Museum free!), West Seattle Brewing Company at 4415 Fauntleroy Way SW, and many more businesses and homes that will be affected by all alternatives, if ridership cannot be accurately forecast at this point and costs have not been examined and compared to alternatives that use less concrete?</p>	<p>Please see the response to CCG3 in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>the concept of a seamless transfer from light rail line to light rail line has been mentioned in many meetings with Sound Transit. However, the West Seattle extension would still require most riders to take a bus to one of the proposed stations at Delridge, Avalon, or Alaska Junction before boarding a train. That train would then only go to SoDO in 2032, requiring a transfer to a new train. From there, additional transfers would be required in downtown in 2037 and beyond, for which record-deep stations are being considered. Having to ride elevator-only access several stories to the shallower downtown stations is not the same as stepping across the platform to a new line. The idea of "seamless" appears to only mean train to train, and is not at all indicative of time-saving measures for riders. While I understand the investment in a singular mode of transit (light rail), why is Sound Transit not looking at alternatives that would allow for simpler transfers at existing stations? The phrase "seamless" is quite loosely defined in this situation, where transfers between extremely deep (135+ feet) stations that are accessible only by elevators will incur additional travel time. If transfers are already required to access light rail, why is Sound Transit not pursuing alternatives that could be built both more quickly and cheaper than the elevated lines in West Seattle?</p>	<p>Please see the response to CC2k in Table 7-1. Please see Section 3, Transit, of Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for more information regarding travel times, transfers, and improvements in reliability for the proposed project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0374

Communication ID:	Name	Email
500143	Brent Christian	bchristi@gmail.com

Full Communication (4/14/2022)

I am writing in support of the Preferred Tunnel 41st Avenue Station (WSJ-3a) and Preferred Tunnel 42nd Avenue Station Option (WSJ-3b) options for the West Seattle Link Extension, based on Table ES-4 in the Draft EIS.

By comparison, the elevated options are not suitable, given the drastically higher displacement of residences and businesses, and the high noise impact. The cost to obtain so many additional residential properties will continue to increase as property values rise.

I would also be in favor of a gondola option.

#	Comments	Responses
1	I am writing in support of the Preferred Tunnel 41st Avenue Station (WSJ-3a) and Preferred Tunnel 42nd Avenue Station Option (WSJ-3b) options for the West Seattle Link Extension, based on Table ES-4 in the Draft EIS. By comparison, the elevated options are not suitable, given the drastically higher displacement of residences and businesses, and the high noise impact. The cost to obtain so many additional residential properties will continue to increase as property values rise.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I would also be in favor of a gondola option.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0375

Communication ID:	Name	Email
500193	Sue Luke	seattle.subee@gmail.com

Full Communication (3/30/2022)

Hi. My name is Sue Luke, not Lake, and I am resident at Alaska Junction. And I think that it's really a huge mistake that you guys have made by not including the SkyLink in the draft EIS. I have been working with the forest service, EPA, and other organizations to do draft EISs -- well, you know, ultimately, the EIS itself. And, you know, not to include definitely an alternative is a huge mistake, just immediately. So I think that you need to not issue the EIS without including the gondola as an alternative because it's much cheaper, it's much simpler, and it's much faster. And it's going to bring us into the future rather than keeping us in the past. Thank you.

#	Comments	Responses
1	I think that it's really a huge mistake that you guys have made by not including the Skylink in the draft EIS. I have been working with the forest service, EPA, and other organizations to do draft EISs -- well, you know, ultimately, the EIS itself. And, you know, not to include definitely an alternative is a huge mistake, just immediately. So I think that you need to not issue the EIS without including the gondola as an alternative because it's much cheaper, it's much simpler, and it's much faster. And it's going to bring us into the future rather than keeping us in the past.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0376

Communication ID:	Name	Email
500194	Susan Oxley	None provided

Full Communication (3/30/2022)

I'm Susan Oxley, founding member of the North American Climate Justice Team, the 34th District Democrats EELU Caucus, and a West Seattle resident. I too speak in favor of an aerial gondola as a viable alternative to the Sound Transit extension which would destroy multiple neighborhoods and businesses. The EIS states clearly that relocating businesses dependent on the Duwamish and Salmon Bay waterways would be difficult or impossible. Disproportionate displacement of marginalized people, communities of color, and low-income populations, especially in the Chinatown-International District, raise issues of environmental justice and echo racism. All Sound Transit alternatives would destroy historic properties and further fracture the cultural integrity. On the other hand, the aerial gondola utilizes short, slim towers and overhead transit that preserve neighborhoods, businesses, and population integrity. It's estimated to cost a tenth of the light rail extension with the environmental impact much less. It's proven to be an efficient, low-impact people-mover in La Paz and Mexico City, safe, frequent, able to move 4,500 passengers per hour. One report estimates that's a third more than the light rail can carry. It would benefit both privileged and ethnic populations without displacing as many ethnic businesses, historic sites, homes, and people. If it can be done in Mexico, it can be done here. Finally, the gondola has a smaller ecological footprint, faster construction times, less energy use, is quieter and more affordable. It's a viable alternative, simple, practical, efficient. Let's go high. Go gondola.

#	Comments	Responses
1	I too speak in favor of an aerial gondola as a viable alternative to the Sound Transit extension which would destroy multiple neighborhoods and businesses. The EIS states clearly that relocating businesses dependent on the Duwamish and Salmon Bay waterways would be difficult or impossible. Disproportionate displacement of marginalized people, communities of color, and low- income populations, especially in the Chinatown-International District, raise issues of environmental justice and echo racism. All Sound Transit alternatives would destroy historic properties and further fracture the cultural integrity. On the other hand, the aerial gondola utilizes short, slim towers and overhead transit that preserve neighborhoods, businesses, and population integrity. It's estimated to cost a tenth of the light rail extension with the environmental impact much less. It's proven to be an efficient, low-impact people-mover in La Paz and Mexico City, safe, frequent, able to move 4,500 passengers per hour. One report estimates that's a third more than the light rail can carry. It would benefit both privileged and ethnic populations without displacing as many ethnic businesses, historic sites, homes, and people. If it can be done in Mexico, it can be done here. Finally, the gondola has a smaller ecological footprint, faster construction times, less energy use, is quieter and more affordable. It's a viable alternative, simple, practical, efficient. Let's go high. Go gondola.	Please see responses to CC2g and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to Salmon Bay and the Chinatown-International District will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0377

Communication ID:	Name	Email
500195	Marie Flake	mflake@nwrain.com

Full Communication (3/30/2022)

Hello. My name is Marie Flake, and I am a West Seattle resident. And I'm speaking in support of an outside expert study of gondola technology. I'm a property owner and a taxpayer. I voted for ST3 because I want and I'm willing to pay for mass transit, and I want it expanded and extended. I didn't vote exclusively for light rail technology. I voted for transit, the most effective, efficient, modern options available. There are other modalities that might be a better fit for connecting some locations and geographies like West Seattle to the main -- I'm going to put in air quotes -- trunk line of the light rail. These other modalities may be less destructive to communities, more accessible for passengers, faster, and way less expensive to construct. Please commission an outside expert study of gondola technology. Thank you.

#	Comments	Responses
1	I'm speaking in support of an outside expert study of gondola technology. I'm a property owner and a taxpayer. I voted for ST3 because I want and I'm willing to pay for mass transit, and I want it expanded and extended. I didn't vote exclusively for light rail technology. I voted for transit, the most effective, efficient, modern options available. There are other modalities that might be a better fit for connecting some locations and geographies like West Seattle to the main -- I'm going to put in air quotes -- trunk line of the light rail. These other modalities may be less destructive to communities, more accessible for passengers, faster, and way less expensive to construct. Please commission an outside expert study of gondola technology.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0378

Communication ID:	Name	Email
500930	None provided	None provided

Full Communication (4/9/2022)

I prefer the route with third party funding. Public-private partnerships often allow for improved services with less cost burden on public money.

#	Comments	Responses
1	I prefer the route with third party funding. Public-private partnerships often allow for improved services with less cost burden on public money.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0379

Communication ID:	Name	Email
501033	Brad Buven	bsbuven@msn.com

Full Communication (4/9/2022)

I prefer the route with third party funding. Public-private partnerships often allow for improved services with less cost burden on public money.

Documents: DEIS Comments 040922_2.

#	Comments	Responses
1	We need these routes. Rail should have been started back when originally proposed with 1-5 construction.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0380

Communication ID:	Name	Email
501037	None provided	None provided

Full Communication (4/9/2022)

Both are nice options [SODO], excited for more public transit reach for more residents!

The blue route appears to broaden the coverage area compared to current routes of buses etc. Also please consider more transit services for the Central District. Thanks!

DEIS Comments 040922_5.pdf

#	Comments	Responses
1	Both are nice options [SODO], excited for more public transit reach for more residents!	Thank you for expressing support for the project. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The blue route appears to broaden the coverage area compared to current routes of buses etc. Also please consider more transit services for the Central District.	Please see response to CC3e in Table 7-1. Thank you for your comment; however, expanding transit in the Central District is beyond the scope of the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0381

Communication ID:	Name	Email
501094	Stefan S	None provided

Full Communication (4/9/2022)

Thanks so much to the volunteers and staff on adding stops and stations to service our neighbors in under accessible neighborhoods!

Stefan S.

DEIS Comments 040922_6.pdf

#	Comments	Responses
1	Thanks so much to the volunteers and staff on adding stops and stations to service our neighbors in under accessible neighborhoods!	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0382

Communication ID:	Name	Email
501095	None provided	None provided

Full Communication (4/9/2022)

Very happy to see you will extend to West Seattle! I rarely visit my friends over there because it takes so long and parking is terrible. But if I could jump on light rail to visit - I would all the time!

Thank you.

DEIS Comments 040922_7.pdf

#	Comments	Responses
1	Very happy to see you will extend to West Seattle! I rarely visit my friends over there because it takes so long and parking is terrible. But if I could jump on light rail to visit - I would all the time! Thank you.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0383

Communication ID:	Name	Email
501096	None provided	None provided

Full Communication (4/9/2022)

I use the Link on a regular basis.It save me time and money.

#	Comments	Responses
1	I use the Link on a regular basis.It save me time and money.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0384

Communication ID:	Name	Email
501098	Matthew Falcon	747captain@gmail.com

Full Communication (4/9/2022)

I don't have a preferred alternative to W. Seattle, although our household encourages and supports light rail expansion to as many neighborhoods as possible.

#	Comments	Responses
1	I don't have a preferred alternative to W. Seattle, although our household encourages and supports light rail expansion to as many neighborhoods as possible.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0385

Communication ID:	Name	Email
501110	Juanjo Pedro	juanjo.pedro@gmail.com

Full Communication (4/9/2022)

I'd prefer to move toward with the pink one.

DEIS Comments 040922_12.pdf

#	Comments	Responses
1	I'd prefer to move toward with the pink one.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0386

Communication ID:	Name	Email
501112	Kathleen Gantz	kathleen.gantz@seattle.gov

Full Communication (4/9/2022)

In West Seattle there is no transit on W Marginal so if buses could be rerouted when light rail goes in to serve that road it would be great.

DEIS Comments 040922_13.pdf

#	Comments	Responses
1	In West Seattle there is no transit on W Marginal so if buses could be rerouted when light rail goes in to serve that road it would be great.	Please see response to CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0387

Communication ID:	Name	Email
501114	None provided	None provided

Full Communication (4/9/2022)

I support Sound Transit. I ride weekly. Please build affordable housing near your stations. I am a community college teacher who uses ST to get to work. I pay 40% of my monthly salary on rent. Please [illegible] 50% and of your housing partnerships for the renting class. Or else I will be forced to move from Seattle, and out of reach of my beloved light rail, within the next 3 years. Median rent is \$1600/month. Please help.

DEIS Comments 040922_15.pdf

#	Comments	Responses
1	I support Sound Transit. I ride weekly. Please build affordable housing near your stations. I am a community college teacher who uses ST to get to work. I pay 40% of my monthly salary on rent . Please [illegible] 50% and of your housing partnerships for the renting class. Or else I will be forced to move from Seattle, and out of reach of my beloved light rail, within the next 3 years. Median rent is \$1600/month. Please help.	Thank you for expressing support for the project. Please see response to CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0388

Communication ID:	Name	Email
501115	Joe Eustaquio	None provided

Full Communication (4/9/2022)

Ildefonso Joe Eustaquio 14424 51st Ave Soutn Tukwila.

Your shaking my house. Same as always. Since opening day 2008 your metro service is intentionally trying to make me miss work timed routes. No way to track missed routes. Wasted tax levy dollars. Strange how somebody today put a black mask in my front driveway. Same as what is in the room today. Harrassment by stakeholders= STLR. I am consistently being followed = harrass [illegible] marijuana supporters who light up - upwind while I am downwind [illegible] to give me an airborne illness/contact high/I am outnumbered and harrassed daily! Slips/sinkholes 1/2 or more caused by Sound Transit light rail consistently since opening day.

DEIS Comments 040922_16.pdf

#	Comments	Responses
1	Ildefonso Joe Eustaquio 14424 51st Ave Soutn Tukwila. Your shaking my house. Same as always. Since opening day 2008 your metro service is intentionally trying to make me miss work timed routes. No way to track missed routes. Wasted tax levy dollars. Strange how somebody today put a black mask in my front driveway. Same as what is in the room today. Harrassment by stakeholders = STLR. I am consistently being followed= harrass [illegible] marijuana supporters who light up - upwind while I am downwind [illegible] to give me an airborne illness/contact high/I am outnumbered and harrassed daily! Slips/sinkholes 1/2 or more caused by Sound Transit light rail consistently since opening day.	Thank you for your comment; however, this is not related to the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0389

Communication ID:	Name	Email
501117	None provided	None provided

Full Communication (4/10/2022)

The current routes don't prioritize transfers for link rail [illegible]. How will you think about were realistic transfers from under-served communities.

DEIS Comments 040922_25.pdf

#	Comments	Responses
1	The current routes don't prioritize transfers for link rail [illegible]. How will you think about were realistic transfers from under-served communities.	Please see responses to CC3a, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0390

Communication ID:	Name	Email
501118	None provided	None provided

Full Communication (4/9/2022)

My concern is how many housing and apartments will be destroyed. Choose the path with the least amount of disruption.

DEIS Comments 040922_17.pdf

#	Comments	Responses
1	My concern is how many housing and apartments will be destroyed. Choose the path with the least amount of disruption.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0391

Communication ID:	Name	Email
501119	Jack	None provided

Full Communication (4/9/2022)

I would love expansion.

DEIS Comments 040922_18.pdf

#	Comments	Responses
1	I would love expansion.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0392

Communication ID:	Name	Email
501120	None provided	None provided

Full Communication (4/9/2022)

Preferred route.

DEIS Comments 040922_19.pdf

#	Comments	Responses
1	Preferred route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0393

Communication ID:	Name	Email
501123	None provided	None provided

Full Communication (4/9/2022)

I love the light rail and wish I lived closer to a stop. When I am able to catch the train I appreciate the cleanliness of the stations I visit and the frequent stops. I wish my trip to the airport could be quicker. Maybe a few speed trams? I also appreciate the light rail expansion and would like more information and transparency about why it will take so long to add more stops. Does the city need more funding? Or are infrastructure projects just slow in general?

DEIS Comments 040922_20.pdf

#	Comments	Responses
1	When I am able to catch the train I appreciate the cleanliness of the stations I visit and the frequent stops. I wish my trip to the airport could be quicker. Maybe a few speed trams? I also appreciate the light rail expansion and would like more information and transparency about why it will take so long to add more stops. Does the city need more funding? Or are infrastructure projects just slow in general?	Please see response to CCG4 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0394

Communication ID:	Name	Email
501124	Ameya Majmudar	Ameya_majmudar@yahoo.com

Full Communication (4/9/2022)

SEATTLE NEEDS TRANSIT!!!

Clearly we can see West Seattle gets cut off easily by bad infrastructure. More multimodal connections are necessary for North and West Seattle. I would like to see links with the 1 and 2 line. Also, this needs to happen sooner than 2037. Take my money away from cops and [expletive] and spend it on making this happen ASAP.

In addition, please serve neighborhoods like deeper N Seattle and more important with a racial lense. KENT, RENTON, AUBURN, DES MOINES, FEDERAL WAY. These neighborhoods need transit and TOD. Death to the suburbs!

DEIS Comments 040922_21.pdf

#	Comments	Responses
1	SEATTLE NEEDS TRANSIT!!! Clearly we can see West Seattle gets cut off easily by bad infrastructure. More multimodal connections are necessary for North and West Seattle. I would like to see links with the 1 and 2 line. Also, this needs to happen sooner than 2037. Take my money away from cops and [expletive] and spend it on making this happen ASAP.	Thank you for expressing support for the West Seattle Link Extension Project. Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In addition, please serve neighborhoods like deeper N Seattle and more important with a racial lense. KENT, RENTON, AUBURN, DES MOINES, FEDERAL WAY. These neighborhoods need transit and TOD. Death to the suburbs!	Thank you for your comment. Please visit www.soundtransit.org for information about the Federal Way Link Extension currently under construction that will serve Des Moines, Kent, and Federal Way, as well as the Tacoma Dome Link Extension, currently in planning, which would extend light rail from Federal Way to Tacoma.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0395

Communication ID:	Name	Email
501126	Desmond Mack	desmack1@icloud.com

Full Communication (4/9/2022)

I like how convenient light rail is and how frequently they come as well as accessibility because not everyone can drive. We like how the light rail goes like that [a single line with arrows on either side of it] and the buses go like that [two lines with arrows at each end perpendicular to each other].

DEIS Comments 040922_23.pdf

#	Comments	Responses
1	I like how convenient light rail is and how frequently they come as well as accessibility because not everyone can drive. We like how the light rail goes like that [a single line with arrows on either side of it] and the buses go like that [two lines with arrows at each end perpendicular to each other].	Thank you for expressing support for light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0396

Communication ID:	Name	Email
501132	None provided	None provided

Full Communication (4/9/2022)

Pink route - but whatever is cheaper - blue almost equals pink. [illegible]

DEIS Comments 040922_24.pdf

#	Comments	Responses
1	Pink route - but whatever is cheaper - blue almost equals pink.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0397

Communication ID:	Name	Email
501433	Zachary McKinney	zach.w.mckinney@gmail.com

Full Communication (4/13/2022)

Manager DEIS Comments,

The burgeoning Seattle light rail system is great. It vastly improves connectivity around the city and it's such a categorically great substitute for driving that I taken it whenever I can.

I'm concerned, however, that currently considered alternatives for the West Seattle and Ballard expansions are compromising too much on the quality of the new stations. Extremely deep stations, or inconveniently elevated stations like the West Seattle plan, or eliminated stations as is currently being proposed, seem to me very short sighted.

I'm concerned, in particular, about stations that are so deep that access will be limited in the event of escalator failures (which happen with reasonable regularity in the current system).

I'm also concerned about the locations of stations in Ballard and South Lake Union. Walkable neighborhoods need good transit, and that transit needs to be located such that it's a good first alternative to driving and clogging up the roads. 14th Ave in Ballard is the edge of the existing heart of the neighborhood. Any plan that would move the station west, even just to the west side of 15th Ave, would vastly improve the utility of the station.

We aren't going to build another subway system in the lifetime of anybody currently, so it's worth getting it right.

Zachary McKinney

zach.w.mckinney@gmail.com

5228 33rd Ave S

Seattle, Washington 98118

#	Comments	Responses
1	The burgeoning Seattle light rail system is great. It vastly improves connectivity around the city and it's such a categorically great substitute for driving that I taken it whenever I can.	Thank you for expressing support for the project.
2	I'm concerned, however, that currently considered alternatives for the West Seattle and Ballard expansions are compromising too much on the quality of the new stations. Extremely deep stations, or inconveniently elevated stations like the West Seattle plan, or eliminated stations as is currently being proposed, seem to me very short sighted. I'm concerned, in particular, about stations that are so deep that access will be limited in the event of escalator failures (which happen with reasonable regularity in the current system).	Please see responses to CC2j and CC2k in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	I'm also concerned about the locations of stations in Ballard and South Lake Union. Walkable neighborhoods need good transit, and that transit needs to be located such that it's a good first alternative to driving and clogging up the roads. 14th Ave in Ballard is the edge of the existing heart of the neighborhood. Any plan that would move the station west, even just to the west side of 15th Ave, would vastly improve the utility of the station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0398

Communication ID:	Name	Email
502067	Deane Wang	deane.wang@uvm.edu

Full Communication (4/11/2022)

Thank you for the opportunity to comment on the DRAFT EIS for the WSBLE project. This is an important project for the people of Seattle, and especially for the residents of West Seattle and Ballard.

My comments cover the West Seattle portion of the project in three general areas: 1) NEPA process issues, 2) fairness, and 3) adherence to Sound Transit's goals for sustainability. Finally, I have some concerns relative to litigation and its implications for project costs and timelines.

--- NEPA process issues Significant Environmental Impacts

The WSBLE Draft Environmental Impact Statement has been prepared pursuant to the National Environmental Policy Act (42 United States Code 4321 to 4370e) and the State Environmental Policy Act (Chapter 43.21C Revised Code of Washington).

WA SEPA is intended to "ensure that environmental values are considered during decision-making by state and local agencies." The environmental values change over time and should include issue relevant to current environmental concerns.

Similarly US NEPA seeks a discussion of environmental effects and their significance. The latest NEPA revisions as described in 40 CFR VA part 1502.1: "It shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of reasonable alternatives that would avoid or minimize adverse impacts or enhance the quality of the human environment ... Statements shall be concise, clear, and to the point, and shall be supported by evidence that the agency has made the necessary environmental analyses."

Further, 1502.2 states:

"Environmental impact statements shall discuss impacts in proportion to their significance.

"Environmental impact statements shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made."

Recent statements by Washington's governor and the UN IPPC series of climate reports released this April (2022) clearly indicate the critical importance of greenhouse gas (GHG) emissions as a local to global issue. GHG emissions result from the construction of any project (e.g. a ton of concrete yields a ton of carbon emissions) and its continued operation (e.g. energy needed to power the transport mode and the source of the energy). The WSBLE draft EIS is notably deficient in its project-specific assessment and alternatives analyses. The Federal Transit Administration in its 2017 report (Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment, Report 0097) states that it "considers it practicable to assess the effects of GHG emissions and climate change for transit projects at a programmatic level" including a full or "partial lifecycle GHG emissions" analysis. However, estimation of the GHG consequences of the entire Sound Transit system (ST3) are insufficient to properly evaluate the project alternatives proposed in this DEIS. The FTA report goes on to conclude that "in cases where a light rail project is expected to have a lower ratio of displaced VMT to annual transit VMT, then conducting a project-specific analysis using the Matrix or another locally recommended approach may be appropriate."

As warned by the UN report, to limit drastic global impacts, it is crucial to all of humanity to reduce GHG emissions through innovative and timely planning and design in the next decade. This is the same time frame as the WSBLE project, so omission of serious analysis seems counter to emerging societal needs.

Reasonable Alternatives

The WSBLE DEIS should not "justify decisions already made" at the initiation of the Sound Transit project or at the time of ST3 in 2016. As stated in 1502.14 (a):

The DEIS should "Evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination."

The evaluation of two alternatives suggested in the scoping process "for consideration by the lead and cooperating agencies in developing the environmental impact statement" (1502.17) seems inadequate. Appendix M, Table 6-1 in the DEIS cites as a "Reason Not Evaluated in Draft Environmental Impact Statement:" - "The mode (bus) was considered in the Level 1 analysis but was not carried forward since it was not identified and analyzed in the Sound Transit 3 Plan." Given the high cost, long implementation time frame, destruction of hundreds of residences,

elimination of many businesses in the Junction, and investment of billions of dollars of public funds, the evaluation of innovative uses of electric busways (e.g. commuter hours priority roadways with hybrid or electric buses) as a "reasonable alternative" should have been included. The rationale provided seems precisely what NEPA authorization seeks to avoid - the "justifying decisions already made."

A second alternative suggested in the scoping process was an aerial tram. The reason provided ((Table 6-1) for exclusion was Sound Transit's 2014 "High-Capacity Transit Technologies Issue Paper," which "identified that gondolas and aerial trams are not considered regional high-capacity

transit" (Table 6-1). Even in 2014 this was not an accurate statement, especially given that the level of anticipated ridership to West Seattle at high commute times is well within the hourly capacity of aerial transport. I was not able to access the Issue Paper, but studies demonstrating the potential of aerial transport to meet the requirements were available at the time (e.g. Alshalalfah et al. 2014 Experiences with Aerial Ropeway Transportation Systems in the Urban Environment, J. Urban Planning & Development). In 2021, the DEIS could have accessed even more data with respect to the feasibility of aerial transit to meet public needs.

Comparative Merits

1502.14 (b) Requires that the DEIS "Discuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits."

The lack of detail about specific project GHG emissions, climate resilience, earthquake resilience, etc. in combination with the omission of reasonable alternatives raised in the scoping process is problematic.

Furthermore, Section 1502.17 requires that:

"The draft environmental impact statement shall include a summary that identifies all alternatives, information, and analyses submitted by State, Tribal, and local governments and other public commenters during the scoping process for consideration by the lead and cooperating agencies in developing the environmental impact statement."

The West Seattle portion of the WSBLE project will be a major disruption to the Alaska Junction area -- taking six years or more to construct, potentially displacing over 100 businesses and over 500 residences, and impacting many more businesses and residents in the area. Thus, the project deserves and NEPA requires (1502.16) the comparative consideration of:

"Energy requirements and conservation potential of various alternatives and mitigation measures.

Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures."

Affordable housing, single family housing, rental apartments (prior to the West Seattle bridge closure) and parking are all in short supply in the impacted area. Thus the comparative merits of reasonable alternatives is an essential component of an adequate impact analysis.

Supplemental Draft

The lack of an adequate analysis of any major public project hinders decision-makers ability to make wise choices on behalf of the public. The proponents of NEPA anticipated this in section 1502.9:

"To the fullest extent practicable, the draft statement must meet the requirements established for final statements in section 102(2)(C) of NEPA as interpreted in the regulations in this

subchapter. If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and publish a supplemental draft of the appropriate portion."

--- Fairness

The differential impacts on the public of any project of this scale are unavoidable. In the case of improved rapid transit for West Seattle, each reasonable alternative has implications for different groups. While difficult to analyze for the many subgroups of the public, some preliminary assessment is possible.

For example, implementation of certain alternatives does discriminate on the basis of age. Long vs. short implementation times discriminates against older groups in West Seattle. The average lifespan of a Washington resident (according to the CDC 2019) is 80.2 years. 12.5% of Seattle residents are over 65. More specifically, 7.6% of "West Seattle" residents (the 11 census tracts north of Myrtle) are 70 or over (2010 census). This group of West Seattle citizens will have passed away prior to the anticipated light rail completion in 2032 (assuming no construction or funding delays), having paid 16 years of property tax, car tabs sales tax, etc. to support ST3.

As the closure of the West Seattle bridge has demonstrated, differential impacts on less affluent residents living near transportation corridors is unavoidable, but capable of some mitigation. Heavy traffic and its associated air and noise

Appendix O. Draft EIS Comment Summary and Response to Comments

pollution, lowered property values, and pedestrian safety are just some of the impacts. The time frame and mode of transport selected for West Seattle's rapid transit connection to the rest of Seattle has implications for the less affluent that could be evaluated and included in the analysis.

--- Sound Transit's goals for sustainability

In its 2019 Sustainability Plan update, Sound Transit commits itself to "development of an environmental management system to guide organizational attitude and action." This is an institutional cultural change that is often difficult to implement. The ISO Plan-Do-Check-Act model for continued organizational improvement requires serious organizational introspection with respect to its goals and ISO's various standards including (SIO14001-2015):

"protecting the environment by preventing or mitigating adverse environmental impacts"

"achieving financial and operational benefits that can result from implementing environmentally sound alternatives that strengthen the organization's market position"

Sound Transit has committed itself to "consideration of carbon emissions from project construction and operation - full consideration of reasonable options."

It also states: "As regional transportation planning and implementation organization, Sound Transit aspires to find the best possible outcomes for the Puget Sound people-planet ecosystem."

This level of integrative planning at the ecosystem-level, in concert with its many project partners, is a goal that is complex and difficult to achieve. However, as an aspiration for Sound Transit, it is commendable. The ISO Environmental Management System approach requires an organization to document its own internal processes to meet stated goals. This assists the organization to pursue "continued organization improvement."

The pursuit of ST3 and even the recent "realignment" process can benefit from rigorous and "out-of-the-box" thinking and planning.

--- Litigation on process grounds

Inadequate adherence to the NEPA process unnecessarily exposes Sound Transit to litigation relative to eminent domain seizures and other aspects of project implementation. These court processes can both delay the project and exacerbate the already difficult funding situation.

Rapid transit for West Seattle residents has many social, economic and environmental benefits relative to the "no action" alternative. To avoid living with "no action" for the coming decade, providing a rigorous supplemental draft including issues not considered or dismissed based on inadequate analyses might keep the dream of fast and efficient connection to the rest of Seattle alive for the near term.

GHG emissions

climate resilience

earthquake resilience

integration of multi-modal strategies with partner organizations, including:

electric buses on dedicated busways

high capacity aerial transport

covered pedestrian paths and bikeways

enhanced over water transport

regional coordination of flex hours and remote work

data coordination of multi-modal transit schedules

Again, thank you for the opportunity to comment on the WSBLE DEIS and participate in this important project for the Seattle region.

Sincerely,

Deane Wang

5247 42nd Ave SW, Seattle

CommentWSBLE_8April2022.pdf

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#	Comments	Responses
1	<p>The Federal Transit Administration in its 2017 report (Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment, Report 0097) states that it "considers it practicable to assess the effects of GHG emissions and climate change for transit projects at a programmatic level" including a full or "partial lifecycle GHG emissions" analysis. However, estimation of the GHG consequences of the entire Sound Transit system (ST3) are insufficient to properly evaluate the project alternatives proposed in this DEIS. The FTA report goes on to conclude that "in cases where a light rail project is expected to have a lower ratio of displaced VMT to annual transit VMT, then conducting a project-specific analysis using the Matrix or another locally recommended approach may be appropriate." As warned by the UN report, to limit drastic global impacts, it is crucial to all of humanity to reduce GHG emissions through innovative and timely planning and design in the next decade. This is the same time frame as the WSBLE project, so omission of serious analysis seems counter to emerging societal needs.</p>	<p>The greenhouse gas emissions analysis presented in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS reflects the project-level analysis referred to in the Federal Transit Administration (FTA) Programmatic Assessment, which uses the FTA's Greenhouse Gas Emissions Estimator. Please see Section 4.6, Air Quality, of the Final EIS for updated analysis using the latest version of this estimator, released in April 2022.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>The WSBLE DEIS should not "justify decisions already made" at the initiation of the Sound Transit project or at the time of ST3 in 2016. As stated in 1502.14 (a): The DEIS should "Evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination." The evaluation of two alternatives suggested in the scoping process "for consideration by the lead and cooperating agencies in developing the environmental impact statement" (1502.17) seems inadequate.</p> <p>Appendix M, Table 6-1 in the DEIS cites as a "Reason Not Evaluated in Draft Environmental Impact Statement:" - "The mode (bus) was considered in the Level 1 analysis but was not carried forward since it was not identified and analyzed in the Sound Transit 3 Plan." Given the high cost, long implementation time frame, destruction of hundreds of residences, elimination of many businesses in the Junction, and investment of billions of dollars of public funds, the evaluation of innovative uses of electric busways (e.g. commuter hours priority roadways with hybrid or electric buses) as a "reasonable alternative" should have been included. The rationale provided seems precisely what NEPA authorization seeks to avoid - the "justifying decisions already made." A second alternative suggested in the scoping process was an aerial tram. The reason provided ((Table 6-1) for exclusion was Sound Transit's 2014 "High-Capacity Transit Technologies Issue Paper," which "identified that gondolas and aerial trams are not considered regional high[capacity transit]" (Table 6-1). Even in 2014 this was not an accurate statement, especially given that the level of anticipated ridership to West Seattle at high commute times is well within the hourly capacity of aerial transport. I was not able to access the Issue Paper, but studies demonstrating the potential of aerial transport to meet the requirements were available at the time (e.g. Alshalalfah et al. 2014 Experiences with Aerial Ropeway Transportation Systems in the Urban Environment, J. Urban Planning & Development). In 2021, the DEIS could have accessed even more data with respect to the feasibility of aerial transit to meet public needs.</p>	<p>Please see the response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The 40 Code of Federal Regulations 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project, which resulted in evaluation of a reasonable range of alternatives consistent with 40 Code of Federal Regulations 1502.14. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. According to 23 Code of Federal Regulations 771.111, "The information and results produced by or in support of the transportation planning process may be incorporated into environmental review documents in accordance with 40 CFR parts 1500 through 1508, 23 CFR part 450, 23 CFR part 450 Appendix A, or 23 United States Code. 139(1), 168, or 169, as applicable."</p>
3	<p>1502.14 (b) Requires that the DEIS "Discuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits." The lack of detail about specific project GHG emissions, climate resilience, earthquake resilience, etc. in combination with the omission of reasonable alternatives raised in the scoping process is problematic.</p>	<p>Please see the response to CCG1 in Table 7-1. Please see Section 4.6, Air Quality, of the Final EIS for the project greenhouse gas emissions analysis. See Section 2.1, Build Alternatives, of the Final EIS for information about designing for climate resiliency. See Section 4.11, Geology and Soils, of the Final EIS, for information on seismic hazards and how project design has accounted for them.</p>

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#	Comments	Responses
4	<p>Furthermore, Section 1502.17 requires that: "The draft environmental impact statement shall include a summary that identifies all alternatives, information, and analyses submitted by State, Tribal, and local governments and other public commenters during the scoping process for consideration by the lead and cooperating agencies in developing the environmental impact statement." The West Seattle portion of the WSBLE project will be a major disruption to the Alaska Junction area -- taking six years or more to construct, potentially displacing over 100 businesses and over 500 residences, and impacting many more businesses and residents in the area. Thus, the project deserves and NEPA requires (1502.16) the comparative consideration of: "Energy requirements and conservation potential of various alternatives and mitigation measures. Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures." Affordable housing, single family housing, rental apartments (prior to the West Seattle bridge closure) and parking are all in short supply in the impacted area. Thus the comparative merits of reasonable alternatives is an essential component of an adequate impact analysis. Supplemental Draft The lack of an adequate analysis of any major public project hinders decision-makers ability to make wise choices on behalf of the public. The proponents of NEPA anticipated this in section 1502.9: "To the fullest extent practicable, the draft statement must meet the requirements established for final statements in section 102(2)(C) of NEPA as interpreted in the regulations in this subchapter. If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and publish a supplemental draft of the appropriate portion."</p>	<p>Please see the response to CCG1 in Table 7-1. The requested information regarding scoping was provided in the WSBLE Draft EIS in Section 2.5, Alternatives Development and Scoping, and Appendix M, Summary of Alternatives Development and Initial Assessment Process. Detailed reports and communications received regarding the scoping process are incorporated by reference in these sections. Changes to the project are reviewed and evaluated by the Federal Transit Administration (FTA) to determine the environmental process. 23 Code of Federal Regulations 771.130 requires preparation of supplements to either draft or final EISs if (1) changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or (2) new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS. The FTA has determined that the changes to the project and related environmental concerns are not significant and that a supplemental Draft EIS is not required for the West Seattle Link Extension.</p>
5	<p>The differential impacts on the public of any project of this scale are unavoidable. In the case of improved rapid transit for West Seattle, each reasonable alternative has implications for different groups. While difficult to analyze for the many subgroups of the public, some preliminary assessment is possible. For example, implementation of certain alternatives does discriminate on the basis of age. Long vs. short implementation times discriminates against older groups in West Seattle. The average lifespan of a Washington resident (according to the CDC 2019) is 80.2 years. 12.5% of Seattle residents are over 65. More specifically, 7.6% of "West Seattle" residents (the 11 census tracts north of Myrtle) are 70 or over (2010 census). This group of West Seattle citizens will have passed away prior to the anticipated light rail completion in 2032 (assuming no construction or funding delays), having paid 16 years of property tax, car tabs sales tax, etc. to support ST3. As the closure of the West Seattle bridge has demonstrated, differential impacts on less affluent residents living near transportation corridors is unavoidable, but capable of some mitigation. Heavy traffic and its associated air and noise pollution, lowered property values, and pedestrian safety are just some of the impacts. The time frame and mode of transport selected for West Seattle's rapid transit connection to the rest of Seattle has implications for the less affluent that could be evaluated and included in the analysis</p>	<p>Please see the response to CCG4 in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts and benefits to low-income populations.</p>

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#	Comments	Responses
6	<p>In its 2019 Sustainability Plan update, Sound Transit commits itself to "development of an environmental management system to guide organizational attitude and action." This is an institutional cultural change that is often difficult to implement. The ISO Plan-Do-Check-Act model for continued organizational improvement requires serious organizational introspection with respect to its goals and ISO's various standards including (SIO14001-2015): "protecting the environment by preventing or mitigating adverse environmental impacts" "achieving financial and operational benefits that can result from implementing environmentally sound alternatives that strengthen the organization's market position" Sound Transit has committed itself to "consideration of carbon emissions from project construction and operation - full consideration of reasonable options." It also states: "As regional transportation planning and implementation organization, Sound Transit aspires to find the best possible outcomes for the Puget Sound people-planet ecosystem." This level of integrative planning at the ecosystem-level, in concert with its many project partners, is a goal that is complex and difficult to achieve. However, as an aspiration for Sound Transit, it is commendable. The ISO Environmental Management System approach requires an organization to document its own internal processes to meet stated goals. This assists the organization to pursue "continued organization improvement." The pursuit of ST3 and even the recent "realignment" process can benefit from rigorous and "out-of-the-box" thinking and planning.</p>	<p>Thank you for your comment; however, this is beyond the scope of the project.</p>
7	<p>Inadequate adherence to the NEPA process unnecessarily exposes Sound Transit to litigation relative to eminent domain seizures and other aspects of project implementation. These court processes can both delay the project and exacerbate the already difficult funding situation. Rapid transit for West Seattle residents has many social, economic and environmental benefits relative to the "no action" alternative. To avoid living with "no action" for the coming decade, providing a rigorous supplemental draft including issues not considered or dismissed based on inadequate analyses might keep the dream of fast and efficient connection to the rest of Seattle alive for the near term. GHG emissions climate resilience earthquake resilience integration of multi-modal strategies with partner organizations, including: electric buses on dedicated busways high capacity aerial transport covered pedestrian paths and bikeways enhanced over water transport regional coordination of flex hours and remote work data coordination of multi-modal transit schedules</p>	<p>Please see the responses to comments 1 through 6 above.</p>

Comment Submittal 0399

Communication ID:	Name	Email
502125	Mark Leahy	markrleahy@leahymail.net

Full Communication (4/14/2022)

Sound Transit Board and DEIS team -

I'm concerned that Sound Transit does not report green house gas emissions due to construction activities. The Sound Transit 2020 Sustainability Progress Report states explicitly: "(This report does not include the resource use of the agency's construction activities.)"

I am also concerned that Sound Transit is biased in evaluating new transit technologies, lacking the necessary capabilities to do so.

First issue: I have been unable to locate embodied green house emissions data within the West Seattle/ Ballard extension DEIS - for each design option. Is this data available, disclosed? (Please direct me to the appropriate pages if I missed the analysis and comparisons. The "best" mention was some language" ...not using estimators for construction GHG emissions". This is disturbing... if that is all ST can do or cares to do for us.)

I believe - required by law or not - any and all EIS should focus attention upon and dedicate an entire section to embodied green house emissions due to the use of high emission construction materials (e.g. production of steel, cement/concrete, etc.) and actual construction activities (e.g. local and long distance transport, etc.). Highlight this section, feature this EIS section, actively solicit critical public discourse and critique of the section!

Every kg of GHG emissions released over the next 7-10 years is critical - please note and read recent IPCC reports!

Has ST funded an independent, and rigorous, analysis and report detailing the impact of current emissions due to construction NOW (over the next 7-10 years), the a relationship to purported emissions "avoided" in the future, and the overall heating potential of various segments added to the system? (I stumbled upon an years old white paper discussing concrete options for ST - fly ash, green concrete/cement, etc. - but was unable to find any publicly disclosed followup by ST, no documented/codified dedication to use low/zero carbon building materials - perhaps the reason for the wording in the 2020 Sustainability Progress Report.)

For a given segment of the system - a GHG analysis may show that from a GHG emission standpoint, use of "light rail" as the ONLY mode of transit will result in a net positive heating potential (BAD) vs. other methods/modes of transportation implemented or selected (e.g. dedicated electric buses, gondola, rubber/high traction monorail, 3 or 4 day work weeks, high EV adoption and use, etc.). Let's put some effort into this issue, not simplistically show "how we build light rail" and ignore this critical environmental criteria. [BTW - The loss of houses in the DEIS seemed to extremely high. What was the direct cost assumption to the extension options, i.e. to purchase these homes and impact on housing stock I home prices.]

Each link segment added - all segments - must consider and calculate total GHG ("cradle to grave", embodied emissions, etc.).

Second issue: Sound Transit should NOT be a "one size fits all" light rail system - though at times ST behaves that way. Efficiencies can only be achieved with a road surface bus (fully electrified some day, I hope) and light rail system?

The recent Sound Transit "feasibility report" regarding potential consideration of gondola technology for the West Seattle link appears to be nothing more than a position paper stating/ reiterating Sound Transit's inability to design, construct, manage a 21st century transit system in a geographically diverse environment that requires something other than ST's "one size fits all"/ "this is all we can do" transit system. (Please see LA or other cities evaluations and their progress, particularly regarding gondola tech.) The ST "report" does not appear to be rigorous from engineering, financial, or environmental points of view - at all. The ST Board should reject and be ashamed of such "reports". The dollar savings alone should be enough for the board to seriously, critically, evaluate non-light rail, non-bus modes of transit to West Seattle (and Ballard).

In summary, a "transit system" that simply adds to our immediate GHG emission problem is NOT a good transit solution. I do not support a transit system (or segment of that system) with extremely high upfront GHG emissions, leaving those GHG to be "offset" or "abated" in the future (you hope, based upon what fluctuating assumptions or models). A transit system with high upfront GHG costs (emissions, heating potential) that also never achieves net zero GHG status operationally would be the ultimate insult and misuse of taxpayer funds. Mass EV use might have

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been a better solution for the health of the planet. ST - "We build a transit system to move people; trust us, ignore our initial GHG emissions."

Don't ignore embodied carbon, address it directly, open to public critique! ST needs to address embodied carbon and be upfront about it by including it in its annual Sustainability Progress Report and when evaluating, choosing system extensions (not to mention cost).

Our Sound Transit system is intended to benefit all communities both economically and environmentally. Our communities are dispersed geographically and yet ST can only "manage" two modes of transport? Transit engineers globally have only two ideas - rail or roads? The ST Board must require a serious, rigorous, and fair evaluation of gondola technology (by a non-ST, independent, knowledgeable firm). Criteria for this real feasibility study must include detailed construction costs, embodied carbon totals, time to operation (and all benefits therein), and lastly - operational ease of implementation. Give voters a fair evaluation to review/choose - if necessary; show us that you are good fiduciaries.

Regards,

Mark Leahy

Mark R. Leahy

6741 38th Ave SW

Seattle, WA 98126

Ph: 206-735-7954

Email: markleahy@leahymail.net

#	Comments	Responses
1	<p>I'm concerned that Sound Transit does not report green house gas emissions due to construction activities. The Sound Transit 2020 Sustainability Progress Report states explicitly: "(This report does not include the resource use of the agency's construction activities.)" I am also concerned that Sound Transit is biased in evaluating new transit technologies, lacking the necessary capabilities to do so. First issue: I have been unable to locate embodied green house emissions data within the West Seattle/ Ballard extension DEIS - for each design option. Is this data available, disclosed? (Please direct me to the appropriate pages if I missed the analysis and comparisons. The "best" mention was some language "...not using estimators for construction GHG emissions". This is disturbing... if that is all ST can do or cares to do for us.) I believe- required by law or not-any and all EIS should focus attention upon and dedicate an entire section to embodied green house emissions due to the use of high emission construction materials (e.g. production of steel, cement/concrete, etc.) and actual construction activities (e.g. local and long distance transport, etc.). Highlight this section, feature this EIS section, actively solicit critical public discourse and critique of the section' Every kg of GHG emissions released over the next 7-10 years is critical - please note and read recent IPCC reports! Has ST funded an independent, and rigorous, analysis and report detailing the impact of current emissions due to construction NOW (over the next 7-10 years), the a relationship to purported emissions "avoided" in the future, and the overall heating potential of various segments added to the system? (I stumbled upon an years old white paper discussing concrete options for ST - fly ash, green concrete/cement, etc. - but was unable to find any publicly disclosed followup by ST, no documented/codified dedication to use low/zero carbon building materials - perhaps the reason for the wording in the 2020 Sustainability Progress Report.) For a given segment of the system - a GHG analysis may show that from a GHG emission standpoint, use of "light rail" as the ONLY mode of transit will result in a net positive heating potential (BAD) vs. other methods/modes of</p>	<p>Please see responses to CC2g, CC4.1c, and CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>transportation implemented or selected (e.g. dedicated electric buses, gondola, rubber/high traction monorail, 3 or 4 day work weeks, high EV adoption and use, etc.). Let's put some effort into this issue, not simplistically show "how we build light rail" and ignore this critical environmental criteria. [BTW - The loss of houses in the DEIS seemed to extremely high. What was the direct cost assumption to the extension options, i.e. to purchase these homes and impact on housing stock/ home prices.] Each link segment added - all segments - must consider and calculate total GHG ("cradle to grave", embodied emissions, etc.). Second issue: Sound Transit should NOT be a "one size fits all" light rail system - though at times ST behaves that way. Efficiencies can only be achieved with a road surface bus (fully electrified some day, I hope) and light rail system? The recent Sound Transit "feasibility report" regarding potential consideration of gondola technology for the West Seattle link appears to be nothing more than a position paper stating I reiterating Sound Transit's inability to design, construct, manage a 21st century transit system in a geographically diverse environment that requires something other than ST's "one size fits all" / "this is all we can do" transit system. (Please see LA or other cities evaluations and their progress, particularly regarding gondola tech.) The ST "report" does not appear to be rigorous from engineering, financial, or environmental points of view - at all. The ST Board should reject and be ashamed of such "reports". The dollar savings alone should be enough for the board to seriously, critically, evaluate non-light rail, non-bus modes of transit to West Seattle (and Ballard). In summary, a "transit system" that simply adds to our immediate GHG emission problem is NOT a good transit solution. I do not support a transit system (or segment of that system) with extremely high upfront GHG emissions, leaving those GHG to be "offset" or "abated" in the future (you hope, based upon what fluctuating assumptions or models). A transit system with high upfront GHG costs (emissions, heating potential) that also never achieves net zero GHG status operationally would be the ultimate insult and misuse of taxpayer funds. Mass EV use might have been a better solution for the health of the planet. ST - "We build a transit system to move people; trust us, ignore our initial GHG emissions." Don't ignore embodied carbon, address it directly, open to public critique' ST needs to address embodied carbon and be upfront about it by including it in its annual Sustainability Progress Report and when evaluating, choosing system extensions (not to mention cost). Our Sound Transit system is intended to benefit all communities both economically and environmentally. Our communities are dispersed geographically and yet ST can only "manage" two modes of transport? Transit engineers globally have only two ideas - rail or roads? The ST Board must require a serious, rigorous, and fair evaluation of gondola technology (by a non-ST, independent, knowledgeable firm). Criteria for this real feasibility study must include detailed construction costs, embodied carbon totals, time to operation (and all benefits therein), and lastly - operational ease of implementation. Give voters a fair evaluation to review/choose - if necessary; show us that you are good fiduciaries.</p>	

Comment Submittal 0400

Communication ID:	Name	Email
503477	James Pasko	jbpasko@gmail.com; jpasko@google.com

Full Communication (4/14/2022)

Manager DEIS Comments,

1. Reopen the study of a 20th Avenue Station in Ballard so that the location serves the the actual center of Ballard and not a disappointingly far walk from the areas people want to go. This is a no-brainer and it seems almost absurd to consider a station on 14th or 15th at all, which is a major car arterial with very low business and residential densities compared to the areas around Ballard Ave and 24th. Don't make a foolish decision that will be regretted for generations, just to save a small amount of money and appease industrial special interests.

2. Make stations as shallow as possible with fast transfers and access to the surface.

3. South Lake Union must be designed to accommodate future expansion to the north (up SR- 99/Aurora) and to the east (replacing the King County Metro 8 line).

Thank you for considering these comments.

James Pasko

jbpasko@gmail.com

7006 34th Ave NW

Seattle, Washington 98117

#	Comments	Responses
1	Reopen the study of a 20th Avenue Station in Ballard so that the location serves the the actual center of Ballard and not a disappointingly far walk from the areas people want to go. This is a no-brainer and it seems almost absurd to consider a station on 14th or 15th at all, which is a major car arterial with very low business and residential densities compared to the areas around Ballard Ave and 24th. Don't make a foolish decision that will be regretted for generations, just to save a small amount of money and appease industrial special interests.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Make stations as shallow as possible with fast transfers and access to the surface.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	South Lake Union must be designed to accommodate future expansion to the north (up SR- 99/Aurora) and to the east (replacing the King County Metro 8 line).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0401

Communication ID	Name	Email
500036	Bob Bobson	bobson@gmail.com

Full Communication (4/14/2022)

Congratulations on publishing 6 million words that are inaccessible to all but the most educated with the most time on their hands.

The location in Magnolia next to BNSF is totally idiotic. Beyond that, who cares? Equity?

#	Comments	Responses
1	Congratulations on publishing 6 million words that are inaccessible to all but the most educated with the most time on their hands.	Throughout the environmental review process Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.
2	The location in Magnolia next to BNSF is totally idiotic.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0402

Communication ID	Name	Email
500045	Grace T.	gracetseng0219@gmail.com

Full Communication (4/14/2022)

Hope to have a station around Alaska junction or Morgan junction. It's taking too long to go to downtown Seattle by bus.

Thanks!

Grace

#	Comments	Responses
1	Hope to have a station around Alaska junction or Morgan junction. It's taking too long to go to downtown Seattle by bus.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0403

Communication ID	Name	Email
500056	Jamie Gruenberger	jgruenberger191@gmail.com

Full Communication (4/14/2022)

The following are my comments for the West Seattle/Ballard EIS.

SoDo Station: SODO-2. It will allow the SoDo busway to eventually reopen, which is worth the extra cost.

Delridge Station: Either DEL-2a or DEL-6. I believe the two most important things at this station are proper connections to the new RapidRide H and station infrastructure that allows for a tunnel alignment.

Avalon/Alaska Junction: WSJ-5. While I prefer a location on 42nd Avenue SW than 41st Avenue SW, the cheaper cost of WSJ-5, as well as its minimal disruption makes it the best option.

International District/Chinatown: CID-1a. This option provides easy transfers between lines while not disrupting the Chinatown neighborhood (less impact to businesses and residences).

Downtown Segment: DT-1. I believe a line on 5th Avenue and Harrison Street is best, with some caveats. Stations should be put as shallow as they feasibly can, especially at Westlake since it will be a major transfer point in the system. I also believe money should be allocated for the construction of a tunnel box to the west of the South Lake Union station, as a provision for expansion north in the future. I also believe noise abatement measures should be put in outside the SLU station, since it will be right near the entrance of the SR-99 tunnel, but I also understand that Sound Transit may have to work with other stakeholders for this.

South Interbay Segment: SIB-1, since it provides the best access to Pier 91 and the current Expedia Campus, as well as being cheaper than the other alternatives.

Interbay/Ballard: IBB-2b. This is because it provides walkable access to both the historic core west of 15th and the brewery district east of 15th. I also believe a tunnel alignment is best for future expansion north along 15th Avenue NW. If a station is to be built on the east side of 15th Avenue though (as shown in IBB-2b), either an underground connection or pedestrian bridge should be built in conjunction, as a way for pedestrians to avoid crossing 15th Avenue NW (a very busy arterial).

Thank you for your time.

#	Comments	Responses
1	SoDo Station: SODO-2. It will allow the SoDo busway to eventually reopen, which is worth the extra cost.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Delridge Station: Either DEL-2a or DEL-6. I believe the two most important things at this station are proper connections to the new RapidRide H and station infrastructure that allows for a tunnel alignment.	Please see responses to CCG2 and CC3a in Table 7-1.
3	Avalon/Alaska Junction: WSJ-5. While I prefer a location on 42nd Avenue SW than 41st Avenue SW, the cheaper cost of WSJ-5, as well as its minimal disruption makes it the best option.	Please see responses to CCG2 and CC2i in Table 7-1.
4	International District/Chinatown: CID-1a. This option provides easy transfers between lines while not disrupting the Chinatown neighborhood (less impact to businesses and residences).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	Downtown Segment: DT-1. I believe a line on 5th Avenue and Harrison Street is best, with some caveats. Stations should be put as shallow as they feasibly can, especially at Westlake since it will be a major transfer point in the system. I also believe money should be allocated for the construction of a tunnel box to the west of the South Lake Union station, as a provision for expansion north in the future. I also believe noise abatement measures should be put in outside the SLU station, since it will be right near the entrance of the SR-99 tunnel, but I also understand that Sound Transit may have to work with other stakeholders for this.	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	South Interbay Segment: SIB-1, since it provides the best access to Pier 91 and the current Expedia Campus, as well as being cheaper than the other alternatives.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Interbay/Ballard: IBB-2b. This is because it provides walkable access to both the historic core west of 15th and the brewery district east of 15th. I also believe a tunnel alignment is best for future expansion north along 15th Avenue NW. If a station is to be built on the east side of 15th Avenue though (as shown in IBB-2b), either an underground connection or pedestrian bridge should be built in conjunction, as a way for pedestrians to avoid crossing 15th Avenue NW (a very busy arterial).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0404

Communication ID	Name	Email
500196	Mark Hergert	proerpf@hotmail.com

Full Communication (4/15/2022)

Mark Hergert Court Reporter Draft EIS Comment

Hello. My name is Mark Hergert, and I believe that the uncertainty of the eminent domain for those homeowners that may be affected by property purchase. Some people, such as ourselves, have planned for many years to sell our home that is possibly one of those to be purchased within the next six months, and I believe that the property value would be significantly diminished by having the uncertainty of whether that home will still be standing two years or one year from now. I hope that that is being considered and that it's -- I just think the property value would be highly diminished by that uncertainty for someone that is selling their house in the near future. That's my statement.

#	Comments	Responses
1	I believe that the uncertainty of the eminent domain for those homeowners that may be affected by property purchase. Some people, such as ourselves, have planned for many years to sell our home that is possibly one of those to be purchased within the next six months, and I believe that the property value would be significantly diminished by having the uncertainty of whether that home will still be standing two years or one year from now. I hope that that is being considered and that it's -- I just think the property value would be highly diminished by that uncertainty for someone that is selling their house in the near future.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0405

Communication ID	Name	Email
500218	Ann Stedman	dancehike@gmail.com

Full Communication (4/15/2022)

Hi -- I live on 22nd Ave SW between Andover and Charlestown. My property is outside any of the build corridor options, but we still imagine that we will be affected by noise, view obstruction, traffic from all the cars that will be trying to park in the neighborhood because you are overly optimistic about people taking the bus to the light rail. When my neighborhood met with your team in March, they were still entirely unprepared to give us information on these issues. I don't understand why you are unable to provide this info since there is plenty of info from Sound Transit's experience as well as from light rail experiences elsewhere. I imagine I will be able to easily see the faces of the people on the train or in the station as they pass by -- I am that close to where you are planning to put this. However, after several years of our community repeatedly asking these questions, the team continues to come unprepared to answer anything more than in the first meeting. They have made some progress in answering to directly impacted homeowners, but it is concerning that they can't respond to these very standard questions and concerns.

#	Comments	Responses
1	<p>My property is outside any of the build corridor options, but we still imagine that we will be affected by noise, view obstruction, traffic from all the cars that will be trying to park in the neighborhood because you are overly optimistic about people taking the bus to the light rail. When my neighborhood met with your team in March, they were still entirely unprepared to give us information on these issues. I don't understand why you are unable to provide this info since there is plenty of info from Sound Transit's experience as well as from light rail experiences elsewhere. I imagine I will be able to easily see the faces of the people on the train or in the station as they pass by -- I am that close to where you are planning to put this. However, after several years of our community repeatedly asking these questions, the team continues to come unprepared to answer anything more than in the first meeting. They have made some progress in answering to directly impacted homeowners, but it is concerning that they can't respond to these very standard questions and concerns.</p>	<p>The WSBLE Draft EIS, published in January 2022, included analysis regarding potential noise, visual, traffic, and parking impacts. The West Seattle Link Extension Final EIS was updated based on more current information when available. Please see the following sections of the Final EIS for more information:</p> <ul style="list-style-type: none">• 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations• 3.6, Affected Environment and Impacts During Operation - Parking• 4.5, Visual and Aesthetic Resources• 4.7, Noise and Vibration

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0406

Communication ID	Name	Email
500221	Michael Hootman	mhootman@comcast.net

Full Communication (4/15/2022)

I feel that the transit board should require the West Seattle link to be under ground like it is in Beacon Hill. Otherwise it will unsettle too many West Seattle businesses and the businesses have enough issues with COVID and the West Seattle Bridge outage.

#	Comments	Responses
1	I feel that the transit board should require the West Seattle link to be under ground like it is in Beacon Hill. Otherwise it will unsettle too many West Seattle businesses and the businesses have enough issues with COVID and the West Seattle Bridge outage.	Please see responses to CCG2 and CC5b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0407

Communication ID	Name	Email
500222	Roy Hirshkowitz	roy.hirshkowitz@gmail.com

Full Communication (4/15/2022)

I would greatly prefer to be choosing from, and commenting on, the alternatives presented in the DEIS. However, after seeing the initial design fleshed out into a more concrete form, I find that approach to be largely futile. The alternatives outlined in the DEIS are too costly, the stations are too deep or too high and often poorly located, and the line-to-line transfers are very inconvenient. Ironically, some measures which would drastically reduce costs should also provide a much better transit experience while mitigating many of the disruptions necessarily caused by a project of this size.

Please reconsider running three lines in the current tunnel. Individual lines could operate at 6–9- minute headways (2-3 minutes when combined.) Some advantages include:

- Large cost savings.
- Far fewer surface disruptions during construction.
- A much better system for riders with trivial transfers.
- Possible preservation of the SODO busway.
- Better service for all three stadiums.
- Immediate utility for the West Seattle line, with a flyover junction south of SODO station.

Two options should be studied for the Westlake to Ballard segment. The first is a burrowed junction north of Westlake station. The second is terminating the line at the 5th Ave, extension of Westlake station, level with the existing platform. This option will require a non-revenue connection to the rest of the system, possibly at the old Convention Place tunnel. Although slightly less convenient for riders from Ballard, the second option may be less disruptive and allow for more future branching, such as north from SLU to the 99 corridor, and/or east from Ballard to the University.

Driverless trains may also be a possibility with this option.

Both options will require capital improvements to the existing tunnel, as well as reliability improvements to the at-grade section in SODO and MLK. These are improvements that should be made anyway.

As noted in ST's own cost-cutting proposal, the Denny station can be removed with little harm to the system. The SLU station should be relocated to the south, ideally along Westlake. (The proposed Dexter solution, while a little better than either DEIS alternative, still misses the heart of SLU.) The new SLU station can be shallow. This station, along with Westlake, will easily serve the watershed of the eliminated Denny station. The line should turn sharply onto Mercer and provisions for a junction to the Aurora corridor should be considered. The LOA station should be shallow and on Mercer.

The Ballard station must be moved to the west, ideally somewhere near 20th. The Thorndike portal option needs to be brought back for consideration. The current alignment choices do not serve the Ballard core.

In West Seattle, eliminate the Avalon station, locate the Delridge station to the north near Andover, and tunnel to the terminal station at the Junction, preferably on 41st. If possible, the route should follow Andover to a portal under Avalon Way. The cost of this alignment will be similar to the other alternatives but comes without many of the permanent disruptions to neighborhoods due to an elevated line with insufficient right-of-way.

#	Comments	Responses
1	The alternatives outlined in the DEIS are too costly, the stations are too deep or too high and often poorly located, and the line-to-line transfers are very inconvenient. Ironically, some measures which would drastically reduce costs should also provide a much better transit experience while mitigating many of the disruptions necessarily caused by a project of this size.	Please see the responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>Please reconsider running three lines in the current tunnel. Individual lines could operate at 6-9- minute headways (2-3 minutes when combined.) Some advantages include: • Large cost savings. Far fewer surface disruptions during construction. • A much better system for riders with trivial transfers. • Possible preservation of the SODO busway. • Better service for all three stadiums. • Immediate utility for the West Seattle line, with a flyover junction south of SODO station. Two options should be studied for the Westlake to Ballard segment. The first is a burrowed junction north of Westlake station. The second is terminating the line at the 5th Ave, extension of Westlake station, level with the existing platform. This option will require a non-revenue connection to the rest of the system, possibly at the old Convention Place tunnel. Although slightly less convenient for riders from Ballard, the second option may be less disruptive and allow for more future branching, such as north from SLU to the 99 corridor, and/or east from Ballard to the University. Driverless trains may also be a possibility with this option. Both options will require capital improvements to the existing tunnel, as well as reliability improvements to the at-grade section in SODO and MLK. These are improvements that should be made anyway.</p>	<p>Please see response to CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
3	<p>As noted in ST's own cost-cutting proposal, the Denny station can be removed with little harm to the system. The SLU station should be relocated to the south, ideally along Westlake. (The proposed Dexter solution, while a little better than either DEIS alternative, still misses the heart of SLU.) The new SLU station can be shallow. This station, along with Westlake, will easily serve the walkshed of the eliminated Denny station. The line should turn sharply onto Mercer and provisions for a junction to the Aurora corridor should be considered.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
4	<p>The LQA station should be shallow and on Mercer.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
5	<p>The Ballard station must be moved to the west, ideally somewhere near 20th. The Thorndike portal option needs to be brought back for consideration. The current alignment choices do not serve the Ballard core.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
6	<p>In West Seattle, eliminate the Avalon station, locate the Delridge station to the north near Andover, and tunnel to the terminal station at the Junction, preferably on 41st. If possible, the route should follow Andover to a portal under Avalon Way. The cost of this alignment will be similar to the other alternatives but comes without many of the permanent disruptions to neighborhoods due to an elevated line with insufficient right-of-way.</p>	<p>Please see the responses to CCG2 and CC2j and in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0408

Communication ID	Name	Email
500223	John Arenz	john.arenz@gmail.com

Full Communication (4/15/2022)

I am writing in favor of the Andover Street location of the Delridge station because it has the fewest residential displacements (ES-18), no park impacts, and is cost favorable. The Andover Street location is the only one that will not destroy our neighborhood. Please choose the Andover Street location.

#	Comments	Responses
1	I am writing in favor of the Andover Street location of the Delridge station because it has the fewest residential displacements (ES-18), no park impacts, and is cost favorable. The Andover Street location is the only one that will not destroy our neighborhood. Please choose the Andover Street location.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0409

Communication ID	Name	Email
500225	Richard Kettlewell	surfingtoo@hotmail.com

Full Communication (4/15/2022)

I'm in favor of a tunnel from the proximity of Delridge.

The raised alternative is a massive structure winding through neighborhoods. It's hard to imagine a superstructure 70' tall in the Avalon area.

Building an elevated structure contiguous to an industrial area or open space is much different than an elevated structure casting a shadow over a dense newbie hood area like West Seattle.

#	Comments	Responses
1	<p>I'm in favor of a tunnel from the proximity of Delridge. The raised alternative is a massive structure winding through neighborhoods. It's hard to imagine a superstructure 70' tall in the Avalon area.</p> <p>Building an elevated structure contiguous to an industrial area or open space is much different than an elevated structure casting a shadow over a dense newbie hood area like West Seattle.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0410

Communication ID	Name	Email
500230	Brian O'Brien	obteach@yahoo.com

Full Communication (4/15/2022)

Putting an above-ground section of rail on the water view side near the Alaska Junction makes no sense. While hard to quantify in dollars, the impact would by far outweigh any cost savings. Do something right for once Seattle.

#	Comments	Responses
1	Putting an above-ground section of rail on the water view side near the Alaska Junction makes no sense. While hard to quantify in dollars, the impact would by far outweigh any cost savings. Do something right for once Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0411

Communication ID	Name	Email
500241	Mika Harmon	mikaharmon1@gmail.com

Full Communication (4/15/2022)

Waste of money. Just a free ride for the homeless to ride m, smoke narcotics and commit crimes.

#	Comments	Responses
1	Waste of money. Just a free ride for the homeless to ride m, smoke narcotics and commit crimes.	Your opposition to the Project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0412

Communication ID	Name	Email
500253	Keane Ng	keane.n@live.com

Full Communication (4/16/2022)

The location looks good for the light rail. I think for all the neighborhood has dealt with, the construction on delridge, the bridge being down, etc, we should get this approved and going. West seattle should be a priority for sound transit.

#	Comments	Responses
1	The location looks good for the light rail. I think for all the neighborhood has dealt with, the construction on delridge, the bridge being down, etc, we should get this approved and going. West seattle should be a priority for sound transit .	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0413

Communication ID	Name	Email
500258	Randy Sampson	rl.sampson45@yahoo.com

Full Communication (4/16/2022)

I live on Pigeon Point next to the West Seattle Bridge. The project will NOT impact my property personally. However, I have some concerns about the options you are pushing forward as the preferred routes. It occurs to me that you may be putting business ahead of property owner displacement and that really bothers me a lot. Your primary focus should be placed on displacing as few residences as possible And from what I've seen on your proposals, there are methods to displace very very few residences, and sometimes even at a lower cost in doing so. So it perplexes me why you are choosing a more expensive option and needlessly displacing longtime residences instead of displacing business or not displacing at all. It makes me think that this project is corrupt. That Business has more influence in this process than tax payers. That Environmental impact is being used as an excuse to bolster Business objectives. People on the End of Pigeon point who have been here and who's families have been here for decades are going to be displaced, and you have options that would avoid the point altogether. Your primary route basically levels the entire west end of the Andover to Genesee neighborhood. And that doesn't seem to bother you. Your reply is that your compensation will somehow give them the funds they need to replace their loss, and we all know that isn't true. There isn't an affordable residence in this city these days and what you compensate will not even remotely come close to making things right. I'm disappointed in you all. I expected better from you. I expected you to prioritize people over money and business. And if any of these people start any kind of legal action, even though I'm not impacted directly, I'll sign on to it.

#	Comments	Responses
1	<p>I live on Pigeon Point next to the West Seattle Bridge. The project will NOT impact my property personally. However, I have some concerns about the options you are pushing forward as the preferred routes. It occurs to me that you may be putting business ahead of property owner displacement and that really bothers me a lot. Your primary focus should be placed on displacing as few residences as possible And from what I've seen on your proposals, there are methods to displace very very few residences, and sometimes even at a lower cost in doing so. So it perplexes me why you are choosing a more expensive option and needlessly displacing longtime residences instead of displacing business or not displacing at all. It makes me think that this project is corrupt. That Business has more influence in this process than tax payers. That Environmental impact is being used as an excuse to bolster Business objectives. People on the End of Pigeon point who have been here and who's families have been here for decades are going to be displaced, and you have options that would avoid the point altogether. Your primary route basically levels the entire west end of the Andover to Genesee neighborhood. And that doesn't seem to bother you. Your reply is that your compensation will somehow give them the funds they need to replace their loss, and we all know that isn't true. There isn't an affordable residence in this city these days and what you compensate will not even remotely come close to making things right. I'm disappointed in you all. I expected better from you. I expected you to prioritize people over money and business. And if any of these people start any kind of legal action, even though I'm not impacted directly, I'll sign on to it.</p>	<p>Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0414

Communication ID	Name	Email
500260	David Hancock	hancocdm@gmail.com

Full Communication (4/16/2022)

Thank you for all your work on this.

ES.3.1.1.2 Duwamish Segment: I support DUW 2 because of its lower impacts on park area, including the heron colony, and greater distance from homes in the Pigeon Point neighborhood. I assume that engineering solutions could be found to mitigate impacts on Port operations; I don't think the same could be said for impacts on park area.

ES.3.1.1.3 Delridge segment: I support proposed alternatives that have station locations further south (not DEL 5 or 6), and prefer the lowest guideways possible, transitioning to a tunnel.

ES.3.1.1.4 West Seattle Junction segment: I support removing the Avalon station, and I support the tunnel alternatives. The longer the tunnel, the better, and I prefer the alternatives on 41st Ave SW.

#	Comments	Responses
1	ES.3.1.1.2 Duwamish Segment: I support DUW 2 because of its lower impacts on park area, including the heron colony, and greater distance from homes in the Pigeon Point neighborhood. I assume that engineering solutions could be found to mitigate impacts on Port operations; I don't think the same could be said for impacts on park area.	Please see responses to CCG2, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	ES.3.1.1.3 Delridge segment: I support proposed alternatives that have station locations further south (not DEL 5 or 6), and prefer the lowest guideways possible, transitioning to a tunnel.	Please see responses to CCG2 and CCG3 in Table 7-1.
	ES.3.1.1.4 West Seattle Junction segment: I support removing the Avalon station, and I support the tunnel alternatives. The longer the tunnel, the better, and I prefer the alternatives on 41st Ave SW.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0415

Communication ID	Name	Email
500262	Karin Miller	millerkarin2@gmail.com

Full Communication (4/16/2022)

I write to STRONGLY encourage you to put the West Seattle station and light rail tracks underground. The purpose of light rail is to make Seattle more livable. Putting light rail underground will accomplish this goal. Putting light rail above ground hurts available housing, the environment and a vital, affordable neighborhood. Sound Transit found the money to build light rail underground in the more affluent and less diverse neighborhoods of Montlake, Capital Hill, First Hill, the University District. It is imperative to make the same decisions about below ground tracks in West Seattle. Other cities with mass transit systems have all found that underground trains are best for the longterm viability of the area. Do not be 'penny wise and pound foolish' by saving money to build above ground while destroying a lovely and livable neighborhood for generations to come.

#	Comments	Responses
1	I write to STRONGLY encourage you to put the West Seattle station and light rail tracks underground. The purpose of light rail is to make Seattle more livable. Putting light rail underground will accomplish this goal. Putting light rail above ground hurts available housing, the environment and a vital, affordable neighborhood. Sound Transit found the money to build light rail underground in the more affluent and less diverse neighborhoods of Montlake, Capital Hill, First Hill, the University District. It is imperative to make the same decisions about below ground tracks in West Seattle. Other cities with mass transit systems have all found that underground trains are best for the longterm viability of the area. Do not be 'penny wise and pound foolish' by saving money to build above ground while destroying a lovely and livable neighborhood for generations to come.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0416

Communication ID	Name	Email
500265	Jennifer Zielke	jennybardill@gmail.com

Full Communication (4/16/2022)

Regarding the West Seattle Route; Avalon Station. As noted on the website link "Stations /Avalon".

Regarding: All route options under Stations in the Avalon Station plans (As shown in items WSJ-1; WSJ-2; WSJ-3a; WSJ-5)

PLEASE REMOVE THE RIDESHARE AREAS FROM SW GENESSEE ST.

Suggest moving this onto Delridge.

SW Genessee St. between 32nd and 35th, as well as Andover between Avalon and 32nd are critical access point for the homeowners on 32nd, and SW Avalon Way,

REASONS:

This block has been up-zoned and high-density projects are already planned and permitted, There will be construction off of SW Avalon Way for years to come,

- The EIS fails to provide details about traffic volume projections for the Rideshare area through our neighborhood.
- The EIS fails to explain how the road design will be adjusted to increase the capacity of Genessee to handle ride-share traffic.
- The current street on Genessee can only be accessed coming North from SW Avalon Way, or North up Andover and through the residential neighborhood on 32nd.
- The design implies that the design is to encourage ride-share traffic to drive up SW Genessee St., through the neighborhood to enter, then it would need to turn around, and drive back down SW Genessee St. to exit. (b/c the road does not go through),
- This design fails to understand that SW Genessee is a narrow residential street, that leads to the Alley behind SW Avalon Way.
- SW Avalon Way is, again, up-zoned, and increasing in density.
- The alley between Genessee and 32nd is where the block's waste removal is serviced.
- The EIS fails to provide a plan to the neighborhood about how Trash service will be maintained, during and after construction.
- The EIS fails to provide evidence that increased traffic volumes compared to needs for local access to the Alley and 32nd street have been assessed.
- The EIS fails to explain what local street parking options will be maintained/removed on SW Genessee St.

Proceeding with the design as-is will make the area "unlivable". Happy to partner with designers to walk the area and discuss recommendations.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Regarding: All route options under Stations in the Avalon Station plans (As shown in items WSJ-1; WSJ-2; WSJ-3a; WSJ-5) PLEASE REMOTE THE RIDESHARE AREAS FROM SW GENESSEE ST. Suggest moving this onto Delridge. SW Genessee St. between 32nd and 35th, as well as Andover between Avalon and 32nd are critical access point for the homeowners on 32nd, and SW Avalon Way. REASONS: This block has been up-zoned and high-density projects are already planned and permitted. There will be construction off of SW Avalon Way for years to come. The EIS fails to provide details about traffic volume projections for the Rideshare area through our neighborhood. The EIS fails to explain how the road design will be adjusted to increase the capacity of Genessee to handle ride-share traffic. The current street on Genessee can only be accessed coming North from SW Avalon Way, or North up Andover and through the residential neighborhood on 32nd. The design implies that the design is to encourage ride-share traffic to drive up SW Genessee St., through the neighborhood to enter, then it would need to turn around, and drive back down SW Genessee St. to exit. (b/c the road does not go through). This design fails to understand that SW Genessee is a narrow residential street, that leads to the Alley behind SW Avalon Way. SW Avalon Way is, again, up-zoned, and increasing in density. The alley between Genessee and 32nd is where the block's waste removal is serviced. The EIS fails to provide a plan to the neighborhood about how Trash service will be maintained, during and after construction. The EIS fails to provide evidence that increased traffic volumes compared to needs for local access to the Alley and 32nd street have been assessed. The EIS fails to explain what local street parking options will be maintained/removed on SW Genessee St. Proceeding with the design as-is will make the area "unlivable"</p>	<p>Please see the responses to CC2j and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix J, Conceptual Design Drawings, for drawings of proposed roadway improvements associated with the Avalon Station for each alternative. See Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for information on impacts to neighborhoods during construction. See Section 4.14, Public Services, Safety, and Security, of the Final EIS for description of how Sound Transit would coordinate with solid waste collection companies during construction to maintain collection services. See Section 4, Arterials and Local Street Operations, of Appendix N.1, Transportation Technical Report, of the Final EIS for detailed information on changes in property access and circulation, traffic volumes, and intersection level of service.</p>

Comment Submittal 0417

Communication ID	Name	Email
500266	Theresa Neinas	tneinas114@gmail.com

Full Communication (4/16/2022)

It is hard to be uprooted from a place you've lived for 27 years. One that you thought you'd be taken out of wearing a toe tag [grim yes, but you get the point]. This location has been so convenient [except this "living through the bridge down" years] and as we know with any living situation LOCATION, LOCATION, LOCATION is key.

When I am "Placed" in a new home will I get the same interest rate I am paying now or will there be adjustments made for that {We are going to need someone to figure out that story problem}. Also my house is small, getting a similar house in a location that is comparable is not going to be easy. That can all be worked out but these are some of my thoughts.

I am in the path of the preferred route, right over the station location to be exact. As you can surmise I am also a stones throw from the less desirable plans so I have been detaching myself emotionally from this house for a long time. There are things I would have done to the house to "keep it up" but it hasn't made sense to put MORE into a landfill so am making due with what I have as is [it's all livable and safe, just in case you were wondering. For example: Do I need to put in new counter tops in a kitchen that is going to be destroyed? NO]. Investing in my property has been scaled back as it doesn't make sense. I hope you take that into consideration when you are assessing my property.

I understand there will be a buyout/ eminent domain that includes help with relocating and such. It seems a real estate lawyer will be needed for me to feel at ease. One of my other concerns besides WHERE AM I GOING TO GO is what appliances can I take with me? What in the house in general can I take? My on demand water heater is not that old for example and am not sure the next house will have one, not a cheap replacement and as funny as it may sound "the kitchen sink" it's a vintage sink with connecting drainboards on either side on a free standing metal cabinet, that I just love. I just don't know what kind of wiggle room we're going to have.

When I called about these concerns I am told that it will be decided on an individual basis. What does that mean? that the demolition guys will see if it's something they want to take home or not?

When I call, everyone is very nice but the more I talk to them the more I realize their only job is to keep us calm. I have been patient for several years now since this was laid at my door and wonder when you do get around to giving us concrete answers? what kind of time will I have to respond? perhaps I just have to be patient a little longer.

I do appreciate you keeping the door open to communication, and listening to us is important but I have yet to hear of an individual plan that me and my neighbors can sink our teeth into. We are getting weary of doing the talking and perhaps I've missed some info from you but we need a better timeline. At any rate, thank you for listening yet again, I may have more thoughts but this is all I've got right now.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>When I am "Placed" in a new home will I get the same interest rate I am paying now or will there be adjustments made for that {We are going to need someone to figure out that story problem}. Also my house is small, getting a similar house in a location that is comparable is not going to be easy. That can all be worked out but these are some of my thoughts. I am in the path of the preferred route, right over the station location to be exact. As you can surmise I am also a stones throw from the less desirable plans so I have been detaching myself emotionally from this house for a long time. There are things I would have done to the house to "keep it up" but it hasn't made sense to put MORE into a landfill so am making due with what I have as is [it's all livable and safe, just in case you were wondering. For example: Do I need to put in new counter tops in a kitchen that is going to be destroyed? NO]. Investing in my property has been scaled back as it doesn't make sense. I hope you take that into consideration when you are assessing my property. I understand there will be a buyout/ eminent domain that includes help with relocating and such. It seems a real estate lawyer will be needed for me to feel at ease. One of my other concerns besides WHERE AM I GOING TO GO is what appliances can I take with me? What in the house in general can I take? My on demand water heater is not that old for example and am not sure the next house will have one, not a cheap replacement and as funny as it may sound "the kitchen sink" it's a vintage sink with connecting drainboards on either side on a free standing metal cabinet, that I just love. I just don't know what kind of wiggle room we're going to have. When I called about these concerns I am told that it will be decided on an individual basis. What does that mean? that the demolition guys will see if it's something they want to take home or not? When I call, everyone is very nice but the more I talk to them the more I realize their only job is to keep us calm. I have been patient for several years now since this was laid at my door and wonder when you do get around to giving us concrete answers? what kind of time will I have to respond? perhaps I just have to be patient a little longer. I do appreciate you keeping the door open to communication, and listening to us is important but I have yet to hear of an individual plan that me and my neighbors can sink our teeth into. We are getting weary of doing the talking and perhaps I've missed some info from you but we need a better timeline. At any rate, thank you for listening yet again, I may have more thoughts but this is all I've got right now</p>	<p>Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit notified potentially affected property owners prior to the Draft EIS publication in the fall of 2021 and prior to publication of the Final EIS. Sound Transit staff is available to meet with you to further discuss the process and your concerns about your property.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0418

Communication ID	Name	Email
500269	John Douthwaite	custom1@seanet.com

Full Communication (4/16/2022)

SOOT,

1. Please do not run an above ground light rail track down the middle of our residential streets. The north-south street that is 42nd Ave SW, running south from SW Edmonds St is populated by families, proud Seattle homeowners who enjoy a nice neighborhood with sound views. Placig a above ground light rail track on 42 Ave SW is unacceptable. Instead, the track should be located on Fauntleroy Ave SW, running south from Alaska & Fauntlery, to the ferry dock. Fauntleroy is already a main arterial and has an extra lane right in the middle! This is a no brainer. Come on SCOT, use your brains and make the right decision. Do not needlessly destroy our neighborhood.
2. I support and underground rail system to avoid destroying our cherished West Seattle neighborhoods.
3. Place the station at the Fauntleroy & Alaska junction, current site of Les Schwab or the Shell station,

#	Comments	Responses
1	Please do not run an above ground light rail track down the middle of our residential streets. The north-south street that is 42nd Ave SW, running south from SW Edmonds St is populated by families, proud Seattle homeowners who enjoy a nice neighborhood with sound views. Placig a above ground light rail track on 42 Ave SW is unacceptable. Instead, the track should be located on Fauntleroy Ave SW, running south from Alaska & Fauntlery, to the ferry dock. Fauntleroy is already a main arterial and has an extra lane right in the middle' This is a no brainer. Come on SCOT, use your brains and make the right decision. Do not needlessly destroy our neighborhood. I support and underground rail system to avoid destroying our cherished West Seattle neighborhoods. Place the station at the Fauntleroy & Alaska junction, current site of Les Schwab or the Shell station,	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0419

Communication ID	Name	Email
500271	Charles Irwin	cmirwin430@gmail.com

Full Communication (4/16/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course on Genessee.

The best reason to go on Andover & Yancy is to save \$100 million.

It also avoids precious park property. The golf course is a vital recreational option for Seattle citizens, and a thriving business, and would be damaged by the impact of construction long term. Thank you

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course on Genessee. The best reason to go on Andover & Yancy is to save \$100 million. It also avoids precious park property. The golf course is a vital recreational option for Seattle citizens, and a thriving business, and would be damaged by the impact of construction long term.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0420

Communication ID	Name	Email
500282	Colin Gants	cgants@premeirgc.com

Full Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail section.

I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee.

As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options:

- 1.) Save \$100 Million
- 2.) 487 Fewer displaced residence/ apartments
- 3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.

Thank you for considering my comment, Colin Gants

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options: 1.) Save \$100 Million 2.) 487 Fewer displaced residence/ apartments 3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS:</p> <ul style="list-style-type: none">▪ Project cost: Section 2.9, Project Funding and Cost Comparison▪ Residential and business displacements: Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics▪ Park impacts: Section 4.17, Parks and Recreational Resources▪ Ecosystem resources: Section 4.9, Ecosystems

Comment Submittal 0421

Communication ID	Name	Email
500284	Max McCain	xmccain@gmail.com

Full Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail section.

I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee.

As the studies suggest; the benefits of an Andover / Yancy routing far outweigh the preferred options:

- 1.) Save \$100 Million
- 2.) 487 Fewer displaced residence/ apartments
- 3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options: 1.) Save \$100 Million 2.) 487 Fewer displaced residence/ apartments 3.) No impact to Green Space/ Golf Course I Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS:</p> <ul style="list-style-type: none"> ▪ Project cost: Section 2.9, Project Funding and Cost Comparison ▪ Residential and business displacements: Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics ▪ Park impacts: Section 4.17, Parks and Recreational Resources ▪ Ecosystem resources: Section 4.9, Ecosystems

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0422

Communication ID	Name	Email
500285	Gina Hasson	ginahasson@gmail.com

Full Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail section.

I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee.

As the studies suggest; the benefits of an Andover / Yancy routing far outweigh the preferred options:

- 1.) Save \$100 Million
- 2.) 487 Fewer displaced residence/ apartments
- 3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.

Thank you for considering my comment, Gina Hasson

#	Comments	Responses
1	<p>I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options: 1.) Save \$100 Million 2.) 487 Fewer displaced residence/ apartments 3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.</p> <p>Thank you for considering my comment,</p>	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS:</p> <ul style="list-style-type: none">▪ Project cost: Section 2.9, Project Funding and Cost Comparison▪ Residential and business displacements: Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics▪ Park impacts: Section 4.17, Parks and Recreational Resources▪ Ecosystem resources: Section 4.9, Ecosystems

Comment Submittal 0423

Communication ID	Name	Email
500291	A Hamilton	angelahamilton@email.com

Full Communication (4/17/2022)

Avalon station is redundant and not worth the cost.

A large chunk of the Avalon neighborhood gets bulldozed in every alternative except the longer tunnels. The "medium tunnel" option is actually the worst of all for property acquisitions and impacts in our neighborhood, the above-ground Genesee options are also significant. The main reason the longer tunnels are more expensive is the 2nd underground station. The ridership estimate is only 1,200 daily boarding at the Avalon station because it is located in the walkshed of the Junction Station and people can simply use the other station that is closer to the urban core of the Junction. Additionally, this station has no bus service approach and not planned or access to parking to increase any ridership. Apartments and Condominiums in the area are counted as a single property not multi-unit residences to provide accurate count of property acquisitions.

Additionally, some of these multi-unit properties include multiple generation residences per unit - so actual people displaced is not counted or assessed accurately.

No options without the Avalon station have been considered. Where this may provide the option of a less impactful tunnel option to a more central location or lower cost implementation to mitigate over-runs already realized.

Even as planned - any of the options presented - there is next to know reasonable access for the Delridge neighborhood or anywhere south. This is notably a growing neighborhood the city is trying to gentrify - that ST is not serving or running over and the most under-served by mass transit option. Run the train up Myers Way where transportation options are needed. And there are less densely populated neighborhoods to evict/slash/burn.

The 'voter approved ST3 stated 3 stations would be built in WS so they put 3 stations in the plan' argument, about a notional cartoon attached to a vote ballot, in haste to make a deadline, for possible unplanned West Seattle line - is better described as a money grab for taxes and a professional example of zero planning and dysfunctional management. This indefensible position is not a valid reason. And with no actual threshold defined for approval the utilization of this proposed station demands to use our brain and review an option without this station. To ignore this obvious boondoggle and continuation of the bush-league approach to manage this project. With the only data analysis provided it has been projected that Avalon station is worthless this close to Junction.

Longest tunnel possible into west seattle from north side of the west seattle bridge - under the hill - to junction. Two stations only, eliminate Avalon station from the plan as it is overkill and waste of time and money all around. Enhance bus service between Delridge and Alaska junction stations as well as further south.

Sound Transit go back, sharpen your pencils and review options that do not remove housing or flyover as a disruptive ugly concrete obstacle to actual transportation.

I would also be satisfied with NO Stations in west seattle as this is an over developed community already thanks to no strategic planning by the city council. Our neighborhoods are not a free-for-all and should not emulate a 'New York' cityscape, for those who have not contributed to developing community.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Avalon station is redundant and not worth the cost. A large chunk of the Avalon neighborhood gets bulldozed in every alternative except the longer tunnels. The "medium tunnel" option is actually the worst of all for property acquisitions and impacts in our neighborhood, the above-ground Genesee options are also significant. The main reason the longer tunnels are more expensive is the 2nd underground station. The ridership estimate is only 1,200 daily boarding at the Avalon station because it is located in the walkshed of the Junction Station and people can simply use the other station that is closer to the urban core of the Junction. Additionally, this station has no bus service approach and not planned or access to parking to increase any ridership. Apartments and Condominiums in the area are counted as a single property not multi-unit residences to provide accurate count of property acquisitions. Additionally, some of these multi-unit properties include multiple generation residences per unit - so actual people displaced is not counted or assessed accurately. No options without the Avalon station have been considered. Where this may provide the option of a less impactful tunnel option to a more central location or lower cost implementation to mitigate over-runs already realized.</p>	<p>Please see the responses to CC2j and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on station mode of access.</p> <p>Capturing information on every potentially impacted residence would result in accuracy challenges with the EIS given that this data is gathered at a point-in-time and the actual number of residents in each unit can continuously change. Providing impacts by number of units reflects the estimated number of households that would need to be relocated. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. The tables provided in Section 4.1, Acquisitions and Displacements, include a count of how many of the affected parcels are single family residential and multi-family residential.</p>
2	<p>Even as planned - any of the options presented - there is next to know reasonable access for the Delridge neighborhood or anywhere south. This is notably a growing neighborhood the city is trying to gentrify - that ST is not serving or running over and the most under-served by mass transit option. Run the train up Myers Way where transportation options are needed. And there are less densely populated neighborhoods to evict/slash/burn.</p>	<p>Please see the responses to CC1c, CCEJ1, and CCEJ2 in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.</p>
3	<p>The 'voter approved ST3 stated 3 stations would be built in WS so they put 3 stations in the plan' argument, about a notional cartoon attached to a vote ballot, in haste to make a deadline, for possible unplanned West Seattle line - is better described as a money grab for taxes and a professional example of zero planning and dysfunctional management. This indefensible position is not a valid reason. And with no actual threshold defined for approval the utilization of this proposed station demands to use our brain and review an option without this station. To ignore this obvious boondoggle and continuation of the bush-league approach to manage this project. With the only data analysis provided it has been projected that Avalon station is worthless this close to Junction.</p>	<p>Your opposition to the Project has been noted.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Longest tunnel possible into west seattle from north side of the west seattle bridge - under the hill - to junction. Two stations only, eliminate Avalon station from the plan as it is overkill and waste of time and money all around. Enhance bus service between Delridge and Alaska junction stations as well as further south. Sound Transit go back, sharpen your pencils and review options that do not remove housing or flyover as a disruptive ugly concrete obstacle to actual transportation.	Please see the responses to CCG2 and CC2j in Table 7-1. Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward.
5	I would also be satisfied with NO Stations in west seattle as this is an over developed community already thanks to no strategic planning by the city council. Our neighborhoods are not a free-for-all and should not emulate a 'New York' cityscape, for those who have not contributed to developing community.	Your opposition to the Project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0424

Communication ID	Name	Email
500296	Chris Luthi	cluthi@comcast.net

Full Communication (4/17/2022)

Please no elevated tracks in West Seattle. Just because the area between Avalon and the Alaska Junction doesn't seem as nice or as affluent as the other areas of the city that get tunnels, doesn't mean that this area should be further burdened with blight inducing monumental eyesores so that you can save a few bucks to spend in wealthier neighborhoods.

#	Comments	Responses
1	Please no elevated tracks in West Seattle. Just because the area between Avalon and the Alaska Junction doesn't seem as nice or as affluent as the other areas of the city that get tunnels, doesn't mean that this area should be further burdened with blight inducing monumental eyesores so that you can save a few bucks to spend in wealthier neighborhoods.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0425

Communication ID	Name	Email
500297	Mike Kniaziuk	regiondrywall@gmail.com

Full Communication (4/17/2022)

I'm completely against any above ground tracks we can put everything in a tunnel above ground will ruin west Seattle.

#	Comments	Responses
1	I'm completely against any above ground tracks we can put everything in a tunnel above ground will ruin west Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0426

Communication ID	Name	Email
500298	Cyn Clarfield	cyn.clarfield@gmail.com

Full Communication (4/18/2022)

I am a resident of West Seattle and would like to voice my preference for the light rail system to be built underground, similar to its set up in Capitol Hill and beacon hill areas. It will be extremely disruptive and destructive to homes and roads. Please consider preserving the community as it is now and build the light rail tracks and stations below ground. Thank you.

#	Comments	Responses
1	I am a resident of West Seattle and would like to voice my preference for the light rail system to be built underground, similar to its set up in Capitol Hill and beacon hill areas. It will be extremely disruptive and destructive to homes and roads. Please consider preserving the community as it is now and build the light rail tracks and stations below ground. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0427

Communication ID	Name	Email
500299	Ron Sprinkel	alkibeachseattle@gmail.com

Full Communication (4/18/2022)

West Seattle must protect its views. For this reason I fully support maximizing the tunnel option where possible. We are too 'hilly' to think otherwise

#	Comments	Responses
1	West Seattle must protect its views. For this reason I fully support maximizing the tunnel option where possible. We are too 'hilly' to think otherwise	Please see response to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0428

Communication ID	Name	Email
500300	Cathy Stegman	cathystegman@me.com

Full Communication (4/18/2022)

One of the options is to build stations and tracks above ground. To do this, they would destroy homes and businesses; the noise during construction and operations will be significant; there will be a very negative environmental impact. CAN YOU IMAGINE WHAT IT WOULD BE LIKE TO HAVE AN ELEVATED TRAIN ZOOMING PAST YOUR STREET EVERY FEW MINUTES?

Alternatively they can build the stations and tracks underground and keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far. I encourage Sound Transit to do so in West Seattle. West Seattle is a peaceful, quiet group of neighborhoods-Please help keep West Seattle livable!

#	Comments	Responses
1	<p>One of the options is to build stations and tracks above ground. To do this, they would destroy homes and businesses; the noise during construction and operations will be significant; there will be a very negative environmental impact. CAN YOU IMAGINE WHAT IT WOULD BE LIKE TO HAVE AN ELEVATED TRAIN ZOOMING PAST YOUR STREET EVERY FEW MINUTES?</p> <p>Alternatively they can build the stations and tracks underground and keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far. I encourage Sound Transit to do so in West Seattle. West Seattle is a peaceful, quiet group of neighborhoods-Please help keep West Seattle livable!</p>	<p>Please see responses to CCG2, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0429

Communication ID	Name	Email
500301	Audrey Lincoff	audrey.lincoff@gmail.com

Full Communication (4/18/2022)

Please reconsider building West Seattle LR above ground. The traffic and density already create significant noise, and above ground tracks will only make it worse. Please respect WS residents as you did on Cap Hill by building underground stations. Thank you.

#	Comments	Responses
1	Please reconsider building West Seattle LR above ground. The traffic and density already create significant noise, and above ground tracks will only make it worse. Please respect WS residents as you did on Cap Hill by building underground stations. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0430

Communication ID	Name	Email
500304	cara figgins	caraf1466@yahoo.com

Full Communication (4/18/2022)

I want to express my preference for the underground tunnel option in West Seattle. We have a vibrant and quiet residential community that would be industrialized by the above ground train. It will significantly reduce property value by this industrialization with noise and vibration for the long term. It would take away much needed housing and negatively impact neighborhood community businesses. I believe that two underground stations would be better than 3 elevated stations. I believe that the shorter term building underground vibrations will be far outweighed by the long term benefit of the underground tunnel. The underground tunnel leaves the community intact, preserves the beauty and value of the neighborhood, the housing and businesses.

#	Comments	Responses
1	I want to express my preference for the underground tunnel option in West Seattle. We have a vibrant and quiet residential community that would be industrialized by the above ground train. It will significantly reduce property value by this industrialization with noise and vibration for the long term. It would take away much needed housing and negatively impact neighborhood community businesses. I believe that two underground stations would be better than 3 elevated stations. I believe that the shorter term building underground vibrations will be far outweighed by the long term benefit of the underground tunnel. The underground tunnel leaves the community intact, preserves the beauty and value of the neighborhood, the housing and businesses.	Please see responses to CCG2, CC2j, CC4.3a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0431

Communication ID	Name	Email
500308	Mary-Pat Beattie	mpbeattie@beattieco.com

Full Communication (4/18/2022)

For the West Seattle/Alaska Junction (2032) plans - PLEASE DO NOT move forward with above ground trains. Please ONLY move forward with the tunnel options coming into Alaska Junction (2nd and 3rd options on the map).

I am referring to this map: <https://oohwsblink.blob.core.windows.net/media/Default/images/west-seattle-ballard.pdf>

#	Comments	Responses
1	For the West Seattle Alaska Junction (2032) plans - PLEASE DO NOT move forward with above ground trains. Please ONLY move forward with the tunnel options coming into Alaska Junction (2nd and 3rd options on the map). I am referring to this map: https://oohwsblink.blob.core.windows.net/media/Default/images/west-seattle-ballard.pdf	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0432

Communication ID	Name	Email
500309	Jenava Sexton	jenava@gmail.com

Full Communication (4/18/2022)

I am a west seattle dweller. I reviewed the plan and much prefer the primary alternative to be one that is underground as much as possible and that displaces as few residents as possible. I believe there is an option that doesn't require 3rd party funding that does this, where all the considered factors were listed as "high performance". I realize this is a more expensive option. However, I beleive that for infrastructure such as this, with which we will be living for 100 years or more, more investment now is well worth it. Please consider changing the preferred route in West seattle. I am very much against any elevated tracks through neighborhoods.

#	Comments	Responses
1	I am a west seattle dweller. I reviewed the plan and much prefer the primary alternative to be one that is underground as much as possible and that displaces as few residents as possible. I believe there is an option that doesn't require 3rd party funding that does this, where all the considered factors were listed as "high performance ". I realize this is a more expensive option. However, I beleive that for infrastructure such as this, with which we will be living for 100 years or more, more investment now is well worth it. Please consider changing the preferred route in West seattle. I am very much against any elevated tracks through neighborhoods.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0433

Communication ID	Name	Email
500311	Sara Williams	sara.e.williams@gmail.com

Full Communication (4/18/2022)

Hi-

Would prefer least neighborhood impact. Is it possible to go underground?

Very glad to have light rail and want to be as careful about environmental impact. Let's get as many cars and non-electric busses off the road as possible!

Thanks, Sara

#	Comments	Responses
1	Would prefer least neighborhood impact. Is it possible to go underground?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Very glad to have light rail and want to be as careful about environmental impact. Let's get as many cars and non-electric busses off the road as possible!	Thank you for expressing support for the Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0434

Communication ID	Name	Email
500315	Sheila Strobel	sheilastrobel@me.com

Full Communication (4/18/2022)

Public transportation connecting West Seattle to downtown and other neighborhoods is vitally necessary. Please consider the many residents and businesses owners who will be impacted and construct underground.

#	Comments	Responses
1	Public transportation connecting West Seattle to downtown and other neighborhoods is vitally necessary. Please consider the many residents and businesses owners who will be impacted and construct underground.	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0435

Communication ID	Name	Email
500317	Barbara Szczachor	barbaraszczachor2011@comcast.net

Full Communication (4/18/2022)

All stations and rails for all light rail MUST be underground in West Seattle. We don't want vagrants and crime that is present currently under all the overpasses and under all above ground rail systems in Seattle area

#	Comments	Responses
1	All stations and rails for all light rail MUST be underground in West Seattle. We don't want vagrants and crime that is present currently under all the overpasses and under all above ground rail systems in Seattle area	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0436

Communication ID	Name	Email
500318	Travis DePrato	travisdeprato@gmail.com

Full Communication (4/18/2022)

As a regular user of Seattle transit, it's disheartening to see plans that don't adequately prioritize riders. Several of the stations are far from the cores of the areas they're meant to serve (Ballard and SLU, particularly), and too many of the options require incredibly deep stations that Sound Transit has demonstrated they are incapable of adequately caring for given the record of elevator and escalator breakdowns (even at just-opened stations like Roosevelt and the U District).

Please listen to the users of the system and design it in a way that will be accessible and useful. It's not too late.

#	Comments	Responses
1	As a regular user of Seattle transit, it's disheartening to see plans that don't adequately prioritize riders. Several of the stations are far from the cores of the areas they're meant to serve (Ballard and SLU, particularly), and too many of the options require incredibly deep stations that Sound Transit has demonstrated they are incapable of adequately caring for given the record of elevator and escalator breakdowns (even at just-opened stations like Roosevelt and the U District). Please listen to the users of the system and design it in a way that will be accessible and useful. It's not too late.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0437

Communication ID	Name	Email
500321	Sherie Patano	sggale4@gmail.com

Full Communication (4/18/2022)

I oppose any alternatives that impact the West Seattle Golf Course. I support either of the Yancy/Avalon routes. The tunnel alternatives are unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The loss of revenue and loss of recreation opportunity would impact over 60,000 golfers each year. The Parks Department supports the Yancy alternatives.

#	Comments	Responses
1	I oppose any alternatives that impact the West Seattle Golf Course. I support either of the Yancy/Avalon routes. The tunnel alternatives are unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The loss of revenue and loss of recreation opportunity would impact over 60,000 golfers each year. The Parks Department supports the Yancy alternatives.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0438

Communication ID	Name	Email
500336	Victoria Hollerbach	v.hollerbach@comcast.net

Full Communication (4/18/2022)

Please choose an alternative that is underground, versus above ground options for the West Seattle Expansion! We have chosen to live in this neighborhood for over 30 years specifically to avoid the sound pollution of living in other centralized communities. As a person with inside knowledge of the route change I have seen the impacts in Bellevue, and the construction on that route for as long as it was considered by the city council. If you can build a tunnel there and completely change the route (into much needed wetlands of the Mercer Slough) to appease a few rich and powerful individuals, surely you can do the same for many, many West Seattle residents, some very influential in Seattle politics. Tunnels not an above ground route is what this community desires. Make the right decisions now, go underground and keep our community free from your invasive sound pollution and unsightly above ground tracks.

#	Comments	Responses
1	Please choose an alternative that is underground, versus above ground options for the West Seattle Expansion! We have chosen to live in this neighborhood for over 30 years specifically to avoid the sound pollution of living in other centralized communities. As a person with inside knowledge of the route change I have seen the impacts in Bellevue, and the construction on that route for as long as it was considered by the city council. If you can build a tunnel there and completely change the route (into much needed wetlands of the Mercer Slough) to appease a few rich and powerful individuals, surely you can do the same for many, many West Seattle residents, some very influential in Seattle politics. Tunnels not an above ground route is what this community desires. Make the right decisions now, go underground and keep our community free from your invasive sound pollution and unsightly above ground tracks.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0439

Communication ID	Name	Email
500339	Longtime Resident of WS	keepwestseattlewestseattle@hotmail.com

Full Communication (4/18/2022)

Based on proposed routes, the view that light rail is a higher importance than keeping the integrity of the West Seattle neighborhoods and history is concerning. Please proceed with having an underground rail system. This allows for the least impact on the West Seattle history and environment.

Many other locations have an underground system and West Seattle should not be an exception.

#	Comments	Responses
1	Based on proposed routes, the view that light rail is a higher importance than keeping the integrity of the West Seattle neighborhoods and history is concerning. Please proceed with having an underground rail system. This allows for the least impact on the West Seattle history and environment. Many other locations have an underground system and West Seattle should not be an exception.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0440

Communication ID	Name	Email
500350	Individual	Matthew Beattie

Full Communication (4/18/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines:

1. Disrupt neighborhoods.
2. Are visually obtrusive.
3. Consume high value real estate and in consequence can harm urban development.
4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as

future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following:

- <https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/>
- <https://www.theb1m.com/video/america-interstate-highway-system-teardowns>

Let's learn from these and make the right choice

#	Comments	Responses
1	<p>I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following: https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/ https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice</p>	<p>Please see the responses to CCG2, CC2c, and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0441

Communication ID	Name	Email
500351	Mary-Pat Beattie	mpbeattie@beattieco.com

Full Communication (4/18/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines:

1. Disrupt neighborhoods.
2. Are visually obtrusive.
3. Consume high value real estate and in consequence can harm urban development.
4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as

future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following:

- <https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/>
- <https://www.theb1m.com/video/america-interstate-highway-system-teardowns>

Let's learn from these and make the right choice

#	Comments	Responses
1	<p>I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following: https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/ https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice</p>	<p>Please see the responses to CCG2, CC2c, and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0442

Communication ID	Name	Email
500361	Carmen Rodriguez-Orton	korton71@yahoo.com

Full Communication (4/18/2022)

Please run the light rail through West Seattle UNDERGROUND ONLY. Thank you.

#	Comments	Responses
1	Please run the light rail through West Seattle UNDERGROUND ONLY. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0443

Communication ID	Name	Email
500373	Donna Stewart	donna.stewart1@comcast.net

Full Communication (4/18/2022)

Build the West Seattle station under ground! West Seattle cannot tolerate the disruption of an above-ground station.

#	Comments	Responses
1	Build the West Seattle station under ground! West Seattle cannot tolerate the disruption of an above-ground station.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0444

Communication ID	Name	Email
500379	Deanna Chew Freidenberg	decf@comcast.net

Full Communication (4/18/2022)

The underground tunnel would be best for West Seattle (WS), much less disruptive and safer.

If full funding is an issue, then don't make the track as long through all of WS, and hope funding will come in later to extend it.

WS needs light rail, and this should have been done already.

#	Comments	Responses
1	The underground tunnel would be best for West Seattle (WS), much less disruptive and safer. If full funding is an issue, then don't make the track as long through all of WS, and hope funding will come in later to extend it. WS needs light rail, and this should have been done already.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0445

Communication ID	Name	Email
500380	David Kuntze	dkuntzejr@gmail.com

Full Communication (4/18/2022)

Please do not build an above ground line. Build a tunnel for the proposed West Seattle line.

#	Comments	Responses
1	Please do not build an above ground line. Build a tunnel for the proposed West Seattle line.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0446

Communication ID	Name	Email
500381	Flavia Martinosa	flavia.martinosa@gmail.com

Full Communication (4/18/2022)

ES.3.1.1.4. West Seattle Junction Segment

Building an elevated train platform would destroy the quality of life for many West Seattle residents, disrupt wildlife, create an eyesore, and impact the health of West Seattle Residents. A tunnel or surface train would be the only acceptable options.

A 2020 paper in Environmental Research and Public Health linked below, found

"Chronic exposure to urban noise is harmful for auditory perception, cardiovascular, gastrointestinal and nervous systems, while also causing psychological annoyance. Around 25% of the EU population experience a deterioration in the quality of life due to annoyance and about 5- 15% suffer from sleep disorders, with many disability-adjusted life years (DALYs) lost annually."

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7560223/> Urban Noise and Psychological Distress: A Systematic Review

Nicola Mucci,1 Veronica Traversini,2,* Chiara Lorini,3 Simone De Sio,4 Raymond P. Galea,5,6 Guglielmo Bonaccorsi,3 and Giulio Arcangeli1

#	Comments	Responses
1	<p>ES.3.1.1.4. West Seattle Junction Segment Building an elevated train platform would destroy the quality of life for many West Seattle residents, disrupt wildlife, create an eyesore, and impact the health of West Seattle Residents. A tunnel or surface train would be the only acceptable options. A 2020 paper in Environmental Research and Public Health linked below, found "Chronic exposure to urban noise is harmful for auditory perception, cardiovascular, gastrointestinal and nervous systems, while also causing psychological annoyance. Around 25% of the EU population experience a deterioration in the quality of life due to annoyance and about 5-15% suffer from sleep disorders, with many disability-adjusted life years (DALYs) lost annually."</p> <p>https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7560223/ Urban Noise and Psychological Distress: A Systematic Review Nicola Mucci,1 Veronica Traversini,2,* Chiara Lorini,3 Simone De Sio,4 Raymond P. Galea,5,6 Guglielmo Bonaccorsi,3 and Giulio Arcangeli1</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the West Seattle Link Extension Final EIS for more information on noise and vibration, analysis of impacts, and proposed mitigation.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0447

Communication ID	Name	Email
500389	Kerry Meade	kerrylynn@gmail.com

Full Communication (4/18/2022)

I am a West Seattle resident. The light rail (or similar) transportation alternative has long been in a planning phase. I'm 43 years old and recall voting on monorail twenty years ago. There are many new voices in the city and property values have increased substantially since then as has the city's population. We need this as soon as possible. I know there are a lot of differing opinions about the best possible route and approach (e.g. above or underground etc.). In an ideal world, underground is my preferred option, however, given how long this is taking, I ask that you prioritize the timeline and speed of getting this constructed over the style of the system.

Thanks, Kerry

#	Comments	Responses
1	There are many new voices in the city and property values have increased substantially since then as has the city's population. We need this as soon as possible. I know there are a lot of differing opinions about the best possible route and approach (e.g. above or underground etc.). In an ideal world, underground is my preferred option, however, given how long this is taking, I ask that you prioritize the timeline and speed of getting this constructed over the style of the system.	Please see responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0448

Communication ID	Name	Email
500393	John LaPlante	laplante@alum.mit.edu

Full Communication (4/18/2022)

As a West Seattle resident I believe it is critical that the alignments and stations be underground, particularly as the alignment moves into the West Seattle Junction. Anything above ground will be unreasonably disruptive, not only during construction, but during long-term operations. Above ground rail in West Seattle is not in the character of the neighborhood and would unfairly displace home owners permanently in an area that is trying hard to build density.

#	Comments	Responses
1	As a West Seattle resident I believe it is critical that the alignments and stations be underground, particularly as the alignment moves into the West Seattle Junction. Anything above ground will be unreasonably disruptive, not only during construction, but during long-term operations. Above ground rail in West Seattle is not in the character of the neighborhood and would unfairly displace home owners permanently in an area that is trying hard to build density.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0449

Communication ID	Name	Email
500394	Catherine Gibson	cjgibson7@comcast.net

Full Communication (4/18/2022)

I live in West Seattle and want the light rail to be underground. My preferences are: #1 Tunnel 41st Ave Station/ Dakota St Station Lower Height #2 Tunnel 42nd Ave Station/ Dakota St Station Lower Height

Please NO elevated tracks through our neighborhood. Thank you.

#	Comments	Responses
1	I live in West Seattle and want the light rail to be underground. My preferences are: #1 Tunnel 41st Ave Station I Dakota St Station Lower Height #2 Tunnel 42nd Ave Station/ Dakota St Station Lower Height Please NO elevated tracks through our neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0450

Communication ID	Name	Email
500396	Joyce Karlinsey	kjoya@rocketmail.com

Full Communication (4/18/2022)

I live in West Seattle and prefer the Tunnel 41 or Tunnel 42 option

#	Comments	Responses
1	I live in West Seattle and prefer the Tunnel 41 or Tunnel 42 option	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0451

Communication ID	Name	Email
500398	Cristina Pacheco	cristypt@gmail.com

Full Communication (4/18/2022)

I am thrilled that light rail is coming to West Seattle and feel that the alternatives that include tunnels would be less disruptive overall. Thank you

#	Comments	Responses
1	I am thrilled that light rail is coming to West Seattle and feel that the alternatives that include tunnels would be less disruptive overall. Thank you	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0452

Communication ID	Name	Email
500399	Larry Langlais	larrylanglais@gmail.com

Full Communication (4/18/2022)

Please let's keep light rail off of the street. Please consider designs with tunnels. Please consider designs raised above the street.

#	Comments	Responses
1	Please let's keep light rail off of the street. Please consider designs with tunnels. Please consider designs raised above the street.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. None of the West Seattle Link Extension alternatives would be at-grade within streets, and all crossings of roadways would be grade separated. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0453

Communication ID	Name	Email
500401	Janet Gaunt	j.gaunt@comcast.net

Full Communication (4/18/2022)

Dear Sound Transit,

I am submitting this comment regarding the Delridge section of the West Seattle Light Rail Project DEIS. After reviewing that document's description of the impacts resulting from the various alternatives under consideration, I strongly urge you to select one of the Yancy/Avalon routes.

There are a number of reasons I, and many of my West Seattle neighbors and friends whom I've talked with, oppose any of the routes that would impact the West Seattle Golf Course (WSGC).

As a long time West Seattle resident, I have benefitted greatly from the recreational and social activities provided at the WSGC. During the restrictions of COVID, and all the traffic issues while the West Seattle Bridge has been shut down, the WSGC was an especially welcome outdoor option. I have seen how this recreational resource is enjoyed by so many people of all different age groups and ethnic backgrounds. Over 60,000 golfers play at WSGC each year, and even many non golfers use its restaurant and banquet facilities. SW Genessee routes would impact at least 6 of the WSGC's holes and make it a less desirable location for future users of the course.

The Delridge Segment Andover Street Station Alternatives (DEL-5 or DEL-6) would cost less than other routes that impact the WSGC; would displace fewer residences and historic properties, and would not impact Park and Recreational property. I believe this is an important consideration because there is a Seattle City Ordinance that prohibits using park property for other than its intended purposes. There should also be liability concerns that could arise from golf balls hitting trains if they were routed along SW Genessee. I wonder too if any consideration has been given to the risk of damage to fish or Longfellow Creek itself if any but the Yancy/Avalon routes are chosen.

For all of the foregoing reasons, and others I am sure fellow citizens who share my concern will point out, I urge you to adjust the preferred Delridge Segment Alternative to either of the Yancy/Avalon routes. Thank you.

#	Comments	Responses
1	<p>I strongly urge you to select one of the Yancy/Avalon routes. There are a number of reasons I, and many of my West Seattle neighbors and friends whom I've talked with, oppose any of the routes that would impact the West Seattle Golf Course (WSGC). SW Genessee routes would impact at least 6 of the WSGC's holes and make it a less desirable location for future users of the course.</p> <p>The Delridge Segment Andover Street Station Alternatives (DEL-5 or DEL-6) would cost less than other routes that impact the WSGC; would displace fewer residences and historic properties, and would not impact Park and Recreational property. I believe this is an important consideration because there is a Seattle City Ordinance that prohibits using park property for other than its intended purposes. There should also be liability concerns that could arise from golf balls hitting trains if they were routed along SW Genessee. I wonder too if any consideration has been given to the risk of damage to fish or Longfellow Creek itself if any but the Yancy/Avalon routes are chosen.</p>	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for a discussion of impacts to Longfellow Creek and aquatic species habitat from Delridge Segment alternatives.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0454

Communication ID	Name	Email
500408	Janette Beiwn	counselingnw.janette@gmail.com

Full Communication (4/18/2022)

Given the West Seattle Bridge closure (how long?), during COVID, I for one am a West Seattlite that is weary of every1hing being non-functional. It feels assaultive.

There seems little awareness of what a given neighborhood can tolerate (in real life, rather than on a sketch book or in a planning meeting). Urban planners used to be more aware of the neighborhoods they served, I think.

The rush and greed here to expand and expand is a sorry site. Apologies; but you asked for feedback.

#	Comments	Responses
1	Given the West Seattle Bridge closure (how long?), during COVID, I for one am a West Seattlite that is weary of everything being non-functional. It feels assaultive. There seems little awareness of what a given neighborhood can tolerate (in real life, rather than on a sketch book or in a planning meeting). Urban planners used to be more aware of the neighborhoods they served, I think. The rush and greed here to expand and expand is a sorry site. Apologies; but you asked for feedback.	Please see response to CC5b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0455

Communication ID	Name	Email
500413	Ashley Cling	eashleypope@gmail.com

Full Communication (4/18/2022)

Please only have one west Seattle location with onsite parking available for people to be able to park and ride the rail. This should not go into neighborhoods for many reasons that are so very clear it would be ignorant to ignore. I truly don't think many people who have lived here longer than 5 years want the light rail even out in west Seattle but especially not in the junction area. We need to keep some parts of Seattle with the unique small(er) town feel. Please please don't turn West Seattle into what has happened in the Roosevelt neighborhood- so awful.

#	Comments	Responses
1	Please only have one west Seattle location with onsite parking available for people to be able to park and ride the rail. This should not go into neighborhoods for many reasons that are so very clear it would be ignorant to ignore. I truly don't think many people who have lived here longer than 5 years want the light rail even out in west Seattle but especially not in the junction area. We need to keep some parts of Seattle with the unique small(er) town feel. Please please don't turn West Seattle into what has happened in the Roosevelt neighborhood- so awful.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit oriented/transit supportive land uses. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0456

Communication ID	Name	Email
500437	James Kamischke	jekamischke@hotmail.com

Full Communication (4/18/2022)

I favor the medium tunnel 41st option for West Seattle.

1. The cost is one of the lowest with low impact to existing buildings and no impact to parks.
2. An elevated rail should be downgraded for visual and noise pollution.
3. It is easier to maintain rails if they are covered from the weather which a tunnel provides as a side benefit.

#	Comments	Responses
1	I favor the medium tunnel 41st option for West Seattle. The cost is one of the lowest with low impact to existing buildings and no impact to parks. An elevated rail should be downgraded for visual and noise pollution. It is easier to maintain rails if they are covered from the weather which a tunnel provides as a side benefit.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0457

Communication ID	Name	Email
500439	Kelley Leigh	wordandgraphic@gmail.com

Full Communication (4/18/2022)

The SkyLink Gondola option needs to be considered as a viable alternative to current Sound Transit proposals.

As a homeowner in West Seattle, this issue is of paramount importance to my neighborhood. Current options for transit will take years and extreme expense to implement. The gondola option costs far less and will require a fraction of the installation time and construction. Please do not dismiss this unconventional option on the basis of Board member opinion.

I want the Board of Directors to seek an outside accredited firm to report on the latest installations and developments in urban gondola technology. BEFORE DECIDING ON THE BEST OPTION, PLEASE SEEK AND OBTAIN an expert-driven study about the possibilities of the SkyLink for West Seattle.

Thank you so much for your time.

Please do not skip over this unique and forward option for transit in Seattle. Kelley J Leigh

#	Comments	Responses
1	The SkyLink Gondola option needs to be considered as a viable alternative to current Sound Transit proposals. As a homeowner in West Seattle, this issue is of paramount importance to my neighborhood. Current options for transit will take years and extreme expense to implement. The gondola option costs far less and will require a fraction of the installation time and construction. Please do not dismiss this unconventional option on the basis of Board member opinion. I want the Board of Directors to seek an outside accredited firm to report on the latest installations and developments in urban gondola technology. BEFORE DECIDING ON THE BEST OPTION, PLEASE SEEK AND OBTAIN an expert-driven study about the possibilities of the SkyLink for West Seattle.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0458

Communication ID	Name	Email
500440	Shireen Khan	skhan1@yahoo.com

Full Communication (4/18/2022)

I highly prefer one of the 2 tunnel options with stations either on 41st Ave SW or 42nd Ave SW. I have lived in West Seattle since 2000 in a variety of locations, and with all of the hills, noise travels and reverberates a long way. I do not want the added noise of elevated stations. Also, the UW Stadium and University stations are great. We need to do this right and underground stations especially on the ridge of WS is the way to go. I am not a golfer, but I would think WS golf course could rearrange some of the holes and that the loss of 'park space' would not cause it to close.

Incorporating Junction Plaza Park into a station would simply be a great use of that space. Residential displacements are sad, but the loss of apartments concerns me less as that area seems overbuilt though I do not know vacancy rates. There are several beloved businesses at both of those intersections; there will definitely be some pain, but for the incremental added cost, below ground stations is so clearly the way to go. All the best mass transit subways/light rails have underground stations. Seattle wants to be one of those cities.

#	Comments	Responses
1	I highly prefer one of the 2 tunnel options with stations either on 41st Ave SW or 42nd Ave SW. I have lived in West Seattle since 2000 in a variety of locations, and with all of the hills, noise travels and reverberates a long way. I do not want the added noise of elevated stations. Also, the UW Stadium and University stations are great. We need to do this right and underground stations especially on the ridge of WS is the way to go.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am not a golfer, but I would think WS golf course could rearrange some of the holes and that the loss of 'park space' would not cause it to close. Incorporating Junction Plaza Park into a station would simply be a great use of that space. Residential displacements are sad, but the loss of apartments concerns me less as that area seems overbuilt though I do not know vacancy rates. There are several beloved businesses at both of those intersections; there will definitely be some pain, but for the incremental added cost, below ground stations is so clearly the way to go. All the best mass transit subways/light rails have underground stations. Seattle wants to be one of those cities.	Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on residential and business displacements. See Section 4.17 of the Final EIS for more information on park impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0459

Communication ID	Name	Email
500442	John McAlpine	johnmarkmc Alpine@gmail.com

Full Communication (4/18/2022)

The release of the Gondola Feasibility Report is an embarrassment to the City and a slap in the face to those that are seriously pushing for this option.

I'm proud to say that I spent 29 years working as a licensed civil engineer. That study is not serious. They deserve better. You need to hire an outside firm to prepare another one.

#	Comments	Responses
1	The release of the Gondola Feasibility Report is an embarrassment to the City and a slap in the face to those that are seriously pushing for this option. I'm proud to say that I spent 29 years working as a licensed civil engineer. That study is not serious. They deserve better. You need to hire an outside firm to prepare another one.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0460

Communication ID	Name	Email
500444	William Skelly	scouser2@outlook.com

Full Communication (4/18/2022)

You have not done a thoughtful and thorough review of the sky link proposal your review was done in 2014, without any input from experts in gondola technology.

This unsatisfactory review shows that you have made up your mind on this project and are not willing to fully look at other alternatives, that could possibly be a cost savings

#	Comments	Responses
1	You have not done a thoughtful and thorough review of the sky link proposal your review was done in 2014, without any input from experts in gondola technology. This unsatisfactory review shows that you have made up your mind on this project and are not willing to fully look at other alternatives, that could possibly be a cost savings	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0461

Communication ID	Name	Email
500446	Mike Dempsey	mdemps@gmail.com

Full Communication (4/18/2022)

With the future of office work being a mix of WFH and in office and the Duwamish river and Avalon hill being major impediments for rail, why are we not looking at an aerial tram in West Seattle?!

#	Comments	Responses
1	With the future of office work being a mix of WFH and in office and the Duwamish river and Avalon hill being major impediments for rail, why are we not looking at an aerial tram in West Seattle?!	Please see responses to CC2g and CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0462

Communication ID	Name	Email
500448	Dee Wang	dwang@post.harvard.edu

Full Communication (4/18/2022)

The West Seattle Skylink Team has provided compelling information that cost-saving and time- saving alternatives should be included in the Environmental Impact Assessment in order to minimize the environmental impacts of the final solution for connecting West Seattle to Seattle via a rapid transit option. Please invest in a expert analysis of these options. In addition, the GHG and climate impacts of the project as described in the DEIS are inadequate.

#	Comments	Responses
1	The West Seattle Skylink Team has provided compelling information that cost-saving and time- saving alternatives should be included in the Environmental Impact Assessment in order to minimize the environmental impacts of the final solution for connecting West Seattle to Seattle via a rapid transit option. Please invest in a expert analysis of these options.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	the GHG and climate impacts of the project as described in the DEIS are inadequate.	Please see response to CC4.6a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0463

Communication ID	Name	Email
500452	Patrice Donohue	patricedonohue@aol.com

Full Communication (4/18/2022)

Please create an underground system.

#	Comments	Responses
1	Please create an underground system.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0464

Communication ID	Name	Email
500458	Christy Gunter	cj_gunter6@yahoo.com

Full Communication (4/18/2022)

To whom it may concern:

I am writing with my concerns regarding the proposed elevated light rail at Alaska Junction in West Seattle. Myself and neighbors strongly feel the station and tracks should be kept underground. The reasons for this are many and include the disturbance of the noise and vibrations of an above ground train. The environmental impact of an elevated track, including the impact of the Heron Rookery. The vast and destructive impact on residential housing in the area. Homes being demolished and the very real impact this will have on property values is staggering. I very much approve and agree that mass transit options need to be expanded but the impact of an elevated train is far too detrimental when we have a viable option of a below ground train that will meet both the transportation needs and the needs of the Alaska junction community. I and many others in our neighborhood feel very strongly that an elevated train would be a devastating addition to our community.

#	Comments	Responses
1	I am writing with my concerns regarding the proposed elevated light rail at Alaska Junction in West Seattle. Myself and neighbors strongly feel the station and tracks should be kept underground. The reasons for this are many and include the disturbance of the noise and vibrations of an above ground train. The environmental impact of an elevated track, including the impact of the Heron Rookery. The vast and destructive impact on residential housing in the area. Homes being demolished and the very real impact this will have on property values is staggering. I very much approve and agree that mass transit options need to be expanded but the impact of an elevated train is far too detrimental when we have a viable option of a below ground train that will meet both the transportation needs and the needs of the Alaska junction community. I and many others in our neighborhood feel very strongly that an elevated train would be a devastating addition to our community.	Please see responses to CCG2, CC4.3, CC4.7a, CC4.4a, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0465

Communication ID	Name	Email
500459	Rene Commons	recommons@icloud.com

Full Communication (4/18/2022)

West Seattle Link STATION ALIGNMENT

3 stations are aligned too closely aligned. Spread stations out more. PLEASE. SERVE PROPER DELRIDGE

Include proper Delridge.

Delridge and servicing the future of an underdeveloped community-

The Delridge station is not truly serving the larger population of Delridge.

North Delridge, pop. 4k people is slightly south of the proposed Delridge station site. South Delridge with 10K people is more than a mile south of the station and would not be 'walkable' to the station.

How can ST3 board and the county realign to consider improving support of business infrastructure and better serve the broader Delridge community by putting a station near 5950 Delridge Way SW school site in South Delridge where there is more density and open areas for development?

With a South Delridge station people would not have to transfer from the bus to a train. Important to note that a South Delridge station would support future development of parks and businesses and infrastructure. It would support our whole peninsula, by truly being a 'COMPREHENSIVE PLAN' with an eye on the future.
<https://statisticalatlas.com/neighborhood/Washington/Seattle/North-Delridge/Population>

Station COMMENTS

1. North Station (Delridge)

- Sorry, DEIS study route does not service the majority of our Delridge neighbors, who are disenfranchised from the current route plan. Please be authentic.
- North station should "humbly" be renamed 'Bridge Station' or 'Spokane Bridge Station' as it will be vital and servicing all of Admiral and north admiral and Pigeon hill residents, but not the majority of Delridge residents who live a mile south. Care should be taken to provide both bus and vehicular drop offs and consideration of park and ride for bikes, wheels and cars here.

2. Avalon Station (Genesee)

- A. Align underground next to the West Seattle Freeway to mitigate impact to the flow of traffic -
- B. Or move this Avalon station site instead to the submerged West Seattle Stadium 'vacant west field' which stretches north south parallel 35th AVE SW. (why was this not considered? It is expansive, vacant and unused. It also aligns with C line bus flow. And it is not a park serving the public and sits fenced off!) The 3295 building on the corner (that the City of Seattle once owned for the monorail station and later sold) could be purchased and annexed. Purchasing the 3295 building on the SE corner of 35th AVE SW would benefit the neighborhood. 3295 SW Avalon Way -- was not built to comply with SDOT sidewalks requirements and currently sits dangerously too close to the corner for pedestrians to feel safe. (Who approved that?) Tear it down and annex it together with the gated west side of the stadium land-- site Genesee station here - it must have been studied previously for the monorail plan - 15 years ago. You will improve public safety (horrible pedestrian corner at 3295) and activate more public space utilizing the West end of the stadium property (which sits fenced off and dormant).

3. Junction Station West Seattle has some of the best views and most engaging community of all kinds of people. The junction lacks parks and a library. Please make it good, and not ugly. What ever you do - this is the core of the neighborhood. Underground station preferred as it would be provide more light situated on the darker east side of the terrain. Alignment along Fauntleroy Way /Whole Foods - preferred if route is to be above ground - as high rises are already in place and looks very dark like canyon similar to Fifth AVE monorail line downtown.

I hope the experts will consider my comments. I have lived in the neighborhood for 30 years and raised a family here. Great community. Let's grow strong, have good vision and planning and not muck it up - 'just because' it was funded.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	West Seattle Link STATION ALIGNMENT 3 stations are aligned too closely aligned. Spread stations out more. PLEASE.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	<p>Include proper Delridge. Delridge and servicing the future of an underdeveloped community- The Delridge station is not truly serving the larger population of Delridge. North Delridge, pop. 4k people is slightly south of the proposed Delridge station site. South Delridge with 10K people is more than a mile south of the station and would not be 'walkable' to the station. How can ST3 board and the county realign to consider improving support of business infrastructure and better serve the broader Delridge community by putting a station near 5950 Delridge Way SW school site in South Delridge where there is more density and open areas for development? With a South Delridge station people would not have to transfer from the bus to a train. Important to note that a South Delridge station would support future development of parks and businesses and infrastructure. It would support our whole peninsula, by truly being a 'COMPREHENSIVE PLAN' with an eye on the future. https://statisticalatlas.com/neighborhood/Washington/Seattle/North-Delridge/Population Station COMMENTS North Station (Delridge) Sorry, DEIS study route does not service the majority of our Delridge neighbors, who are disenfranchised from the current route plan. Please be authentic.</p> <p>North station should "humbly" be renamed 'Bridge Station' or 'Spokane Bridge Station' as it will be vital and servicing all of Admiral and north admiral and Pigeon hill residents, but not the majority of Delridge residents who live a mile south. Care should be taken to provide both bus and vehicular drop offs and consideration of park and ride for bikes, wheels and cars here.</p>	Please see response to CC3a, CC3b, CCEJ1, and CCEJ2 in Table 7-1.
3	<p>Avalon Station (Genesee) A. Align underground next to the West Seattle Freeway to mitigate impact to the flow of traffic - -B. Or move this Avalon station site instead to the submerged West Seattle Stadium 'vacant west field' which stretches north south parallel 35th AVE SW. (why was this not considered? It is expansive, vacant and unused. It also aligns with C line bus flow. And it is not a park serving the public and sits fenced off!) The 3295 building on the corner (that the City of Seattle once owned for the monorail station and later sold) could be purchased and annexed.</p> <p>Purchasing the 3295 building on the SE corner of 35th AVE SW would benefit the neighborhood. 3295 SW Avalon Way -- was not built to comply with SDOT sidewalks requirements and currently sits dangerously too close to the corner for pedestrians to feel safe. (Who approved lha?) Tear it down and annex it together with the gated west side of the stadium land-- site Genesee station here - it must have been studied previously for the monorail plan - 15 years ago. You will improve public safety (horrible pedestrian corner at 3295) and activate more public space utilizing the West end of the stadium property (which sits fenced off and dormant).</p>	Please see response to CC3e in Table 7-1. Please see Section 4.17, Parks and Recreational Resources, and Section 4.18, Section 4(f) Summary, for more information on requirements for using public park property.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Junction Station West seattle has some of the best views and most engaging community of all kinds of people. The junction lacks parks and a library. Please make it good, and not ugly. What ever you do - this is the core of the neighborhood. Underground station preferred as it would be provide more light situated on the darker east side of the terrain.	Please see response to CCG2 in Table 7-1.
5	Alignment along Fauntleroy Way /Whole Foods - preferred if route is to be above ground - as high rises are already in place and looks very dark like canyon similar to Fifth AVE monorail line downtown.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0466

Communication ID	Name	Email
500460	Virginia Binbs	vbinbs@msn.com

Full Communication (4/18/2022)

I think the light rail AND stations should be underground to minimize adverse impact on neighborhoods.

#	Comments	Responses
1	I think the light rail AND stations should be underground to minimize adverse impact on neighborhoods.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0467

Communication ID	Name	Email
500462	Billieann Foster	billieann.foster@gmail.com

Full Communication (4/18/2022)

As a West Seattle resident I understand that connecting the community is vitally important especially without having a bridge for two plus years and having to sit through obnoxious traffic and revisions that don't work.

I understand the light rail project is important but I don't believe that light rail is what West Seattle needs when there could be far better options for this community that could easily connect to the other light rail stations in the city, be cost effective and won't put citizens and businesses out from where they currently reside. A transportation option should not be a one size fits all as each community is different, etc.

I believe there are cons to the light rail project for West Seattle. It doesn't make sense to move those from their homes or businesses to make this project work, will there be more homeless people on the street and longtime businesses shut down and don't come back. The current fix to the West Seattle bridge is temporary and not meant to work for years to come so why would a light rail project coincide with a bridge that would encounter more issues and more money to fix or redo down the road.

I believe there are other options that should be looked into and given thought before going through with another project that will encounter a ton of issues and be way over budget.

Why not look at other options that could work just for the West Seattle community? An example the gondola project, which could easily connect to other light rail stations in the city, be a tourist stop, would be far less expensive without displacing peoples homes and businesses, could be a stream to generate revenue for the city of Seattle.

#	Comments	Responses
1	I understand the light rail project is important but I don't believe that light rail is what West Seattle needs when there could be far better options for this community that could easily connect to the other light rail stations in the city, be cost effective and won't put citizens and businesses out from where they currently reside. A transportation option should not be a one size fits all as each community is different, etc. I believe there are cons to the light rail project for West Seattle. It doesn't make sense to move those from their homes or businesses to make this project work, will there be more homeless people on the street and longtime businesses shut down and don't come back. The current fix to the West Seattle bridge is temporary and not meant to work for years to come so why would a light rail project coincide with a bridge that would encounter more issues and more money to fix or redo down the road. I believe there are other options that should be looked into and given thought before going through with another project that will encounter a ton of issues and be way over budget. Why not look at other options that could work just for the West Seattle community? An example the gondola project, which could easily connect to other light rail stations in the city, be a tourist stop, would be far less expensive without displacing peoples homes and businesses, could be a stream to generate revenue for the city of Seattle.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The proposed West Seattle Link Extension would be a separate structure from the West Seattle Bridge. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0468

Communication ID	Name	Email
500469	David Weidner	DJWeidner@gmail.com

Full Communication (4/18/2022)

I've been following this project closely for several years now and I am over the moon excited to see light rail expanded around the city. That said - I was disappointed when the first designs over-indexed on elevated trains. I want light rail - I don't want an elevated train running through the neighborhood.

I was pleasantly surprised on the DEIS to see that the medium tunnel option was not only comparably affordable but also a better plan overall.

I support the WSJ-5 option with a request to study better DEL-6 that are compatible with WSJ-5. Please do not build elevated trains in West Seattle.

#	Comments	Responses
1	I've been following this project closely for several years now and I am over the moon excited to see light rail expanded around the city. That said - I was disappointed when the first designs over-indexed on elevated trains. I want light rail - I don't want an elevated train running through the neighborhood. I was pleasantly surprised on the DEIS to see that the medium tunnel option was not only comparably affordable but also a better plan overall. I support the WSJ-5 option with a request to study better DEL-6 that are compatible with WSJ-5. Please do not build elevated trains in West Seattle	Thank you for expressing support for the Project. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0469

Communication ID	Name	Email
500480	Zerelina Mukherjee	zerelina@hotmail.com

Full Communication (4/18/2022)

The West Seattle part of the ST plan shows the option of a tunnel route only at W Alaska Junction. As a resident I prefer a tunnel route all through West Seattle - including Deleodge, Avalon and Alaska junction.

The noise level of an elevated train through residential areas would affect the noise and nuisance level.

Please provide a tunnel route for all of West Seattle branch and stations.

#	Comments	Responses
1	The West Seattle part of the ST plan shows the option of a tunnel route only at W Alaska Junction. As a resident I prefer a tunnel route all through West Seattle - including Deleodge, Avalon and Alaska junction. The noise level of an elevated train through residential areas would affect the noise and nuisance level. Please provide a tunnel route for all of West Seattle branch and stations.	Please see responses to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0470

Communication ID	Name	Email
500483	Steve Aykens	steve.aykens@gmail.com

Full Communication (4/18/2022)

Any solution that requires above ground tracks at the West Seattle Junction is in my opinion an unacceptable damage to the neighborhoods it serves. I strongly prefer any tunnel option in West Seattle.

#	Comments	Responses
1	Any solution that requires above ground tracks at the West Seattle Junction is in my opinion an unacceptable damage to the neighborhoods it serves. I strongly prefer any tunnel option in West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0471

Communication ID	Name	Email
500484	Ann Hoesley	annhoesley@comcast.net

Full Communication (4/18/2022)

West Seattle cannot survive the years if traffic disruption that will happen during construction of light rail. No route that has been proposed will serve the majority of people who would consider riding b a cause there is no way to connect riders on ghe East side of West Seattle to an Admiral area link, and no way to move large numbers of riders drop an Admiral or Juncation drop point to a Link line running on Delridge. The geography of West Seattle prohibits peoples' ability to get to Link from multiple directions. The Link Line does not provide a significant means to transport the majority of riders - it's merely another means to travel a short distance to connect to another mode of mass transit. And that's not a good enough reason. To spend so much money. Additional buses on C, 21, 21X, 125, and 120 Lines and another Water Taxi with support buses would improve mass transportation for far less money, AND could be implemented more quickly than a Link Lite Rail line.

#	Comments	Responses
1	West Seattle cannot survive the years if traffic disruption that will happen during construction of light rail. No route that has been proposed will serve the majority of people who would consider riding b a cause there is no way to connect riders on ghe East side of West Seattle to an Admiral area link, and no way to move large numbers of riders drop an Admiral or Juncation drop point to a Link line running on Delridge. The geography of West Seattle prohibits peoples' ability to get to Link from multiple directions. The Link Line does not provide a significant means to transport the majority of riders - it's merely another means to travel a short distance to connect to another mode of mass transit. And that's not a good enough reason. To spend so much money. Additional buses on C, 21, 21X, 125, and 120 Lines and another Water Taxi with support buses would improve mass transportation for far less money, AND could be implemented more quickly than a Link Lite Rail line.	Your opposition to the project is noted. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership and how buses would access the stations. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction period traffic impacts and proposed mitigation. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0472

Communication ID	Name	Email
500486	Terri Martensen	terrimartensen@sbcglobal.net

Full Communication (4/18/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). Elevated lines:

1. Disrupt neighborhoods.
2. Are visually obtrusive.
3. Consume high value real estate and in consequence can harm urban development.
4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters.

#	Comments	Responses
1	As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters.	Please see response to CC2d, CC4.4a, and CC4.5a in Table 7-1. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on direct and indirect changes in land use.
3	It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters.	Please see response to CC2d in Table 7-1. Please see Section 4.2, Land Use, of the Final EIS for more information on direct and indirect changes in land use.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0473

Communication ID	Name	Email
500488	Radha kerzan	radhakerzan@gmail.com

Full Communication (4/18/2022)

Keep the Avalon station.

#	Comments	Responses
1	Keep the Avalon station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0474

Communication ID	Name	Email
500490	Nancy Adams/Leinard	adams-leonard@live.com

Full Communication (4/18/2022)

West Seattle deserves to have a low impact public transportation system. Lower impact, i.e. noise reduction, environmental impact, aesthetic impact.

Underground seems a good option, as other parts of the city have access to this standard.

Nancy Adams-Leonard West Seattle resident

#	Comments	Responses
1	West Seattle deserves to have a low impact public transportation system. Lower impact, i.e. noise reduction, environmental impact, aesthetic impact. Underground seems a good option, as other parts of the city have access to this standard. Nancy Adams-Leonard West Seattle resident	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0475

Communication ID	Name	Email
500493	Garry Lund	gml1955@comcast.net

Full Communication (4/18/2022)

My preference is for the Tunnel 41st Ave Station, Dakota Street Station Lower Height Route, as a cost savings I propose the Avalon Station be eliminated. An elevated guideway west of the West Seattle Golf Course will impact existing residential and business structures and be an eyesore in the community; it will also do the same if a southern extension is added in the future. A future tunnel extension will not impact our neighborhood as much as an elevated route.

#	Comments	Responses
1	My preference is for the Tunnel 41st Ave Station, Dakota Street Station Lower Height Route, as a cost savings I propose the Avalon Station be eliminated. A future tunnel extension will not impact our neighborhood as much as an elevated route.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0476

Communication ID	Name	Email
500494	Eric Galioto	eric2118@gmail.com

Full Communication (4/18/2022)

Hi,

I live in West Seattle and would love it if you would be open to considering the gondola option! It will save Sound Transit a ton of money, is environmentally friendly and will provide much needed transit alternatives to/from West Seattle in a much timelier manner than what is currently being proposed. I think it would be helpful to get a 3rd party firm with aerial experience to evaluate the option and showcase how other world-class cities are including gondolas in their transportation planning efforts.

Thanks, Eric

#	Comments	Responses
1	Hi, I live in West Seattle and would love it if you would be open to considering the gondola option! It will save Sound Transit a ton of money, is environmentally friendly and will provide much needed transit alternatives to/from West Seattle in a much timelier manner than what is currently being proposed. I think it would be helpful to get a 3rd party firm with aerial experience to evaluate the option and showcase how other world-class cities are including gondolas in their transportation planning efforts. Thanks, Eric	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0477

Communication ID	Name	Email
500497	Sharlene Cardoza	s.c.cardoza@gmail.com

Full Communication (4/18/2022)

It would be best to have the rails and stations underground. This is best for the local economy and tourism, environment, aesthetics and well/being of residents.

Thank you for your work on this.

#	Comments	Responses
1	It would be best to have the rails and stations underground. This is best for the local economy and tourism, environment, aesthetics and well/being of residents. Thank you for your work on this.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0478

Communication ID	Name	Email
500499	LINDA DUTCHER	lfdutcher@gmail.com

Full Communication (4/18/2022)

I would like you to take into account I would like any stations and tracks for sound transit built underground. I think it would be horrible to displace people and their homes for mass transit, if there is a way to build underground.

#	Comments	Responses
1	I would like you to take into account I would like any stations and tracks for sound transit built underground. I think it would be horrible to displace people and their homes for mass transit, if there is a way to build underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0479

Communication ID	Name	Email
500500	Ashton Wiltz	ashtonwiltz@gmail.com

Full Communication (4/18/2022)

More rail to West Seattle!!!

#	Comments	Responses
1	More rail to West Seattle!!!	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0480

Communication ID	Name	Email
500501	Dorinda McClure-Payne	dorinda2@gmail.com

Full Communication (4/18/2022)

Above ground light-rail will be too disruptive to the West Seattle community ! It is not worth the cost!!!

PLEASE Improve our existing transit system , especially to North Admiral, as a link to light rail or consider the gondola option.

#	Comments	Responses
1	Above ground light-rail will be too disruptive to the West Seattle community ! It is not worth the cost!!!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	PLEASE Improve our existing transit system , especially to North Admiral, as a link to light rail or consider the gondola option.	Please see responses to CC2g and CC3e in Table 7-1. With the Project, bus service is planned from North Admiral to the Delridge, Avalon, and Alaska Junction stations. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0481

Communication ID	Name	Email
500502	Jeremiah Griswold	jeremiahjgriswold+ST@gmail.com

Full Communication (4/18/2022)

This light rail project needs to be as close to Alaska & California, to make transfers as easy as possible. The tunnel is also the best option, to keep the impacts as low as possible to businesses and the neighborhood character. Option WSJ-3b, going with a tunnel, is the best option. It also puts the station at 42nd and Alaska, the closest option to the bus bays on Alaska.

#	Comments	Responses
1	This light rail project needs to be as close to Alaska & California, to make transfers as easy as possible. The tunnel is also the best option, to keep the impacts as low as possible to businesses and the neighborhood character. Option WSJ-3b, going with a tunnel, is the best option. It also puts the station at 42nd and Alaska, the closest option to the bus bays on Alaska.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0482

Communication ID	Name	Email
500608	Diane Johnson	julycreek@comcast.net

Full Communication (4/18/2022)

Diane Johnson Draft EIS Comment

Hello,

I live in West Seattle 98116 and I prefer the tunnel option to connect to the Junction, just like what has been provided for other areas of the city such as Roosevelt, University and Northgate.

Next preference is the Skylink urban gondola which I was disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much sooner and with less impact to the community than all but the tunnel option.

Next preference is above ground rail and Last would be surface rail.

Thank you, Diana Johnson

#	Comments	Responses
1	I live in West Seattle 98116 and I prefer the tunnel option to connect to the Junction, just like what has been provided for other areas of the city such as Roosevelt, University and Northgate.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Next preference is the Skylink urban gondola which I was disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much sooner and with less impact to the community than all but the tunnel option. Next preference is above ground rail and Last would be surface rail.	Please see response to CC2g in Table 7-1.

Comment Submittal 0483

Communication ID	Name	Email
500610	Joan Schneider	jschneider17@comcast.net

Full Communication (4/18/2022)

Joan Schneider Draft EIS Comment

We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years.

We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for considering these comments.

#	Comments	Responses
1	we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.	Please see responses to CCG2, CC4.4a, CC4.5a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see response to CCG2 in Table 7.1.
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see response to CCG1, CC3c, and CC5a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0484

Communication ID	Name	Email
500612	Jovan Johnson	dexterousdesigns@gmail.com

Full Communication (4/18/2022)

Jovan Johnson Draft EIS Comment

Hello!

I am a West Seattle resident and was looking at the West Seattle Junction Segment 3.1.1.4 in the Draft EIS. The elevated rail is very concerning to me. This option would severely impact the business area of West Seattle. It seems strange to me that the light rail would run to this part of town specifically because it is the business center, but it would cause disruption to a large portion of the businesses there. I am strongly in favor of the tunnel options, so we can maintain a central, walkable shopping junction.

Thank you so much for reading this,

Jovan Johnson

Sent from Motorola car phone

#	Comments	Responses
1	I am a West Seattle resident and was looking at the West Seattle Junction Segment 3.1.1.4 in the Draft EIS. The elevated rail is very concerning to me. This option would severely impact the business area of West Seattle. It seems strange to me that the light rail would run to this part of town specifically because it is the business center, but it would cause disruption to a large portion of the businesses there. I am strongly in favor of the tunnel options, so we can maintain a central, walkable shopping junction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0485

Communication ID	Name	Email
500680	Mark Sullivan	sullimark@comcast.net

Full Communication (4/19/2022)

Please consider any/all viable options that do not involve disrupting or demolishing parts of the beloved West Seattle Golf Course. This park has provided joy and entertainment for all manner and walks of life for over 7 decades. As I understand it, the other options are cheaper and less disruptive to both private and park land, particularly considering that park land has been legislated to remain just that. The golf course (during and post pandemic) has been a great source of revenue, as well. The course weathered a similar proposal involving a driving range addition that also would have scarred the property. Shame if that would have been for naught. Thank you

#	Comments	Responses
1	Please consider any/all viable options that do not involve disrupting or demolishing parts of the beloved West Seattle Golf Course. This park has provided joy and entertainment for all manner and walks of life for over 7 decades. As I understand it, the other options are cheaper and less disruptive to both private and park land, particularly considering that park land has been legislated to remain just that. The golf course (during and post pandemic) has been a great source of revenue, as well. The course weathered a similar proposal involving a driving range addition that also would have scarred the property. Shame if that would have been for naught. Thank you	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0486

Communication ID	Name	Email
500684	Patrick Dellerba	patrick.dellerba@gmail.com

Full Communication (4/19/2022)

For the West Seattle extensions, the residential and operable noise impacts over the span of the usable life of the line are significantly reduced in the tunnel options, and render the elevated alternatives as considerably inferior when considering long-term residential land-use of the area this extension aims to serve.

#	Comments	Responses
1	For the West Seattle extensions, the residential and operable noise impacts over the span of the usable life of the line are significantly reduced in the tunnel options, and render the elevated alternatives as considerably inferior when considering long-term residential land-use of the area this extension aims to serve.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0487

Communication ID	Name	Email
500685	Charles Sanders	chucksand@msn.com

Full Communication (4/19/2022)

I support a link light rail to West Seattle, but I don't want to see the north side of the golf course and Longfellow Creek impacted by a route up Genesee Avenue. The Yancy/Avalon route is preferable.

#	Comments	Responses
1	I support a link light rail to West Seattle, but I don't want to see the north side of the golf course and Longfellow Creek impacted by a route up Genesee Avenue. The Yancy/Avalon route is preferable.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for a discussion of impacts to Longfellow Creek and aquatic species habitat from Delridge Segment alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0488

Communication ID	Name	Email
500687	Thomas Fehlen	tfehlen@comcast.net

Full Communication (4/19/2022)

After reading the EIS statement there are several reasons to prefer the Andover alternative to Delridge or Dakota. I have lived in West Seattle for 35+ years. Looking at Figure ES-22 there are several points that favor the Andover lower height alternative in the the route would traverse a commercial steel plant rather than a city park. Our city parks need to be protected. The route would about what is now the current arterial, impacting less.

That steel plant can be very noisy so the train would not affect anyone or thing. I was a member of the West Seattle club there across the street and that route makes much more sense.

Table ES-3 points out the cost for the Andover lower alternative would be one of the least costly, construction interruptions would be approximately the same or a little less disruption. The Andover route displaces the least amount of people and about the same number of businesses. There would be a lot less visual and noise impacts than the other routes. The Andover route does not impact any historical properties as the others all do and it impacts a city park, West Seattle Golf course. Please, we must protect our parks.

Keep this project near the current arterial that will provide less impact overall. I prefer the Andover alternative to Delridge or Dakota.

Please adjust the preferred route to Yancy or Avalon. It makes much more sense.

#	Comments	Responses
1	After reading the EIS statement there are several reasons to prefer the Andover alternative to Delridge or Dakota. I have lived in West Seattle for 35+ years. Looking at Figure ES-22 there are several points that favor the Andover lower height alternative in the the route would traverse a commercial steel plant rather than a city park. Our city parks need to be protected. The route would about what is now the current arterial, impacting less. That steel plant can be very noisy so the train would not affect anyone or thing. I was a member of the West Seattle club there across the street and that route makes much more sense. Table ES-3 points out the cost for the Andover lower alternative would be one of the least costly, construction interruptions would be approximately the same or a little less disruption. The Andover route displaces the least amount of people and about the same number of businesses. There would be a lot less visual and noise impacts than the other routes. The Andover route does not impact any historical properties as the others all do and it impacts a city park, West Seattle Golf course. Please, we must protect our parks. Keep this project near the current arterial that will provide less impact overall. I prefer the Andover alternative to Delridge or Dakota. Please adjust the preferred route to Yancy or Avalon. It makes much more sense.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.17, Parks and Recreational Resources, of the West Seattle Link Extension Final EIS for more information on park impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0489

Communication ID	Name	Email
500690	Bekah Sandy	bekahsandy@gmail.com

Full Communication (4/19/2022)

While I do like the idea of light rail in general, I do not think it feels like a good fit for West Seattle, because of its odd geography/location.

I feel our community is already well connected to public transit to downtown, via busses and water

taxi, and I feel that it would be more economical and practical to increase bus/taxi routes and further incentivize those options. Additionally, I tend to be skeptical of plans that would make traveling across the bridge we barely have now even more restrictive during construction.

If you do push onward with this project, I would much prefer the tunnel option, as every single person I've talked with about this issue has strong negative feelings about the elevated option. In addition to being an eye sore, it seems unideal if it were to be stalled to be above ground, and as someone with slight claustrophobia, I'd be hesitant to take a trip on an option that would keep me enclosed as such above ground.

Most specifically, the thing I dislike most about the plan is that it feels like we'll be unnecessarily removing housing options in a neighborhood already suffering for lack of housing. Why remove so many homes, apartment complexes, and businesses - the components of a community- in the area that draws people to West Seattle? Why pay taxpayer money to build an expensive and superfluous transportation system to travel to/from a community, when the very act of doing so would remove the businesses that were the main attraction? Why would people want to pay more to live in West Seattle (because of lack of housing) when the quality of life is also removed (because of loss of businesses or neighborhood appeal) all so you can take light rail in addition to the bus?

All to say, I feel that the proposed options would be expensive, superfluous, and add to the already problematic housing shortage. Please do consider instead investing in our bridge and in better bus conditions and increased water taxi routes, so that it's actually convenient rather than cute.

#	Comments	Responses
1	While I do like the idea of light rail in general, I do not think it feels like a good fit for West Seattle, because of its odd geography/location. I feel our community is already well connected to public transit to downtown, via busses and water taxi, and I feel that it would be more economical and practical to increase bus/taxi routes and further incentivize those options. Additionally, I tend to be skeptical of plans that would make traveling across the bridge we barely have now even more restrictive during construction.	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information.
2	If you do push onward with this project, I would much prefer the tunnel option, as every single person I've talked with about this issue has strong negative feelings about the elevated option. In addition to being an eye sore, it seems unideal if it were to be stalled to be above ground, and as someone with slight claustrophobia, I'd be hesitant to take a trip on an option that would keep me enclosed as such above ground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>Most specifically, the thing I dislike most about the plan is that it feels like we'll be unnecessarily removing housing options in a neighborhood already suffering for lack of housing. Why remove so many homes, apartment complexes, and businesses - the components of a community - in the area that draws people to West Seattle? Why pay taxpayer money to build an expensive and superfluous transportation system to travel to/from a community, when the very act of doing so would remove the businesses that were the main attraction? Why would people want to pay more to live in West Seattle (because of lack of housing) when the quality of life is also removed (because of loss of businesses or neighborhood appeal) all so you can take light rail in addition to the bus? All to say, I feel that the proposed options would be expensive, superfluous, and add to the already problematic housing shortage.</p>	<p>Please see response to CC4.1b in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0490

Communication ID	Name	Email
500693	Symone Taylor	staylor.msw@gmail.com

Full Communication (4/19/2022)

Find another route I love the businesses in my community that this plan will destroy. Not enough people use the light rail transit system.

#	Comments	Responses
1	Find another route I love the businesses in my community that this plan will destroy.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Not enough people use the light rail transit system.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0491

Communication ID	Name	Email
500694	Emilie Barnard	emiliebarnard@gmail.com

Full Communication (4/19/2022)

This is directed towards the plan for the Link Extension in West Seattle.

Please do not destroy the Trader Joes. Maybe have it nearby with a stop? Out of the current list of potential businesses impacted, this one is the most impactful in my opinion.

Thank you for your time.

#	Comments	Responses
1	Please do not destroy the Trader Joes. Maybe have it nearby with a stop? Out of the current list of potential businesses impacted, this one is the most impactful in my opinion.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0492

Communication ID	Name	Email
500696	Janet Folley	folleywest@gmail.com

Full Communication (4/19/2022)

West Seattle Golf Course is a benefit to the community. It is unconscionable to even consider removing any piece of this historical gift to the West Seattle residents. The property owners in WS contribute to the King County tax base, despite being underrepresented and having limited access to The city.

Our parks are what make this area so special. Do not cut into them when there are several other viable options for this project.

#	Comments	Responses
1	West Seattle Golf Course is a benefit to the community. It is unconscionable to even consider removing any piece of this historical gift to the West Seattle residents. The property owners in WS contribute to the King County tax base, despite being underrepresented and having limited access to The city. Our parks are what make this area so special. Do not cut into them when there are several other viable options for this project.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0493

Communication ID	Name	Email
500698	Arkell M. Burnap	mburnap@gmail.com

Full Communication (4/19/2022)

I would like to add my voice in support of either of the Yancy/Avalon routes. I am opposed to any alternative that would impact the West Seattle Golf course, truly one of the Seattle Parks and Recreation Department true gems. Further, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

Please protect one of the most wonderful, and widely appreciated pieces of the Seattle Parks Department's properties

#	Comments	Responses
1	I would like to add my voice in support of either of the Yancy/Avalon routes. I am opposed to any alternative that would impact the West Seattle Golf course, truly one of the Seattle Parks and Recreation Department true gems. Further, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. Please protect one of the most wonderful, and widely appreciated pieces of the Seattle Parks Department's properties	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0494

Communication ID	Name	Email
500702	Tori Damianas	coast_holder_0d@icloud.com

Full Communication (4/19/2022)

Hi,

Underground pls.

And move ur comment box towards the middle, whew!!

I had to scroll all the way to the bottom just to sign, ppl will bail Best!

#	Comments	Responses
1	Underground pls.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0495

Communication ID	Name	Email
501588	Jared Thompson	jaredlincoln@icloud.com

Full Communication (4/15/2022)

Jared Thompson Draft EIS Comment

Hi,

I attended the meeting on March 30 to make a public comment on the WS link extension options. am a property owner on 40th Ave SW, and most of the tunnel options go directly underneath my property. However, given the large and destructive impact of the elevated infrastructure I tend to support a couple of the tunnel options at the moment.

My question is, how can we be assured that we will not experience noise or vibration pollution from the potential tunnel options? We don't want to be in a situation where our real estate values (and quality of life) are negatively impacted by noticeable rail noise and vibration. Does Sound Transit have data on what impact home owners would see from a completed tunnel underneath 40th Ave SW? Another question we had is if via the ground work any of our houses experience foundation settling, and if Sound Transit has any assurances or data related to either of these potential issues.

Thank you so much in advance, Jared

#	Comments	Responses
1	how can we be assured that we will not experience noise or vibration pollution from the potential tunnel options? We don't want to be in a situation where our real estate values (and quality of life) are negatively impacted by noticeable rail noise and vibration. Does Sound Transit have data on what impact home owners would see from a completed tunnel underneath 40th Ave SW? Another question we had is if via the ground work any of our houses experience foundation settling, and if Sound Transit has any assurances or data related to either of these potential issues.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit conducts extensive monitoring of selected buildings before, during, and at the end of construction. Expected movements are calculated as part of final design, which informs the monitoring plan and any mitigation required. Sound Transit monitors select buildings where there is a risk of movement or damage to the building, which is determined by factors such as the age of the building. Buildings requiring monitoring are identified during final design.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0496

Communication ID	Name	Email
501589	Edward Altemus	reddjello@yahoo.com

Full Communication (4/15/2022)

Edward Altemus Draft EIS Comment

I have been reading your comments and the various scenarios and I believe by scrapping the Avalon Station and saving that money for other projects in the future such as extensions into White Center and Burien would be the best approach. The Avalon Station is So close to Fauntleroy and 41st it doesn't make financial sense. If a Station could be placed where the Masonic Hall and Bank of America buildings are that would be more centralized and in a better location to capture more riders now and in the future.

Thank you for listening. Edward Altemus

#	Comments	Responses
1	I have been reading your comments and the various scenarios and I believe by scrapping the Avalon Station and saving that money for other projects in the future such as extensions into White Center and Burien would be the best approach. The Avalon Station is So close to Fauntleroy and 41st it doesn't make financial sense. If a Station could be placed where the Masonic Hall and Bank of America buildings are that would be more centralized and in a better location to capture more riders now and in the future.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0497

Communication ID	Name	Email
501594	Allen Radant	aradant@uw.edu

Full Communication (4/17/2022)

Allen Radant Draft EIS Comment

I think that building more public transportation of any kind is a mistake. These projects typically take at least 5-10 years to complete. In 10 years, many of us will have self-driving cars. Those that don't will be able to rent them on an hourly basis. They will be electrical, very safe, energy efficient and very convenient. Ability to drive close to other cars will take pressure off of traffic. Energy should be directed towards building roads that accommodate self-driving cars not building expensive transit projects that won't be used.

Allen Radant aradant@uw.edu

#	Comments	Responses
1	I think that building more public transportation of any kind is a mistake. These projects typically take at least 5-10 years to complete. In 10 years, many of us will have self-driving cars. Those that don't will be able to rent them on an hourly basis. They will be electrical, very safe, energy efficient and very convenient. Ability to drive close to other cars will take pressure off of traffic. Energy should be directed towards building roads that accommodate self-driving cars not building expensive transit projects that won't be used. Allen Radant aradant@uw.edu	Your opposition to the Project has been noted. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0498

Communication ID	Name	Email
501598	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/17/2022)

Betty Lau Draft EIS Comment

The tables in this section Appendix 4.1 Acquisitions, Displacements, Relocations would be more helpful if business names were listed in a separate table.

Betty

#	Comments	Responses
1	The tables in this section Appendix 4.1 Acquisitions, Displacements, Relocations would be more helpful if business names were listed in a separate table.	The tables in the section provide a summary of the number of affected parcels and business and residential displacements. Please see Appendix L4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS, which identifies the King County Parcel I.D. and address for each potentially affected parcel. Business names are not included because they can change over time. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0499

Communication ID	Name	Email
501602	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/17/2022)

Betty Lau Draft EIS Comment

Dear Comments on DEIS,

10.2.2 Haul Routes, Construction Staging, and Traffic

This section of Appendix N.5 has "Construction Staging" in the title but below has no discussion of Construction Staging. Construction Staging description needs to be added in under this section heading.

Betty

#	Comments	Responses
1	10.2.2 Haul Routes, Construction Staging, and Traffic This section of Appendix N.5 has "Construction Staging" in the title but below has no discussion of Construction Staging. Construction Staging description needs to be added in under this section heading.	The heading for this section of Appendix N.5, Historic and Archaeological Resources Technical Report, of the West Seattle Link Extension Final EIS has been edited to remove reference to construction staging because the discussion relates to construction traffic. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0500

Communication ID	Name	Email
502565	Patricia Yerg	mgimel@comcast.net

Full Communication (4/15/2022)

Patricia Yerg Draft EIS Comment

I am writing on behalf of my Mom Patricia Yerg who has lived in her house at 3711-19th Ave SW, 98106 on Pigeon Point for all of her 101 years. There was another house on that lot before that burned down before she was born so the property has been in the family a long time. Mom has seen the street end erode considerably in her lifetime. It is almost to her property line now. She received a letter that her property might be affected and is worried about losing her house either from your acquiring it or it sliding down the hill. Her nextdoor neighbor on the edge of the hill lost half their patio to a slide years ago.

When looking at a map of slide areas in Seattle, the whole of Pigeon Point is a slide area. Don't think you are going to reimburse people for their property value being lower because of slides. There used to be several streams flowing down 19th and 20th avenues, but they disappeared. One still comes to the surface yearly on Andover Street at 23rd Ave SW.

How will you keep the hill from sliding? The natural erosion is bad enough.

The alternate of building on the other side of the bridge to keep away from the hill or a gondola would be preferable.

It will kill my mom if she loses her house. There are also a lot of million dollar houses on the end of the hill so it would be very expensive if they start sliding.

Thank you for listening.

Documents: Screenshot_20220415-163505_Chrome.jpg Screenshot_20220415-163427_Chrome.jpg
Screenshot_20220415-163316_Chrome.jpg

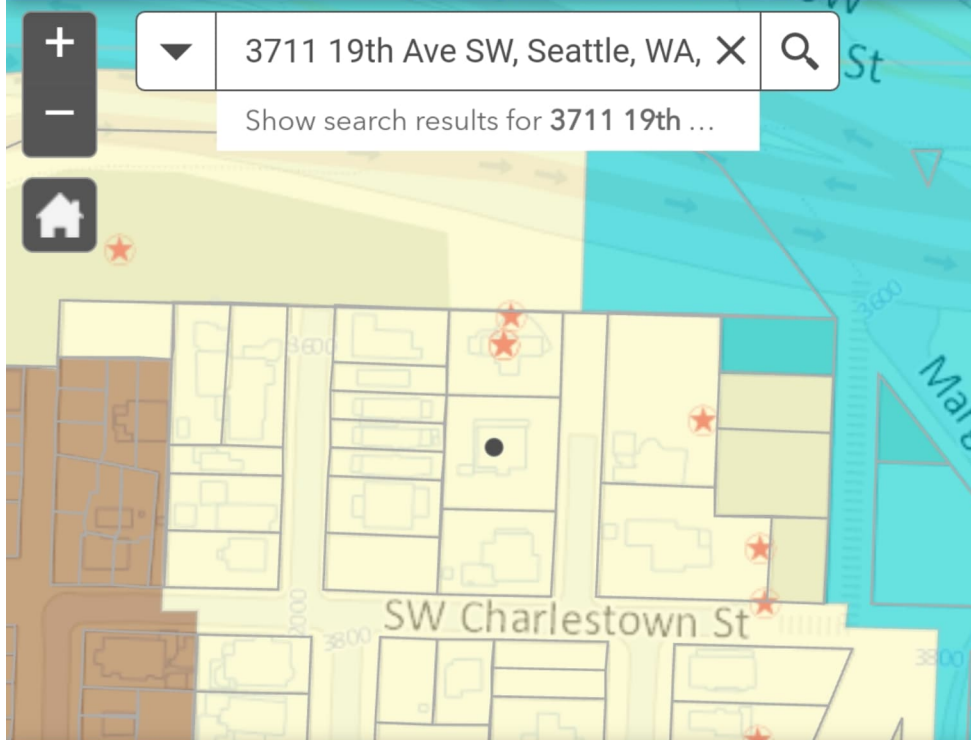
#	Comments	Responses
1	She received a letter that her property might be affected and is worried about losing her house either from your acquiring it or it sliding down the hill. Her nextdoor neighbor on the edge of the hill lost half their patio to a slide years ago. When looking at a map of slide areas in Seattle, the whole of Pigeon Point is a slide area. Don't think you are going to reimburse people for their property value being lower because of slides. There used to be several streams flowing down 19th and 20th avenues, but they disappeared. One still comes to the surface yearly on Andover Street at 23rd Ave SW. How will you keep the hill from sliding? The natural erosion is bad enough. The alternate of building on the other side of the bridge to keep away from the hill	Please see responses to CC4.1a and CC4.11a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Please see responses to CC4.1a and CC4.11a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.	Please see response to CC2g in Table 7-1.



3711 19th Ave SW, Seattle, WA, X



Show search results for 3711 19th ...



Layer List



Layer List

Layers



Contour Lines



10ft. contour

2ft. contour

Environmentally Critical Areas (ECA)



Landfill (Historical) - ECA7



Known Slide (Initiation Point) - ECA8



Known Slide (Scarp) - ECA8



Known Slide (Affected Property) - ECA8





3711 19th Ave SW, Seattle, WA, X



Show search results for 3711 19th ...



Layer List



Layer List

Layers



Contour Lines



10ft. contour

Environmentally Critical Areas (ECA)



Steep Slope (40% average) - ECA1



Potential Slide Area - ECA2



1,200 11,556 211,541,607 Feet

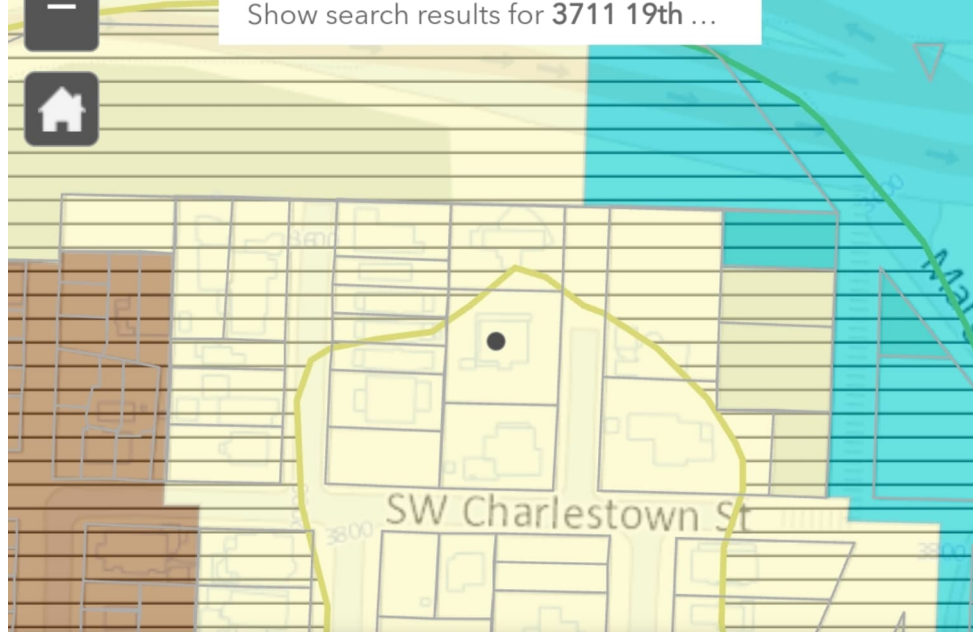




3711 19th Ave SW, Seattle, WA, X



Show search results for 3711 19th ...



Layer List



Layer List

Layers



Contour Lines



10ft. contour

Environmentally Critical Areas (ECA)



Steep Slope (40% average) - ECA1



Potential Slide Area - ECA2



Riparian Corridor - ECA3



Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0501

Communication ID	Name	Email
500511	Janet Lenart	enartjanet@gmail.com

Full Communication (4/19/2022)

Please obtain a technical engineering study by gondola experts to compare the option of a gondola to light rail to connect West Seattle and SODO. The recently released report is not a technical engineering study by expert. Thank you.

#	Comments	Responses
1	Please obtain a technical engineering study by gondola experts to compare the option of a gondola to light rail to connect West Seattle and SODO. The recently released report is not a technical engineering study by expert. Thank you.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0502

Communication ID	Name	Email
500512	Moriah Williams	moriahgwilliams@gmail.com

Full Communication (4/19/2022)

I have personally felt the negative affects the light rail brings to the community. The light rail is ment to connect the city but is detrimental to the Community. it connect commuters to there destination but severly detaches those people from the places they are passing by. I grew up on MIK amd Kenyon st. I would hear the light rails ding ding ding every time it passed that intersection. the quality of life for the people in my neighborhood and so many others dimminished significantly when the light rail came. not to mention the countless flat tires we got from long construction period. I moved to west seattle because it was the last neighborhood in seattle that actually felt like home. I understand the need to progress, change things up, and expand. However Seattle has expanded so much it is almost no longer recognizable to people who have grown up here. My grandmother has sold her house and moved away along with so many of my family and friends. hold out becuase I love this city so much. But if you bring the light rail to the last Seattle feeling neighborhood. My bags will be packed. What is sad is there are so many people who feel the way I do. people who felt this way on MIK but had no option but to stay as their way of life and quality of life changed for the worse. Do not bring the light rail to west seattle!

#	Comments	Responses
1	<p>I have personally felt the negative affects the light rail brings to the community. The light rail is ment to connect the city but is detrimental to the Community. it connect commuters to there destination but severly detaches those people from the places they are passing by. I grew up on MIK amd Kenyon st. I would hear the light rails ding ding ding every time it passed that intersection. the quality of life for the people in my neighborhood and so many others dimminished significantly when the light rail came. not to mention the countless flat tires we got from long construction period. I moved to west seattle because it was the last neighborhood in seattle that actually felt like home. I understand the need to progress, change things up, and expand. However Seattle has expanded so much it is almost no longer recognizable to people who have grown up here. My grandmother has sold her house and moved away along with so many of my family and friends. I hold out becuase I love this city so much. But if you bring the light rail to the last Seattle feeling neighborhood. My bags will be packed. What is sad is there are so many people who feel the way I do. people who felt this way on MIK but had no option but to stay as their way of life and quality of life changed for the worse. Do not bring the light rail to west seattle!</p>	<p>Your opposition to the West Seattle Link Extension has been noted. Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0503

Communication ID	Name	Email
500513	Anthony Beas	AOBEAS@GMAIL.COM

Full Communication (4/19/2022)

I am a resident of Roxhill, and use the C-line bus.

The West Seattle Link is too costly and underfunded to proceed! Additionally, this Link project will mostly serve construction companies, residents of only hundreds of apartments and homes near the West Seattle stations, and extra folks on game days. It's highly unlikely that the majority of the thousands of folks, many economically disadvantaged, that already ride WS, WC, and Burien buses bound for downtown will transfer to the LINK

Additionally, it's going to drive up home prices even more.

One alternative to the WS link project is to construct a NEW BUS ONLY bridge from West Seattle, across the Duwamish all the way to the SODO busway, which would be a vastly less costly alternative that would strengthen the regional transit system that already serves thousands of West Seattle, White Center, and Burien residents daily, and importantly, give the bus lanes on the WSB and 99 back vehicle and commercial traffic.

With the time and money saved from building a new bus only bridge vs a costly link, we could electrify the entire Sound Transit and King County Metro buses.

#	Comments	Responses
1	The West Seattle Link is too costly and underfunded to proceed! Additionally, this Link project will mostly serve construction companies, residents of only hundreds of apartments and homes near the West Seattle stations, and extra folks on game days. It's highly unlikely that the majority of the thousands of folks, many economically disadvantaged, that already ride WS, WC, and Burien buses bound for downtown will transfer to the LINK. Additionally, it's going to drive up home prices even more.	Your opposition to the Project is noted. Please see responses to CCEJ1 and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, for more information on ridership.
2	One alternative to the WS link project is to construct a NEW BUS ONLY bridge from West Seattle, across the Duwamish all the way to the SODO busway, which would be a vastly less costly alternative that would strengthen the regional transit system that already serves thousands of West Seattle, White Center, and Burien residents daily, and importantly, give the bus lanes on the WSB and 99 back vehicle and commercial traffic. With the time and money saved from building a new bus only bridge vs a costly link, we could electrify the entire Sound Transit and King County Metro buses.	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0504

Communication ID	Name	Email
500515	Gabriela Diaz	gabriela_diaz77@msn.com

Full Communication (4/19/2022)

Please build West Seattle stations and tracks underground. Aside from having less of a negative impact on quality of life in the long term for the neighborhood and wildlife, they can serve as safety corridors in the case of an attack.

Thank you, Gabriela

#	Comments	Responses
1	Please build West Seattle stations and tracks underground. Aside from having less of a negative impact on quality of life in the long term for the neighborhood and wildlife, they can serve as safety corridors in the case of an attack	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0505

Communication ID	Name	Email
500516	Peter Smith	spistolpete@hotmail.com

Full Communication (4/19/2022)

Please build stations and tracks underground. Thes

Please build stations and tracks underground. These provide a more sustainable footprint for density and happier neighbors.

Thank you, Pete

#	Comments	Responses
1	Please build stations and tracks underground. These provide a more sustainable footprint for density and happier neighbors.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0506

Communication ID	Name	Email
500518	Shannon Saulter	saulter.shannon@gmail.com

Full Communication (4/19/2022)

My family's home is under threat of demolition. We bought this house because of its location yet that benefit is not considered when our home would be appraised. Our investment would be a lost opportunity for us to capitalize on, not to mention the neighborhood school where two of our children are involved. Our low interest rate at time of purchase will become null and will have to adopt a higher one, no doubt.

I read that there was a buzz about doing away with the Avalon station, which this neighbor supports. Most neighborhoods in the city have only one stop, and I think WS can do with only two. The Avalon stop would be close in proximity to the new and improved WS bridge anyway.

#	Comments	Responses
1	My family's home is under threat of demolition. We bought this house because of its location yet that benefit is not considered when our home would be appraised. Our investment would be a lost opportunity for us to capitalize on, not to mention the neighborhood school where two of our children are involved. Our low interest rate at time of purchase will become null and will have to adopt a higher one, no doubt.	Please see responses to CC4.1a and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I read that there was a buzz about doing away with the Avalon station, which this neighbor supports. Most neighborhoods in the city have only one stop, and I think WS can do with only two. The Avalon stop would be close in proximity to the new and improved WS bridge anyway.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0507

Communication ID	Name	Email
500529	Jen Shaughnessy	jennifers@johnlscott.com

Full Communication (4/19/2022)

Please seriously consider eliminating the Avalon Station to allow more funding for any of the tunnel options.

The "triangle" neighborhood is a better location than Jefferson Square for the Junction Station. Less disruption and congestion in the triangle, compared to the already busy/congestion near Jefferson Square.

Way too much concrete, which will be a blank palette for graffiti artists.

#	Comments	Responses
1	Please seriously consider eliminating the Avalon Station to allow more funding for any of the tunnel options.	Please see response to CCG2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The "triangle" neighborhood is a better location than Jefferson Square for the Junction Station. Less disruption and congestion in the triangle, compared to the already busy/congestion near Jefferson Square. Way too much concrete, which will be a blank palette for graffiti artists.	Please see response to CCG2 in Table 7-1 in Chapter 7.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0508

Communication ID	Name	Email
500533	Nadine Blinn	bklynblinn@gmail.com

Full Communication (4/19/2022)

Hi! I love the idea of having light rail to Alaska junction! Much needed here in WS.

I'd be happy to see it above or below ground depending on what works. But I don't live right at Alaska junction.

#	Comments	Responses
1	Hi! I love the idea of having light rail to Alaska junction! Much needed here in WS. I'd be happy to see it above or below ground depending on what works. But I don't live right at Alaska junction.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0509

Communication ID	Name	Email
500539	Tracy Randle	TRACYRANDLE@HOTMAILCOM

Full Communication (4/19/2022)

First, let me say that I am very much in favor of public transportation. I live in West Seattle on the C line. When light rail is added I will still bus to Junction station. I am very much in favor of having many tracks and stations underground to maintain WS as it is. My preference for the Avalon and Junction area are the options on page 31 and 32. WS is already pretty compacted and adding a large elevated station and rails will make it worse. I would rather not have light rail and use the rapid ride bus to get downtown than support large structures in WS that simply do the same thing as the current Cline.

#	Comments	Responses
1	First, let me say that I am very much in favor of public transportation. I live in West Seattle on the C line. When light rail is added I will still bus to Junction station. I am very much in favor of having many tracks and stations underground to maintain WS as it is. My preference for the Avalon and Junction area are the options on page 31 and 32. WS is already pretty compacted and adding a large elevated station and rails will make it worse. I would rather not have light rail and use the rapid ride bus to get downtown than support large structures in WS that simply do the same thing as the current C line.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0510

Communication ID	Name	Email
500546	Claudia Levi	claudia.a.levi@gmail.com

Full Communication (4/19/2022)

I am dismayed that so many small businesses are being obliterated for this West Seattle link of the light rail. You note a long list of small businesses that are essential in the area and need to be worked into the plan.

Very troubling is that you are demolishing some of the few older storefronts left in West Seattle that still have character. The 1920's buildings along Fauntleroy holding Buda Ruska, the BBQ shop, and a martial arts center. Please incorporate these fine old buildings in your design rather than raise them.

#	Comments	Responses
1	I am dismayed that so many small businesses are being obliterated for this West Seattle link of the light rail. You note a long list of small businesses that are essential in the area and need to be worked into the plan. Very troubling is that you are demolishing some of the few older storefronts left in West Seattle that still have character. The 1920's buildings along Fauntleroy holding Buda Ruska, the BBQ shop, and a martial arts center. Please incorporate these fine old buildings in your design rather than raise them.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.16, Historic and Archaeological Resources, of the Final EIS for more information on impacts to historic resources.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0511

Communication ID	Name	Email
500547	Jeanne Gabrielle Burdeti	gburdeti@gmail.com

Full Communication (4/19/2022)

Hi, I live in a townhouse behind the LA fitness on Fauntleroy (4536A 40th Ave SW). We just bought our house a year ago planning to live in West Seattle for many years. We also put lots of money to make our house comfortable and nice looking (hardwood floors, new exterior doors, new stairs for accessing the roof). Please don't take it. We value our home and would like to keep living there.

Thank you

#	Comments	Responses
1	<p>Hi, I live in a townhouse behind the LA fitness on Fauntleroy (4536A 40th Ave SW). We just bought our house a year ago planning to live in West Seattle for many years. We also put lots of money to make our house comfortable and nice looking (hardwood floors, new exterior doors, new stairs for accessing the roof). Please don't take it. We value our home and would like to keep living there.</p> <p>Thank you</p>	<p>Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0512

Communication ID	Name	Email
500548	Gloria Jia	glo_g@hotmail.com

Full Communication (4/19/2022)

I strongly prefer Medium Tunnel 41st Ave Station for Alaska Junction (WSJ-5) with a request to study a refined DEL-6 pairing, based on comparable cost, minimum impact on neighborhood (maintaining its integrity and character) with least displacement of businesses and residents.

TUNNEL TUNNEL TUNNEL please! No elevated tracks! Thanks!

#	Comments	Responses
1	I strongly prefer Medium Tunnel 41st Ave Station for Alaska Junction (WSJ-5) with a request to study a refined DEL-6 pairing, based on comparable cost, minimum impact on neighborhood (maintaining its integrity and character) with least displacement of businesses and residents. TUNNEL TUNNEL TUNNEL please! No elevated tracks!	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0513

Communication ID	Name	Email
500553	Y Jia	glosd369@gmail.com

Full Communication (4/19/2022)

I love the West Seattle neighborhood for its character and charm and would like to preserve it with underground tunnel instead of elevated tracks.

The tunnel option WSJ-5 with Medium Tunnel 41st Ave is a clear winner!

It is cheaper without third-party funding compared to elevated option and more environment- friendly and easier to maintain and build on for future development.

Absolutely NO ELEVATED TRACKS please! It is disruptive and will be more expensive to build and maintain. And it will change the character of the Junction neighborhood for worse forever.

#	Comments	Responses
1	I love the West Seattle neighborhood for its character and charm and would like to preserve it with underground tunnel instead of elevated tracks. The tunnel option WSJ-5 with Medium Tunnel 41st Ave is a clear winner! It is cheaper without third-party funding compared to elevated option and more environment-friendly and easier to maintain and build on for future development. Absolutely NO ELEVATED TRACKS please! It is disruptive and will be more expensive to build and maintain. And it will change the character of the Junction neighborhood for worse forever.	Please see responses to CCG2, CC2c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0514

Communication ID	Name	Email
500556	Andres de Wet	andres@lorraine.co.za

Full Communication (4/19/2022)

North-to-South >>>

Ballard Bridge: Do not consider a movable bridge option; go either for high-bridge or tunnel. Mass public-transit cannot be effective or reliable if conflicts are built into the system.

Interbay: Cost-saving station elimination and amalgamation should only be done when all else fails, this includes cost-cutting on park-and-rides at suburban stations, and any and all associated development rights on ST acquired parcels. It becomes near impossible to add stations later in heavily urbanized areas. Stations and their expected locations also informs current and future TOD development.

SLU Station: Place as close to Westlake and Republican as possible. This better serves the core of SLU, West- and Eastlake.

Cost-Saving Dexter Ave (Denny+ SLU) Station: Absolute no' This neither effectively serves the core of Denny Triangle, Southern SLU, Belltown, nor Eastlake or Westlake. It's a cost-save that drives a dagger into the heart of Seattle's (if not the USA's) fastest growing community. This also upends Transit 101, Rule 1: Connect modes. This amalgamated station cost-cutting measure would orphan the Seattle Streetcar. Redundancy in transit is a good thing. This is simply not the place to value engineer transit and access.

Westlake Station Cost-Saving: Having one street-level egress point for the new downtown tunnel line, at the busiest station in the network, completely out-of-sight from Westlake Plaza. seems woefully insufficient.

Midtown Station: Woefully too deep - having elevator-only egress at a busy downtown station is incomprehensible and is just not international best-practice in station design.

International Chinatown Station: Much prefer a shallower 4th Ave option and make sure transfer are quick and easy. Engineer for user-experience and rider efficiency. Attempt to integrate with Seattle Streetcar, Sounder, and AMTRAK (hopefully: Future Cascadia HSR) - Jackson/2nd Ave Ext. is one of the most pedestrian-hostile intersections in Seattle.

All-Subterranean Stations: Shallower! We need to construct the best and most cost-effective transit system for Seattle. If American engineering solutions are lackluster and pricey, look to tunneling engineering expertise from Europe and Japan, where they're adept at boring and excavating in proximity to existing constraints.

SODO: Mixed-profile station preferred as losing the busway could substantially impact other modes of transit. Grade-separation of Link Light-Rail will always win over at-grade, conflict-prone options that have long-term capacity and reliability implications.

West Seattle: The 41st Medium Tunnel option is preferred with a retained Avalon Retained-Cut Station. Delridge is in an awkward area and is likely to remain a transfer station. Eliminating Avalon as proposed cut-cutting seems to orphan a lot of recently constructed TOD east of Alaska Junction. This also signals to future developers that proposed stations cannot be relied upon, thwarting efforts to proactively attracting TOD development to future ST extensions.

Overall: NIMBYs are almost always louder than their absolute numbers suggest. A flourishing city cannot function or grow without effective transportation. Part of living in a city is expecting a city to evolve. To believe everything will remain static is being unreasonable. Calibrate outsize voices in promulgating a NIMBY agenda that frustrates future transit to the demographic makeup of a given community- if all complaints come from a single population group of a single cohort, seek out other voices to calibrate the real support or opposition accordingly.

Thank you for considering my commentary and continue to good work of bringing the Sound closer together and striving towards making the Seattle-metro the best transit city in North America.

#	Comments	Responses
1	Ballard Bridge: Do not consider a movable bridge option; go either for high-bridge or tunnel. Mass public-transit cannot be effective or reliable if conflicts are built into the system.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	Interbay: Cost-saving station elimination and amalgamation should only be done when all else fails, this includes cost-cutting on park-and-rides at suburban stations, and any and all associated development rights on ST acquired parcels. It becomes near impossible to add stations later in heavily urbanized areas. Stations and their expected locations also informs current and future TOD development.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	<p>SLU Station: Place as close to Westlake and Republican as possible. This better serves the core of SLU, West- and Eastlake. Cost-Saving Dexter Ave (Denny+ SLU) Station: Absolute no! This neither effectively serves the core of Denny Triangle, Southern SLU, Belltown, nor Eastlake or Westlake. It's a cost-save that drives a dagger into the heart of Seattle's (if not the USA's) fastest growing community. This also upends Transit 101, Rule 1: Connect modes. This amalgamated station cost-cutting measure would orphan the Seattle Streetcar. Redundancy in transit is a good thing. This is simply not the place to value engineer transit and access. Westlake Station Cost- Saving: Having one street-level egress point for the new downtown tunnel line, at the busiest station in the network, completely out-of-sight from Westlake Plaza, seems woefully insufficient.</p> <p>Midtown Station: Woefully too deep - having elevator-only egress at a busy downtown station is incomprehensible and is just not international best-practice in station design. International Chinatown Station: Much prefer a shallower 4th Ave option and make sure transfer are quick and easy. Engineer for user-experience and rider efficiency. Attempt to integrate with Seattle Streetcar, Sounder, and AMTRAK (hopefully: Future Cascadia HSR) - Jackson/2nd Ave Ext. is one of the most pedestrian-hostile intersections in Seattle. All-Subterranean Stations: Shallower! We need to construct the best and most cost-effective transit system for Seattle. If American engineering solutions are lackluster and pricey, look to tunneling engineering expertise from Europe and Japan, where they're adept at boring and excavating in proximity to existing constraints.</p>	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	SODO: Mixed-profile station preferred as losing the busway could substantially impact other modes of transit. Grade-separation of Link Light-Rail will always win over at-grade, conflict-prone options that have long-term capacity and reliability implications.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. All SODO alternatives would be grade-separated from existing roadways. As described in Section 2.1, Build Alternatives, of the Final EIS, Preferred Option SODO-1b, Alternative SODO-1a, and Option SODO-1b would include a new South Lander Street overpass, which would grade separate both the proposed West Seattle Link Extension and the existing 1 Line. With Alternative SODO-2, only the West Seattle Link Extension would be grade separated and the existing 1 Line would continue to have an at-grade crossing at South Lander Street.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	West Seattle: The 41st Medium Tunnel option is preferred with a retained Avalon Retained-Cut Station. Delridge is in an awkward area and is likely to remain a transfer station. Eliminating Avalon as proposed cut-cutting seems to orphan a lot of recently constructed TOD east of Alaska Junction. This also signals to future developers that proposed stations cannot be relied upon, thwarting efforts to proactively attracting TOD development to future ST extensions.	Please see responses to CCG2 and CC2j in Table 7-1.
6	Overall: NIMBYs are almost always louder than their absolute numbers suggest. A flourishing city cannot function or grow without effective transportation. Part of living in a city is expecting a city to evolve. To believe everything will remain static is being unreasonable. Calibrate outsize voices in promulgating a NIMBY agenda that frustrates future transit to the demographic makeup of a given community - if all complaints come from a single population group of a single cohort, seek out other voices to calibrate the real support or opposition accordingly.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0515

Communication ID	Name	Email
500557	Gale Menicke	galemenicke@gmail.com

Full Communication (4/19/2022)

Please build the tracks under ground. West Seattle is small with limited land. We do not want houses and businesses removed for tracks.

Thanks!

#	Comments	Responses
1	Please build the tracks under ground. West Seattle is small with limited land. We do not want houses and businesses removed for tracks.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0516

Communication ID	Name	Email
500563	Taylor Gall	taylor.gall@aol.com; taylor.gall57@gmail.com

Full Communication (4/19/2022)

I want to encourage you to explore the DEL-5 and DEL-6 options for the West Seattle Link Extension. I am a resident of 25th Ave SW. My husband and I are first-time home buyers and have worked very hard to save and buy a small townhome in this competitive market. We would not receive compensation or a buy-out from the city if the extension were built on our street in the preferred alternative draft. This is extremely concerning and frustrating. I encourage the city to disrupt as few homes as possible- going with DEL-5 and DEL-6 impacts much fewer homes than the other alternatives. There is another Subway location minutes away, as well as another Uptown Espresso- there is no other home for me and the other residents of Delridge. I am afraid that the city doesn't value the homes in Delridge as highly as they would in other more expensive neighborhoods in West Seattle. I encourage you to consider the economic impact this would have on the Delridge community- many of us simply can't afford to live anywhere else in this expensive city.

Thank you for your time,

Taylor

#	Comments	Responses
1	I want to encourage you to explore the DEL-5 and DEL-6 options for the West Seattle Link Extension. I am a resident of 25th Ave SW. My husband and I are first-time home buyers and have worked very hard to save and buy a small townhome in this competitive market. We would not receive compensation or a buy-out from the city if the extension were built on our street in the preferred alternative draft. This is extremely concerning and frustrating. I encourage the city to disrupt as few homes as possible- going with DEL-5 and DEL-6 impacts much fewer homes than the other alternatives. There is another Subway location minutes away, as well as another Uptown Espresso- there is no other home for me and the other residents of Delridge. I am afraid that the city doesn't value the homes in Delridge as highly as they would in other more expensive neighborhoods in West Seattle. I encourage you to consider the economic impact this would have on the Delridge community- many of us simply can't afford to live anywhere else in this expensive city.	Please see responses to CCG2, CC4.1a, CC4.1b, and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0517

Communication ID	Name	Email
500616	TaMara Rivet	lahlalaa@gmail.com

Full Communication (4/19/2022)

TaMara Rivet Draft EIS Comment

Hi

Reading through Appendix L there will be 3 grocery stores impacted during construction and after. This seems hugely problematic. The outlook for securing affordable healthy food during construction for our neighborhood is not good.

Mara

#	Comments	Responses
1	Reading through Appendix L there will be 3 grocery stores impacted during construction and after. This seems hugely problematic. The outlook for securing affordable healthy food during construction for our neighborhood is not good.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacted grocery stores. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0518

Communication ID	Name	Email
500623	Tanya Hurst	TanyaHurst@gmail.com

Full Communication (4/19/2022)

Tanya Hurst Draft EIS Comment

Hi there,

I am strongly saying/voting NO to any light rail in West Seattle. No to taking out Jefferson Square, no to taking out LA Fitness, Trader Joe's, Starbucks, Taco Time, Peco's and countless other businesses (42 I believe) along with NO to taking out any of the housing! Already a housing shortage and I did not just spend \$300,000.00 for a small condo on Avalon to now endure constuction and noise for the next 10 years so have my new neighborhood taken away due to an eyesore light rail!!!!

The C bus line is already in place and is about 20 minutes to downtown. I did the commute for 13 years and it's very convenient and accessible for all. Why add 6-10 years of construction and congestion to the already suffering West Seattle?

We've already been forced to commute around due to the bridge being out. I vote NO to any raised light rail!!!! No more construction in WS!!!

Thank you, Tanya Hurst

206-576-1767 Direct -866-230-MOJO x1767 Main -206-767-8010 Fax

tanyah@gotomojo.com

#	Comments	Responses
1	I am strongly saying/voting NO to any light rail in West Seattle. No to taking out Jefferson Square, no to taking out LA Fitness, Trader Joe's, Starbucks, Taco Time, Peco's and countless other businesses (42 I believe) along with NO to taking out any of the housing! Already a housing shortage and I did not just spend \$300,000.00 for a small condo on Avalon to now endure constuction and noise for the next 10 years so have my new neighborhood taken away due to an eyesore light rail!!!! The C bus line is already in place and is about 20 minutes to downtown. I did the commute for 13 years and it's very convenient and accessible for all. Why add 6-10 years of construction and congestion to the already suffering West Seattle? We've already been forced to commute around due to the bridge being out. I vote NO to any raised light rail!!!! No more construction in WS!!!	Your opposition to the West Seattle Link Extension has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0519

Communication ID	Name	Email
500624	Kim Shugart	kimshugart@charter.net

Full Communication (4/19/2022)

Kim Shugart Draft EIS Comment

I am writing on behalf of my grandmother who owns a home at 4823 42nd Ave SW, Seattle WA 98116. Extending the light rail to West Seattle, particularly the WSJ-1 alternative would have a significant negative impact for her. She has owned her home and paid taxes on that home for over 40 years. Not only would it create a hardship for her, but it would destroy what is one of the few remaining family friendly neighborhoods available for moderate income families. The number of small family owned businesses in the area would also be impacted, if not forced to lose their livelihoods.

Those who live in this community understand that it is not only a walkable community but one that fosters good neighbor relations and a wholesome environment. It would be unfortunate to destroy that in exchange for this project. There are plenty of industrial areas at the foot of the west side of the bridge to accommodate this project, there is no need to destroy family neighborhoods to accommodate it.

Kim Shugart on behalf of Lola E. Shugart 4823 42nd Ave SW, Seattle WA 98116 509-947-6887

#	Comments	Responses
1	I am writing on behalf of my grandmother who owns a home at 4823 42nd Ave SW, Seattle WA 98116. Extending the light rail to West Seattle, particularly the WSJ-1 alternative would have a significant negative impact for her. She has owned her home and paid taxes on that home for over 40 years. Not only would it create a hardship for her, but it would destroy what is one of the few remaining family friendly neighborhoods available for moderate income families. The number of small family owned businesses in the area would also be impacted, if not forced to lose their livelihoods. Those who live in this community understand that it is not only a walkable community but one that fosters good neighbor relations and a wholesome environment. It would be unfortunate to destroy that in exchange for this project. There are plenty of industrial areas at the foot of the west side of the bridge to accommodate this project, there is no need to destroy family neighborhoods to accommodate it. Kim Shugart on behalf of Lola E. Shugart 4823 42nd Ave SW, Seattle WA 98116 509-947-6887	Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Please see responses to CCG2, CC4.1a, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0520

Communication ID	Name	Email
500627	Jon Osterburg	jon.osterburg@jitasagroup.com

Full Communication (4/19/2022)

Seems like the medium tunnel on 41st and Andover St Lower Height route has least combined impact on homes and businesses while also coming in at the lower end of the budgeted projections. That would be my preferred route.

#	Comments	Responses
1	Seems like the medium tunnel on 41st and Andover St Lower Height route has least combined impact on homes and businesses while also coming in at the lower end of the budgeted projections. That would be my preferred route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0521

Communication ID	Name	Email
500633	Yan Lu	luyan0203@gmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0522

Communication ID	Name	Email
500634	Nal Lu	nayul2388@gmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: cheapest and least amount of noise.

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, larger negative neighborhood impact, loud noise, more closure of roads and longer construction period, will harm home values if above the ground/elevated option is chosen.

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only harm the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0523

Communication ID	Name	Email
500638	Peter Leung	kai.hong17@gmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: Cheapest and least amount of residential impact and noise!

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood with elevated option'

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful, noise, longer construction, road closures etc.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood with elevated option!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful, noise, longer construction, road closures etc.	Please see response to CCG2 in Table 7-1.

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Comment Submittal 0524

Communication ID	Name	Email
500639	Kai Hong	Kai_hong7@hotmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: cheapest and least amount of noise.

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, larger negative neighborhood impact, loud noise, more closure of roads and longer construction period, will harm home values if above the ground/elevated option is chosen.

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only harm the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0525

Communication ID	Name	Email
500643	Matthew Bourne	MATTHEWBOURNE@GMAIL.COM

Full Communication (4/19/2022)

The West Seattle golf course is an institution of West Seattle and a community draw. I have not lived in West Seattle for 8 years and still make very regular pilgrimages to play the course, see old friends, enjoy the views of the city, and enjoy the mens club community. It is a wonderful place with history, great people of all ages and backgrounds, and provides a significant community benefit that cannot be ignored. It would truly be loss for the area of West Seattle to lose the golf course that I, and so many, cherish. If a route is selected it must be the route with no impact to the golf course.

#	Comments	Responses
1	The West Seattle golf course is an institution of West Seattle and a community draw. I have not lived in West Seattle for 8 years and still make very regular pilgrimages to play the course, see old friends, enjoy the views of the city, and enjoy the mens club community. It is a wonderful place with history, great people of all ages and backgrounds, and provides a significant community benefit that cannot be ignored. It would truly be loss for the area of West Seattle to lose the golf course that I, and so many, cherish. If a route is selected it must be the route with no impact to the golf course.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0526

Communication ID	Name	Email
500644	Alison Judd	aljseattle@hotmail.com

Full Communication (4/19/2022)

Please use the Yancy/ Avalon plan for the light rail in West Seattle. This will avoid a heavy, negative impact on our treasured West Seattle Golf Course and Park. Thank you.

#	Comments	Responses
1	Please use the Yancy/ Avalon plan for the light rail in West Seattle. This will avoid a heavy, negative impact on our treasured West Seattle Golf Course and Park. Thank you.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0527

Communication ID	Name	Email
500657	Richard Petters	rpetters2@gmail.com

Full Communication (4/19/2022)

1. If you are going to bring light rail to West Seattle, put it underground. If you can't put it underground, then don't come to West Seattle.
2. limit the number of stations to two. Having three so closely spaced, as some plans call for, makes no sense.

#	Comments	Responses
1	If you are going to bring light rail to West Seattle, put it underground. If you can't put it underground, then don't come to West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	limit the number of stations to two. Having three so closely spaced, as some plans call for, makes no sense.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0528

Communication ID	Name	Email
500661	Frank Jose	frankrjose@comcast.net

Full Communication (4/19/2022)

I prefer the Yancy Street alternative as it will go along established bus stops, higher density areas for use and is the least disruptive of the West Seattle Golf Course, which is considered my many a "jewel" in Seattle and being a park, should not be disrupted by noise from overhead rail traffic.

Compared to most other golf courses, it is quiet with few residences abutting it. Thanks.

#	Comments	Responses
1	<p>I prefer the Yancy Street alternative as it will go along established bus stops, higher density areas for use and is the least disruptive of the West Seattle Golf Course, which is considered my many a "jewel" in Seattle and being a park, should not be disrupted by noise from overhead rail traffic.</p> <p>Compared to most other golf courses, it is quiet with few residences abutting it. Thanks.</p>	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0529

Communication ID	Name	Email
500665	Kelly Jewell	kelly.j.jewell@gmail.com

Full Communication (4/19/2022)

As a Seattle resident and a residential property (4-plex apartment) owner in the Delridge neighborhood, I would like to voice support specifically in favor of Delridge Way station alternatives DEL-5 or DEL-6. These alternatives are preferred due to their minimizing impact on the residential housing stock of the neighborhood, ensuring minimal displacement of existing residents and historic fixtures. This is preferable to alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, which have significant impact on the residents of the neighborhood, and DEL-3 and DEL-4, which have the maximum impact. While there is no perfect location or solution to transit locations and construction, minimizing the impact on housing is a critical aspect of station and line choice.

#	Comments	Responses
1	As a Seattle resident and a residential property (4-plex apartment) owner in the Delridge neighborhood, I would like to voice support specifically in favor of Delridge Way station alternatives DEL-5 or DEL-6. These alternatives are preferred due to their minimizing impact on the residential housing stock of the neighborhood, ensuring minimal displacement of existing residents and historic fixtures. This is preferable to alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, which have significant impact on the residents of the neighborhood, and DEL-3 and DEL-4, which have the maximum impact. While there is no perfect location or solution to transit locations and construction, minimizing the impact on housing is a critical aspect of station and line choice.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0530

Communication ID	Name	Email
500667	Timothy Joslin	timcheriljoslin@gmail.com

Full Communication (4/19/2022)

Prefer the West Seattle junction route as opposed to Delridge route.

#	Comments	Responses
1	Prefer the West Seattle junction route as opposed to Delridge route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0531

Communication ID	Name	Email
500674	Rachel Spence	rspence.design@gmail.com

Full Communication (4/19/2022)

As a West Seattle home owner I have major concerns around the impact of the light rail track and stations on our neighborhoods. Would prefer to see a proposal to build the stations and tracks underground to keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far and I hope the same can be done in West Seattle.

#	Comments	Responses
1	As a West Seattle home owner I have major concerns around the impact of the light rail track and stations on our neighborhoods. Would prefer to see a proposal to build the stations and tracks underground to keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far and I hope the same can be done in West Seattle.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0532

Communication ID	Name	Email
500677	Kacie Baldwin	kacbal@gmail.com

Full Communication (4/19/2022)

The West Seattle tunnel option is the only option I support. It's the least disruptive and the only option that allows us a chance to maintain at least some of the businesses and housing potentially impacted by this project. See appendix section L4.1

I am disappointed that Sound Transit did not work more closely with the city to prevent some of the recent development that has occurred on the proposed light rail paths through West Seattle. A huge chunk of new housing as well as important businesses may be lost - what a waste of money not to mention environmental impacts, exacerbating housing issues, etc. Why did we allow so many apartment buildings to go in if they will be impacted by light rail? (again, referencing appendix section L4.1)

I strongly encourage Park and Ride options. Buses from Arbor Heights to the WS Junction take about 25-30 minutes during rush hour (upwards of 50 minutes outside of rush hour). Tack that onto time to board light rail downtown, and I'm looking at a much longer commute if I use light rail.

#	Comments	Responses
1	The West Seattle tunnel option is the only option I support. It's the least disruptive and the only option that allows us a chance to maintain at least some of the businesses and housing potentially impacted by this project. See appendix section L4.1	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am disappointed that Sound Transit did not work more closely with the city to prevent some of the recent development that has occurred on the proposed light rail paths through West Seattle. A huge chunk of new housing as well as important businesses may be lost - what a waste of money not to mention environmental impacts, exacerbating housing issues, etc. Why did we allow so many apartment buildings to go in if they will be impacted by light rail? (again, referencing appendix section L4.1)	Please see response to CC4.1b in Table 7-1.
3	I strongly encourage Park and Ride options. Buses from Arbor Heights to the WS Junction take about 25-30 minutes during rush hour (upwards of 50 minutes outside of rush hour). Tack that onto time to board light rail downtown, and I'm looking at a much longer commute if I use light rail.	Please see response to CC3a in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on travel time savings to downtown with the project when compared to bus service. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit oriented/transit supportive land uses.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0533

Communication ID	Name	Email
500678	Rusty Flook	rustyflook@gmail.com

Full Communication (4/19/2022)

I support the Avalon/Yanecy routes and oppose any route that impacts West Seattle golf course. I also oppose any thought of another tunnel that may take any land from the golf course

#	Comments	Responses
1	I support the Avalon/Yanecy routes and oppose any route that impacts West Seattle golf course. also oppose any thought of another tunnel that may take any land from the golf course	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0534

Communication ID	Name	Email
500679	Rodger Ferron	pegrod9945@gmail.com

Full Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0535

Communication ID	Name	Email
500704	Bradley Curran	brad@bradcurran

Full Communication (4/20/2022)

I'm excited for better/faster transportation options to and from west seattle. Please consider a more thorough third party feasibility study of a gondola possibilities.

#	Comments	Responses
1	I'm excited for better/faster transportation options to and from west seattle. Please consider a more thorough third party feasibility study of a gondola possibilities.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0536

Communication ID	Name	Email
500707	Brandy McWilliams	bmcwilliams4177@outlook.com

Full Communication (4/20/2022)

This is the last thing we need in our community with mass transit being such a magnet for drug use and criminal activity not to mention homeless people with no agenda other than partaking in the two above. We seen what this did to the South End i.e. Rainer Valley forcing business to shut down families out of homes increasing disparity when the truth is we the community feel safer within our own vehicles. Stop forcing mass transit down our throats wasting billions in tax payer money that has nothing but negative impact on society economically environmentally. These systems take up way too much space are not favored by most middle class working tax payers(majority flipping the bill) creating way more headaches slowing down motorist causing far more havoc for commuters. Spend billions just to witness the demise of more historical landmarks demolishing more homesteads just to give drug addicts and criminals a free ride to create chaos. The transit in place is more than enough in fact too much! This will kill West Seattle and we won't allow it not ever. We will do whatever it takes at any extent to curb this community killer

#	Comments	Responses
1	<p>This is the last thing we need in our community with mass transit being such a magnet for drug use and criminal activity not to mention homeless people with no agenda other than partaking in the two above. We seen what this did to the South End i.e. Rainer Valley forcing business to shut down families out of homes increasing disparity when the truth is we the community feel safer within our own vehicles. Stop forcing mass transit down our throats wasting billions in tax payer money that has nothing but negative impact on society economically environmentally. These systems take up way too much space are not favored by most middle class working tax payers(majority flipping the bill) creating way more headaches slowing down motorist causing far more havoc for commuters.</p> <p>Spend billions just to witness the demise of more historical landmarks demolishing more homesteads just to give drug addicts and criminals a free ride to create chaos. The transit in place is more than enough in fact too much! This will kill West Seattle and we won't allow it not ever. We will do whatever it takes at any extent to curb this community killer</p>	<p>Your opposition to the West Seattle Link Extension has been noted. Please see responses to CC4.4a and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS for more information on impacts to historic resources and mitigation. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0537

Communication ID	Name	Email
500713	David Frasch	davidfrasch@msn.com

Full Communication (4/20/2022)

I grew up in Seattle and played on the Nathan Hale golf team- 87' grad. When I was a kid we had three full size courses. We have three full size courses now and our population has grown substantially. Golf is a healthy activity for the whole family. The green space is home to wildlife. Please do not put the light rail line on the golf course. I understand we have two plans that leave the course untouched. Thank you for your consideration.

#	Comments	Responses
1	Golf is a healthy activity for the whole family. The green space is home to wildlife. Please do not put the light rail line on the golf course. I understand we have two plans that leave the course untouched.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0538

Communication ID	Name	Email
500716	Kevin Cannady	kevincannady@hotmail.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

The reasons are the following:

The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B

The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for

The Parks Department supports the Yancy alternatives.

This is the only golf course that serves the West Seattle community Thank you,

Kevin Cannady

3902 SW Kenyon St. Seattle, WA98136

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The Parks Department supports the Yancy alternatives. This is the only golf course that serves the West Seattle community	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS:</p> <ul style="list-style-type: none">▪ Project cost: Section 2.9, Project Funding and Cost Comparison▪ Park impacts, include City ordinance: Section 4.17, Parks and Recreational Resources. <p>As noted in Attachment G of comments submitted by the City of Seattle (see Appendix O), the City expressed concern that "the tunnel portal alternatives on the south side of South Genesee Street would have significant impacts on golf course playability, operations, and revenue."</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0539

Communication ID	Name	Email
500717	Katharine Crick	klcrick@gmail.com

Full Communication (4/20/2022)

Please, please, please, no elevated rail line through our neighbourhoods. NO ONE wants their home destroyed or to look out onto an ugly rail line, much less be subjected to the constant noise. Build a tunnel or don't build it. The noise, light and aesthetic pollution is not worth it. Ask every other major city in the world (NYC, Paris, Chicago, San Francisco) that have slowly replaced their ugly, noisy 19th century "L's" with underground systems. If we can't afford a tunnel, don't build it.

#	Comments	Responses
1	Please, please, please, no elevated rail line through our neighbourhoods. NO ONE wants their home destroyed or to look out onto an ugly rail line, much less be subjected to the constant noise. Build a tunnel or don't build it. The noise, light and aesthetic pollution is not worth it. Ask every other major city in the world (NYC, Paris, Chicago, San Francisco) that have slowly replaced their ugly, noisy 19th century "L's" with underground systems. If we can't afford a tunnel, don't build it.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0540

Communication ID	Name	Email
500730	nicole schell	nicolemarisaschell@gmail.com

Full Communication (4/20/2022)

scrap the lightrail project and go for gondola!!!! much more feasible and less of an environmental footprint. plus the view would be refreshing to see every day.

#	Comments	Responses
1	scrap the lightrail project and go for gondola!!!! much more feasible and less of an environmental footprint. plus the view would be refreshing to see every day.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0541

Communication ID	Name	Email
500732	Mark Weller	wellersea@comcat.net

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Comment Submittal 0542

Communication ID	Name	Email
500734	Shawnti Rockwell	shawnti.rockwell@gmail.com

Full Communication (4/20/2022)

Thank you for the detailed draft EIS clearly laying out all the options. Opinions:

1. Dropping the avalon station seems like a short-sighted choice without a clear benefit. It does allow easier access to the light-rail for a significant population and particularly at a common bus transfer point. The junction and delridge stations would not satisfactorily replace this. The 21, for example, runs up and down 35th, which is a common bus, and you would have to transfer to the C to get to the junction to use the light-rail, which would be one bus too many for a lot of people. We should build for the system we want in the future, expecting larger ridership over time.
2. I support tunneling in the junction area, as it would make it much less disruptive and also, if you are visioning for possible southern expansion in an unknown future, any line that proceeds south from the junction would be best tunneled as otherwise it would severely disrupt a huge swath of residential neighborhoods.
3. Please prioritize routes that disrupt the least amount of parkland and wildlife habitat. These are things that we can never get back or reclaim. While I feel that disruption to homes and business also need to be minimized, parkland and wildlife habitat are irreplaceable.
4. Please pick one of the delridge station locations that is more central, and less northerly. Even an extra 5 minute walk can be a deterrent to someone using transit, and making it as easy as possible to transition from bus to light rail will really benefit the system over time.

Thank you, Shawnti Rockwell

#	Comments	Responses
1	Dropping the avalon station seems like a short-sighted choice without a clear benefit. It does allow easier access to the light-rail for a significant population and particularly at a common bus transfer point. The junction and delridge stations would not satisfactorily replace this. The 21, for example, runs up and down 35th, which is a common bus, and you would have to transfer to the C to get to the junction to use the light-rail, which would be one bus too many for a lot of people. We should build for the system we want in the future, expecting larger ridership over lime.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. With Alternative WSJ-6, bus routes that would have served the Avalon Station would be rerouted to serve either the Alaska Junction Station or the Delridge Station.
2	I support tunneling in the junction area, as it would make it much less disruptive and also, if you are visioning for possible southern expansion in an unknown future, any line that proceeds south from the junction would be best tunneled as otherwise it would severely disrupt a huge swath of residential neighborhoods.	Please see responses to CCG2 and CC2d in Table 7-1.
3	Please prioritize routes that disrupt the least amount of parkland and wildlife habitat. These are things that we can never get back or reclaim. While I feel that disruption to homes and business also need to be minimized, parkland and wildlife habitat are irreplaceable.	Please see Section 4.9, Ecosystems, of the Final EIS for information on wildlife habitat impacts and proposed mitigation and Section 4.17, Parks and Recreational Resources, for information on park impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Please pick one of the delridge station locations that is more central, and less northerly. Even an extra 5 minute walk can be a deterrent to someone using transit, and making it as easy as possible to transition from bus to light rail will really benefit the system over time.	Please see responses to CCG2 and CC3a in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0543

Communication ID	Name	Email
500748	Dustin Venske	vensked@gmail.com

Full Communication (4/20/2022)

My main concern is on the major displacement of businesses and tax base in West Seattle with several of the proposed routes. From what I've seen most of, if not all of, the elevated rail options will have a massive impact on West Seattle as a tax producing area for the next 20+ years. A tunnel system although more expensive initially, is the better way forward in my opinion.

#	Comments	Responses
1	My main concern is on the major displacement of businesses and tax base in West Seattle with several of the proposed routes. From what I've seen most of, if not all of, the elevated rail options will have a massive impact on West Seattle as a tax producing area for the next 20+ years. A tunnel system although more expensive initially, is the better way forward in my opinion.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on potential economic impacts and mitigation for businesses that could be impacted by construction activities.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0544

Communication ID	Name	Email
500751	Individual	kellielangan3@gmail.com kellie.langan3@gmail.com

Full Communication (4/20/2022)

As a 41st Ave SW resident of the West Seattle Junction I am disappointed to see the extreme displacement numbers on my street as well as 42nd Ave. I agree with removing the Avalon station to offset cost and would be in favor of the Fauntleroy station shift as it is significantly lower in displacement and acts as a middle location between Avalon and the junction.

I do not want my home taken from me by the city for this project.

Best,

Kellie Langan

#	Comments	Responses
1	As a 41st Ave SW resident of the West Seattle Junction I am disappointed to see the extreme displacement numbers on my street as well as 42nd Ave. I agree with removing the Avalon station to offset cost and would be in favor of the Fauntleroy station shift as it is significantly lower in displacement and acts as a middle location between Avalon and the junction. I do not want my home taken from me by the city for this project.	Please see responses to CC2j, CC4.1a, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0545

Communication ID	Name	Email
500771	Christine Mason	christyjm@comcast.net

Full Communication (4/20/2022)

I prefer either the Avalon or Yancy routes

The cost is the same or less than the preferred routes

One third the amount of businesses and residential units would be displaced.

No park land would be lost. It is against a city ordinance to use any park land other than for its original intent.

#	Comments	Responses
1	I prefer either the Avalon or Yancy routes The cost is the same or less than the preferred routes One third the amount of businesses and residential units would be displaced. No park land would be lost. It is against a city ordinance to use any park land other than for its original intent.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.17, Parks and Recreational Resources, of the West Seattle Link Extension Final EIS for more information on the City of Seattle ordinance requiring replacement of park land acquired by the Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0546

Communication ID	Name	Email
500774	Robert Mason	rem51@comcast.net

Full Communication (4/20/2022)

I prefer the Yancy or Avalon options for the light rail. It would displace a lot less residents and newly opened businesses than the Genesee option in West Seattle. It would also not destroy the West Seattle Golf Course back nine that is under the jurisdiction of the Parks Department.

Changing park land is illegal according to city of Seattle bylaws. When this idea was put on the ballot the brutal repercussions to local businesses and new residential housing were not even mentioned.

#	Comments	Responses
1	I prefer the Yancy or Avalon options for the light rail. It would displace a lot less residents and newly opened businesses than the Genesee option in West Seattle. It would also not destroy the West Seattle Golf Course back nine that is under the jurisdiction of the Parks Department. Changing park land is illegal according to city of Seattle bylaws. When this idea was put on the ballot the brutal repercussions to local businesses and new residential housing were not even mentioned.	Please see responses to CCG2, CC4.1b, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0547

Communication ID	Name	Email
500782	Penny Mulligan	wmmulligan@msn.com

Full Communication (4/20/2022)

I live in West Seattle (for 50+ years) and would strongly like to see the station/stations underground instead of above ground destroying the neighborhoods they go through.

#	Comments	Responses
1	I live in West Seattle (for 50+ years) and would strongly like to see the station/stations underground instead of above ground destroying the neighborhoods they go through.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0548

Communication ID	Name	Email
500785	Nicole Vandenberg	nicole@vandenbergcom.com

Full Communication (4/20/2022)

Please build underground.

#	Comments	Responses
1	Please build underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0549

Communication ID	Name	Email
500796	Vincent Fiorino	vincent.fiorino@outlook.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I am in support of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course.

This is the only municipal golf course that serves the West Seattle community and any impacts on the golf course would be a major detriment to all in the community.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I am in support of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. This is the only municipal golf course that serves the West Seattle community and any impacts on the golf course would be a major detriment to all in the community.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0550

Communication ID	Name	Email
500800	Sharon von Wolffersdorff	sharonvongibson@gmail.com

Full Communication (4/20/2022)

I've been reading Chapter 2, sections 2.1.2.1.3 on the Delridge segment, and 2.1.2.1.4 on the West Seattle Junction segment of the light rail. I would like to endorse alternative DEL-2a for the Delridge segment, and alternative WSJ-3b for the West Seattle Junction segment. The main reason is that I'm opposed to elevated guideways for the rail. They are unsightly and block natural light and decrease the distinctive feel of any neighborhood that they pass over. I feel that they are used in poorer neighborhoods where the residents will not object. So far they are in no other neighborhood in Seattle. For DEL-2a the guideway will be significantly lower (60 feet) than for

DEL-1a (70-150 feet). This would be a much more human scale for the guideway. Alternative WSJ- 3b does the best job of preserving the neighborhood feel of this part of West Seattle, and also has the closest station to the West Seattle Junction. This makes the most sense for businesses and transfers with Metro Transit, which has its stops at the Junction. WSJ-3a would be acceptable because it is also a tunnel, but the station is one block farther away from the Junction than WSJ- 3b, so it is not as good a choice. I hope that third-party funding can be found for the tunnel option so that West Seattle can be treated fairly when compared with the north end of Seattle, and so that the beauty and livability of the Delridge, Avalon, and Junction neighborhoods can be preserved.

One need only look at the Roosevelt Station neighborhood and imagine an elevated guideway there and the effect it would have had on the feel of the neighborhood. One additional point is that WSJ-2 should not be considered at all, as the station is much too far from the center of commerce in West Seattle. Thank you for the opportunity to comment.

#	Comments	Responses
1	<p>I would like to endorse alternative DEL-2a for the Delridge segment, and alternative WSJ-3b for the West Seattle Junction segment. The main reason is that I'm opposed to elevated guideways for the rail. They are unsightly and block natural light and decrease the distinctive feel of any neighborhood that they pass over. I feel that they are used in poorer neighborhoods where the residents will not object. So far they are in no other neighborhood in Seattle. For DEL-2a the guideway will be significantly lower (60 feet) than for DEL-1a (70-150 feet). This would be a much more human scale for the guideway. Alternative WSJ-3b does the best job of preserving the neighborhood feel of this part of West Seattle, and also has the closest station to the West Seattle Junction. This makes the most sense for businesses and transfers with Metro Transit, which has its stops at the Junction.</p> <p>WSJ-3a would be acceptable because it is also a tunnel, but the station is one block farther away from the Junction than WSJ-3b, so it is not as good a choice. I hope that third-party funding can be found for the tunnel option so that West Seattle can be treated fairly when compared with the north end of Seattle, and so that the beauty and livability of the Delridge, Avalon, and Junction neighborhoods can be preserved. One need only look at the Roosevelt Station neighborhood and imagine an elevated guideway there and the effect it would have had on the feel of the neighborhood.</p>	<p>Please see responses to CCG2, CC2c, CC2e, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>
2	<p>One additional point is that WSJ-2 should not be considered at all, as the station is much too far from the center of commerce in West Seattle. Thank you for the opportunity to comment.</p>	<p>Please see response to CC2i in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0551

Communication ID	Name	Email
500802	John Bennett	jbprops.office@gmail.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS and representing both myself and my business. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. I feel the light rail must be built in such a way as to address the impact it has to the landmarks well established in the West Seattle area. As a preservationist, local historian, and small business owner I am well aware of the price of progress. However when we have options we must be thoughtful of their long term consequences.

There are many reasons to avoid taking away public lands, but to put it simply- there is no NEED to do so, thus we should opt for keeping developed infrastructure within boundaries already established over the years. I know I will see an impact to my business during construction. I know it will be impossible to please everyone. I also know that one of Seattle's biggest core values is the outdoors. By taking away any part of the nature that still exists in our community you are furthering Seattle's concrete footprint. I feel this is our chance to avoid mistakes that cannot be taken back.

I hope you will consider my opinion on this and I look forward to the development of the light rail through West Seattle.

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

#	Comments	Responses
1	<p>I am commenting on the Delridge section of the West Seattle Light Rail project DEIS and representing both myself and my business. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. I feel the light rail must be built in such a way as to address the impact it has to the landmarks well established in the West Seattle area. As a preservationist, local historian, and small business owner I am well aware of the price of progress. However when we have options we must be thoughtful of their long term consequences.</p> <p>There are many reasons to avoid taking away public lands, but to put it simply- there is no NEED to do so, thus we should opt for keeping developed infrastructure within boundaries already established over the years. I know I will see an impact to my business during construction. I know it will be impossible to please everyone. I also know that one of Seattle's biggest core values is the outdoors. By taking away any part of the nature that still exists in our community you are furthering Seattle's concrete footprint. I feel this is our chance to avoid mistakes that cannot be taken back. I hope you will consider my opinion on this and I look forward to the development of the light rail through West Seattle. Please adjust the preferred alternative to either of the Yancy/Avalon routes.</p>	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0552

Communication ID	Name	Email
500806	M. Seamus Loftus	m.seamusloftus@gmail.com

Full Communication (4/20/2022)

I would like to give my full support for any and all improvements and extensions to the light rail. I also would like to advocate for more stations at all costs rather than less. More access=less cars

I would like Sound Transit to budget in BETTER ESCALATORS moving forward.

I would also like Sound Transit to advocate for affordable housing and affordable spaces for local businesses in order to make areas around stations safer and more vibrant/livable. Of course whenever possible. For example the Mt. Baker station is a prefect example of an area that could use more development. If every station that has the space could be mirrored after the Capitol Hill Station then living in the city would be a breeze. I would encourage Sound Transit to purchase more property around potential stations and then incentivize developers to build affordable housing.

Love the light rail

#	Comments	Responses
1	I would like to give my full support for any and all improvements and extensions to the light rail. I also would like to advocate for more stations at all costs rather than less. More access=less cars	Thank you for expressing support for the project.
2	I would like Sound Transit to budget in BETTER ESCALATORS moving forward.	In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website.
3	I would also like Sound Transit to advocate for affordable housing and affordable spaces for local businesses in order to make areas around stations safer and more vibrant/livable. Of course whenever possible. For example the Mt. Baker station is a prefect example of an area that could use more development. If every station that has the space could be mirrored after the Capitol Hill Station then living in the city would be a breeze. I would encourage Sound Transit to purchase more property around potential stations and then incentivize developers to build affordable housing.	Please see response to CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0553

Communication ID	Name	Email
500817	Joseph Dorman	dorman1943@gmail.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle light rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle light rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0554

Communication ID	Name	Email
500820	Shannon Gray	shannonkgray@gmail.com

Full Communication (4/20/2022)

I'm in favor of the above ground options if they are faster to build AND if money is provided to nearby residents to improve sound-proofing. Funds for these improvements need to come from Bill Gates and Elon Musk. They built their fortunes in Seattle while planing games with the tax codes so that they didn't have to reinvest in Seattle.

#	Comments	Responses
1	I'm in favor of the above ground options if they are faster to build AND if money is provided to nearby residents to improve sound-proofing. Funds for these improvements need to come from Bill Gates and Elon Musk. They built their fortunes in Seattle while planing games with the tax codes so that they didn't have to reinvest in Seattle.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for information on funding for the project.

Comment Submittal 0555

Communication ID	Name	Email
500821	Natasha Morris	natashaepstein@gmail.com

Full Communication (4/20/2022)

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. This neighborhood is in dire need of good childcare - and it would be detrimental if this establishment no longer existed. Please do not force them to relocate. If that is not possible, please provide adequate relocation fees for them to successfully relocate and stay open.

The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2).

Based on the most recent assessments of the local child care industry, utilizing pre-pandemic numbers, current providers can only provide care for 46% of children at or below the age of 5. This number will only grow over time. Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities.

The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). The Draft EIS needs to include a detailed description of the impact on child care supply in 98106 if the program is relocated. The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.

Sound Transit is only required to pay \$50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4).

The Delridge corridor desperately needs facilities like this to support its families and youth. Thank you for your attention, and your support of these public comments.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. This neighborhood is in dire need of good childcare - and it would be detrimental if this establishment no longer existed. Please do not force them to relocate. If that is not possible, please provide adequate relocation fees for them to successfully relocate and stay open. The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). Based on the most recent assessments of the local child care industry, utilizing pre-pandemic numbers, current providers can only provide care for 46% of children at or below the age of 5. This number will only grow over time. Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). The Draft EIS needs to include a detailed description of the impact on child care supply in 98106 if the program is relocated. The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. Sound Transit is only required to pay \$50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4).</p>	<p>Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Impacts to Alki Beach Academy have been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0556

Communication ID	Name	Email
500825	Danielle Sullivan	DanielleDIY@gmail.com

Full Communication (4/20/2022)

I prefer that the West Seattle light rail route be a tunnel option (best one is WSJ-3a). But if a tunnel option cannot be secured, my preferred route is WSJ-2 (elevated Fauntleroy).

Choosing WSJ-1 would cause the demo of many historical homes that are likely to contain lead and would be released into air and soil.

That ridiculous Maris apartment building on Fauntleroy is inflating the number of residences impacted for Fauntleroy elevated station without having any occupants. They built there knowing the eminent domain plan. Disregard that building.

We should choose a route that survives earthquakes the best. I did not see that mentioned in the DEIS but I think it's very important.

#	Comments	Responses
1	I prefer that the West Seattle light rail route be a tunnel option (best one is WSJ-3a). But if a tunnel option cannot be secured, my preferred route is WSJ-2 (elevated Fauntleroy). Choosing WSJ-1 would cause the demo of many historical homes that are likely to contain lead and would be released into air and soil.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.12, Hazardous Materials, of the West Seattle Link Extension Final EIS for more information.
2	That ridiculous Maris apartment building on Fauntleroy is inflating the number of residences impacted for Fauntleroy elevated station without having any occupants. They built there knowing the eminent domain plan. Disregard that building.	Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on how residential displacements are calculated.
3	We should choose a route that survives earthquakes the best. I did not see that mentioned in the DEIS but I think it's very important.	Please see Section 4.11, Geology and Soils, of the West Seattle Link Extension Final EIS for more information on seismic hazards.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0557

Communication ID	Name	Email
500838	Mimi Smith	adelmira72@yahoo.com

Full Communication (4/20/2022)

Please consider putting stations and tracks underground like it has been done in nearby Seattle cities. Please focus on timeline. West Seattle Community has had its share of inconveniences!

#	Comments	Responses
1	Please consider putting stations and tracks underground like it has been done in nearby Seattle cities. Please focus on timeline. West Seattle Community has had its share of inconveniences!	Please see responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0558

Communication ID	Name	Email
500843	Sandra DuBuque	sandydubuque@yahoo.com

Full Communication (4/21/2022)

Please do not destroy our neighborhood in West Seattle. Please build underground.

#	Comments	Responses
\$	Please do not destroy our neighborhood in West Seattle. Please build underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0559

Communication ID	Name	Email
500845	John Okorowski	1247john@gmail.com

Full Communication (4/21/2022)

The Yancy route is similar in cost and less disruption for the golf course. You don't need to disrupt the financial revenue of the City golf receipts and the favorite city golf course. Over 60,000 golfers play this course.

Please think about the alternative!!! Thank you

John Okorowski

#	Comments	Responses
1	The Yancy route is similar in cost and less disruption for the golf course. You don't need to disrupt the financial revenue of the City golf receipts and the favorite city golf course. Over 60,000 golfers play this course. Please think about the alternative!!!	Please see responses to CCG2 and 4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0560

Communication ID	Name	Email
500850	Sina Kassaw	sinamk124@gmail.com

Full Communication (4/21/2022)

I vote for DEL2a & 6; WSJ 3a, 3b, 5. All other options would lead to an elevated station right on Genesis, that's only going to worsen the parking situation and longer constructions in my front yard. As a homeowner, I ask you to consider our input, we're long term residents of this community & want what's best for the area.

#	Comments	Responses
1	I vote for DEL2a & 6; WSJ 3a, 3b, 5. All other options would lead to an elevated station right on Genesis, that's only going to worsen the parking situation and longer constructions in my front yard. As a homeowner, I ask you to consider our input, we're long term residents of this community & want what's best for the area.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0561

Communication ID	Name	Email
500865	Carmen Knox	cruggier@gmail.com

Full Communication (4/21/2022)

As a parent of multiple children that attend Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

#	Comments	Responses
1	As a parent of multiple children that attend Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0562

Communication ID	Name	Email
500875	Isak Lopez	ilopezspam@gmail.com

Full Communication (4/21/2022)

Ballard Station: Prefer option IBB-2A, primarily because it is a tunnel option under the ship canal and the station entrances are located on both the north & south sides of busy Market Street (for safer pedestrian access). Unfortunately, having the proposed station options located so far east of the historic center of the urban village is a disappointment; however, if Sound Transit can incorporate planning and design of these options for connectivity to a future east-west line that includes a station at 24th Avenue NW can offset this.

Interbay Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, IBB-2a would be the preferred station design for Interbay, because it interfaces with the tunneling options to Ballard under the ship canal.

Smith Cove Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, SIB-2 would be the preferred station design for Smith Cove, with significant enhancements to the design for pedestrian access to the west side of Elliot Ave W.

Seattle Center Station: DT-1 is my preferred option, as it locates the station entrances to serve both the Uptown/Lower Queen Anne area and Seattle Center. However, the station entrances should not impact the footprints of the vital arts organizations along the northern perimeter of the Seattle Center. I also like the cost-savings proposal to shift the Republican station further west to minimize impacts to Seattle Center, better-serve LQNUptown, and as long as one of the new station entrances directly faces 1st Ave N/the arena and making it easier for tourists to find the Seattle Center.

South Lake Union Station: I believe the possibility of consolidating the SLU and Denny stations to save costs would be a prudent step and would improve the efficiency of the line and service to the core of the SLU neighborhood. Otherwise, DT-2 would my preferred option, but with improved pedestrian access to the area east of Aurora Ave N and Dexter Ave N.

Denny Station: Either options being studied can work, however, station entrances on BOTH the north and south sides of Denny Way are vital to significantly improve safety for riders to reach the station as pedestrians in the area.

Westlake Station: Either options being studied can work, however, transfers between to the two light rail lines must be as quick & direct as possible. Also, redundant elevator, escalator and stair options must exist to the station mezzanine and platform.

Midtown Station: DT-1 is my preferred option because it's the closest to First Hill and the Madison St Rapid Ride; however, the pedestrian access from the surface needs to be improved greatly and/or numerous redundant elevator, escalator and stair options must exist between the surface entrances and platform.

Chinatown-International District Station: CID-1a is my preferred option, but but it needs to be as shallow as the existing station to improve the transfer experience. Please study a shallow cut and cover option under 4th Ave.

SODO Station: SoDo-2 is my preferred option, but with a shift further north to preserve the busway (transit redundancy is good) and keep the station entrance at Stacy Street from another option.

West Seattle section Duwamish Waterway Bridge option: Please select the option that runs on the NORTHERN side of the West Seattle Bridge, to minimize the impact to resident of Puget Ridge, the impact to parks & environment and significantly reduce the potential for future damage by landslides in the event of an earthquake. Also, the impact to business by routing on the north side can be mitigated much easier than the aforementioned impacts.

Delridge Station: I am open to any of the station locations proposed for the Delridge area, however, the pedestrian and transfer experience will need to be on-par with what was designed for the UW/Husky Stadium station in order to ensure an equitable transfer experience for the under- served communities to the south of this area.

Andover Station: I have a strong preference to have this station eliminated/postponed from the West Seattle line in order to save costs and serve the Alaska Junction area by a tunneled option. At the very least, perhaps only the "footprint" or "box" of the station & its entrances can be installed/constructed at this time and fully-completed in the

Appendix O. Draft EIS Comment Summary and Response to Comments

future. Otherwise, WSJ-3a would be my selection for the station, as it is a tunnel option and straddles/provides entrances for both the north and south sides of Fauntleroy Way SW for much safer pedestrian access.

Alaska Junction Station: Any of the tunneled station options would be preferred for this location, as long as station entrances were available on both the north and south sides of Alaska Street. If the Andover Station is eliminated or postponed, the 41st Avenue locations would provide slightly better access for pedestrians to the east who would've used the Andover site. Also, please plan for future extensions of light rail to the south.

#	Comments	Responses
1	Ballard Station: Prefer option IBB-2A, primarily because it is a tunnel option under the ship canal and the station entrances are located on both the north & south sides of busy Market Street (for safer pedestrian access). Unfortunately, having the proposed station options located so far east of the historic center of the urban village is a disappointment; however, if Sound Transit can incorporate planning and design of these options for connectivity to a future east-west line that includes a station at 24th Avenue NW can offset this.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Interbay Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, IBB-2a would be the preferred station design for Interbay, because it interfaces with the tunneling options to Ballard under the ship canal. Smith Cove Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, SIB-2 would be the preferred station design for Smith Cove, with significant enhancements to the design for pedestrian access to the west side of Elliot Ave W.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Seattle Center Station: DT-1 is my preferred option, as it locates the station entrances to serve both the Uptown/Lower Queen Anne area and Seattle Center. However, the station entrances should not impact the footprints of the vital arts organizations along the northern perimeter of the Seattle Center. I also like the cost-savings proposal to shift the Republican station further west to minimize impacts to Seattle Center, better-serve LOA/Uptown, and as long as one of the new station entrances directly faces 1st Ave N/the arena and making it easier for tourists to find the Seattle Center.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	South Lake Union Station: I believe the possibility of consolidating the SLU and Denny stations to save costs would be a prudent step and would improve the efficiency of the line and service to the core of the SLU neighborhood. Otherwise, DT-2 would my preferred option, but with improved pedestrian access to the area east of Aurora Ave N and Dexter Ave N.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Denny Station: Either options being studied can work, however, station entrances on BOTH the north and south sides of Denny Way are vital to significantly improve safety for riders to reach the station as pedestrians in the area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
6	Westlake Station: Either options being studied can work, however, transfers between to the two light rail lines must be as quick & direct as possible. Also, redundant elevator, escalator and stair options must exist to the station mezzanine and platform.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Midtown Station: DT-1 is my preferred option because it's the closest to First Hill and the Madison St Rapid Ride; however, the pedestrian access from the surface needs to be improved greatly and/or numerous redundant elevator, escalator and stair options must exist between the surface entrances and platform.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Chinatown-International District Station: CID-1a is my preferred option, but but it needs to be as shallow as the existing station to improve the transfer experience. Please study a shallow cut and cover option under 4th Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	SODO Station: SoDo-2 is my preferred option, but with a shift further north to preserve the busway (transit redundancy is good) and keep the station entrance at Stacy Street from another option.	Please see responses to CCG2 and CC3f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
10	West Seattle section Duwamish Waterway Bridge option: Please select the option that runs on the NORTHERN side of the West Seattle Bridge, to minimize the impact to resident of Puget Ridge, the impact to parks & environment and significantly reduce the potential for future damage by landslides in the event of an earthquake. Also, the impact to business by routing on the north side can be mitigated much easier than the aforementioned impacts.	Please see response to CCG2 in Table 7-1.
11	Delridge Station: I am open to any of the station locations proposed for the Delridge area, however, the pedestrian and transfer experience will need to be on-par with what was designed for the UW/Husky Stadium station in order to ensure an equitable transfer experience for the under-served communities to the south of this area.	Please see responses to CCG2, CC3a, CCEJ1, and CCEJ2 in Table 7-1.
12	Andover Station: I have a strong preference to have this station eliminated/postponed from the West Seattle line in order to save costs and serve the Alaska Junction area by a tunneled option. At the very least, perhaps only the "footprint" or "box" of the station & its entrances can be installed/constructed at this time and fully-completed in the future. Otherwise, WSJ-3a would be my selection for the station, as it is a tunnel option and straddles/provides entrances for both the north and south sides of Fauntleroy Way SW for much safer pedestrian access.	Please see responses to CCG2 and CC2j in Table 7-1.
13	Alaska Junction Station: Any of the tunneled station options would be preferred for this location, as long as station entrances were available on both the north and south sides of Alaska Street. If the Andover Station is eliminated or postponed, the 41st Avenue locations would provide slightly better access for pedestrians to the east who would've used the Andover site. Also, please plan for future extensions of light rail to the south.	Please see responses to CCG2 and CC2d in Table 7-1. Please see Section 2.1, Build Alternatives, of the Final EIS for descriptions of station entrance locations for each alternative and Appendix J, Conceptual Design Drawings, of the Final EIS for drawings showing stations entrances.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0563

Communication ID	Name	Email
500898	Alyssa Drake	alyssakd@email.arizona.edu
500898	Kate Richter	katherinerichter@email.arizona.edu
500898	Aidan Kavanagh	aidankavanagh@email.arizona.edu
500898	Jeri Wilcox	jeriwilcox@email.arizona.edu

Full Communication (4/21/2022)

Aidan Kavanagh, Alyssa Drake, Jeri Wilcox, and Kate Richter Draft EIS comment

March 28, 2022

Aidan Kavanagh, Alyssa Drake, Jeri Wilcox, and Kate Richter The University of Arizona Environment and Natural Resources 2 1064 East Lowell Street Tucson, AZ 85721

Mark Assam

U.S. Department of Transportation Federal Transit Administration, Region X 915 2nd Avenue, Suite 3142 Seattle, WA 98174

RE: 20220008, West Seattle and Ballard Link Extensions Draft EIS To Whom It May Concern,

Thank you for the opportunity to comment on the draft EIS of the West Seattle and Ballard Link Extensions project. We are a group of students at the University of Arizona with experience regarding natural resource policy and law. Our group has evaluated the Draft EIS for the West Seattle and Ballard Link Extension policy, and would like to take the opportunity to comment on it. Firstly, we wanted to commend you on the clear amount of effort that was put into creating this Draft EIS and engaging with the community. However, we still wanted to alert you to some potential areas for improvement. More specifically, we have concerns about this project regarding inadequate response to community concerns to noise impacts for arts groups and the impacts on Tribal treaty-protected fishing areas.

Our first major concern is centered on project construction and operation within Tribal treaty-protected fishing areas. The Environmental Justice section of the Draft EIS acknowledges that the Suquamish and Muckleshoot tribes have treaty-protected fishing rights in the Duwamish Waterway, within which there is planned project construction, and that alternatives could have long-term impacts on Tribal treaty-protected fishing. Option DUW-1b of the Duwamish segment, in particular, could impact fishing more than the other alternatives listed. The only mitigation strategies identified within the Draft EIS in response to this issue is that Sound Transit and the FTA would coordinate with affected Tribes to mitigate for economic impacts from fishing disruption. While construction effects would be temporary, there would be permanent effects from guideway columns in the water for elevated alternatives. Chapter 4 of the Draft EIS also acknowledges that some bridge types may interfere with Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot and Suquamish Tribes. There 2 is also potential for cumulative impacts on the aquatic habitat in the Duwamish Waterway, for which no additional mitigation was deemed to be necessary.

Fishing is important to the livelihoods of members of the Muckleshoot and Suquamish tribes, and their ability to do so in Puget Sound is protected by the law. It is essential that impacts to this crucial aspect of these tribes' way of life are thoroughly explored and communicated to these tribes. Further, it is of the utmost importance that the fishing rights of these tribes be respected and every effort is made to mitigate impacts of the West Seattle and Ballard Link Extension. We suggest that further analysis of the impacts of this project on Tribal fishing be provided in the Final EIS, and that preference be given to alternatives that have the least impact on Tribal treaty-protected fishing areas.

The second point we wanted to raise is a lack of acknowledgement and genuine effort to remediate concerns which have been brought up by local artists. A coalition of art groups which reside under the Seattle Center Foundation, have written to the Seattle Mayor, Bruce Harrell, to inform him of the difficulties that this project will pose as it is projected to be under construction for 5-10 years, which will have detrimental impacts on the surrounding arts district and community. Specifically, the position of the Uptown station is drafted in a way that will cause major disturbances for this group in terms of noise pollution, vibrations, construction eyesores, and inconveniences. These impacts are likely to threaten the existence of these cultural and arts centers themselves and could have major detrimental impacts on the community as a result. The currently drafted construction methodology does not sufficiently address

Appendix O. Draft EIS Comment Summary and Response to Comments

these issues and the alternatives provided do not properly delve into the options that could be done to avoid these negative impacts on the community.

In conclusion, the Draft EIS should not be accepted in its current form due to these unaddressed concerns. We suggest that a new alternative be explored where the noise and vibration pollution be lowered, or at least the time period where these impacts will take place be minimized. We also propose that alternatives featuring guideway columns in the water of treaty-protected fishing areas not be selected as the preferred alternative. due to their permanent impact on Tribal treaty- protected fishing areas. Thank you for taking the time to consider our comments.

Sincerely,

Aidan Kavanagh Alyssa Drake Jeri Wilcox Katherine Richter

#	Comments	Responses
1	<p>Our first major concern is centered on project construction and operation within Tribal treaty- protected fishing areas. The Environmental Justice section of the Draft EIS acknowledges that the Suquamish and Muckleshoot tribes have treaty-protected fishing rights in the Duwamish Waterway, within which there is planned project construction, and that alternatives could have long-term impacts on Tribal treaty-protected fishing. Option DUW-1b of the Duwamish segment, in particular, could impact fishing more than the other alternatives listed. The only mitigation strategies identified within the Draft EIS in response to this issue is that Sound Transit and the FTA would coordinate with affected Tribes to mitigate for economic impacts from fishing disruption. While construction effects would be temporary, there would be permanent effects from guideway columns in the water for elevated alternatives. Chapter 4 of the Draft EIS also acknowledges that some bridge types may interfere with Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot and Suquamish Tribes. There 2 is also potential for cumulative impacts on the aquatic habitat in the Duwamish Waterway, for which no additional mitigation was deemed to be necessary. Fishing is important to the livelihoods of members of the Muckleshoot and Suquamish tribes, and their ability to do so in Puget Sound is protected by the law. It is essential that impacts to this crucial aspect of these tribes' way of life are thoroughly explored and communicated to these tribes. Further, it is of the utmost importance that the fishing rights of these tribes be respected and every effort is made to mitigate impacts of the West Seattle and Ballard Link Extension. We suggest that further analysis of the impacts of this project on Tribal fishing be provided in the Final EIS, and that preference be given to alternatives that have the least impact on Tribal treaty-protected fishing areas.</p>	<p>Please see Section 4.3, Economics, and Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for updated analysis of impacts to aquatic habitat and Tribal fishing. Section 4.2.3.6 of the West Seattle and Ballard Link Extensions Draft EIS included a discussion of mitigation if the project design were to affect Tribal treat-protected fishing rights. See Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for additional coordination completed between the West Seattle and Ballard Link Extensions Draft EIS and the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>The second point we wanted to raise is a lack of acknowledgement and genuine effort to remediate concerns which have been brought up by local artists. A coalition of art groups which reside under the Seattle Center Foundation, have written to the Seattle Mayor, Bruce Harrell, to inform him of the difficulties that this project will pose as it is projected to be under construction for 5-10 years, which will have detrimental impacts on the surrounding arts district and community. Specifically, the position of the Uptown station is drafted in a way that will cause major disturbances for this group in terms of noise pollution, vibrations, construction eyesores, and inconveniences. These impacts are likely to threaten the existence of these cultural and arts centers themselves and could have major detrimental impacts on the community as a result. The currently drafted construction methodology does not sufficiently address these issues and the alternatives provided do not properly delve into the options that could be done to avoid these negative impacts on the community. In conclusion, the Draft EIS should not be accepted in its current form due to these unaddressed concerns. We suggest that a new alternative be explored where the noise and vibration pollution be lowered, or at least the time period where these impacts will take place be minimized.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0564

Communication ID	Name	Email
500934	Dragana Miljkovic	draganam@gmail.com

Full Communication (4/21/2022)

My home will be taken down if this project proceeds at the current proposed location on Pigeon Pt. I have two high schoolers who will also be displaced. I am opposed to the proposed location for this project.

#	Comments	Responses
1	My home will be taken down if this project proceeds at the current proposed location on Pigeon Pt. I have two high schoolers who will also be displaced. I am opposed to the proposed location for this project.	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0565

Communication ID	Name	Email
500936	Kyle Taniguchi	kyle.k.taniguchi@gmail.com

Full Communication (4/21/2022)

Hi, I live in one of the buildings affected by the alternatives that use 41st Ave SW. I was wondering if you've considered acquiring the Jefferson Square property instead of the properties on the eastern side of 41st Ave SW? Jefferson Square is an older property than the two residential buildings on the eastern side of the street and has more transit-oriented development potential (the site is very auto-oriented with a lot of parking and not really a good fit with a new light rail station). The site also does not have good pedestrian access from 41st Ave SW (the split sidewalk is very unsafe). Acquiring that property would also impact fewer residents. In addition to the reasons above, the property has not been under good management and attracts loiterers (skateboarders, homeless) in the mid-level parking and individuals who do illicit activity in the bushes alongside SW Edmunds St (e.g., drugs). Thank you for considering my comment.

#	Comments	Responses
1	<p>I live in one of the buildings affected by the alternatives that use 41st Ave SW. I was wondering if you've considered acquiring the Jefferson Square property instead of the properties on the eastern side of 41st Ave SW? Jefferson Square is an older property than the two residential buildings on the eastern side of the street and has more transit-oriented development potential (the site is very auto-oriented with a lot of parking and not really a good fit with a new light rail station). The site also does not have good pedestrian access from 41st Ave SW (the split sidewalk is very unsafe).</p> <p>Acquiring that property would also impact fewer residents. In addition to the reasons above, the property has not been under good management and attracts loiterers (skateboarders, homeless) in the mid-level parking and individuals who do illicit activity in the bushes alongside SW Edmunds St (e.g., drugs).</p>	<p>Please see Section 4.1, Acquisitions, Displacements, and Relocations, for more information on property acquisition by alternative. The Jefferson Square property would be affected by Preferred Option WSJ-5b, Alternative WSJ-1, and Option WSJ-3b.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0566

Communication ID	Name	Email
500939	Jensen Vance	jensen.l.vance@gmail.com

Full Communication (4/21/2022)

Avoid knocking down the dozens and dozens of new builds on the Avalon alternative that have just been completed or are still under construction. Keep the Delridge/Genesee path as that is already downwind of a steel foundry, not to mention Youngstown. The city hasn't even registered our property with some county services after a year of living here, I hope you are aware of the permits granted.

#	Comments	Responses
1	Avoid knocking down the dozens and dozens of new builds on the Avalon alternative that have just been completed or are still under construction. Keep the Delridge/Genesee path as that is already downwind of a steel foundry, not to mention Youngstown.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0567

Communication ID	Name	Email
500959	Nancy Tyler	nancy52956@hotmail.com

Full Communication (4/22/2022)

I love the light rail but I do not want an elevated system coming into West Seattle. I would prefer a different option.

#	Comments	Responses
1	I love the light rail but I do not want an elevated system coming into West Seattle. I would prefer a different option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0568

Communication ID	Name	Email
500978	Micha Winter	68gator@comcast.net

Full Communication (4/22/2022)

I am commenting on the various proposals for bringing light rail to West Seattle.

As a resident of West Seattle for over 50 years, I have watched the community grow. There has been extended growth of housing and commercial endeavors, not all of which has been pleasant to the eye. We have become overcrowded and traffic has become a real problem, notably with roads and streets being reduced in carrying capacity to accommodate bicycles. As a result we are badly in need of the light rail system to extend to West Seattle.

One thing West Seattle has is an extensive network of beautiful parks and recreational sites. The latter of which needs to be preserved to counter the rather unsightly building expansion we have endured. We need to preserve our green spaces. One of those beautiful green spaces is the West Seattle Golf course. Therefore I am opposed to any light rail alternatives that would impact that green space. It is park property and should not be affected. I understand there is a City ordinance that park property cannot be used for purposes other than what it was intended.

I strongly feel that the Yancy/Avalon routes would best serve the citizens of West Seattle.

#	Comments	Responses
1	There has been extended growth of housing and commercial endeavors, not all of which has been pleasant to the eye. We have become overcrowded and traffic has become a real problem, notably with roads and streets being reduced in carrying capacity to accommodate bicycles. As a result we are badly in need of the light rail system to extend to West Seattle. One thing West Seattle has is an extensive network of beautiful parks and recreational sites. The latter of which needs to be preserved to counter the rather unsightly building expansion we have endured. We need to preserve our green spaces. One of those beautiful green spaces is the West Seattle Golf course. Therefore I am opposed to any light rail alternatives that would impact that green space. It is park property and should not be affected. I understand there is a City ordinance that park property cannot be used for purposes other than what it was intended. I strongly feel that the Yancy/Avalon routes would best serve the citizens of West Seattle.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0569

Communication ID	Name	Email
501006	Sarah Boye	sarah.m.boy@gmail.com

Full Communication (4/22/2022)

Please consider making the North Alternative for the Duwamish segment the preferred alternative. As it has no impact on residential or park spaces, this should be a prioritized plan which will protect homes, blue herons, and green spaces.

#	Comments	Responses
1	Please consider making the North Alternative for the Duwamish segment the preferred alternative. As it has no impact on residential or park spaces, this should be a prioritized plan which will protect homes, blue herons, and green spaces	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0570

Communication ID	Name	Email
501019	Barbara Wright	bnwright@comcast.net

Full Communication (4/22/2022)

I would like to have underground trains in West Seattle. Raised trains would ruin the character of West Seattle.

#	Comments	Responses
1	I would like to have underground trains in West Seattle. Raised trains would ruin the character of West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0571

Communication ID	Name	Email
501041	Nicholas Mirra	nicholas.mirra@gmail.com

Full Communication (4/22/2022)

Thank you for recording my comments on Sound Transit's Draft Environmental Statement.

My request is that Sound Transit's Ballard-West Seattle extension will choose alignments that prioritize both quick transfers and less construction and subsequent-development impacts on BIPOC and less-affluent communities.

Station locations should prioritize ease of transfer to other Link lines and other multimodal options. Deep stations, served by broken escalators, and located many blocks from desired destinations will together depress ridership and provide rhetorical fodder for opposition to future investment in public transit.

Prioritizing BIPOC communities will be one small step in halting the pattern of our public institutions accommodating the financial convenience of the wealthy at the expense of the lived experience of BIPOC and poor communities.

The proposed stations at Midtown, Westlake, Denny and Seattle Center are too deep and will suppress Link's values for short trips within the city center. Sound Transit's track record of serving deep stations with escalators and elevators also does not warrant optimism that such stations will be operationally successful.

In Seattle Center, I support the Republican Street Station. Sound Transit should also do whatever is required to mitigate construction impacts to nearby arts and cultural organizations (short of not building a station at all).

In South Lake Union, I support Seattle Subway's proposal to further study a Westlake option that is actually within South Lake Union, and a Westlake Ave station at Denny that would align with such a station.

In Chinatown, I support additional study of a shallower station on 4th Avenue. This area will be critical for transfers, and Sound Transit should allocate whatever resources are required to build an effective station and protect-in-place the ID businesses and residents who are already there. If Seattle is willing to give money to support renovation of sports stadiums owned by billionaires, we should be willing to spend money to float ID businesses through construction closures, and then advertise the hell out of them once construction is over.

#	Comments	Responses
1	Station locations should prioritize ease of transfer to other Link lines and other multimodal options. Deep stations, served by broken escalators, and located many blocks from desired destinations will together depress ridership and provide rhetorical fodder for opposition to future investment in public transit.	Please see responses to CC2k and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Prioritizing BIPOC communities will be one small step in halting the pattern of our public institutions accommodating the financial convenience of the wealthy at the expense of the lived experience of BIPOC and poor communities.	Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on impact and benefits to low-income populations and communities of color.
3	The proposed stations at Midtown, Westlake, Denny and Seattle Center are too deep and will suppress Link's values for short trips within the city center. Sound Transit's track record of serving deep stations with escalators and elevators also does not warrant optimism that such stations will be operationally successful.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	In Seattle Center, I support the Republican Street Station. Sound Transit should also do whatever is required to mitigate construction impacts to nearby arts and cultural organizations (short of not building a station at all).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	In South Lake Union, I support Seattle Subway's proposal to further study a Westlake option that is actually within South Lake Union, and a Westlake Ave station at Denny that would align with such a station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	In Chinatown, I support additional study of a shallower station on 4th Avenue. This area will be critical for transfers, and Sound Transit should allocate whatever resources are required to build an effective station and protect-in-place the ID businesses and residents who are already there.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0572

Communication ID	Name	Email
501042	Jennifer Canas	jennifercanas@gmail.com

Full Communication (4/22/2022)

Why Renton of course!

#	Comments	Responses
1	Why Renton of course!	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0573

Communication ID	Name	Email
501045	Cathy Rouyer	cjrrouyer@comcast.net

Full Communication (4/22/2022)

I am commenting on the DEL5&6 of your proposals for transportation on Avalon St in West Seattle. DEL5&6 proposals would be devastating for Transitional Resources the the several hundreds of individuals now living and receiving services at Transitional Resources on Avalon St. and the neighboring areas. Transitional Resources is very special ad offered housing and services for members of our city who would have NO WHERE ELSE to live if DEL 5&6

are passed. Transitional Resources provides housing and oversight to a special population poorly served in other geographic areas of the city and county. Transitional Resources provides services NOT AVAILABLE anywhere else.

PLEASE as a mother and a grandmother of loved ones who live and thrive with the services Transitional Resources offers. My husband and I will be devastated if these services and housing are lost! Please do nothing that will diminish or eliminate these services. Vote NO! on DEL 5&6.

#	Comments	Responses
1	I am commenting on the DEL5&6 of your proposals for transportation on Avalon St in West Seattle. DEL5&6 proposals would be devastating for Transitional Resources the the several hundreds of individuals now living and receiving services at Transitional Resources on Avalon St. and the neighboring areas. Transitional Resources is very special ad offered housing and services for members of our city who would have NO WHERE ELSE to live if DEL 5&6 are passed. Transitional Resources provides housing and oversight to a special population poorly served in other geographic areas of the city and county. Transitional Resources provides services NOT AVAILABLE anywhere else. PLEASE as a mother and a grandmother of loved ones who live and thrive with the services Transitional Resources offers. My husband and I will be devastated if these services and housing are lost' Please do nothing that will diminish or eliminate these services. Vote NO' on DEL 5&6.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0574

Communication ID	Name	Email
501048	Jenny Murray	mommie.murray@gmail.com

Full Communication (4/22/2022)

I think that it is important to not disrupt the families and businesses in the Delridge and Alaska Junction areas of West Seattle. Overhead light rail lines would completely change the look and feel of these neighborhoods. Many businesses would be eliminated in the Alaska Junction because of an overhead light rail line, including a West Seattle destination, the West Seattle Bowl, which has been around for almost 70 years. Why can't West Seattle be treated the same as other neighborhoods, like Capital Hill and the U District, and have a tunnel for the light rail. We are just as important, and more diverse than those areas.

#	Comments	Responses
1	I think that it is important to not disrupt the families and businesses in the Delridge and Alaska Junction areas of West Seattle. Overhead light rail lines would completely change the look and feel of these neighborhoods. Many businesses would be eliminated in the Alaska Junction because of an overhead light rail line, including a West Seattle destination, the West Seattle Bowl, which has been around for almost 70 years. Why can't West Seattle be treated the same as other neighborhoods, like Capital Hill and the U District, and have a tunnel for the light rail. We are just as important, and more diverse than those areas.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0575

Communication ID	Name	Email
501049	C Patterson	occams@ me.com

Full Communication (4/22/2022)

Please move forward with the plan that eliminates the Avalon station and has the medium tunnel option. This has the best service and is the least disruptive to existing housing, but still provides great ridership.

#	Comments	Responses
1	Please move forward with the plan that eliminates the Avalon station and has the medium tunnel option. This has the best service and is the least disruptive to existing housing, but still provides great ridership.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0576

Communication ID	Name	Email
501051	Jeff Johnson	jeff@seattlejeff.net

Full Communication (4/22/2022)

I strongly want light rail into the Alaska junction to be underground. Elevated tracks are so ugly. We only have one chance to get this right. Thank You. Jeff Johnson.

#	Comments	Responses
1	I strongly want light rail into the Alaska junction to be underground. Elevated tracks are so ugly. We only have one chance to get this right.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0577

Communication ID	Name	Email
501053	paul loeb	loeb@soulofacitizen.org

Full Communication (4/22/2022)

I was very disturbed that the supposed study of the gondola option relied on out-of-date data and examples, used a consultant tied to Sound Transit's existing approaches with no expertise in the area, and didn't base its numbers for timelines or cost on current real-world examples. And who seemed to treat a gondola system as a competitor rather than complement to the existing light rails system. I've lived in the Admiral area for 34 years. The opening of the West Seattle light rail continues to be delayed and delayed. The gondola offers an opportunity to jump start connection to the light rail in a near-term time frame that will have an immediate impact on transportation access and carbon reduction, while leaving other options open. The supposed study did not seriously study it--you need to have a consultant with expertise study it seriously, drawing on the lessons from major cities around the world (and more nascently in the US) that are successfully using these technologies.

#	Comments	Responses
1	I was very disturbed that the supposed study of the gondola option relied on out-of-date data and examples, used a consultant tied to Sound Transit's existing approaches with no expertise in the area, and didn't base its numbers for timelines or cost on current real-world examples. And who seemed to treat a gondola system as a competitor rather than complement to the existing light rails system. I've lived in the Admiral area for 34 years. The opening of the West Seattle light rail continues to be delayed and delayed. The gondola offers an opportunity to jump start connection to the light rail in a near-term time frame that will have an immediate impact on transportation access and carbon reduction, while leaving other options open. The supposed study did not seriously study it--you need to have a consultant with expertise study it seriously, drawing on the lessons from major cities around the world (and more nascently in the US) that are successfully using these technologies.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0578

Communication ID	Name	Email
501054	Kelly Dunn	defaultstring@gmail.com

Full Communication (4/22/2022)

Hello there,

I'm a home owner at 42nd & Edmunds in West Seattle, and have been actively keeping up with the West Seattle Junction Light Rail project since 2018. I have attended multiple CAG meetings and been involved with individual sessions with Sound Transit as it pertains to my particular property and its involvement with the West Seattle Extension.

After reviewing the Draft EIS, as well as receiving correspondence that my residence may be acquired as part of the West Seattle extension, I'd like to offer my input in aims of informing the Board's decision on a final preferred alternative to the project.

As a homeowner in West Seattle for the past 7 years, my strong conviction is that an elevated alternative such as WSJ-1 or WSJ-2 would negatively impact our neighborhood in a dramatic and profound fashion. The elevated alternatives are incredibly disruptive to a main thoroughfare, Fauntleroy, and both would prove to displace hundreds of more households should ST3 continue further south to White Center or Burien. In addition, the elevated alternatives WSJ-1 and WSJ-2 create a considerable physical divide in our community, especially for the residential community along 42nd. In particular, razing multiple supermarkets and local businesses will detract from the accessibility and historical character of the West Seattle Junction. A tunnel option would retain the current character of the neighborhood while enabling travel and accessibility.

Furthermore, both WSJ-1 and WSJ-2 are comparatively more expensive than other alternatives, and much more impactful in displacing residential and commercial properties. Other alternatives, especially tunnels are by far more desirable than elevated alternatives. WSJ-5 in particular looks intriguing, and appears to allow for the most configurability with upstream stations while being the most affordable and least impactful.

Additionally, in multiple CAGs, it has been mentioned that an Avalon station has lower projected ridership numbers than other stations, so low that it might not necessitate a station at all. I encourage the board to forgo an Avalon station and recoup the funds to realize a tunnel alternative.

Please do not consider WSJ-1 or WSJ-2. A tunnel option is vastly preferred, and especially WSJ-5, as it is clearly the most performant and affordable.

#	Comments	Responses
1	As a homeowner in West Seattle for the past 7 years, my strong conviction is that an elevated alternative such as WSJ-1 or WSJ-2 would negatively impact our neighborhood in a dramatic and profound fashion. The elevated alternatives are incredibly disruptive to a main thoroughfare, Fauntleroy, and both would prove to displace hundreds of more households should ST3 continue further south to White Center or Burien. In addition, the elevated alternatives WSJ-1 and WSJ-2 create a considerable physical divide in our community, especially for the residential community along 42nd. In particular, razing multiple supermarkets and local businesses will detract from the accessibility and historical character of the West Seattle Junction. A tunnel option would retain the current character of the neighborhood while enabling travel and accessibility. Furthermore, both WSJ-1 and WSJ-2 are comparatively more expensive than other alternatives, and much more impactful in displacing residential and commercial properties. Other alternatives, especially tunnels are by far more desirable than elevated alternatives. WSJ-5 in particular looks intriguing, and appears to allow for the most configurability with upstream stations while being the most affordable and least impactful.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	it has been mentioned that an Avalon station has lower projected ridership numbers than other stations, so low that it might not necessitate a station at all. I encourage the board to forgo an Avalon station and recoup the funds to realize a tunnel alternative	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0579

Communication ID	Name	Email
501109	Inga Manskopf	ingamanskopf@msn.com

Full Communication (4/23/2022)

The actual light rail infrastructure alone does not take into consideration the impacts associated with how people will get to and from stations. In an increasingly dense city that is struggling to reduce carbon emissions, it is essential the stations connect to the Seattle bike network.

As we have learned with current stations, it is important that plans for bike route connections be completed early and be very specific. This is especially needed considering the need to coordinate with SDOT and, sometimes, WSDOT. Specific bike impacts need to be considered.

Since people who bike and use transit often need their bikes on both ends of the light rail ride, please consider how to make it easier for people to bring bikes on trains.

Please study the impacts of people using bike to get to/from trains as well as on trains now. Seattle is a growing city in which people are increasingly biking for transportation. Plans for bike should be integrated into studies and plans.

#	Comments	Responses
1	The actual light rail infrastructure alone does not take into consideration the impacts associated with how people will get to and from stations. In an increasingly dense city that is struggling to reduce carbon emissions, it is essential the stations connect to the Seattle bike network. As we have learned with current stations, it is important that plans for bike route connections be completed early and be very specific. This is especially needed considering the need to coordinate with SOOT and, sometimes, WSDOT. Specific bike impacts need to be considered. Since people who bike and use transit often need their bikes on both ends of the light rail ride, please consider how to make it easier for people to bring bikes on trains. Please study the impacts of people using bike to get to/from trains as well as on trains now. Seattle is a growing city in which people are increasingly biking for transportation. Plans for bike should be integrated into studies and plans.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0580

Communication ID	Name	Email
501129	Carmen Mikacenic	cmikacenic@gmail.com

Full Communication (4/23/2022)

This comment is regarding the WSJ-5 medium tunnel down 41st ave SW. This is not a great option. The WS junction is a hub of commercial activity but this places the tunnel onto quiet single family homes on 41st. I prefer the options that bring the light rail tunneled however possible. If it comes down 41st and ruins this relatively quiet street, the remaining neighborhood nearby should be rezoned for commercial if it is going to disrupt what are mostly kids and families.

#	Comments	Responses
1	This comment is regarding the WSJ-5 medium tunnel down 41st ave SW. This is not a great option. The WS junction is a hub of commercial activity but this places the tunnel onto quiet single family homes on 41st. I prefer the options that bring the light rail tunneled however possible. If it comes down 41st and ruins this relatively quiet street, the remaining neighborhood nearby should be rezoned for commercial if it is going to disrupt what are mostly kids and families.	Please see responses to CCG2, CC2f, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0581

Communication ID	Name	Email
501131	Tom Griga	tom.griga@gmail.com

Full Communication (4/23/2022)

Sound Transit,

For ST3 Draft EIS, I agree with the suggestions provided by Seattle Subway on how the Ballard to West Seattle line can be improved. There needs to be changes to the preferred alignment to increase reliability, expandability, and accessibility. In general the stations are too deep. The current preferred stations are too deep and not located for easy use and future expansion. Sound Transit has had a problem maintaining escalators so we need to minimize the entrance and exit travel times. This light rail will be serving a lot of future riders and needs to be convenient to become an alternative to automobile travel.

For the Ballard station, Sound Transit must reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. The 14th and 15th Ave stations fail to serve the central commercial district of Ballard.

For the Seattle Center station, I prefer Republican Street Station and work to mitigate impacts to arts organizations like KEXP as much as possible as they are very valuable to Seattle..

For South Lake Union station, reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible.

South Lake Union is an economic and entertainment hub for the city that had to be served well.

For Westlake Station, I prefer the 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

For Prefer Chinatown station, I prefer the 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as the existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.

General DEIS recommended feedback

Do not eliminate any stations.

Work to make stations as shallow as possible. Improve transfer times wherever possible.

Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.

Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.

Plan to build for future expansion in Seattle. Thank you

#	Comments	Responses
1	For ST3 Draft EIS, I agree with the suggestions provided by Seattle Subway on how the Ballard to West Seattle line can be improved. There needs to be changes to the preferred alignment to increase reliability, expandability, and accessibility. In general the stations are too deep. The current preferred stations are too deep and not located for easy use and future expansion. Sound Transit has had a problem maintaining escalators so we need to minimize the entrance and exit travel times. This light rail will be serving a lot of future riders and needs to be convenient to become an alternative to automobile travel.	Please see responses to CC2d and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	For the Ballard station, Sound Transit must reopen study of the Ballard 20thfThorndyke Tunnel Portal option. The 14th and 15th Ave stations fail to serve the central commercial district of Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	For the Seattle Center station, I prefer Republican Street Station and work to mitigate impacts to arts organizations like KEXP as much as possible as they are very valuable to Seattle..	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	For South Lake Union station, reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible. South Lake Union is an economic and entertainment hub for the city that had to be served well.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.	Please see responses to CC2j and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize access and efficiency of transfers between light rail lines and other modes of transportation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	For Westlake Station, I prefer the 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. For Prefer Chinatown station, I prefer the 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as the existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Plan to build for future expansion in Seattle.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0582

Communication ID	Name	Email
501302	Jim Little	littlejamesw@hey.com

Full Communication (4/23/2022)

Jim Little Draft EIS Comment

Dear Sound Transit,

Please consider a gondola to hillier northern parts of West Seattle and more light rail to flatter southern parts of West Seattle.

Sound Transit evaluated multiple possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. For example, Need #4 (relating to serving low income, BIPOC communities - Chapter 6.1.4) was not even considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in high-income areas.

ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this. Another measure would have to be put before the voters to finance construction. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where a greater percentage of the population depends on public transit. One of the possible routes for that would be

along the Duwamish where the terrain is flatter and provides wider existing rights-of-way than the hillier northern area of West Seattle. It's possible that building such light rail in combination with a gondola to serve the Alaska Junction, Avalon, and N. Delridge could cost about the same as building light rail to the Junction, Avalon, and N. Delridge alone.

Thanks,

Jim Little Seattle, 98105

#	Comments	Responses
1	Sound Transit evaluated multiple possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. For example, Need #4 (relating to serving low income, BIPOC communities - Chapter 6.1.4) was not even considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in high-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this. Another measure would have to be put before the voters to finance construction. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where a greater percentage of the population depends on public transit. One of the possible routes for that would be along the Duwamish where the terrain is flatter and provides wider existing rights-of-way than the hillier northern area of West Seattle. It's possible that building such light rail in combination with a gondola to serve the Alaska Junction, Avalon, and N. Delridge could cost about the same as building light rail to the Junction, Avalon, and N. Delridge alone.	Please see responses to CC1c, CC2g, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0583

Communication ID	Name	Email
501482	Bill Affolter	billaff@gmail.com

Full Communication (4/21/2022)

Bill Affolter Draft EIS Comment

I'm just writing to strongly encourage the West Seattle project to be a tunnel rather than an above ground project. Most other communities in Seattle have tunnels and above ground projects disrupt businesses are noisy and would mean demolishing buildings and homes. It would definitely change the Alaska Wayne neighborhood and the surrounding neighborhoods in a negative way so please put my vote up for a tunnel extension which would be much less disruptive

Thank you Bill Affolter

#	Comments	Responses
1	I'm just writing to strongly encourage the West Seattle project to be a tunnel rather than an above ground project. Most other communities in Seattle have tunnels and above ground projects disrupt businesses are noisy and would mean demolishing buildings and homes. It would definitely change the Alaska Wayne neighborhood and the surrounding neighborhoods in a negative way so please put my vote up for a tunnel extension which would be much less disruptive	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0584

Communication ID	Name	Email
502113	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/20/2022)

Betty Lau Draft EIS Comment

Hi Comments Department,

I saw in the attachments lists of consulting partners. It would be helpful to have an explanation of how they were chosen and their roles. The list I saw was heavy on historic preservation groups and two housing non profits. I didn't see a single organization that does social services.

Interim was listed as holding several community forums, but this may not be as comprehensive as needed for ST purposes because of their "selective engagement" policy.

Betty

#	Comments	Responses
1	I saw in the attachments lists of consulting partners. It would be helpful to have an explanation of how they were chosen and their roles. The list I saw was heavy on historic preservation groups and two housing non profits. I didn't see a single organization that does social services.	Consulting parties are related to Section 106 of the National Historic Preservation Act. As part of the Section 106 process, the Federal Transit Authority invited individuals and organizations with a demonstrated interest in the undertaking to participate as consulting parties. As described in 36 Code of Federal Regulations Section 800.2(c)(5), consulting parties may include a) parties with legal or economic interest in the undertaking or affected historic properties and b) those concerned with the undertaking's effects on historic properties, such as individual tribal members with special knowledge or expertise in identifying properties of traditional religious and cultural significance to that tribe.
	Interim was listed as holding several community forums, but this may not be as comprehensive as needed for ST purposes because of their "selective engagement" policy.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0585

Communication ID	Name	Email
503429	Adam Wuerl	awuerl@gmail.com

Full Communication (4/23/2022)

Adam Wuerl Draft EIS Comment

I'm most concerned about the impacts of construction and displacement of homes and businesses. A key purpose of mass transit is enabling more density, more housing, and more businesses.

Destroying more homes and businesses for construction is thus entirely counterproductive. It seems intuitive, but the final EIS should quantify this rigorously, that rank ordered from least to most impact along this axis would be: a gondola, tunnels, a raised guideway. In particular:

Chapter 4.2.1.3 says more than a thousand people may have to find new homes. 1,000 people!! It talks about destroying brand new buildings and removing grocery stores.

Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle.

Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Inventory is incredibly hard to come by and things will only get worse as interest rates rise and no one is willing to sell their house because they can't afford a new mortgage at higher rates. It's already too hard and too long of a process to build. Until that problem is fixed we shouldn't be destroying buildings unless we're replacing them with bigger ones. We should have tunnels with underground stations or a gondola with very small stations and small-footprint poles.

Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Elevated light rail lines are large and block sight lights and generally gross looking. Tunnels can't be seen at all.

Gondolas look dope and modern.

The average wait time in chapter 3.4.3.3.1 does not accurately reflect what wait times might be. Figuring out wait times during transfers is a complicated statistical process and wait times balloon quickly when times between arrivals grow. A key problem with trains and busses is that times can be lengthened at any time. A subtle benefit of a Gondola is not only that cars come every few seconds, which means there's never a wait, but also that they can't really be spaced out. Once it's built a really good service interval is guaranteed, which puts an upper bound on transfer times and makes trips more predictable. Predictability is as important as travel times for mass transit. It's what enables low-income people to use it to get to work on time and what high-income people will need before they'll choose it over one of their cars.

Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore

#	Comments	Responses
1	<p>I'm most concerned about the impacts of construction and displacement of homes and businesses. A key purpose of mass transit is enabling more density, more housing, and more businesses.</p> <p>Destroying more homes and businesses for construction is thus entirely counterproductive. It seems intuitive, but the final EIS should quantify this rigorously, that rank ordered from least to most impact along this axis would be: a gondola, tunnels, a raised guideway. In particular: Chapter</p> <p>4.2.1.3 says more than a thousand people may have to find new homes. 1,000 people!! It talks about destroying brand new buildings and removing grocery stores.</p>	<p>Please see responses to CC4.1b, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Inventory is incredibly hard to come by and things will only get worse as interest rates rise and no one is willing to sell their house because they can't afford a new mortgage at higher rates. It's already too hard and too long of a process to build. Until that problem is fixed we shouldn't be destroying buildings unless we're replacing them with bigger ones. We should have tunnels with underground stations or a gondola with very small stations and small-footprint poles.	Please see responses to CC4.1b, CC4.1c, and CC2g in Table 7-1.
3	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Elevated light rail lines are large and block sight lights and generally gross looking. Tunnels can't be seen at all. Gondolas look dope and modern.	Please see response to CC4.5a in Table 7-1. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS and Attachments N2A and N2B of the Visual Technical Report for visual simulations of the EIS alternatives, including of the proposed Duwamish Waterway crossing.
4	The average wait time in chapter 3.4.3.3.1 does not accurately reflect what wait times might be. Figuring out wait times during transfers is a complicated statistical process and wait times balloon quickly when times between arrivals grow. A key problem with trains and busses is that times can be lengthened at any time. A subtle benefit of a Gondola is not only that that cars come every few seconds, which means there's never a wait, but also that they can't really be spaced out. Once it's built a really good service interval is guaranteed, which puts an upper bound on transfer times and makes trips more predictable. Predictability is as important as travel times for mass transit. It's what enables low-income people to use it to get to work on time and what high-income people will need before they'll choose it over one of their cars.	Please see response to CC2g in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The wait times reflected are for the purpose of comparing alternatives, and while wait times could be longer, this would be consistent between alternatives. Please see Section 3.4, Affected Environment and Impacts During Operation – Transit, regarding reliability of light rail. See Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0586

Communication ID	Name	Email
503554	Martin Talarico	findmarty@me.com

Full Communication (4/23/2022)

Martin Talarico Draft EIS Comment

Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the the light rail system. An urban gondola could provide the capacity need could be constructed with minimal disruption, displacement and damage to the environment and established community. Please choose Skylink!

Thanks, Marty

Martin Talarico he/him/his pronouns

Here's why I list my pronouns findmarty@me.com

206-475-8680

#	Comments	Responses
1	Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the the light rail system. An urban gondola could provide the capacity need could be constructed with minimal disruption, displacement and damage to the environment and established community. Please choose Skylink!	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0587

Communication ID	Name	Email
503555	Len Henzke	lhenzke@ecgmc.com

Full Communication (4/23/2022)

Len Henzke Draft EIS Comment

My wife and I are 20-year residents of West Seattle and live north of the Alaska Junction. We are writing about the potentially troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. We believe this option would be terrible for the neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you,

Len and Nicole Henzke

4016 41stAve SW

Len Henzke

#	Comments	Responses
1	We are writing about the potentially troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. We believe this option would be terrible for the neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see responses to CCG1, CC2a, and CC3c in Table 7-1. Chapter 5, Cumulative Impacts, of the West Seattle Link Extension Final EIS describes potential cumulative long-term and short-term transportation and other impacts of the West Seattle Link Extension Project in conjunction with past, present, and reasonably foreseeable future actions. Direct and indirect impacts of the Project, such as road closures and impacts to businesses and residences, as well as mitigation measures, are discussed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS.

Comment Submittal 0588

Communication ID	Name	Email
503557	Marco Mazzoni	nwmarco@yahoo.com

Full Communication (4/23/2022)

Marco Mazzoni Draft EIS Comment

Good Day,

I have so many comments about this flawed document so bear with me. Chapter 1.3

Why are West Seattle and Ballard included as a single project when they are so far apart and not connected? That makes no sense.

Chapter 1.2.2.6

If we need to reduce vehicle miles, the West Seattle light rail will not do much for this for over a decade. A gondola solution could be built in less time, for less money, and be up and running sooner. Plus the added attraction as a tourist destination should be considered.

Carbon Impact

The carbon emissions of construction will be significant and need to be taken into account. The production of concrete is a huge CO2 emitter and the 8-16 story tall support structures will require a huge amount of concrete. Gondola towers will not require anywhere near the same amount.

Transit Time

if you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does not accurately reflect any of this.

Gondola stations would be much more accessible and reduce transit time.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such. Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5

Chapter 4.2.1.3 More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

It is clear that this DEIS is flawed and overlooks many important issues that make the light rail extension too expensive, too polluting (GHG emissions), too disruptive, and too unsightly to consider.

I urge the panel to reconsider the Gondola Sky-Link as a favorable option that will serve the community better at a lower cost, in a more timely manner, and contribute lower GHG emissions. Plus it will be a tourist attraction to our lovely city.

Regards,

Marco Mazzoni Burien, WA

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	Chapter 1.3 Why are West Seattle and Ballard included as a single project when they are so far apart and not connected? That makes no sense.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for a discussion of separating the environmental processes for the West Seattle Link Extension and Ballard Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
	Chapter 1.2.2.6 If we need to reduce vehicle miles, the West Seattle light rail will not do much for this for over a decade. A gondola solution could be built in less time, for less money, and be up and running sooner. Plus the added attraction as a tourist destination should be considered.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	Carbon Impact The carbon emissions of construction will be significant and need to be taken into account. The production of concrete is a huge CO2 emitter and the 8-16 story tall support structures will require a huge amount of concrete. Gondola towers will not require anywhere near the same amount.	Please see response to CC4.6a in Table 7-1.
	Transit Time if you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does not accurately reflect any of this. Gondola stations would be much more accessible and reduce transit time.	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The wait times reflected are for the purpose of comparing alternatives, and while wait times could be longer, this would be consistent between alternatives. Please see Section 3.4, Affected Environment and Impacts During Operation – Transit, for more information on travel times and a description of what is included in travel times, including access time.
	Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such. Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5 Chapter 4.2.1.3 More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.	Please see responses to CC4.1a and CC4.1b in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0589

Communication ID	Name	Email
503689	Judy Sweeney	juliasweeney@msn.com

Full Communication (4/23/2022)

Judy Sweeney

Draft EIS Comment

Hello. I am a long time resident of West Seattle and I would like to comment on the Draft EIS WSJ-1 as it affects our community. After the joy, for some, of the removal of the Alaskan Way Viaduct, I don't understand how the city can conceive of putting all of Fauntleroy Avenue under a dark and oppressive bridge. WSJ-1 will create, essentially, a dark tunnel where there were once light and airy apartments and businesses. And consider the gray and rainy months of our long winters? Oppressive.

WSJ-3a, the tunnel, should be the preferred option. It affords the least disruption and displacement of businesses. In addition, the station should be at 41st Ave SW. Fewer businesses would be impacted.

To build the station at 42nd Ave SW would have a seriously negative impact on the Alaska Junction businesses as it is already a congested area. The businesses have been blasted by covid. To make them incur further disruption and loss of business is unconscionable.

For pure fun, I think having the Gondola to West Seattle would be great. It would be an attraction for the city of Seattle, like the Big Wheel, and would bring tourists to West Seattle. A win-win situation.

But please, NO WSJ-1.

Julia Sweeney

#	Comments	Responses
1	WSJ-1 as it affects our community. After the joy, for some, of the removal of the Alaskan Way Viaduct, I don't understand how the city can conceive of putting all of Fauntleroy Avenue under a dark and oppressive bridge. WSJ-1 will create, essentially, a dark tunnel where there were once light and airy apartments and businesses. And consider the gray and rainy months of our long winters? Oppressive.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	WSJ-3a, the tunnel, should be the preferred option. It affords the least disruption and displacement of businesses. In addition, the station should be at 41st Ave SW. Fewer businesses would be impacted. To build the station at 42nd Ave SW would have a seriously negative impact on the Alaska Junction businesses as it is already a congested area. The businesses have been blasted by covid. To make them incur further disruption and loss of business is unconscionable.	Please see responses to CCG2 and CC5b in Table 7-1.
	For pure fun, I think having the Gondola to West Seattle would be great. It would be an attraction for the city of Seattle, like the Big Wheel, and would bring tourists to West Seattle. A win-win situation.	Please see response to CC2g in Table 7-1 in Chapter 7.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0590

Communication ID	Name	Email
505131	Ismael Mohamud	ganaralke@gmail.com

Full Communication (4/22/2022)

Ismael Mohamud Draft EIS Comment

Talking about building a train in west Seattle is very important for us. I'm excited for building it and welcome that as a resident at Highpoint since 2010. Thank you.

#	Comments	Responses
1	Talking about building a train in west Seattle is very important for us. I'm excited for building it and welcome that as a resident at Highpoint since 2010. Thank you.	Thank you for expressing support for the West Seattle Link Extension.



West Seattle and Ballard

Link Extensions

¡Comparta sus comentarios sobre el Draft Environmental Impact Statement (EIS) antes del 28 de abril!

¡Comparta sus comentarios sobre el Draft Environmental Impact Statement (EIS) antes del 28 de abril!

4월 28일까지 Draft Environmental Impact Statement (EIS)에 대한 의견을 공유하십시오!

귀하의 피드백은 우선 대안 및 역 위치를 확인하거나 수정하는 데 매우 중요합니다.

Nala wadaag Faalooyinkaaga Ku aadan Bayaanka Qabyada ah ee Saamaynta Bii' ada (EIS) ugu danbayn Abriil 28!

Fikirkaagu wuxuu muhiim u yahay xaqiijinta ama wax ka bedelka xulashooyinka la doorbidoyo iyo goobaha boosteejooyinka.

ចែករំលែកមតិរបស់អ្នកអំពី Draft Environmental Impact Statement (EIS) នៅត្រឹមថ្ងៃទី 28 ខែមេសា !

មតិកែលម្អរបស់អ្នកនាំមុខការសម្រេចចិត្តរបស់អ្នកក្នុងការប្រឆាំងការសាងសង់ និងការប្រើប្រាស់ប្រព័ន្ធស្រាង្គ និង ទីតាំងស្ថាប័ន។

Proporcione su información de contacto y marque la siguiente casilla si le gustaría recibir las últimas noticias del proyecto.

프로젝트 업데이트를 수신하려면 연락처 정보를 제공하고 아래 확인란을 선택하십시오.

Fadlan na sii meesha lagaalasoo xariiraayo oo tigsaar bokiska hoose haddii aad doonayso saad hesho xogaha mashruuca.

សូមផ្តល់ព័ត៌មានទំនាក់ទំនងរបស់អ្នក និងគូសច្បាប់អំពីការសាងសង់ប្រព័ន្ធស្រាង្គរបស់អ្នក។

Nombre/이름/Magaca/ឈ្មោះ: Ismail Mohamed Mohamed

Organización (opcional)/조직(옵션)/Ururka (qasab maaha)/អង្គការ (ជម្រើសបន្ថែម):

Domicilio/주소/Ciwaanka/អាសយដ្ឋាន: 9851 6th Ave SW Seattle 98106

Correo electrónico/이메일/limaylka/អ៊ីម៉ែល: Ganaraka@gmail.com Teléfono/전화/Taleefanka/ទូរសព្ទ: 206 422 4775

☐ Registrenme para recibir por correo electrónico las últimas noticias de las extensiones de link a West Seattle y Ballard.

☒ West Seattle 및 Ballard Link 확장 이메일 업데이트에 등록하십시오.

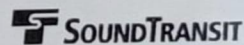
☐ Iska diwaan geli helitaanka xogihii ugu danbeeyay ee mashruuca Balaarinta West Seattle iyo Ballard Link.

☐ ចុះឈ្មោះ: ឧត្តមសម្រាប់អ៊ីម៉ែលបន្តផ្ទាល់ទាក់ទងនឹងការបន្តពង្រីកអនាគត West Seattle និង Ballard Link ។

Hadaan ka hadlo Tareenka West Seattle WAA Laga dhiso
WAA Noo Tahay Horemar iyo WAA WAA oo
WAA Noo ah. WAA ku faracsanhey in
na loo dhiso WAA So dhawaynayay Onoo
ila 2010 kii dagana xafodan. WAA maadaa
Tihiri

¡Gracias por tomarse el tiempo para hacer comentarios! 시간을 내어 댓글을 남겨주셔서 감사합니다!

Waad ku mahadsan tahay waqtiga aad gelisay bixinta faallada! សូមអរគុណចំពោះការចំណាយពេលវេលារបស់អ្នកក្នុងការផ្តល់មតិ!



Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0591

Communication ID	Name	Email
505143	Binita Shrestia	None provided

Full Communication (4/22/2022)

Binita Shrestia Draft EIS comment

Let the trains and buses come on time or at least wait until the exact time.

DOC002 1.pdf

#	Comments	Responses
1	Let the trains and buses come on time or at least wait until the exact time.	Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on train frequency. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0592

Communication ID	Name	Email
505144	Dan Resch	None provided

Full Communication (4/22/2022)

Dan Resch Draft EIS comment

Please fix or replace the elevator and escalator system, or change companies.

#	Comments	Responses
1	Please fix or replace the elevator and escalator system, or change companies.	Thank you for your comment; however, this is beyond the scope of the Project. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0593

Communication ID	Name	Email
505149	None provided	None provided

Full Communication (4/22/2022)

Draft EIS comment

So wonderful to see a city (Seattle) planning for the future. So many cities other cities are stuck in the past. The transit and light rail solution being implemented will pay huge dividends for the next hundred years, and set Seattle apart as a leading metropolis.

DOC003.pdf

#	Comments	Responses
1	So wonderful to see a city (Seattle) planning for the future. So many cities other cities are stuck in the past. The transit and light rail solution being implemented will pay huge dividends for the next hundred years, and set Seattle apart as a leading metropolis.	Thank you for expressing support for the Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0594

Communication ID	Name	Email
505164	Abdullahi A Hassan	baariq118@gmail.com

Full Communication (4/22/2022)

Abdullahi A Hassan Draft EIS comment

I believe it is useful and I welcome it. I do not ride but it is very useful for people who ride

#	Comments	Responses
1	I believe it is useful and I welcome it. I do not ride but it is very useful for people who ride	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0595

Communication ID	Name	Email
505608	Cindy Santos	cindysantooso@gmail.com

Full Communication (4/22/2022)

Cindy Santos Draft EIS Comment

I think that light rail is an economic way for everyone that walks everyday and have jobs in Downtown. I also like it. I also think it's safer than taking the public buses and it's way faster.

c12.JPG

#	Comments	Responses
1	I think that light rail is an economic way for everyone that walks everyday and have jobs in Downtown. I also like it. I also think it's safer than taking the public buses and it's way faster.	Thank you for expressing support for the Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0596

Communication ID	Name	Email
505610	Denise Arevalo	Denisewonder@gmail.com

Full Communication (4/22/2022)

Denise Arevalo Draft EIS Comment

I unfortunately don't care for the train. I love open transit for the community however it has caused far more of the homeless encampments in my area. Hopefully they are well monitored.

#	Comments	Responses
1	I unfortunately don't care for the train. I love open transit for the community however it has caused far more of the homeless encampments in my area. Hopefully they are well monitored.	Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0597

Communication ID	Name	Email
505611	Kristai Marie	None provided

Full Communication (4/22/2022)

Kristai Marie WSBLE Draft EIS Comment

The trian in LA (metro - Downtown LA) is bad because it goes through crime infested, so the train has crime. It helps with the traffic flow and with helping the environemnt. However, it is not kept up.

c14.jpg

#	Comments	Responses
1	The trian in LA (metro - Downtown LA) is bad because it goes through crime infested, so the train has crime. It helps with the traffic flow and with helping the environemnt. However, it is not kept up.	Thank you for your comment; however, it is not related to the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0598

Communication ID	Name	Email
505612	Anonymous	None provided

Full Communication (4/22/2022)

Anonymous WSBLE Draft EIS Comment

I oppose this project because it's unsafe for passengers that are attacked, violated, murdered by the antisocial criminals that the authorities let roma free to attach and destroy public and private property and citizen. Also, this project raises our property taxes, sales taxes, drivers licenses, car tab cost, and also most parts for this program are imported from foreign countries.

c15.JPG

#	Comments	Responses
1	I oppose this project because it's unsafe for passengers that are attacked, violated, murdered by the antisocial criminals that the authorities let roma free to attach and destroy public and private property and citizen. Also, this project raises our property taxes, sales taxes, drivers licenses, car tab cost, and also most parts for this program are imported from foreign countries.	Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Your opposition to the Project has been noted. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0599

Communication ID	Name	Email
505613	Cesia Sevillana	cesiassevillana@gmail.com

Full Communication (4/22/2022)

Cesia Sevillana WSBLE Draft EIS Comment

I think that the light rail is a good form of transportation. It help those who often times can't have access to afford a car or private transportation, also I personally think that it's safer than riding the bus, and very economic too!

c16.JPG

#	Comments	Responses
1	I think that the light rail is a good form of transportation. It help those who often times can't have access to afford a car or private transportation, also I personally think that it's safer than riding the bus, and very economic too!	Thank you for expressing support for the Project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0600

Communication ID	Name	Email
505615	Peter	None provided

Full Communication (4/22/2022)

Peter WSBLE Draft EIS Comment

Stations are well designed and easy to travel through. I'd like to see more bathrooms or at least more accessible restrooms.

I would like to see more parking at stations and maybe access to transportation that will drive up to the station from Burien.

I'm happy to see the timeline shortened and the project under budget. Way to go Engineers!

c17.JPG

#	Comments	Responses
1	Stations are well designed and easy to travel through. I'd like to see more bathrooms or at least more accessible restrooms. I would like to see more parking at stations and maybe access to transportation that will drive up to the station from Burien. I'm happy to see the timeline shortened and the project under budget. Way to go Engineers!	Please see response to CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The Sound Transit Board approved Resolution 2021-15, Passenger Restroom Policy Update, in October 2021. This policy update established criteria for when restrooms should be included at stations. This policy will be applied to the West Seattle Link Extension. Parking will not be provided at any stations on the West Seattle Link Extension. Please see Section 2.3, Operations and Maintenance, of the Final EIS for more information on train frequency. Please see Chapter 2, Alternatives Considered, of the Final EIS for more information on project schedule and budget. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0601

Communication ID	Name	Email
501055	Chris Champagne	ctchampagne@gmail.com

Full Communication (4/23/2022)

It is critical in making plans for this LINK expansion that we consider the future of the network and design this expansion accordingly. Not only will we be stuck with the choices we make now for at least a few generations, but continued expansion will indeed be necessary as the region grows in population and public transit becomes an ever-more important tool in fighting worsening climate change. The pennies we save now just to get something quickly and merely acceptable could cost us big in the long run. It's worth it to design the system that truly serves people now and in the future and to present that option, costs and all, to the people.

Regarding the Ballard Station, two thing in particular are most critical: 1) Planning for extension of the line North, likely to Crown Hill, Greenwood, Northgate. 2) Possible connection to a future East- West route from Ballard to U-District (and possibly further to Kirkland, Bellevue?) I had previously been in favor of a fixed bridge West of the Ballard bridge with an elevated station at 15th (IBB-3), mostly because this seemed the best option to allow for a future extension North along the wider 15th Avenue, And because 14th was just way too far from the core of Ballard. But with the recent determination by the Coast Guard it seems that any bridge option is no longer practical. A fixed bridge would be too high and a movable bridge absolutely kills speed and reliability (and this will eventually be the 1 Line to the Airport!) I now believe that a tunnel option is the best solution. And if it's going to be a tunnel, then it might as well go to 20th Street, closer to the core of Ballard, instead of 15th (or worse, 14th!). Yes, tunnels are expensive, but so are bridges and displacement compensation. I believe the improved walk shed of a 20th street station will make a tunnel worth it and would generate the will for extra funding if needed and requested from the taxpayers.

However, in designing any tunnel station, please make considerations for good connections to a future East-West line, possible in an additional tunnel running perpendicular. If such design considerations are made now, it can avoid not only costs, but bad transfer connections and super deep tunnel stations.

Thank You!

As for the alignment alternatives.

Please put the 20th street tunnel station back on the table, with tunnel entrance by just north of a trench Interbay Station at Dravus st. I was formerly in favor of

#	Comments	Responses
1	It is critical in making plans for this LINK expansion that we consider the future of the network and design this expansion accordingly. Not only will we be stuck with the choices we make now for at least a few generations, but continued expansion will indeed be necessary as the region grows in population and public transit becomes an ever-more important tool in fighting worsening climate change. The pennies we save now just to get something quickly and merely acceptable could cost us big in the long run. It's worth it to design the system that truly serves people now and in the future and to present that option, costs and all, to the people. Regarding the Ballard Station, two thing in particular are most critical: 1) Planning for extension of the line North, likely to Crown Hill, Greenwood, Northgate. 2) Possible connection to a future East-West route from Ballard to U- District (and possibly further to Kirkland, Bellevue?)	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>A fixed bridge would be too high and a movable bridge absolutely kills speed and reliability (and this will eventually be the 1 Line to the Airport!) I now believe that a tunnel option is the best solution.</p> <p>And if it's going to be a tunnel, then it might as well go to 20th Street, closer to the core of Ballard, instead of 15th (or worse, 14th!). Yes, tunnels are expensive, but so are bridges and displacement compensation. I believe the improved walk shed of a 20th street station will make a tunnel worth it and would generate the will for extra funding if needed and requested from the taxpayers. However, in designing any tunnel station, please make considerations for good connections to a future East- West line, possible in an additional tunnel running perpendicular. If such design considerations are made now, it can avoid not only costs, but bad transfer connections and super deep tunnel stations. Thank You' As for the alignment alternatives. Please put the 20th street tunnel station back on the table, with tunnel entrance by just north of a trench Interbay Station at Dravus st. I was formerly in favor of</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0602

Communication ID	Name	Email
501056	Joyce Chris	chrisdtw@yahoo.com

Full Communication (4/23/2022)

Before you expand the Light Rail, cleanup and fix the existing line. The car interiors are disgustingly filthy. The stations are dirty with piles of human feces and urine in corners and elevators. Most of the elevators and escalators are out of service. You have a class action lawsuit just waiting to happen from the disability crowd.

#	Comments	Responses
1	Before you expand the Light Rail, cleanup and fix the existing line. The car interiors are disgustingly filthy. The stations are dirty with piles of human feces and urine in corners and elevators. Most of the elevators and escalators are out of service. You have a class action lawsuit just waiting to happen from the disability crowd.	<p>In March 2023, Sound Transit announced plans to make improvements to the Link light rail system to address passenger concerns relating to the security and cleanliness of stations and trains.</p> <p>Improvements include a pilot program of station agents at Northgate and Westlake Stations to give directions and help passengers as needed; added security at some stations and on board 1 Line trains; crisis response teams on trains; new garbage cans and more frequent power washing at the platform level of Downtown Seattle Transit Tunnel stations; checking Downtown Seattle stations for people who may need to be connected to resources; and testing new train seating made with materials that are easier to clean and more durable.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0603

Communication ID	Name	Email
501058	Rachael Robins	rachael.e.robins@gmail.com

Full Communication (4/23/2022)

I oppose the DEL5 and DEL6 proposed routes, I'm a healthcare provider and many of my most disadvantaged, high risk patients struggle with severe mental illness. These patients are literally being kept alive by the services provided by Transitional Resources, and the aforementioned proposed routes would devastate this amazing and integral organization. Please reconsider.

Rachael Robins PA-C

#	Comments	Responses
1	I oppose the DEL5 and DEL6 proposed routes, I'm a healthcare provider and many of my most disadvantaged, high risk patients struggle with severe mental illness. These patients are literally being kept alive by the services provided by Transitional Resources, and the aforementioned proposed routes would devastate this amazing and integral organization. Please reconsider.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0604

Communication ID	Name	Email
501063	Jerry Adona	jsadona@comcast.net

Full Communication (4/23/2022)

I oppose the elevated version due to the the high number of families that it will displaced.

#	Comments	Responses
1	I oppose the elevated version due to the the high number of families that it will displaced.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0605

Communication ID	Name	Email
501079	Tiffany Tessada	tiffanyt@me.com

Full Communication (4/23/2022)

Please build the light rail in West seattle underground and not above ground. Above ground will destroy neighborhoods and contribute to noise pollution. Thank you

#	Comments	Responses
1	Please build the light rail in West seattle underground and not above ground. Above ground will destroy neighborhoods and contribute to noise pollution. Thank you	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0606

Communication ID	Name	Email
501083	Allie Novoa	anovoa423@gmail.com

Full Communication (4/23/2022)

Hi there,

Excited to see our transit system grow and connect our neighborhoods better. However, it should not come at the expense of small businesses. Especially those that belong and service people of color. Progress includes inclusivity and equity in its decisions. Seattle will not accept the displacement of our community that already face systematic racism in the pursuit of gentrification. Please reconsider light rail plans to support our communities, not push them out.

Thank you, Allie Novoa

#	Comments	Responses
1	Excited to see our transit system grow and connect our neighborhoods better. However, it should not come at the expense of small businesses. Especially those that belong and service people of color. Progress includes inclusivity and equity in its decisions. Seattle will not accept the displacement of our community that already face systematic racism in the pursuit of gentrification. Please reconsider light rail plans to support our communities, not push them out.	Please see responses to CC4.1b and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0607

Communication ID	Name	Email
501089	J Donald	donaldjane@hotmail.com

Full Communication (4/23/2022)

I'd like to see "Buckets" put in ... like they have in Portland, OR. This would cost considerably less money, would not require tunnels or destroying homes or re-routing streets. It could be put in much faster.

Why is this not listed as an option? It seems far superior

Thanks Jane Donald

#	Comments	Responses
1	I'd like to see "Buckets" put in ... like they have in Portland, OR. This would cost considerably less money, would not require tunnels or destroying homes or re-routing streets. It could be put in much faster. Why is this not listed as an option? It seems far superior	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0608

Communication ID	Name	Email
501090	Stephen Savage	stephen.g.savage@gmail.com

Full Communication (4/23/2022)

Hoo boy, where to even get started. I mean, considering ST's stellar elevator and escalator performance - let's not only minimize their use, but maybe eliminate as many DEEP stations and elevated stations, eh? I can't imagine being a disabled person and using the portions of the system that are literally brand new and are broken, let alone the disrepair Metro allowed to happen for the DSTT. So, yeah, if you could maybe re-think this Westlake and Midtown connection so they aren't deeper than the core of the earth, that'd be great.

Let's also, for once, maybe be forward thinking instead of the dumb-dumbs we tend to be. Plan for interlining, transfers and splits at the SODO and SLU station. I mean, let's be honest, the system today and what is planned will never really work for the future of a world without cars, which is coming sooner than later. Let's maybe allow for that thought, you know? Maybe even the option to interline/split in Ballard, too. I could see future generations wanting to head to Holman, but a HELLUVA lot more wanting connections across town to north fremonUwoodland park, wallingford, UW, childrens, and, heck, why not magnussen (a lidded OMF could be a great resource there and do the opposite of Hudson yards and build affordable housing above instead of the elite's playground). The fact that future-proofing this system has never been a consideration is really short-sighted and why we keep doing dumb things like debating destroying the ID again or splitting the spine because we didn't think we'd ever need to. Think ahead.

I just can't even begin to start with the Coast Guard and their new guidance of bridge heights higher than 99 now and how idiotic it would be to put a drawbridge in salmon bay. Do a tunnel, and for goodness sake, do it to ACTUAL Ballard. Behind the Safeway 4 blocks away (nearly the edge of the actual walkshed for the station, mind you) is just not gonna cut it. First off, it should be no where else but 17th near the hospital, because that's good/smart policy. If you have to move it away, 20th should be the secondary option at worst, 15th and 14th are laughable, just stop. Do the tunnel or bust, this shouldn't even be a discussion.

Interbay/galer...boy, that's a tough nut to crack, good on you for this, not sure I could think of a way to make either of these work well. Let's consider that interbay probably isn't going to change too much...so anything really works there, I suppose. Galer, well, you have expedia and cruiseships now, but the Armory has potential to also become a new larger development. Maybe moving that station north in the preferred alignment makes the most sense for all.

Okay, serving Seattle Center and SLU should be a huge priority, I don't mind the siting at Seattle Center, I just fear another 4 years of disruption on the north side after the arena could be tough. Is there a way to cuUcover or cap over the work area? I've seen it done in Seoul and in LA right now on Wilshire where the whole station box was cut, covered and traffic/ped access was re-enabled. This has to be an option here. SLU, I'd like to see a station not under the busiest non-freeway roads in Seattle. I mean have you ever walked near Mercer/Aurora today? Imagine that with a station and coming out the wrong entrance or being unsure of your wayfinding. It messes with the walkshed and actual access to the station to do that, is there a way to have a north SLU station that is perhaps a stacked interline option like downtown Oakland? This way we could run lines north along aurora and use this existing tunnel capacity and still have transfer options. I honestly couldn't care less about disruptions to Amazonia and the surrounding businesses here - it has been an assorted pedestrian/bike nightmare for the past 20 years, I see no need to be worried about tacking on more here - don't worry about disruption, dig my friends, everyone else did.

Denny station - I'd just like to see some access to the streetcar and 8-line optimization, I'm a little worried about streetcar disruption and if the city could figure out if the center city connector would ever happen I'd be more worried about disruptions to the street car, but if they don't bother, this toy is fine to have disruptions in my mind.

Westlake and Midtown - boy if your performance on current maintenance of stations isn't a red flag to rethink both of these stations, I don't know what else is. If we're worried about grade from ID to midtown to Westlake, sure, but another way to solve that grading issue ... creep up first hill away from a freeway station to a hospital station - more hill to go under for sure, but also more distance to perhaps change your depths. Also, for goodness sake, let's not make these so dang deep, I mean is there not an option to go above the tunnel east of westlake, seems that longer connections via a tunnel are better options that elevators and escalators that break - a flat or sloped floor don't break.

ID Station - just stop with 5th, just stop. Do 4th, to hell with cars, make a detour above for transit only, build the box away from ID and do ACTUAL connections to King Street Station, Union Station and ID station. This seems like a no brainer - but let's make this simple for you - STOP WITH 5th, connect the stations at or below grade, no more car dodging. I see no reason to change much with Stadium station, seems like a whole lot of rearrangements to optimize for a tunnel have room to make work. Soda, whatever works here - I think the only thing to think about is eliminating as many if not ALL at-grade crossings. The mixed traffic for light rail in seattle is clearly a failed concept, don't give the

Appendix O. Draft EIS Comment Summary and Response to Comments

dumb-dumb drivers here an option to keep driving into the path of oncoming trains. They'll never learn that trains don't swerve or stop on a dime, so just eliminate the option to hit them. Again with the future-proofing, allow for future interline for express through georgetown/boeing to connect to the existing rail south past the deferred boeing station - could be a nice addition to the spine and serve georgetown and long walks to south park.

Is the duwamish crossing a settled item? I feel like I heard, but never went in-depth on the lifespan of the existing high car bridge and light rail timing. Will the existing bridge need replaced by the century we decide to start building light rail? Maybe there is a cost-savings option of designing and building in tandem a replacement here with side-running light rail. I'm sure it'd be easier to redesign a space shuttle and launch it considering the Seallle process, but maybe I'm wrong?

West Seattle -Avalon, Delridge and Junction...I guess I don't have strong feelings about Avalon and Delridge other than who gives a flip about a golf course over existing homes in the area. Carve out what you need from that, does the station need to go there, no, but maybe consolidation saves some cash. I saw the ridership loss at Avalon was nearly non-existent, so that could be useful. I just would like to see walkshed optimization for those stations (or that one station). Dodging traffic at fauntleroy/35th/Genessee is probably why Avalon would not affect ridership and I don't blame anyone from not wanting to walk near that speedway and bad pedestrian options. Optimize completely over them/under them or away from them all together. The junction - again - futureproofing so connections could go down to white center/burien/etc. I'd really be disappointed if this wasn't a tunnel from about 35th into the junction and while we're on that discussion, why is it again we're talking about a station nowhere near the junction. Same as Ballard, go TO the junction, and if not, don't bother with anything less than one block from it, so 42nd.

Just stop with the half-hearted design and service of our population. Build it where people are, to hell with the NIMBY bullspit, they'll get over construction or die before it's done. This is an investment in future generations and the current ones clearly don't care about our future, so ignore them. Build it fast, build it sooner, build it cheaper, build it right, build it where we are, and do it now.

#	Comments	Responses
1	Considering ST's stellar elevator and escalator performance - let's not only minimize their use, but maybe eliminate as many DEEP stations and elevated stations, eh? I can't imagine being a disabled person and using the portions of the system that are literally brand new and are broken, let alone the disrepair Metro allowed to happen for the DSTT. So, yeah, if you could maybe re- think this Westlake and Midtown connection so they aren't deeper than the core of the earth, that'd be great.	Please see responses to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Let's also, for once, maybe be forward thinking instead of the dumb-dumbs we tend to be. Plan for interlining, transfers and splits at the SODO and SLU station. I mean, let's be honest, the system today and what is planned will never really work for the future of a world without cars, which is coming sooner than later. Let's maybe allow for that thought, you know? Maybe even the option to interline/split in Ballard, too. I could see future generations wanting to head to Holman, but a HELLUVA lot more wanting connections across town to north fremont/woodland park, wallingford, UW, childrens, and, heck, why not magnussen (a lidded OMF could be a great resource there and do the opposite of Hudson yards and build affordable housing above instead of the elite's playground). The fact that future-proofing this system has never been a consideration is really short-sighted and why we keep doing dumb things like debating destroying the ID again or splitting the spine because we didn't think we'd ever need to. Think ahead.	Please see Section 2.1, Build Alternatives, of the Final EIS for more information on transfers between light rail lines at SODO. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	I just can't even begin to start with the Coast Guard and their new guidance of bridge heights higher than 99 now and how idiotic it would be to put a drawbridge in salmon bay. Do a tunnel, and for goodness sake, do it to ACTUAL Ballard. Behind the Safeway 4 blocks away (nearly the edge of the actual walkshed for the station, mind you) is just not gonna cut it. First off, it should be no where else but 17th near the hospital, because that's good/smart policy. If you have to move it away, 20th should be the secondary option at worst, 15th and 14th are laughable, just stop. Do the tunnel or bust, this shouldn't even be a discussion.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Galer, well, you have expedia and cruiseships now, but the Armory has potential to also become a new larger development. Maybe moving that station north in the preferred alignment makes the most sense for all.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	I don't mind the siting at Seattle Center, I just fear another 4 years of disruption on the north side after the arena could be tough. Is there a way to cut/cover or cap over the work area? I've seen it done in Seoul and in LA right now on Wilshire where the whole station box was cut, covered and traffc/ped access was re-enabled. This has to be an option here.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	SLU, I'd like to see a station not under the busiest non-freeway roads in Seattle. I mean have you ever walked near Mercer/Aurora today? Imagine that with a station and coming out the wrong entrance or being unsure of your wayfinding. It messes with the walkshed and actual access to the station to do that, is there a way to have a north SLU station that is perhaps a stacked interline option like downtown Oakland? This way we could run lines north along aurora and use this existing tunnel capacity and still have transfer options.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Denny station - I'd just like to see some access to the streetcar and 8-line optimization, I'm a little worried about streetcar disruption and if the city could figure out if the center city connector would ever happen I'd be more worried about disruptions to the street car, but if they don't bother, this toy is fine to have disruptions in my mind.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Westlake and Midtown - boy if your performance on current maintenance of stations isn't a red flag to rethink both of these stations, I don't know what else is. If we're worried about grade from ID to midtown to Westlake, sure, but another way to solve that grading issue ... creep up first hill away from a freeway station to a hospital station - more hill to go under for sure, but also more distance to perhaps change your depths. Also, for goodness sake, let's not make these so dang deep, I mean is there not an option to go above the tunnel east of westlake, seems that longer connections via a tunnel are better options that elevators and escalators that break - a flat or sloped floor don't break.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
9	Is the duwamish crossing a settled item? I feel like I heard, but never went in-depth on the lifespan of the existing high car bridge and light rail timing. Will the existing bridge need replaced by the century we decide to start building light rail? Maybe there is a cost-savings option of designing and building in tandem a replacement here with side-running light rail. I'm sure it'd be easier to redesign a space shuttle and launch it considering the Seattle process, but maybe I'm wrong?	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
10	West Seattle-Avalon, Delridge and Junction...I guess I don't have strong feelings about Avalon and Delridge other than who gives a flip about a golf course over existing homes in the area. Carve out what you need from that, does the station need to go there, no, but maybe consolidation saves some cash. I saw the ridership loss at Avalon was nearly non-existent, so that could be useful. I just would like to see walkshed optimization for those stations (or that one station). Dodging traffic at fauntleroy/35th/Genessee is probably why Avalon would not affect ridership and I don't blame anyone from not wanting to walk near that speedway and bad pedestrian options. Optimize completely over them/under them or away from them all together.	Please see responses to CC2j and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership.
11	The junction - again - futureproofing so connections could go down to white center/burien/etc. I'd really be disappointed if this wasn't a tunnel from about 35th into the junction and while we're on that discussion, why is it again we're talking about a station nowhere near the junction. Same as Ballard, go TO the junction, and if not, don't bother with anything less than one block from it, so 42nd.	Please see responses to CCG2, CC2d, and CC2i in Table 7-1.
12	Just stop with the half-hearted design and service of our population. Build it where people are, to hell with the NIMBY bullspit, they'll get over construction or die before it's done. This is an investment in future generations and the current ones clearly don't care about our future, so ignore them. Build it fast, build it sooner, build it cheaper, build it right, build it where we are, and do it now.	Please see response to CCG4 in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.
13	ID Station - just stop with 5th, just stop. Do 4th, to hell with cars, make a detour above for transit only, build the box away from ID and do ACTUAL connections to King Street Station, Union Station and ID station. This seems like a no brainer - but let's make this simple for you - STOP WITH 5th, connect the stations at or below grade, no more car dodging.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0609

Communication ID	Name	Email
501101	Anne Bradfield	anne@floressencedesign.com; ambradfield@gmail.com

Full Communication (4/23/2022)

I am a resident of the Youngstown neighborhood in North Delridge. Our home is on 26th Ave SW - right where Dakota street runs into it from the east. My comment is in regards to "ES.3.1.1.3.

Delridge Segment". Having listened to several presentations from ST and having reviewed the DEIS, I would like to put in a strong vote of favor for the Andover Street Station Alternatives (DEL-5 or DEL-6). Table ES-3 on page ES-18 says it all for me: less cost, less noise (DEL-6), less disruption to historical properties and to parks/rec. Fewer street closures, fewer miles obstructed for vehicles.

And the fact that DEL-5 and DEL-6 pose far smaller impact to our residences in this small neighborhood is hugely significant. So much housing density has been created in our tiny neighborhood in the last 10 years since I've moved here. I can't believe that this vision for urban density would be so easily disregarded in the demolition for the light rail, when a viable alternative exists.

I realize that a greater number of businesses would be impacted with DEL-5 and DEL-6. As a business owner in Seattle myself, my opinion is that disruption to a business is a much less stressful thing than disruption to a home and a community.

I understand that there is some thinking that the Andover alternatives are too far north to make sense for commuters. But I don't see how moving the station 2 blocks south, into the heart of the neighborhood, makes a significant enough difference to warrant all the other disadvantages to DEL-1, 2, 3, and 4. With the bus lines going right down to Andover street, there is a pretty seamless transit connection.

I sincerely hope it's not too late to seriously consider DEL-5 or DEL-6. Thank you.

#	Comments	Responses
1	Our home is on 26th Ave SW - right where Dakota street runs into it from the east. My comment is in regards to "ES.3.1.1.3. Delridge Segment". Having listened to several presentations from ST and having reviewed the DEIS, I would like to put in a strong vote of favor for the Andover Street Station Alternatives (DEL-5 or DEL-6). Table ES-3 on page ES-18 says it all for me: less cost, less noise (DEL-6), less disruption to historical properties and to parks/rec. Fewer street closures, fewer miles obstructed for vehicles. And the fact that DEL-5 and DEL-6 pose far smaller impact to our residences in this small neighborhood is hugely significant. So much housing density has been created in our tiny neighborhood in the last 10 years since I've moved here. I can't believe that this vision for urban density would be so easily disregarded in the demolition for the light rail, when a viable alternative exists. I realize that a greater number of businesses would be impacted with DEL-5 and DEL-6. As a business owner in Seattle myself, my opinion is that disruption to a business is a much less stressful thing than disruption to a home and a community. I understand that there is some thinking that the Andover alternatives are too far north to make sense for commuters. But I don't see how moving the station 2 blocks south, into the heart of the neighborhood, makes a significant enough difference to warrant all the other disadvantages to DEL-1, 2, 3, and 4. With the bus lines going right down to Andover street, there is a pretty seamless transit connection. I sincerely hope it's not too late to seriously consider DEL-5 or DEL-6.	Please see response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0610

Communication ID	Name	Email
501102	Paul Brown	paul5280@gmail.com

Full Communication (4/23/2022)

I'm very disappointed in many of the preferred alternatives listed here.

The Ballard end point is very far from what most people consider Ballard. 14th Ave NW is almost as close to Fremont as it is to Ballard.

The West Seattle Junction preferred alternative which stops on Fauntleroy is at the bottom of a very large hill. Asking anyone who is mobility impaired to get off a train at Fauntleroy and climb the hill that is Alaska at that point is a bad idea. The stop should allow passengers to get to the junction without climbing a large hill.

I understand that these projects are expensive, and compromises need to be made, but this is too much. These fatal compromises will make these very expensive lines much less useful. This is an opportunity for us to make our city much more accessible to people who cannot or chose not to drive a car. Stops in Interbay, Ballard, and West Seattle that will require a transfer to get to places where people live and work misses the mark. It feels like the Southcenter mistake all over again. Imagine a Link that instead of dropping you at an elevated station far from anywhere you want to go, it dropped you at Southcenter mall where many people work and shop. Let's not repeat that mistake and place a Ballard stop almost a mile out of central Ballard, and a West Seattle Junction stop at the bottom of a mountain.

Let's think a little bigger and build the pedestrian-friendly Seattle we all want to live in.

#	Comments	Responses
1	'm very disappointed in many of the preferred alternatives listed here. The Ballard end point is very far from what most people consider Ballard. 14th Ave NW is almost as close to Fremont as it is to Ballard. The West Seattle Junction preferred alternative which stops on Fauntleroy is at the bottom of a very large hill. Asking anyone who is mobility impaired to get off a train at Fauntleroy and climb the hill that is Alaska at that point is a bad idea. The stop should allow passengers to get to the junction without climbing a large hill. I understand that these projects are expensive, and compromises need to be made, but this is too much. These fatal compromises will make these very expensive lines much less useful. This is an opportunity for us to make our city much more accessible to people who cannot or chose not to drive a car. Stops in Interbay, Ballard, and West Seattle that will require a transfer to get to places where people live and work misses the mark. It feels like the Southcenter mistake all over again. Imagine a Link that instead of dropping you at an elevated station far from anywhere you want to go, it dropped you at Southcenter mall where many people work and shop. Let's not repeat that mistake and place a Ballard stop almost a mile out of central Ballard, and a West Seattle Junction stop at the bottom of a mountain. Let's think a little bigger and build the pedestrian-friendly Seattle we all want to live in.	Please see response to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to Ballard Station for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0611

Communication ID	Name	Email
501104	Dani Flanagan	daniflanagan_1@gmail.com

Full Communication (4/23/2022)

I have resided in West Seattle for 25 years. I am excited about the possibility of light rail coming to West Seattle. However I am very concerned about the Del-5 and Del-6 proposals. These proposals would have a devastating impact on a critical nonprofit in our community. Transitional Resources operates several residential programs for adults with severe, chronic and persistent mental illness. Their programs are located on this route.. Their services are so important! This is not a population that could easily receive services in another location. Routine, consistency and Quick access to mental health providers is critical to individuals safety and recovery. Thank you for your time and effort and I appreciate you taking another look at these two routes. Thank you so much- Dani Flanagan

#	Comments	Responses
1	I am very concerned about the Del-5 and Del-6 proposals. These proposals would have a devastating impact on a critical nonprofit in our community. Transitional Resources operates several residential programs for adults with severe, chronic and persistent mental illness. Their programs are located on this route.. Their services are so important! This is not a population that could easily receive services in another location. Routine, consistency and Quick access to mental health providers is critical to individuals safety and recovery.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0612

Communication ID	Name	Email
501163	Mike Mizell	michaelvmizell@gmail.com

Full Communication (4/24/2022)

I have attended all the public outreach events, and have asked a lot of questions, but continue to get the same responses--that they cannot answer my questions. The West Seattle community has tried to make it clear to Sound Transit that most of the proposed alignments are NOT what we voted for in 2016. We have stressed to Sound Transit at all the outreach events that Options DEL- 2a, or DEL-2b + WSJ-3a or WSJ-3b, are the only options we are in favor of. We have offered suggestions of removing the Avalon station due to the low projected daily boardings (1,200), and spending the resources on the tunnel instead. The areal/at grade options will be tremendously invasive of the built environment especially WSJ-4 and WSJ-5, that would displace Transitional Resources; have many housing displacements; create accessibility issues for remaining residents; create construction impacts to residents from the retained cut; and have operational visual/noise impacts to residents along 32nd Ave. We have asked if there is anyone at Sound Transit that is specifically responsible for figuring out how to find the funding for the long tunnel option, but again it is a question that remains unanswered. Again, to be clear, the residents and businesses in West Seattle are only in favor of the long tunnel options. Please hear us.

#	Comments	Responses
1	The West Seattle community has tried to make it clear to Sound Transit that most of the proposed alignments are NOT what we voted for in 2016. We have stressed to Sound Transit at all the outreach events that Options DEL-2a, or DEL-2b + WSJ-3a or WSJ-3b, are the only options we are in favor of.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	We have offered suggestions of removing the Avalon station due to the low projected daily boardings (1,200) and spending the resources on the tunnel instead.	Please see response to CC2j in Table 7-1.
3	The areal/at grade options will be tremendously invasive of the built environment especially WSJ-4 and WSJ-5, that would displace Transitional Resources; have many housing displacements; create accessibility issues for remaining residents; create construction impacts to residents from the retained cut; and have operational visual/noise impacts to residents along 32nd Ave.	Please see responses to CC4.1b, CC4.4a, and CC4.4d in Table 7-1.
4	We have asked if there is anyone at Sound Transit that is specifically responsible for figuring out how to find the funding for the long tunnel option, but again it is a question that remains unanswered.	Also see response to CC2c in Table 7-1.

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Comment Submittal 0613

Communication ID	Name	Email
501174	Chris Okray	cmokroy@gmail.com

Full Communication (4/24/2022)

I would like to comment on the preferred W Seattle light rail option. I see that it goes right up against the golf course, and that will inevitably impact the course greatly. There is 4-5 holes that would be impacted and inevitably change the way the course is played.

West Seattle Golf Course is a gem in Seattle with a great club atmosphere, and the best public golf course in Seattle limits, hands down. I understand there is a need to build a light rail line, but impacting something that is used by thousands yearly is not desirable.

Ideally, one of the alternate routes would be chosen to not impact a public land, used by so many. West Seattle Golf Course is a great course and a place where golf can flourish in the city. The team at the course has worked tirelessly to become a miles better course than Jefferson/Jackson, and it would be a shame to impact that hard work with the light rail extension.

I urge the team to consider a different route. Thanks

Chris Okray

#	Comments	Responses
1	I would like to comment on the preferred W Seattle light rail option. I see that it goes right up against the golf course, and that will inevitably impact the course greatly. There is 4-5 holes that would be impacted and inevitably change the way the course is played. West Seattle Golf Course is a gem in Seattle with a great club atmosphere, and the best public golf course in Seattle limits, hands down. I understand there is a need to build a light rail line, but impacting something that is used by thousands yearly is not desirable. Ideally, one of the alternate routes would be chosen to not impact a public land, used by so many. West Seattle Golf Course is a great course and a place where golf can flourish in the city. The team at the course has worked tirelessly to become a miles better course than Jefferson/Jackson, and it would be a shame to impact that hard work with the light rail extension. I urge the team to consider a different route.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0614

Communication ID	Name	Email
501184	Christina Kitson	kitson.tina@gmail.com

Full Communication (4/24/2022)

As a parent of two children at Alki Beach Academy(ABA), I am asking that you pursue options that would not require a forced relocation for the West Seattle Light Rail Extension. ABA is a gift to the community and has welcomed me and many parents who were in need of high quality child care in our community. We simply could not afford many other options in the vicinity. ABA is truly important to enabling the financial stability of our family, and the early learning opportunities that all children should have.

In addition, I have learned that ABA serves an important role in creating more equity in our community. It is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. Thank you.

#	Comments	Responses
1	As a parent of two children at Alki Beach Academy(ABA), I am asking that you pursue options that would not require a forced relocation for the West Seattle Light Rail Extension. ABA is a gift to the community and has welcomed me and many parents who were in need of high quality child care in our community. We simply could not afford many other options in the vicinity. ABA is truly important to enabling the financial stability of our family, and the early learning opportunities that all children should have. In addition, I have learned that ABA serves an important role in creating more equity in our community. It is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. Thank you.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0615

Communication ID	Name	Email
501187	Nelson Lowhim	nlowhim@gmail.com

Full Communication (4/24/2022)

Please make this extension happen as soon as possible. The closer it is to a built up area, the better.

#	Comments	Responses
1	Please make this extension happen as soon as possible. The closer it is to a built up area, the better.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0616

Communication ID	Name	Email
501190	Caanan Reiersgaard	esufer@mac.com

Full Communication (4/24/2022)

I am a West Seattle Junction resident. My comments:

TUNNELING: West Seattle, Avalon and Delridge should use as much tunneling as possible. Best Practices for a once-in-a-century project dictate that - especially given the significant elevation change in the area - underground options increase neighborhood livability and offer a better long term solution.

STATION DEPTH: Downtown stations should be as shallow as possible and surface to platform elevators should be the preferred option when feasible.

STATION LOCATION: The Ballard and South Lake Union station need to be built in and to the communities they serve.

SPEED: Fast connections are critical. Ensure there are backup options to account for mechanical failure.

SYSTEM GROWTH: Favor options that make inevitable growth of the ST network frictionless.

#	Comments	Responses
1	West Seattle, Avalon and Delridge should use as much tunneling as possible. Best Practices for a once-in-a-century project dictate that - especially given the significant elevation change in the area - underground options increase neighborhood livability and offer a better long term solution.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	STATION DEPTH: Downtown stations should be as shallow as possible and surface to platform elevators should be the preferred option when feasible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	STATION LOCATION: The Ballard and South Lake Union station need to be built in and to the communities they serve.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	SPEED: Fast connections are critical. Ensure there are backup options to account for mechanical failure.	Sound Transit has design criteria that are followed that require designing to allow service to continue in the event of train mechanical failures. Stations are designed with redundant vertical circulation based on these design criteria as well.
5	SYSTEM GROWTH: Favor options that make inevitable growth of the ST network frictionless.	Please see the response to CC2d in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0617

Communication ID	Name	Email
501196	Shirley Dimbirs	sdimbirs@gmail.com

Full Communication (4/24/2022)

I think the sound transit board should propose having just 1 light rail station for West Seattle, the centrally located one at Fauntleroy. That would minimize housing and job displacements and lower the costs. It doesn't make sense to have 3 stations so close to each other. And the Fauntleroy station would be better positioned for the line to extend to the south eventually. I believe if they polled the West Seattle populace on that choice, they could change to this option.

If they won't go down to just one station, Fauntleroy would take out less jobs than the 41142nd Avenue choice, and again, would be a better choice for turning south later.

I am also concerned that if the 41st/42nd options are built the 2 most affordable grocery stores in the area, Trader Joes and Safeway, would be displaced. Grocery prices have been raising very fast. There is senior housing at Alaska house. Not everyone who lives near the West Seattle junction can afford to shop at Whole Foods.

#	Comments	Responses
1	I think the sound transit board should propose having just 1 light rail station for West Seattle, the centrally located one at Fauntleroy. That would minimize housing and job displacements and lower the costs. It doesn't make sense to have 3 stations so close to each other. And the Fauntleroy station would be better positioned for the line to extend to the south eventually. I believe if they polled the West Seattle populace on that choice, they could change to this option.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	Fauntleroy would take out less jobs than the 41142nd Avenue choice, and again, would be a better choice for turning south later.	Please see the response to CC2d in Table 7-1.
3	I am also concerned that if the 41st/42nd options are built the 2 most affordable grocery stores in the area, Trader Joes and Safeway, would be displaced. Grocery prices have been raising very fast. There is senior housing at Alaska house. Not everyone who lives near the West Seattle junction can afford to shop at Whole Foods.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhood, for more information on displaced grocery stores.

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Comment Submittal 0618

Communication ID	Name	Email
501203	Sandra Melo	smelo490@southseattle.edu

Full Communication (4/24/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably negatively impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

#	Comments	Responses
1	<p>I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.</p> <p>Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably negatively impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.</p>	<p>Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Comment Submittal 0619

Communication ID	Name	Email
501207	Wesley Lin	wesleylin625@gmail.com

Full Communication (4/24/2022)

1.2.2.2

For building a second transit tunnel, while agreed that a second guideway through downtown is needed for the additional capacity, choosing a deep bored tunnel isn't the only alternative. An elevated approach through downtown along 1st or 5th avenue could work just as well for a fraction of a cost as well as much cheaper stations. If it was a shallow tunnel/moderately deep, then perhaps the high cost would be worth it for the easy transfers, however with the required deep tunnels, the difficulty in constructing them causes long construction times, high costs and correspondingly expensive stations.

6.2.2.1 Sodo

prefer Mixed Profile Station (SODO-2). Allows busway to be kept open eventually. If cost is too high then second preferred is at grade staggered station.

6.2.2.1.2 Duwamish

Prefer South Crossing (DUW-1a) much cheaper and easier to construct.

South Cross South (DUW-1b) edge costs too much for around the same impacts North Crossing Alternative seems unacceptable for the Army Corps

6.2.2.1.3 Delridge

Prefer Dakota Street Station Alternative DEL-1a as being the most cost effective, and easy expansion south on Fauntleroy Way. Second would be Medium tunnel 41st

6.2.2.1.4 West Seattle Junction

Prefer Elevated Fauntleroy via Dakota (WSJ-2) both for it's low cost and easy expansion further south. Though the removal of the apartment is unnecessary -- mainly caused by the avoidance of removing any car lanes. The station should be place within the ROW of Fauntleroy Way SW (north of the SW Alaska St) with perhaps some property acquisition from shell/highline West Seattle Urgent Care.

6.2.2.2.1 Chinatown Segment

Prefer the international district 4th avenue shallow station (CID-1a)

The deep station would impose too great of a transfer penalty for riders especially as being the main transfer station for the 3 lines.

Any deep station should be heavily contested if an alternative is available, the high cost and transfer penalty for decades is not worth saving the short term construction impacts. (And trying to avoid construction impacts with more tunneling can length construction times -- causing more impact than just doing a normal cut-and-cover station. Just look at the San Francisco chinatown station debacle, or San Jose's BART switch from cut-and-cover stations to mined stations)

6.2.2.2.2 Downtown Segment

No real preference besides connecting to shallow alternatives in Chinatown.

More importantly, the depth of these midtown/ Denny stations are too deep. Even accounting for having to traverse under the existing Westlake station, the midtown station depths of 140 feet are ridiculous and greatly increase construction cost and rider transfer times. The tunnel clearance against the existing Westlake station's are far too large compared to other European countries train stations. And additionally look into removing the mezzanine station style for midtown station to decrease the depth -- any time savings from the having the mezzanine are greatly outweighed by the additional depth it adds.

6.2.2.2.3 South Interbay Segment

None of the alternatives greatly change in ridership from 2,600. Given that Galer Street Station/ Central Interbay Alternative SIB-1 is preferred.

Appendix O. Draft EIS Comment Summary and Response to Comments

6.2.2.2.4 Interbay/Ballard

For Ballard prefer the elevated 15th avenue alternative or elevated 14th avenue. Much faster to construct than the underground alternatives and allows for easy expansion north. Against any tunnel approach for their high cost and inability to extend north.

Note given the recent Coast Guard letter requiring a 205 feet bridge, then preferred to have a high movable bridge. While it may need to open a couple times a year -- it is greatly desired over a deep tunnel. Again as already noted above, adding a deep tunnel will greatly inflate the cost of building the light rail and building a Ballard station will cost a lot more than necessary as well.

Regarding cost cutting measures:

Shift faulterooy station (-200 million), while shifting faulterooy station should definitely be studied, moving it onto 38th avenue means that further extensions south past Fairmont park elementary school aren't possible. What should be done is moving the station onto the ROW of Faulteroy Way SW itself.

Eliminating Avalon station (-325 million), should be studied and it seems the community is in alignment with it, but am not for using those savings for tunneling. It is a waste of money to spend transit money on visual impacts, one could fund decades of RapidRide busses or say extend southwards to Morgan street.

Consolidate Denny and south lake union stations (-575 million), should be briefly studied, the loss of an entire station shouldn't be taken easily though. But more importantly looking into ways to lessen the depth of the tunnels would greatly decrease cost. There should be investigations into moving the section crossing the 99 north to lessen the tunnel depth again to decrease the station depth cost.

Lastly, am heavily against using any cost saving measures if those funds are going to be used for visual or construction impacts. Those funds should only be used for actual transit benefits. If one tries to maximize construction/visual impacts you're going to end up minimizing transit benefits per dollar. And it is impossible to remove all construction/visual impacts.

#	Comments	Responses
1	1.2.2.2 For building a second transit tunnel, while agreed that a second guideway through downtown is needed for the additional capacity, choosing a deep bored tunnel isn't the only alternative. An elevated approach through downtown along 1st or 5th avenue could work just as well for a fraction of a cost as well as much cheaper stations. If it was a shallow tunnel/moderately deep, then perhaps the high cost would be worth it for the easy transfers, however with the required deep tunnels, the difficulty in constructing them causes long construction times, high costs and correspondingly expensive stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	6.2.2.1 Soda prefer Mixed Profile Station (SODO-2). Allows busway to be kept open eventually. If cost is too high then second preferred is at grade staggered station.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	6.2.2.1.2 Duwamish Prefer South Crossing (DUW-1a) much cheaper and easier to construct. South Cross South (DUW-1b) edge costs too much for around the same impacts North Crossing Alternative seems unacceptable for the Army Corps	Please see response to CCG2 in Table 7-1.
4	6.2.2.1.3 Delridge Prefer Dakota Street Station Alternative DEL-1a as being the most cost effective, and easy expansion south on Fautleroy Way. Second would be Medium tunnel 41st	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	6.2.2.1.4 West Seattle Junction Prefer Elevated Fauntleroy via Dakota (WSJ-2) both for it's low cost and easy expansion further south. Though the removal of the apartment is unnecessary -- mainly caused by the avoidance of removing any car lanes. The station should be place within the ROW of Fauntleroy Way SW (north of the SW Alaska St) with perhaps some property acquisition from shell/highline West Seattle Urgent Care.	Please see responses to CCG2 and CC4.1bin Table 7-1.
6	6.2.2.2.1 Chinatown Segment Prefer the international district 4th avenue shallow station (CID-1a) The deep station would impose too great of a transfer penalty for riders especially as being the main transfer station for the 3 lines. Any deep station should be heavily contested if an alternative is available, the high cost and transfer penalty for decades is not worth saving the short term construction impacts. (And trying to avoid construction impacts with more tunneling can length construction times -- causing more impact than just doing a normal cut-and-cover station. Just look at the San Francisco chinatown station debacle, or San Jose's BART switch from cut-and- cover stations to mined stations)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	6.2.2.2.2 Downtown Segment No real preference besides connecting to shallow alternatives in Chinatown. More importantly, the depth of these midtown/ Denny stations are too deep. Even accounting for having to traverse under the existing Westlake station, the midtown station depths of 140 feet are ridiculous and greatly increase construction cost and rider transfer times. The tunnel clearance against the existing Westlake station's are far too large compared to other European countries train stations. And additionally look into removing the mezzanine station style for midtown station to decrease the depth -- any time savings from the having the mezzanine are greatly outweighed by the additional depth it adds.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	6.2.2.2.3 South Interbay Segment None of the alternatives greatly change in ridership from 2,600. Given that Galer Street Station/ Central Interbay Alternative SIB-1 is preferred.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	6.2.2.2.4 Interbay/Ballard For Ballard prefer the elevated 15th avenue alternative or elevated 14th avenue. Much faster to construct than the underground alternatives and allows for easy expansion north. Against any tunnel approach for their high cost and inability to extend north. Note given the recent Coast Guard letter requiring a 205 feet bridge, then preferred to have a high movable bridge. While it may need to open a couple times a year -- it is greatly desired over a deep tunnel. Again as already noted above, adding a deep tunnel will greatly inflate the cost of building the light rail and building a Ballard station will cost a lot more than necessary as well.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
10	Shift faulteroy station (-200 million), while shifting faulteroy station should definitely be studied, moving it onto 38th avenue means that further extensions south past Fairmont park elementary school aren't possible. What should be done is moving the station onto the ROW of Faulteroy Way SW itself.	Please see response to CC2d in Table 7-1.
11	Eliminating Avalon station (-325 million), should be studied and it seems the community is in alignment with it, but am not for using those savings for tunneling. It is a waste of money to spend transit money on visual impacts, one could fund decades of RapidRide busses or say extend southwards to Morgan street.	Please see response to CC2j in Table 7-1.
12	Consolidate Denny and south lake union stations (-575 million), should be briefly studied, the loss of an entire station shouldn't be taken easily though. But more importantly looking into ways to lessen the depth of the tunnels would greatly decrease cost. There should be investigations into moving the section crossing the 99 north to lessen the tunnel depth again toe decrease the station depth cost.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Lastly, am heavily against using any cost saving measures if those funds are going to be used for visual or construction impacts. Those funds should only be used for actual transit benefits. If one tries to maximize construction/visual impacts you're going to end up minimizing transit benefits per dollar. And it is impossible to remove all construction/visual impacts.	Your preference for using any cost savings for future expansions is noted. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0620

Communication ID	Name	Email
501254	Chandra Hicks	chandrahicks@gmail.com

Full Communication (4/25/2022)

The tunnel option seems the least disruptive and is not much more cost-wise. It seems more disruptive environmentally to do any of the above ground options.

#	Comments	Responses
1	he tunnel option seems the least disruptive and is not much more cost-wise. It seems more disruptive environmentally to do any of the above ground options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0621

Communication ID	Name	Email
501263	Scott Morgan	scottfm@hotmail.com

Full Communication (4/25/2022)

Page 2-28: The DUW-2 does not impact any private homes. It does not impact the steep slope of north pigeon point. It does not impact nesting great blue herons. It will build over the port facilities and will not have a significant long term impact on port activity. This seems like the best approach.

#	Comments	Responses
1	Page 2-28: The DUW-2 does not impact any private homes. It does not impact the steep slope of north pigeon point. It does not impact nesting great blue herons. It will build over the port facilities and will not have a significant long term impact on port activity. This seems like the best approach.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0622

Communication ID	Name	Email
501265	Scott Morgan	scottfm@hotmail.com

Full Communication (4/25/2022)

Page 2-36: The DEL-5 option seems to be the least impact to the north Delridge neighborhood. It allows the full NW corner of Delridge and SW Andover to allow better truck access to Nucor, to create great bus transfer flows since the entire area will be rebuilt. Most riders will be accessing this station via bus, so why move it further south and wipe out a neighborhood and getting rid of those possible walk up riders.

#	Comments	Responses
1	Page 2-36: The DEL-5 option seems to be the least impact to the north Delridge neighborhood. It allows the full NW corner of Delridge and SW Andover to allow better truck access to Nucor, to create great bus transfer flows since the entire area will be rebuilt. Most riders will be accessing this station via bus, so why move it further south and wipe out a neighborhood and getting rid of those possible walk up riders.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0623

Communication ID	Name	Email
501267	Scott Morgan	scottfm@hotmail.com

Full Communication (4/25/2022)

Page 2-42: If we are going to tunnel, select WSJ-3b. This puts the station nearest to the heart of the Junction and separates the Avalon and Alaska Junction stations to their own rider shed areas.

#	Comments	Responses
1	Page 2-42: If we are going to tunnel, select WSJ-3b. This puts the station nearest to the heart of the Junction and separates the Avalon and Alaska Junction stations to their own rider shed areas.	Please see responses to CCG2, and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0624

Communication ID	Name	Email
501268	Dana Harrison	dana.harrison.81@gmail.com

Full Communication (4/25/2022)

Hello,

As a longtime resident and property owner in West Seattle I am excited by the prospect of mass transit light rail connecting our community to the downtown core and other regional transit hubs. It is a necessary change to help manage the growth in population and the need for reliable, environmentally conscious transportation.

My comments here center on the West Seattle extension and the alternatives for the Alaska Junction station specifically. First and foremost I want to convey strong opposition to the two preferred alternatives proposing an elevated track (PINK, WSJ-1 and WSJ-2). An elevated track would have significant negative impacts on the noise, aesthetic, and feel of our community. An elevated track would also cause the highest number of residential displacements at a time when housing is in short supply and prohibitively expensive for many in our region. Comparatively, the PINK preferred alternatives scored lower than the remaining alternatives in performance with the Elevated 41st/42nd option (WSJ-2) receiving the lowest overall performance rating of all the alternatives proposed.

I strongly support the selection of a tunnel alternative. There are several tunnel alternatives proposed (BROWN and BLUE), and the opinions and impacts to residents along the routes should be given the most influential consideration. As a resident most impacted by the Alaska Junction station, my preference among the tunnel alternatives is WSJ-5 (BLUE, Medium Tunnel 41st). This option received the highest possible performance rating (darkest blue in every category) and displaces the fewest number of residential units. Further, this option would be least disruptive to other street level transit (bus, bike, car) and place a station at the heart of the junction business district, supporting local economic activity as well as connections to other transit options (RapidRide, bike lanes, etc.).

In closing, an elevated track to an Alaska Junction station is NOT a good choice for our neighborhood and our residents. Please preserve the beautiful, above ground aesthetic of our neighborhood and choose a tunnel alternative. Preferably one that displaces the fewest number of residents and offers the highest possible performance.

Thank you.

#	Comments	Responses
1	I am excited by the prospect of mass transit light rail connecting our community to the downtown core and other regional transit hubs. It is a necessary change to help manage the growth in population and the need for reliable, environmentally conscious transportation.	Thank you for expressing support for the project.
2	First and foremost I want to convey strong opposition to the two preferred alternatives proposing an elevated track (PINK, WSJ-1 and WSJ-2). An elevated track would have significant negative impacts on the noise, aesthetic, and feel of our community. An elevated track would also cause the highest number of residential displacements at a time when housing is in short supply and prohibitively expensive for many in our region. Comparatively, the PINK preferred alternatives scored lower than the remaining alternatives in performance with the Elevated 41st/42nd option (WSJ-2) receiving the lowest overall performance rating of all the alternatives proposed.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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#	Comments	Responses
3	<p>I strongly support the selection of a tunnel alternative. There are several tunnel alternatives proposed (BROWN and BLUE), and the opinions and impacts to residents along the routes should be given the most influential consideration. As a resident most impacted by the Alaska Junction station, my preference among the tunnel alternatives is WSJ-5 (BLUE, Medium Tunnel 41st). This option received the highest possible performance rating (darkest blue in every category) and displaces the fewest number of residential units. Further, this option would be least disruptive to other street level transit (bus, bike, car) and place a station at the heart of the junction business district, supporting local economic activity as well as connections to other transit options (RapidRide, bike lanes, etc.).</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0625

Communication ID	Name	Email
501270	Michael Tanner	lemiketanner@hotmail.com

Full Communication (4/25/2022)

I am reading with increasing concern that Sound Transit may actually spend valuable time and resources considering (or, at least, make it look they are considering) the ludicrous West Seattle gondola alternative to light rail which is being heavily promoted by a small band of activists: (<https://www.westseattleskylink.org/>).

This is such a plainly ridiculous and not fit for purpose plan that it would be an egregious and offensive waste of taxpayer money studying this to assuage a small band of clueless activists who must have no idea how a mass transit system actually works because they probably have never used one.

Please do not humour these people, or try to fend off their campaign, by offering to spend time and money considering it. It should take ST about 5 minutes to set out half a dozen reasons why the gondola is a terrible transit "solution", from its poor capacity at rush hour (when it matters) to the fact it takes longer than cycling the same route, to the fact it requires so many multi-modal changes to apply to a normal commute to downtown (bus, gondola, transfer to already-full light rail train in SODO).

ST would get far more respect and support in the community it serves if it would definitively and firmly reject stupid ideas instead of pandering to them.

Respectfully,

Mike Tanner - West Seattle resident

#	Comments	Responses
1	Sound Transit may actually spend valuable time and resources considering (or, at least, make it look they are considering) the ludicrous West Seattle gondola alternative to light rail which is being heavily promoted by a small band of activists: (https://www.westseattleskylink.org/). This is such a plainly ridiculous and not fit for purpose plan that it would be an egregious and offensive waste of taxpayer money studying this to assuage a small band of clueless activists who must have no idea how a mass transit system actually works because they probably have never used one. Please do not humour these people, or try to fend off their campaign, by offering to spend time and money considering it. It should take ST about 5 minutes to set out half a dozen reasons why the gondola is a terrible transit "solution", from its poor capacity at rush hour (when it matters) to the fact it takes longer than cycling the same route, to the fact it requires so many multi-modal changes to apply to a normal commute to downtown (bus, gondola, transfer to already-full light rail train in SODO). ST would get far more respect and support in the community it serves if it would definitively and firmly reject stupid ideas instead of pandering to them.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0626

Communication ID	Name	Email
501272	Riley Montemayor	RMontemayor@bet-r.com

Full Communication (4/25/2022)

I am one of the many people who work at the intersection of Delridge Way and Andover Street that would be impacted by the creation of a new Sound Transit Link in this area. Every Delridge Segment option identified in Section ES.3.1.1.3. (pages ES-13 to ES-18) except for DEL-5 and DEL-6 would "displace" our company's office building at 4000 Delridge way and have severe negative impacts on the company as well as the numerous others in this area. Additionally, I do not understand why your preferred options are the ones that displace the majority of residences.

Options DEL-5 and DEL-6 may displace a few more businesses, but would displace a comparable amount of employees at those businesses and would displace far fewer residences. DEL-6 displaces 3.5 times less residences than DEL-1a; costs \$300 Million less; does not impact any parks; does not impact any historical properties; is the least visually-impactful; and has the least construction transportation and noise impacts.

To be frank, I do not like any of these options and do not think this is a prudent use of public funds, particularly since by the time construction on this project is complete, the West Seattle Bridge should be available for use and the majority of West Seattle residents will be using it for transportation; and the greatest need for alternative transportation into and out of the area will be gone. Please recognize that every option except for DEL-5 and DEL-6 will displace our business with absolutely no guarantee that a new office building can be found that meets our needs. The 4000 Delridge Way Building was constructed with our specific business needs in mind, at great financial risk to the building owners, and losing it would be devastating.

#	Comments	Responses
1	<p>I am one of the many people who work at the intersection of Delridge Way and Andover Street that would be impacted by the creation of a new Sound Transit Link in this area. Every Delridge Segment option identified in Section ES.3.1.1.3. (pages ES-13 to ES-18) except for DEL-5 and DEL-6 would "displace" our company's office building at 4000 Delridge way and have severe negative impacts on the company as well as the numerous others in this area. Additionally, I do not understand why your preferred options are the ones that displace the majority of residences.</p> <p>Options DEL-5 and DEL-6 may displace a few more businesses, but would displace a comparable amount of employees at those businesses and would displace far fewer residences. DEL-6 displaces 3.5 times less residences than DEL-1a; costs \$300 Million less; does not impact any parks; does not impact any historical properties; is the least visually-impactful; and has the least construction transportation and noise impacts.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>
2	<p>To be frank, I do not like any of these options and do not think this is a prudent use of public funds, particularly since by the time construction on this project is complete, the West Seattle Bridge should be available for use and the majority of West Seattle residents will be using it for transportation; and the greatest need for alternative transportation into and out of the area will be gone.</p>	<p>The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0627

Communication ID	Name	Email
501274	Noelle Evangelista	noelle.evangel@gmail.com

Full Communication (4/25/2022)

Stop displacing our beloved community businesses and catering to the white rich folks of Bellevue. We've worked hard for this country and have a right to keep this place as our own. If you will continue on with this project, we will mobilize and we will not be afraid to push back.

#	Comments	Responses
1	Stop displacing our beloved community businesses and catering to the white rich folks of Bellevue. We've worked hard for this country and have a right to keep this place as our own. If you will continue on with this project, we will mobilize and we will not be afraid to push back.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0628

Communication ID	Name	Email
501277	Nolan Koreski	guido.koreski@comcast.net

Full Communication (4/25/2022)

from 1980 on I have rented then owned property in West Seattle!

Nothing but promises of better bridges, water taxi, monorail, gondola and now light rail.

The broken and under repair high-level bridge was the only real improvement in "40 years". I have sat on public transportation busses in traffic for hours to see that the bus lanes only partially work. Still cannot reliably designate an arrival time downtown with less than a 45-minute window, often it is more. Considering the entire off hour trip by car or bus takes less than 20 minutes

My point start building something to actually free the West Seattle 80,000+ and finish it in my lifetime!

#	Comments	Responses
1	<p>Nothing but promises of better bridges, water taxi, monorail, gondola and now light rail. The broken and under repair high-level bridge was the only real improvement in "40 years". I have sat on public transportation busses in traffic for hours to see that the bus lanes only partially work. Still cannot reliably designate an arrival time downtown with less than a 45-minute window, often it is more.</p> <p>Considering the entire off hour trip by car or bus takes less than 20 minutes My point start building something to actually free the West Seattle 80,000+ and finish it in my lifetime!</p>	<p>Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

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Comment Submittal 0629

Communication ID	Name	Email
501278	Rusty Welch	rusty.j.welch@gmail.com

Full Communication (4/25/2022)

I would like to submit a vote for either the Tunnel 41st or Tunnel 42nd options for West Seattle. These are the least disruptive, most forward-looking alternatives.

Thank you.

#	Comments	Responses
1	I would like to submit a vote for either the Tunnel 41st or Tunnel 42nd options for West Seattle. These are the least disruptive, most forward-looking alternatives. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0630

Communication ID	Name	Email
501279	Nancy Gracie	nancygracie@gmail.com

Full Communication (4/25/2022)

I am a long time west seattle resident and metro bus commuter.

I support the alternative that places a station terminating at Fauntleroy. It would avoid having such a large impact on the existing Alaska Junction community and neighborhoods. Both the elevated and/or tunnels that would be needed to place a station just a block or so west seem excessively and unnecessarily intrusive and expensive.

The Fauntleroy location is already a hub for commuters and is a much wider street.

If for some reason that I am missing the station farther west is required - than I support a tunnel and taking the time needed to find third party funding.

#	Comments	Responses
1	I support the alternative that places a station terminating at Fauntleroy. It would avoid having such a large impact on the existing Alaska Junction community and neighborhoods. Both the elevated and/or tunnels that would be needed to place a station just a block or so west seem excessively and unnecessarily intrusive and expensive. The Fauntleroy location is already a hub for commuters and is a much wider street. If for some reason that I am missing the station farther west is required - than I support a tunnel and taking the time needed to find third party funding.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0631

Communication ID	Name	Email
501282	Jeremy Normann	J.normann@outlook.com

Full Communication (4/25/2022)

The alternative routes with a tunnel near Fauntleroy/38th Ave SW area would help preserve more of the neighborhood in my area. We have good neighbors.

Not sure how to suggest the page chapter etc. Thanks again

#	Comments	Responses
1	The alternative routes with a tunnel near Fauntleroy/38th Ave SW area would help preserve more of the neighborhood in my area. We have good neighbors.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0632

Communication ID	Name	Email
501285	michael flynn	maf81557@aol.com

Full Communication (4/25/2022)

What good does this do to just run the light rail into The Junction? Why not down 35th Avenue SW, or Fauntleroy to the ferry, or Delridge through White Center (16th could use the economic benefit) and into Burien? Crosstown options would be helpful, too, somehow connecting to Soda, Georgetown, and Southcenter.

Businesses and residents being displaced should receive benefits that include new homes and businesses, and free travel for life on the system.

Bad enough the scam that bought property and then the project was canceled years ago.

And... given that I'm old, I expect I won't be here when this thing is finally finished more than a decade from now.

#	Comments	Responses
1	What good does this do to just run the light rail into The Junction? Why not down 35th Avenue SW, or Fauntleroy to the ferry, or Delridge through White Center (16th could use the economic benefit) and into Burien? Crosstown options would be helpful, too, somehow connecting to Soda, Georgetown, and Southcenter.	Please see responses to CC1c and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Businesses and residents being displaced should receive benefits that include new homes and businesses, and free travel for life on the system.	Please see response to CC4.1a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0633

Communication ID	Name	Email
501286	Scott Ryan	9pilot68@gmail.com

Full Communication (4/25/2022)

Please retain the Avalon Station in West Seattle. The Alaska Junction is already very crowded and retaining an Avalon Station will take pressure of the Alaska Junction station. Additionally, an Avalon Station will be uniquely located to gather riders from the south travelling up 35th Ave SW.

#	Comments	Responses
1	Please retain the Avalon Station in West Seattle. The Alaska Junction is already very crowded and retaining an Avalon Station will take pressure of the Alaska Junction station. Additionally, an Avalon Station will be uniquely located to gather riders from the south travelling up 35th Ave SW.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0634

Communication ID	Name	Email
501287	Candace Sullivan	candacesullivan@comcast.net

Full Communication (4/25/2022)

I strongly object to the versions of the West Seattle line that allow elevated rail above West Seattle Junction. It will destroy the center of our community. It is worth a year's delay to pay for the additional cost.

#	Comments	Responses
1	I strongly object to the versions of the West Seattle line that allow elevated rail above West Seattle Junction. It will destroy the center of our community. It is worth a year's delay to pay for the additional cost.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0635

Communication ID	Name	Email
501292	Victoria Hester	victoria.hester15@gmail.com

Full Communication (4/25/2022)

Hello, myself and my fiancée are proud West Seattle home owners. We are an LGBTQ+ couple that finally was able to reach our dream of owning a home in 2021. As you may know, in our LGBTQ+ community, this is not something that is common. Our dreams are in jeopardy with the light rail plans. We worked hard to have our home and own our home. For that reason, I would like to see the Preferred Elevated Fauntleroy Way Station Alternative (WSJ-2) be the route that you go. The other route (Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1)) would cause us to lose our home.

The Fauntleroy Way State Alternative is the way to go. It is the most cost effective for our tax dollars, effects a similar number of residents, but effects less employees and less businesses. It also has less effects on historical properties. We rely on many of these businesses and the number of businesses that would be effected by the 41st/42nd Avenue route would be horrible. Also, the number of employees put out of work would be horrible and devastating as well. There is a similar number of residents, and residents will be displaced either way. But if we can cause less harm to businesses and less employees to lose their job, that is what is better. We fought for our dream, and do not want to lose our home. Also, the Fauntleroy Way station has far less operational vibration, while maintaining a similar amount of noise. As a homeowner and taxpayer, I feel the Fauntleroy Way station is the most appropriate way to go, has less environmental impact, and is a cheaper, but effective option. I would like to see the Fauntleroy Way option implemented.

#	Comments	Responses
1	<p>Our dreams are in jeopardy with the light rail plans. We worked hard to have our home and own our home. For that reason, I would like to see the Preferred Elevated Fauntleroy Way Station Alternative (WSJ-2) be the route that you go. The other route (Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1)) would cause us to lose our home.</p> <p>The Fauntleroy Way State Alternative is the way to go. It is the most cost effective for our tax dollars, effects a similar number of residents, but effects less employees and less businesses. It also has less effects on historical properties. We rely on many of these businesses and the number of businesses that would be effected by the 41st/42nd Avenue route would be horrible. Also, the number of employees put out of work would be horrible and devastating as well. There is a similar number of residents, and residents will be displaced either way. But if we can cause less harm to businesses and less employees to lose their job, that is what is better. We fought for our dream, and do not want to lose our home. Also, the Fauntleroy Way station has far less operational vibration, while maintaining a similar amount of noise. As a homeowner and taxpayer, I feel the Fauntleroy Way station is the most appropriate way to go, has less environmental impact, and is a cheaper, but effective option. I would like to see the Fauntleroy Way option implemented.</p>	<p>Please see responses to CCG2, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0636

Communication ID	Name	Email
501294	Michael Monteleone	mike.monteleone@gmail.com

Full Communication (4/25/2022)

We live at 4134 36th Ave SW, about .5 blocks from the proposed Avalon station. My neighbors and I all agree that we want a station nearer to us than Delridge or the Junction. Short-term savings are less important than long-term convenience and availability for both commuting and personal transportation.

#	Comments	Responses
1	we want a station nearer to us than Delridge or the Junction. Short-term savings are less important than long-term convenience and availability for both commuting and personal transportation.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0637

Communication ID	Name	Email
501295	Kanti Selig	kmdasi@hotmail.com

Full Communication (4/25/2022)

Comment referred to section 4.2.2.2

We have lived in the Delridge area for nearly 30 years and can honestly say that a no build policy makes the most financial and environmental sense of all of the proposals.

Displacing any more residences or small businesses in and around this area would devastate far too many people compared to the 'benefits' of a new transit system, especially since our current Metro and Sound transit systems are not being used nearly to capacity. It would be better to improve the Metro system here and avoid so much unnecessary expense and trouble to the local citizens and businesses.

Thank you for your time and consideration.

#	Comments	Responses
1	Comment referred to section 4.2.2.2 We have lived in the Delridge area for nearly 30 years and can honestly say that a no build policy makes the most financial and environmental sense of all of the proposals. Displacing any more residences or small businesses in and around this area would devastate far too many people compared to the 'benefits' of a new transit system, especially since our current Metro and Sound transit systems are not being used nearly to capacity. It would be better to improve the Metro system here and avoid so much unnecessary expense and trouble to the local citizens and businesses.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0638

Communication ID	Name	Email
501298	Donald K Vardy	donaldkvardy@gmail.com

Full Communication (4/25/2022)

After the federal approved funding last week this would be the perfect opportunity to move the area into a cleaner transportation future. The jobs and money that go back into the economy will be a much needed boost after a tough recovery from COVID-19. Sky Link does not seem to be a replacement for the amount of jobs that will be created for decades to come.

#	Comments	Responses
1	After the federal approved funding last week this would be the perfect opportunity to move the area into a cleaner transportation future. The jobs and money that go back into the economy will be a much needed boost after a tough recovery from COVID-19. Sky Link does not seem to be a replacement for the amount of jobs that will be created for decades to come.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, of the Final EIS, for discussion of jobs created during construction.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0639

Communication ID	Name	Email
501310	Julia Watkins	julie.eva4@gmail.com

Full Communication (4/25/2022)

I am writing to advocate that DEL 5 or 6 NOT be the routes in the West Seattle Light Rail Extension. In particular, Transitional Resources, a community mental health agency, is at 2970, 2980, and 2988 SW Avalon Way. If those buildings are torn down then they will have to move their agency elsewhere. Transitional resources serves people with Severe and Persistent Mental Illness. The clients are vulnerable adults, with permanent disability due to their mental illness. The agency's clients are in close proximity; almost all live within walking distance. If the agency had to move elsewhere, it would not be integrated with the clients and it would make it much harder for them to get needed services and medication. Tearing down Transitional resources profoundly impact the clients whom they serve, as well as the surrounding community who depend on TR to serve those most impaired and vulnerable.

The current preferred route that does not affect TR is highly recommended for the reasons stated above.

#	Comments	Responses
1	DEL 5 or 6 NOT be the routes in the West Seattle Light Rail Extension. In particular, Transitional Resources, a community mental health agency, is at 2970, 2980, and 2988 SW Avalon Way. If those buildings are torn down then they will have to move their agency elsewhere. Transitional resources serves people with Severe and Persistent Mental Illness. The clients are vulnerable adults, with permanent disability due to their mental illness. The agency's clients are in close proximity; almost all live within walking distance. If the agency had to move elsewhere, it would not be integrated with the clients and it would make it much harder for them to get needed services and medication. Tearing down Transitional resources profoundly impact the clients whom they serve, as well as the surrounding community who depend on TR to serve those most impaired and vulnerable. The current preferred route that does not affect TR is highly recommended for the reasons stated above.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0640

Communication ID	Name	Email
501320	Raelene Jeffery	raelene.jeffery@yahoo.com

Full Communication (4/25/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project. I support either of the Yancy/Avalon routes.

I oppose any of the alternatives that impact the West Seattle Golf Course! This is an amazing city park, and it would be a travesty to negatively impact this park in any way when there are options that do not do so.

Thank you, Raelene Jeffery

Seattle City Resident

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course! This is an amazing city park, and it would be a travesty to negatively impact this park in any way when there are options that do not do so.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0641

Communication ID	Name	Email
501344	Stephanie Gough	stephaniegoug09@gmail.com

Full Communication (4/25/2022)

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

#	Comments	Responses
1	<p>First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.</p> <p>Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.</p>	<p>For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.</p>	<p>Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0642

Communication ID	Name	Email
501345	Sam Ostrander	hudsontoys@gmail.com

Full Communication (4/25/2022)

Burien needs reliable transit and should be considered for a light rail stop. The current bus routes to downtown all get stuck in traffic on SR509 in the morning or leaving downtown in the evening. The future expansion of SR509 is only going to make this much worse. The alternative route of taking a rapid ride and light rail via Tukwila takes even longer than the bus stuck in traffic. This is unacceptable considering the distance travelled. Why is Burien not being considered?

#	Comments	Responses
1	Burien needs reliable transit and should be considered for a light rail stop. The current bus routes to downtown all get stuck in traffic on SR509 in the morning or leaving downtown in the evening. The future expansion of SR509 is only going to make this much worse. The alternative route of taking a rapid ride and light rail via Tukwila takes even longer than the bus stuck in traffic. This is unacceptable considering the distance travelled. Why is Burien not being considered?	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0643

Communication ID	Name	Email
501373	Nils Hostage	nilsh32@gmail.com

Full Communication (4/25/2022)

This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.

First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation for a cut-and-cover tunnel. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.

Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.

Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.

If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted.

#	Comments	Responses
1	This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation for a cut-and-cover tunnel. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to elevator-only access to downtown stations will be provided as part of the environmental review process for the Ballard Link Extension.
3	DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0644

Communication ID	Name	Email
501378	Larry Flynn	sealarry@comcast.net

Full Communication (4/25/2022)

I live at: 3709 20th Ave SW Seattle WA98106 and have been here since 1984.

I'm worried that the route of the new West Seattle light rail will/could affect my property. Can anyone clarify this for me?

#	Comments	Responses
1	I live at: 3709 20th Ave SW Seattle WA 98106 and have been here since 1984. I'm worried that the route of the new West Seattle light rail will/could affect my property. Can anyone clarify this for me?	Sound Transit notified potentially affected property owners prior to the Draft EIS publication in the winter of 2022. Sound Transit staff is available to meet with you to discuss the process and your concerns about your property.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0645

Communication ID	Name	Email
501379	Dale Gavey	dale50000@gmail.com

Full Communication (4/25/2022)

Just Bild the Damn thing.....

#	Comments	Responses
1	Just Bild the Damn thing	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0646

Communication ID	Name	Email
501380	Kian Bradley	kian@wizwar.net

Full Communication (4/25/2022)

Hi, my friend lives in Delridge in the path of the Preferred Alternative for the Dakota Street station. I strongly prefer either the Andover or Delridge Way options to minimize the impacts to residents.

#	Comments	Responses
1	Hi, my friend lives in Delridge in the path of the Preferred Alternative for the Dakota Street station. strongly prefer either the Andover or Delridge Way options to minimize the impacts to residents.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0647

Communication ID	Name	Email
501381	Blythe Simmons	glamouramalola@msn.com

Full Communication (4/25/2022)

Dear Sound Transit,

I have lived at 5043 41st ave SW for 26 years. I have a home business frequented by clients 6 days a week for 24 years. I have lived in West Seattle my entire life. I'm sure you have heard all the sob stories about what a terrible idea it will be to build an above ground light rail system in my neighborhood. I'm here to confirm the notion that this light rail taking down so many single family homes and businesses is truly devastating for so many. We already struggled through the bridge being down and that impact. So many of us will not be able to afford or find another house that is suitable or even close to what we have now. Even if some of us get to keep their homes, the staging and building of the light rail in its entirety will be agonizing for daily life. The above ground option will decrease the value of every neighborhood it touches. For many of us, our home is our lifeblood and source of income. Not to mention our place of sanctuary. Please please remember we are not just addresses on paper. We are people with so much at stake. Thank you for your consideration.

#	Comments	Responses
1	I have lived at 5043 41st ave SW for 26 years. I have a home business frequented by clients 6 days a week for 24 years. I have lived in West Seattle my entire life. I'm sure you have heard all the sob stories about what a terrible idea it will be to build an above ground light rail system in my neighborhood. I'm here to confirm the notion that this light rail taking down so many single family homes and businesses is truly devastating for so many. We already struggled through the bridge being down and that impact. So many of us will not be able to afford or find another house that is suitable or even close to what we have now. Even if some of us get to keep their homes, the staging and building of the light rail in its entirety will be agonizing for daily life. The above ground option will decrease the value of every neighborhood it touches. For many of us, our home is our lifeblood and source of income. Not to mention our place of sanctuary. Please please remember we are not just addresses on paper. We are people with so much at stake. Thank you for your consideration.	Please see responses to CCG2, CC4.1a, CC4.1c, and CC4.3a and in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0648

Communication ID	Name	Email
501383	Felicia Egelman	fegelman@hotmail.com

Full Communication (4/25/2022)

Hello,

I would prefer an alternative that includes a tunnel for the portion that goes into the Alaska Junction area. This is a vibrant, historic, local neighborhood shopping and entertainment district with a welcoming feeling and vibrant businesses that I feel would be lost to an above ground track and station. It's a small area that would be overwhelmed by an above ground option, and I would hate to see short term money concerns overrule what is best for this neighborhood in the long term. We should find a way to make public transit and light rail a meaningful and appreciated development for this little West Seattle Urban Village for generations to come, not just do what is expedient in this moment. Seattle has waited a long time for adequate public transportation, let's do it right!

Thank you!

#	Comments	Responses
1	Hello, I would prefer an alternative that includes a tunnel for the portion that goes into the Alaska Junction area. This is a vibrant, historic, local neighborhood shopping and entertainment district with a welcoming feeling and vibrant businesses that I feel would be lost to an above ground track and station. It's a small area that would be overwhelmed by an above ground option, and I would hate to see short term money concerns overrule what is best for this neighborhood in the long term. We should find a way to make public transit and light rail a meaningful and appreciated development for this little West Seattle Urban Village for generations to come, not just do what is expedient in this moment. Seattle has waited a long time for adequate public transportation, let's do it right! Thank you!	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0649

Communication ID	Name	Email
501387	Sharon Chafin	memesharon48@gmail.com

Full Communication (4/25/2022)

Please seriously consider putting the stations and rails to W.Seattle underground! It has already become overcrowded with all the newer high rise condos, etc. that have been jammed in over then past 10 years or so. Adding the rail and platforms would not only detract from the still 'almost' quaint atmosphere, but the noise pollution and crowded look would do more to drive folks away.

PLEASE do the BEST thing. Thank you for the opportunity to comment.

#	Comments	Responses
1	Please seriously consider putting the stations and rails to W.Seattle underground! It has already become overcrowded with all the newer high rise condos, etc. that have been jammed in over then past 10 years or so. Adding the rail and platforms would not only detract from the still 'almost' quaint atmosphere, but the noise pollution and crowded look would do more to drive folks away. PLEASE do the BEST thing. Thank you for the opportunity to comment.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0650

Communication ID	Name	Email
501391	Chris Miller	csmillerski@gmail.com

Full Communication (4/25/2022)

I strongly prefer the Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1). Chris Miller

#	Comments	Responses
1	I strongly prefer the Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1). Chris Miller	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0651

Communication ID	Name	Email
501392	Nigasan Ragunathan	nigasan.r@gmail.com

Full Communication (4/25/2022)

Hi,

I'd like to note two things:

Please consider a tunnel under Fauntleroy similar to WSJ-2. I believe this would help prevent high density residential building displacement and make a future extension easier.

If WSJ-3a, WSJ-4 or WSJ-5 alignments are selected, use the Jefferson Square block (between 41st and 42nd similar to WSJ-3b) for station entrances and construction instead of the current plan to prevent displacement. This block will be in need of redevelopment for transit-oriented development after the Light Rail is constructed anyways. It would also prevent the displacement of multiple other high density residential buildings.

Overall, I strongly urge preventing the acquisition of high-density residential buildings and I believe that the tunnel options would help in this endeavor.

Thanks, Nigasan

#	Comments	Responses
1	Please consider a tunnel under Fauntleroy similar to WSJ-2. I believe this would help prevent high density residential building displacement and make a future extension easier. If WSJ-3a, WSJ-4 or WSJ-5 alignments are selected, use the Jefferson Square block (between 41st and 42nd similar to WSJ-3b) for station entrances and construction instead of the current plan to prevent displacement. This block will be in need of redevelopment for transit-oriented development after the Light Rail is constructed anyways. It would also prevent the displacement of multiple other high density residential buildings. Overall, I strongly urge preventing the acquisition of high-density residential buildings and I believe that the tunnel options would help in this endeavor.	Please see the responses to CC2d, CC2i, CC4.1b, and CC4.2a in Table 7-1. Please also see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project.

Comment Submittal 0652

Communication ID	Name	Email
501394	Leah Morgan	leahpmorgan24@gmail.com

Full Communication (4/25/2022)

Firstly, I'm concerned with the accessibility of the draft EIS. As you're publicly advertising it with QR codes throughout communities, and making it clear that you want community input and feedback, I was surprised by how difficult it was to get simple, clarifying information on your plans. If you actually want feedback, make a centralized, simplified pdf with all the information, as well as links to additional information if so desired. Trying to form an opinion regarding these link extensions took digging through 10-tabs worth of documents, google maps, a decent dictionary, and an engineer explaining schematics and concepts to me. Maybe I'm too young, and my attention span has been too demolished by technology and phones, but it was really difficult to understand this information. And if you don't actually want feedback and want to get past this stage of the process and just build the darn thing (which, fair), then that's great. perfect. doing it's job. But if you genuinely want feedback from different voices (from disabled people who'll be using this station, from low income people, from anyone who isn't an old white retiree with lots of time on their hands to express their opinions), then you have to make this easier. Also I think it's funny that you asked me to cite the page numbers for my opinions- what is this, English class? If you want me to comment on the specific pages, make an interactive version of the document. Anyway....

I'll mostly be commenting on the West Seattle extension plans, as this is my community, and where I have the most invested interest. So here are some miscellaneous thoughts:

1. I get that the port is a brat, so they're gonna try to prevent the North of the WS bridge, but that route makes sense to me- less houses gone, less green space gone (aren't we not allowed to take park space?), seems like a win. I get that's not gonna happen.
2. Uhh I don't really care about where you put the Delridge Station. Just please, dear god, get some logical bus connections, look at an elevation map, and build a local infrastructure to support the station wherever it is.
3. I get it, we can't take parkland (unless it's pleasing to the port). Well and good. Does the golf course on Genesee really count? Yes, I know it does. You can't just go up to the city and say, "Seattle government, I know we love green space, but this is a space exclusively used by old white guys and smoking teenagers that requires a lot more resources and water than it provide good to the community, and wouldn't we rather take up five little feet of a golf course than wiping out entire blocks of houses on the other side of Genesee?" But really? nothing else to say there.
4. I like the idea of having a tunnel in this next section, and I also like the idea of having a shorter (height-wise) elevated path in the earlier section of the path. I understand that tunneling is more expensive than an overhead track, but with rising property costs, it's make more sense to not take a bunch of homes and businesses, and make a tunnel.
5. From here, I'd campaign for the 'Tunnel 42nd Avenue Station Option.' It gets close to the heart of West Seattle on California, without wiping out the crucial hub of business and homes that is Jefferson Square. That path brings me joy, and seems to make objective sense.
6. I don't think I have anything else constructive to add; If you're doing a Fauntleroy station just combine it with the Avalon Station. I think y'all are pretty clever and smart, and can think of all these engineering and optimization and environmental and transportation things on your own. In fact, I expect you to, as it's your job.

(I was gonna drop a relevant meme here but your comment box won't allow that .. Have a good day, best of luck trying to get through all this red tape!)

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	I'm concerned with the accessibility of the draft EIS. As you're publicly advertising it with QR codes throughout communities, and making it clear that you want community input and feedback, I was surprised by how difficult it was to get simple, clarifying information on your plans. If you actually want feedback, make a centralized, simplified pdf with all the information, as well as links to additional information if so desired. Trying to form an opinion regarding these link extensions took digging through 10-tabs worth of documents, google maps, a decent dictionary, and an engineer explaining schematics and concepts to me. Maybe I'm too young, and my attention span has been too demolished by technology and phones, but it was really difficult to understand this information. And if you don't actually want feedback and want to get past this stage of the process and just build the darn thing (which, fair), then that's great. perfect. doing it's job. But if you genuinely want feedback from different voices (from disabled people who'll be using this station, from low income people, from anyone who isn't an old white retiree with lots of time on their hands to express their opinions), then you have to make this easier. Also I think it's funny that you asked me to cite the page numbers for my opinions- what is this, English class? If you want me to comment on the specific pages, make an interactive version of the document.	Consistent with NEPA regulations (40 CFR 1500 to 1508), the EIS describes the project in a concise way (considering the highly complex nature of the project) and using plain language. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.
2	I get that the port is a brat, so they're gonna try to prevent the North of the WS bridge, but that route makes sense to me- less houses gone, less green space gone (aren't we not allowed to take park space?), seems like a win. I get that's not gonna happen.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Uhh I don't really care about where you put the Delridge Station. Just please, dear god, get some logical bus connections, look at an elevation map, and build a local infrastructure to support the station wherever it is.	Please see the response to CC3a in Table 7-1.
4	I get it, we can't take parkland (unless it's pleasing to the port). Well and good. Does the golf course on Genesee really count? Yes, I know it does. You can't just go up to the city and say, "Seattle government, I know we love green space, but this is a space exclusively used by old white guys and smoking teenagers that requires a lot more resources and water than it provide good to the community, and wouldn't we rather take up five little feet of a golf course than wiping out entire blocks of houses on the other side of Genesee?" But really? nothing else to say there.	Please see the responses to CCG2 and CC4.1b in Table 7-1. Please see Section 4.17, Parks and Recreational Resources, and Section 4.18, Section 4(f) Summary, for more information on requirements for using public park property.
5	I like the idea of having a tunnel in this next section, and I also like the idea of having a shorter (height-wise) elevated path in the earlier section of the path. I understand that tunneling is more expensive than an overhead track, but with rising property costs, it's make more sense to not take a bunch of homes and businesses, and make a tunnel.	Please see the response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
6	From here, I'd campaign for the 'Tunnel 42nd Avenue Station Option.' It gets close to the heart of West Seattle on California, without wiping out the crucial hub of business and homes that is Jefferson Square. That path brings me joy, and seems to make objective sense.	Please see the response to CCG2 in Table 7-1.
7	If you're doing a Fauntleroy station just combine it with the Avalon Station.	Please see the response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0653

Communication ID	Name	Email
501397	John Lestina	johnlestina@gmail.com

Full Communication (4/25/2022)

I frequently make use of the Roosevelt Station and use the North entrance. This means I am familiar with the station depth of 90'. That climb is already punishing and long; and we should avoid creating similar depths where possible in high use areas. So, this means I have a preference for CID-1a/(CID-2a)(Although the Seattle Subway proposition would be better). We should also make the rest of the downtown stations as shallow as feasible.

These projects should not be done without planning for future expansion, and so we should be planning for the long term. This means leaving ourselves open for extensions of the Ballard and West Seattle lines, designing our downtown tunnels to support high throughput of trains, and not letting short term costs make us settle for a less than ideal option. SLU (where I currently work) is not well served by either option presented, and the SLU waterfront is completely unserved by the light rail. Ballard is made much more accessible for all with a 20th Ave station. The Light Rail would be a more viable option for getting to the airport if we planned for an express line (with stops at South Park and Georgetown) to get to the Airport without the detour through Beacon Hill, Othello, etc.

#	Comments	Responses
1	I am familiar with the station depth of 90'. That climb is already punishing and long; and we should avoid creating similar depths where possible in high use areas. So, this means I have a preference for CID-1a/(CID-2a)(Although the Seattle Subway proposition would be better). We should also make the rest of the downtown stations as shallow as feasible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	These projects should not be done without planning for future expansion, and so we should be planning for the long term. This means leaving ourselves open for extensions of the Ballard and West Seattle lines, designing our downtown tunnels to support high throughput of trains, and not letting short term costs make us settle for a less than ideal option.	Please see responses to CCG3 and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	SLU (where I currently work) is not well served by either option presented, and the SLU waterfront is completely unserved by the light rail.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Ballard is made much more accessible for all with a 20th Ave station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	The Light Rail would be a more viable option for getting to the airport if we planned for an express line (with stops at South Park and Georgetown) to get to the Airport without the detour through Beacon Hill, Othello, etc.	Thank you for your comment, however, express service as suggested here is beyond the scope of the project and is not proposed by Sound Transit at this time. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information.

Comment Submittal 0654

Communication ID	Name	Email
501399	Jeremy Saulter	jsaulter@gmail.com

Full Communication (4/25/2022)

To Whom That Decides the Fate of Our Home and Future,

I am writing to you from the perspective of a concerned third-generation Seattleite, husband, father, single-income earner, regular voter, enthusiastic lover of most things Seattle and as a person who now finds his home threatened by eminent domain. My wife Shannon and I purchased our home in West Seattle in December 2020 and were ecstatic to be able to move back to the city of Seattle, where we were both born and raised. Even better, we were able to find a home in West Seattle, where we have deep roots (some of mine: I was born in West Seattle, I was baptized at St. John's Episcopal Church, my mother's ashes are buried at St. John's Episcopal Church, I lived in West Seattle as a young man when Shannon and I met, dated and over time got engaged at St. John's Episcopal Church, my 82-year old father lives on Harbor Ave and is now a walking distance, the list goes on). A myriad of memories flood my mind as I sit down to comment on this project. I learned how to swim at the Fauntleroy YMCA in the early 1980's (our children are learning how to swim there now). I watched my first movie at the Admiral Theater. My most formidable early years of life were spent in West Seattle. Now we find ourselves potentially in the path of this project and facing eminent domain relocation.

Having read the relocation hand book front-to-back multiple times, participated in the public meetings, applied to join the community committee (unsuccessfully), earnestly tried to participate in as much of this process as possible, to understand all the details, I continually find myself asking 'why is this happening?' We love our home and have no intentions to sell it. We quite literally saved our whole lives to buy this home and ultimately fought for the right to own it at one of the most difficult times to buy a home in Seattle. Our children go to Lafayette, love the school, and are thriving in the environment. Our son plays in West Seattle Little League, our older daughter sings choir at St. John's Episcopal Church and practiced ballet at West Seattle Performing Arts. We have every intention of continuing to invest in this community, and live positive change. As a family we routinely pick up trash in the neighborhood and take meticulous care of the shared land enclosing the sidewalks. We have ties to small businesses in West Seattle and have built our life here with every intention for it to be our permanent home.

Now I sit at my computer, not entirely sure of what to 'comment.' Feeling a mix of emotions. Feeling like I need to pour my heart out, to somehow justify our worth, our legitimacy to be able to just stay in our home. What will ever be enough to convince a group that is tasked with the 'greater good of the community' by picking an alternative to move forward with for this project? What about our lives could ever compare to the 'greater good?' My sincere hope is that our story will contribute to a sum of potentially displaced lives, that will be enough. I list our attachments to West Seattle, our generational investments, because I have an optimism that it will be enough to save our home.

We sincerely hope that the group deciding our fate will remove the Avalon stop from the project's plans altogether. How much is the convenience of the stop worth compared to the displacement of so many families? From what I can tell, the other two stops' plans appear to have reduced residential impacts in comparison. Whereas the Avalon stop alternatives all look to have significant negative residential impact; almost exclusively in comparison to commercial displacement. Some of the Avalon alternatives look like, if chosen, would leave us in our home, but still displace other families in the neighborhood. People we've come to know and like. People that also invest in the community, have children, go to the schools in the neighborhood, love their homes. So ultimately, no alternative is the choice we want to see come to fruition. I write this knowing that this was a voter-approved decision and there are laws to support its purpose and actions.

I am commenting now to share our family's truth, and to ask for the group to reconsider the need for the Avalon stop. If not for an overall project cost-savings, then to spare families like ours that have sacrificed, invested, taken care of and ultimately chosen to make this neighborhood our home.

We appreciate your consideration for our circumstances.

Sincerely, Jeremy J. Saulter

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Remove the Avalon stop from the project's plans altogether. How much is the convenience of the stop worth compared to the displacement of so many families? From what I can tell, the other two stops' plans appear to have reduced residential impacts in comparison. Whereas the Avalon stop alternatives all look to have significant negative residential impact; almost exclusively in comparison to commercial displacement. Some of the Avalon alternatives look like, if chosen, would leave us in our home, but still displace other families in the neighborhood. People we've come to know and like. People that also invest in the community, have children, go to the schools in the neighborhood, love their homes. So ultimately, no alternative is the choice we want to see come to fruition. I write this knowing that this was a voter-approved decision and there are laws to support its purpose and actions. I am commenting now to share our family's truth, and to ask for the group to reconsider the need for the Avalon stop. If not for an overall project cost-savings, then to spare families like ours that have sacrificed, invested, taken care of and ultimately chosen to make this neighborhood our home.</p>	<p>Please see the response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0655

Communication ID	Name	Email
501404	Kathryn Vitelli	kvitelli@comcast.net

Full Communication (4/25/2022)

Please eliminate the Avalon station and use the money saved to tunnel from the Delridge station to the junction.

#	Comments	Responses
1	Please eliminate the Avalon station and use the money saved to tunnel from the Delridge station to the junction.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0656

Communication ID	Name	Email
501409	Andrew Johnson	andrewmfjohnson@gmail.com

Full Communication

I am a resident of the North Delridge/Youngstown neighborhood and am grateful for the opportunity to comment on the DEIS for WSBLE alternatives. I am strongly opposed to the DEL-5 alignment and the associated Andover Street Station, which in my view do not adequately serve the North Delridge community in which they will be located nor the neighboring underserved communities who are expected to connect to the light rail by bus at this station. Particular concerns include:

1. The highest number of commercial displacements, including the loss of a highly valued Health Club (Section 4.2.3.3.4). This Health Club has three floors of wellness facilities including the only swimming pool in the area. It is highly unlikely that this business would be able to relocate to an equivalent site or facilities locally resulting in a significant and permanent loss to the community.
2. DEL-5 has the highest potential for noise and vibration impacts (Table 6-3) and offers very little benefit to residential displacements compared to the preferred DEL-2a alternative (Table 6-3).
3. Displacement of supportive housing services (Table 6-3).
4. The DEL-5 alignment along SW Avalon Way will be extremely disruptive for important bike and bus infrastructure (e.g. Cline) both during and after construction. Furthermore, SW Avalon Way has a high residential density, which will be heavily impacted by the elevated light rail passing so close to their windows (highest noise and vibration impacts Table 6-3)
5. Any deviation of the alignment of DEL-5 or DEL-6 to the south (e.g. off Nucor-owned property, to the south side of SW Andover Street, or closer to SW Yancy Street) would be devastating for the local community, including the important wildlife refuge of Dragonfly Park, which is part of the Salmon run and has a resident beaver population. It is vital that any such deviation is not considered at this late stage. This makes the DEL-5 and DEL-6 alignments incompatible with any station options located south of SW Andover Street.
6. The location of the SW Andover Street station proposed for the DEL-5 and DEL-6 alternatives reduces walkshed use by 33% (Table 3-6), has reduced transit-oriented-development (TOD) opportunities compared to the preferred Dakota St alternative, and is adjacent to the Nucor steel plant, associated rail roads, and the West Seattle Bridge on ramp, which reduces accessibility by bus and other modes of transport. These factors reduce the likelihood of high quality TOD development at SW Andover Street. High quality development potential is a vital need for the area, especially considering the almost complete commercial displacement that will be caused by the WSBLE project. A station location north of SW Andover Street was a reason for the rejection of previous alternatives not carried forward to DEIS review (Appendix M).
7. Poor compatibility with racial equity objectives. Delridge has the second highest proportion of People of Color for the segments in this extension (Table 4.2.4-1) and is designed to be a point of access for other historically underserved populations via bus. These communities deserve proper investment with a well-planned transit hub and associated TOD, rather than simply being treated as an afterthought or cost-saving option when routing the Light Rail to wealthier communities in West Seattle. The Andover Street station associated with DEL-5 and DEL-6 insufficiently serves the local community given the low walk/bike access (Table 3- 6),inhibited bus accessibility and reduced TOD opportunities in comparison to the preferred SW Dakota St alternative.
8. It has been commented (by people not residing here) that the residential area of North Delridge adjacent to Nucor is "more industrial" and therefore it is implied that the impacts of the Light rail may be felt less here than in other areas. This is factually incorrect. Impactful noise or disturbance from the Nucor plant is very rare and certainly less than traffic and plane noise experienced in the SW Delridge way corridor, which is the route of the currently preferred alternatives.

I support selection of the "long tunnel" or elevated preferred Delridge alternatives (DEL-2a, DEL- 1a), which offer a station solution that better serves the Delridge community and connect to tunnel options that have the lowest impact on West Seattle. In particular, the preferred SW Dakota Street station offers considerable potential for the development of a community hub central to North Delridge, adjacent to the playfields and community center, which would be of great benefit to the North Delridge community. The DEL-2a and DEL-1a alignments that use a small amount of the golf course land would be most appropriate as they dramatically reduce residential displacements (Table 6-3) and it is notable that the golf course is inaccessible to the majority of the Delridge community (indeed all

Appendix O. Draft EIS Comment Summary and Response to Comments

sides of the golf course facing Delridge are fenced off with no access points). If cost-saving measures are necessary to achieve the DEL-2a long tunnel alternative then greater consideration should be given to a two station alternative (Delridge and Alaska Junction) and removing the Avalon station requirement from the Sound Transit 3 Plan.

If the Board decide that the preferred DEL-2a or DEL-1a alignments are no longer suitable then DEL-6 is clearly a vastly better alternative than DEL-5. DEL-6 has by far the fewest commercial and residential displacements, preserves the SW Avalon Way traffic corridor, has the fewest noise, vibration and historical residence impacts, and connects to the WSJ-5 medium tunnel. Again, were the DEL-6 alternative to be selected it is imperative that this alternative is not modified to the south of SW Andover Street, because even a minor line alteration would be devastating for Dragonfly park and the surrounding community.

Thank you again for the opportunity to comment.

#	Comments	Responses
1	<p>I am strongly opposed to the DEL-5 alignment and the associated Andover Street Station, which in my view do not adequately serve the North Delridge community in which they will be located nor the neighboring underserved communities who are expected to connect to the light rail by bus at this station. Particular concerns include: The highest number of commercial displacements, including the loss of a highly valued Health Club (Section 4.2.3.3.4). This Health Club has three floors of wellness facilities including the only swimming pool in the area. It is highly unlikely that this business would be able to relocate to an equivalent site or facilities locally resulting in a significant and permanent loss to the community. DEL-5 has the highest potential for noise and vibration impacts (Table 6-3) and offers very little benefit to residential displacements compared to the preferred DEL-2a alternative (Table 6-3). Displacement of supportive housing services (Table 6-3). The DEL-5 alignment along SW Avalon Way will be extremely disruptive for important bike and bus infrastructure (e.g. Cline) both during and after construction. Furthermore, SW Avalon Way has a high residential density, which will be heavily impacted by the elevated light rail passing so close to their windows (highest noise and vibration impacts Table 6-3) Any deviation of the alignment of DEL-5 or DEL-6 to the south (e.g. off Nucor-owned property, to the south side of SW Andover Street, or closer to SW Yancy Street) would be devastating for the local community, including the important wildlife refuge of Dragonfly Park, which is part of the Salmon run and has a resident beaver population. It is vital that any such deviation is not considered at this late stage. This makes the DEL-5 and DEL-6 alignments incompatible with any station options located south of SW Andover Street. The location of the SW Andover Street station proposed for the DEL-5 and DEL-6 alternatives reduces walkshed use by 33% (Table 3-6), has reduced transit-oriented-development (TOD) opportunities compared to the preferred Dakota St alternative, and is adjacent to the Nucor steel plant, associated rail roads, and the West Seattle Bridge on ramp, which reduces accessibility by bus and other modes of transport. These factors reduce the likelihood of high quality TOD development at SW Andover Street. High quality development potential is a vital need for the area, especially considering the almost complete commercial displacement that will be caused by the WSBLE project. A station location north of SW Andover Street was a reason for the rejection of previous alternatives not carried forward to DEIS review (Appendix M). Poor compatibility with racial equity objectives. Delridge has the second highest proportion of People of Color for the segments in this extension (Table 4.2.4-1) and is designed to be a point of access for other historically underserved populations via bus. These communities deserve proper investment with a well-planned transit hub and associated TOD, rather than simply being treated as an afterthought or cost-saving option when routing the Light Rail to wealthier communities in West Seattle. The Andover Street station associated with DEL-5 and</p>	<p>Please see responses to CCG2, CC3a, CC3b, CC4.3b, CC4.4a, CC4.4d, CC4.7a, and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2, Land Use, for more information on transit-oriented development. See Section 4.9, Ecosystems, of the Final EIS for information on ecosystem impacts and proposed mitigation. See Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>DEL-6 insufficiently serves the local community given the low walk/bike access (Table 3-6), inhibited bus accessibility and reduced TOD opportunities in comparison to the preferred SW Dakota St alternative. It has been commented (by people not residing here) that the residential area of North Delridge adjacent to Nucor is "more industrial" and therefore it is implied that the impacts of the Light rail may be felt less here than in other areas. This is factually incorrect. Impactful noise or disturbance from the Nucor plant is very rare and certainly less than traffic and plane noise experienced in the SW Delridge way corridor, which is the route of the currently preferred alternatives.</p>	
2	<p>I support selection of the "long tunnel" or elevated preferred Delridge alternatives (DEL-2a, DEL- 1a), which offer a station solution that better serves the Delridge community and connect to tunnel options that have the lowest impact on West Seattle. In particular, the preferred SW Dakota Street station offers considerable potential for the development of a community hub central to North Delridge, adjacent to the playfields and community center, which would be of great benefit to the North Delridge community. The DEL-2a and DEL-1a alignments that use a small amount of the golf course land would be most appropriate as they dramatically reduce residential displacements (Table 6-3) and it is notable that the golf course is inaccessible to the majority of the Delridge community (indeed all sides of the golf course facing Delridge are fenced off with no access points).</p> <p>If cost-saving measures are necessary to achieve the DEL-2a long tunnel alternative then greater consideration should be given to a two station alternative (Delridge and Alaska Junction) and removing the Avalon station requirement from the Sound Transit 3 Plan.</p>	<p>Please see responses to CCG2 and CC2j in Table 7-1.</p>
3	<p>If the Board decide that the preferred DEL-2a or DEL-1a alignments are no longer suitable then DEL-6 is clearly a vastly better alternative than DEL-5. DEL-6 has by far the fewest commercial and residential displacements, preserves the SW Avalon Way traffic corridor, has the fewest noise, vibration and historical residence impacts, and connects to the WSJ-5 medium tunnel. Again, were the DEL-6 alternative to be selected it is imperative that this alternative is not modified to the south of SW Andover Street, because even a minor line alteration would be devastating for Dragonfly park and the surrounding community.</p>	<p>Please see response to CCG2 in Table 7-1. Please see Section 4.17, Parks and Recreational Resources, for information on park impacts.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0657

Communication ID	Name	Email
501410	Jessamine Anderson	jessaminea@gmail.com

Full Communication (4/25/2022)

First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. Opportunities to save money that I support include putting station entrances in the vehicle ROW.

Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment. If not make sure an entrance is west of 15th in Ballard so pedestrians do not have to cross that busy street.

#	Comments	Responses
1	<p>First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.</p> <p>Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. Opportunities to save money that I support include putting station entrances in the vehicle ROW.</p>	<p>For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
3	<p>Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.</p>	<p>Please see response to CCG2 in Table 7-1.</p>
4	<p>Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment. If not make sure an entrance is west of 15th in Ballard so pedestrians do not have to cross that busy street.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Comment Submittal 0658

Communication ID	Name	Email
503236	Jon Lipka	yourfriendjon@comcast.net
503236	Larry Wood	None provided
503236	David Dow	None provided

Full Communication (4/25/2022)

David Dow, Larry Wood, and Jon Lipka Draft EIS Comment

April 25th, 2022

WSBLE Draft Environmental Impact Statement Comment c/o Lauren Swift

Sound Transit

401 S. Jackson St. Seattle, WA98104 Dear Lauren,

Thank you for the opportunity to comment on Sound Transit's WSBLE DEIS issued on 1/19/2022. We have reviewed the DEIS and have the following comments. Our comments will be centered on the Duwamish, Delridge, and West Seattle Junction segments with a particular interest in the Delridge area.

On the subject of Displacements: The human toll is lost in a sea of numbers, charts and diagrams.

A) In tables (ES 2,3 & 4) potential displacements are listed as number of residential units, businesses, and employees. There is no calculation of the actual number of people (residents) being displaced. It is insufficient to calculate both a 350 sq' studio apartment and a large 4 bedroom house each as 1 unit.

B) It would be informative to understand and/or quantify the level of negative impact on potentially displaced individuals for each of the studied station sites. Examples could be anything from inconvenience of having to move, to children losing their spots in coveted schools, to low income senior home owners being forced into the rental market and losing the opportunity to pass down their only asset to the next generation.

C) There looks to be no accounting for the current rapid conversion of single family home parcels into multiunit townhomes. In specific, table (4.2.1-3), as well as others, show only the current number of dwellings being displaced. In the past 10 years, in the area of the proposed "preferred alternatives" (Del 1a, 1b, 2a, 2b), many single home properties have been sold and redeveloped into townhomes, increasing the number of dwellings on each parcel by up to 6 times or more. These projects may not have met the threshold of 20 or more residential units as outlined in Appendix K (page 1 paragraph 1). The likelihood of much more of this kind of redevelopment is all but certain, yet could still be considered speculative and not accounted for as described in section

5.3 "Reasonably Foreseeable Future Actions". This "organic" market led densification of the North Delridge Youngstown neighborhood is happening at a swift pace, benefiting the long time home owners who have spent decades working hard to create this vibrant and socially economic diverse community. We bring this up because ES 6.2 (Page ES-43 paragraph 5) states "The RET lays out a process and a set of questions to guide the development, implementation, and evaluation of the project to advance racial equity."

Table 4 in the Draft RET report (Page 57) shows projected displacements and potential new accommodations available from TOD, suggesting a net increase in the number of housing units. It would be more accurate to account for the total permanent loss of land available for residential development as reported in Land Use table (4.2.2.3). The table shows only the number of acres being permanently converted to transportation land use, so it would be more informative to add the total number of potential housing units that would have fit on that acreage into the table as well.

Since the purported benefits of possible new housing due to building the project are speculative and being considered then it is prudent that we count the permanent loss of homes from potential new development from land use changes as well.

Displacements conclusion:

Units are not people and people are not units. More emphasis should be put on the immediate human toll of these station location alternatives. Some promise of possible potential benefits 7 to 10 years in the future should not and cannot supersede the current lives of the people this project is meant to serve. With the current housing shortage in Seattle, it would be wise to remove as few residences as possible during the build time. Let's proceed with an eye on

Appendix O. Draft EIS Comment Summary and Response to Comments

possible new residential development where there is currently none, such as in the proposed DEL6 station Alternative. Let's gather the most and best information we can to plot the least destructive way forward, ensuring that the fewest people are harmed in order to facilitate this project.

Overall thoughts:

Re: Duwamish Segment (ES 3.1.1.2)

We like that alternative DUW2 has the least impact on parks and greenbelts. We are in full support of Sound Transit working with the Port of Seattle to facilitate a robust restoration of terminal 25 while still allowing for the infrastructure of the DUW2 alternative guideway, in order to avoid potential degradation to the West Duwamish Greenbelt.

Items associated with DUW2 in Table (ES-2) that stand out as priorities for us are:

1. Impacts the fewest people, both residential and employees.
2. Has O impact on parks and recreational resources
3. The least visual impact
4. The least noise and vibration impacts

This alternative may cost a bit more but it would be money well spent if it helps avoid harm to people and our natural environment.

Re: Delridge Segment (ES 3.1.1.3)

The "Preferred Alternative" (PA) for this segment seems harsh, cruel and just plain wrong for the members of the Youngstown community. Placing a mass transit facility right in the middle of an existing residential community drastically changes the living experiences of all those near by. The visual ,noise and lifestyle impacts would be profound.

The "PA" also would convert the most residential land use area to transportation use (table 4.2.2.3),

permanently removing this desperately needed future housing stock, whereas Del6 may actually increase the amount of land available for much needed housing.

Items associated with DEL6 in table (ES-3) that stand out as priorities for us are:

1. One of the least expensive alternatives
2. Fewest number of people impacted, the far fewest residents and among the least number of employees
3. Least amount of visual and noise impacts
4. Has O impact on parks and recreational resources

We believe that Sound Transit working with the city of Seattle can devise some creative solutions for

providing safe and efficient pedestrian access for this station location. One idea is to create a dedicated entrance/exit for Nucor traffic on the north side of their facility.

Placing the station 2 blocks north of the "PA" should have little impact on people coming to the station from further south in West Seattle and White Center as a majority are anticipated to be taking the bus. The most equitable way to provide better access to light rail for all is to build the line out farther south down Delridge Way.

Re: West Seattle Junction Segment (ES 3.1.1.4)

Items associated with WSJ5 in table (ES-4) that stand out as priorities for us are:

1. Among the least expensive
2. Fewest human displacements
3. Least visual and noise impacts
4. Has O impact on parks and recreational resources. When considering the information provided in the published WSBLE DEIS, in particular tables (ES 2, 3, 4) and information in section 4.2, the least harmful and among the most financially responsible route choices for moving forward would be DUW2 connecting to DEL6 connecting to WSJ5. We urge the Sound Transit board to reconsider it's "Preferred Alternatives".

Thank you again for preparing such a detailed DEIS. We hope you find our comments constructive and look forward to participating where we can in future steps of the WSBLE.

Sincerely,

David Dow, Larry Wood, Jon Lipka 4200 - 26th Ave SW

Seattle, WA98106

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#	Comments	Responses
1	<p>On the subject of Displacements: The human toll is lost in a sea of numbers, charts and diagrams.</p> <p>A) In tables (ES 2,3 & 4) potential displacements are listed as number of residential units, businesses, and employees. There is no calculation of the actual number of people (residents) being displaced. It is insufficient to calculate both a 350 sq' studio apartment and a large 4 bedroom house each as 1 unit. B) It would be informative to understand and/or quantify the level of negative impact on potentially displaced individuals for each of the studied station sites. Examples could be anything from inconvenience of having to move, to children losing their spots in coveted schools, to low income senior home owners being forced into the rental market and losing the opportunity to pass down their only asset to the next generation. C) There looks to be no accounting for the current rapid conversion of single family home parcels into multiunit townhomes. In specific, table (4.2.1-3), as well as others, show only the current number of dwellings being displaced. In the past 10 years, in the area of the proposed "preferred alternatives" (Del 1a, 1b, 2a, 2b), many single home properties have been sold and redeveloped into townhomes, increasing the number of dwellings on each parcel by up to 6 times or more. These projects may not have met the threshold of 20 or more residential units as outlined in Appendix K (page 1 paragraph 1).</p>	<p>Please see the responses to CCG1, CC4.1a, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of residents in any given housing unit can change over time, and does not reflect the number of separate residential relocations that would be needed. Each relocation is unique and Sound Transit will work with displaced residents to find relocation opportunities that meet their needs. Capturing information on every potentially impacted residence would result in accuracy challenges with the EIS given that this data is gathered at a point-in-time and the actual number of residents in each unit can continuously change. Providing impacts by number of units reflects the estimated number of households that would need to be relocated. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. The tables provided in Section 4.1, Acquisitions and Displacements, include a count of how many of the affected parcels are single family residential and multi-family residential. Residential displacements reported in the WSBLE Draft EIS were based on existing development as of fall 2019 and summer 2020. This information was updated in fall 2022 and spring 2023 for the West Seattle Link Extension Final EIS. The projects listed in Appendix K are for evaluation of cumulative impacts and are not the data used for calculating displacements.</p>

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#	Comments	Responses
2	<p>The likelihood of much more of this kind of redevelopment is all but certain, yet could still be considered speculative and not accounted for as described in section 5.3 "Reasonably Foreseeable Future Actions". This "organic" market led densification of the North Delridge Youngstown neighborhood is happening at a swift pace, benefiting the long time home owners who have spent decades working hard to create this vibrant and socially economic diverse community. We bring this up because ES 6.2 (Page ES-43 paragraph 5) states "The RET lays out a process and a set of questions to guide the development, implementation, and evaluation of the project to advance racial equity." Table 4 in the Draft RET report (Page 57) shows projected displacements and potential new accommodations available from TOD, suggesting a net increase in the number of housing units. It would be more accurate to account for the total permanent loss of land available for residential development as reported in Land Use table (4.2.2.3). The table shows only the number of acres being permanently converted to transportation land use, so it would be more informative to add the total number of potential housing units that would have fit on that acreage into the table as well. Since the purported benefits of possible new housing due to building the project are speculative and being considered then it is prudent that we count the permanent loss of homes from potential new development from land use changes as well.</p>	<p>The Racial Equity Toolkit (RET) report is separate from the EIS and is not intended to be the project's impact analysis. It would be speculative to estimate the number of housing units that could be built on property that would be converted to transportation uses, some of which is not zoned for residential land use.</p> <p>Impacts reported in the Draft and Final EIS reflect actual residential units. Please see Section 4.2, Land Use, of the Final EIS for more information regarding the potential for transit-oriented development at each station.</p>
3	<p>Units are not people and people are not units. More emphasis should be put on the immediate human toll of these station location alternatives. Some promise of possible potential benefits 7 to 10 years in the future should not and cannot supersede the current lives of the people this project is meant to serve. With the current housing shortage in Seattle, It would be wise to remove as few residences as possible during the build time. Let's proceed with an eye on possible new residential development where there is currently none, such as in the proposed DEL6 station Alternative. Let's gather the most and best information we can to plot the least destructive way forward, ensuring that the fewest people are harmed in order to facilitate this project.</p>	<p>See response to comment 1 above.</p>
4	<p>Duwamish Segment (ES 3.1.1.2) We like that alternative DUW2 has the least impact on parks and greenbelts. We are in full support of Sound Transit working with the Port of Seattle to facilitate a robust restoration of terminal 25 while still allowing for the infrastructure of the DUW2 alternative guideway, in order to avoid potential degradation to the West Duwamish Greenbelt. Items associated with DUW2 in Table (ES-2) that stand out as priorities for us are: Impacts the fewest people, both residential and employees. Has O impact on parks and recreational resources The least visual impact The least noise and vibration impacts This alternative may cost a bit more but it would be money well spent if it helps avoid harm to people and our natural environment.</p>	<p>Please see the response to CCG2 in Table 7-1.</p>

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#	Comments	Responses
5	<p>Re: Delridge Segment (ES 3.1.1.3) The "Preferred Alternative" (PA) for this segment seems harsh, cruel and just plain wrong for the members of the Youngstown community. Placing a mass transit facility right in the middle of an existing residential community drastically changes the living experiences of all those near by. The visual ,noise and lifestyle impacts would be profound. The "PA" also would convert the most residential land use area to transportation use (table 4.2.2.3), permanently removing this desperately needed future housing stock, whereas Del6 may actually increase the amount of land available for much needed housing. Items associated with DEL6 in table (ES-3) that stand out as priorities for us are: One of the least expensive alternatives Fewest number of people impacted, the far fewest residents and among the least number of employees Least amount of visual and noise impacts Has O impact on parks and recreational resources</p>	<p>Please see the response to CCG2 in Table 7-1.</p>
6	<p>We believe that Sound Transit working with the city of Seattle can devise some creative solutions for providing safe and efficient pedestrian access for this station location. One idea is to create a dedicated entrance/exit for Nucor traffic on the north side of their facility. Placing the station 2 blocks north of the "PA" should have little impact on people coming to the station from further south in West Seattle and White Center as a majority are anticipated to be taking the bus. The most equitable way to provide better access to light rail for all is to build the line out farther south down Delridge Way.</p>	<p>Please see the response to CC3a in Table 7-1. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.</p>
7	<p>Re: West Seattle Junction Segment (ES 3.1.1.4) Items associated with WSJ5 in table (ES-4) that stand out as priorities for us are: Among the least expensive Fewest human displacements Least visual and noise impacts Has O impact on parks and recreational resources. When considering the information provided in the published WSBLE DEIS, in particular tables (ES 2, 3, 4) and information in section 4.2, the least harmful and among the most financially responsible route choices for moving forward would be DUW2 connecting to DEL6 connecting to WSJ5. We urge the Sound Transit board to reconsider it's "Preferred Alternatives".</p>	<p>Please see the response to CCG2 in Table 7-1.</p>

Comment Submittal 0659

Communication ID	Name	Email
503249	Marie McKinsey	marie.mckinsey@gmail.com

Full Communication

My DEIS comments:

Section 1.2.2.3 Overview

Population growth estimates need to be revised. People are moving out of King County.

<https://www.seattletimes.com/seattle-news/data/king-county-lost-population-last-year-for-the-first-time-in-almost-50-years/>

Ridership estimates need to be revised taking into account work changes because of the pandemic. Many people work from home now and will continue to work at least partly from home into the future. People moved out of West Seattle when the WS Bridge closed because their commutes became unbearable. The people who replaced them aren't necessarily commuters.

Riders = revenue. If you can't justify this project economically, perhaps it shouldn't go forward.

1.2.2.6

By law, the state of Washington is required to lower CO2 emissions by 45% below 1990 levels by 2030.

<https://ecology.wa.gov/Air-Climate/Climate-change/Tracking-greenhouse-gases>

A project this massive, requiring enormous amount of concrete, will actually increase emissions until the end of the 2030s, and most likely beyond. How specifically do you propose to mitigate the effects of construction? That plan should be described in detail in the final EIS.

1.3.1

The DEIS states: "The City of Seattle Transit Master Plan (City of Seattle 2016) identified extension of light rail to West Seattle as a top-priority project and included it in the long-range high-capacity transit vision. The plan specifically calls for a mixed surface and elevated alignment connecting to Alaska Junction or High Point, with the possibility for future phases to extend farther south." Why was the High Point option dropped? There doesn't seem to be any explanation offered. From an equity standpoint, High Point is a much better choice. It would provide easier access to light rail for low income and POC residents in West Seattle. Why choose the affluent Alaska Junction for light rail instead? Why weren't High Point alternatives given in the DEIS? That needs to be explained in the final EIS.

Also, High Point is more centrally located in West Seattle. Creating a transit hub there just makes sense. For too long, the majority of peninsula traffic, including transit, has been funneled through the Alaska Junction area to get to a bridge of one sort or another. That has created a bottleneck for generations. Why keep doing that?

A big lesson from the West Seattle Bridge closure is that residents need MULTIPLE ways in and out of the neighborhood. That includes multiple corridors. Show us some alternatives to the Spokane St. corridor in the final EIS.

Don't say you don't have money for this. In August of last year, you awarded HNTB an additional \$4.2 million to: "...support the upcoming efforts to identify capital cost estimate reductions and would include a review of project design and construction efficiencies as well as potential major project definition changes for Board consideration."

Please ask HNTB to show us how High Point can be connected to the light rail spine without having to come through the Junction.

2.1.2.1.4 Alternatives

If you must bring light rail to the West Seattle Junction, one of the tunnel alternatives should be used. The elevated options are too destructive to be considered. Residents here are just beginning to realize how many homes and businesses we will lose. We are in shock.

Also, the bridge from SODO should follow the route north of the West Seattle Bridge. Pigeon Point is a sensitive area in terms of Tribal rights, green space, salmon runs and wildlife. Running a rail bridge over that area will be destructive, regardless of what it done to mitigate effects. Seattle has lost enough green space as it is. It isn't necessary to damage this natural area permanently.

The proposed route north of the West Seattle Bridge is quite rightly situated over an industrial area. That is where light rail belongs.

Also, building the route north of the WS Bridge makes it less likely that the bridge will have to be closed during construction. Both of the southern alternatives cross the car bridge. It will not be safe to build that section of the rail bridge with cars using it. West Seattle has suffered enough with that bridge being closed. We aren't going to be happy if you close it again.

4.2.3 Economics

The economics of bringing light rail to the Junction needs further examination in the EIS. The land the light rail project will occupy will be permanently lost to economic development and revenue generation. It doesn't matter if the businesses relocate and pay taxes elsewhere. That land has permanently lost its economic value. It will take years for transit-oriented development, if indeed that happens, to begin to offset that lost revenue. If interest rates continue to climb, and even if they stay where they are now, redevelopment will be slow.

When an alternative is chosen, the EIS should provide a list of all properties, business and residential, along with the amounts of real estate and property taxes that will be lost with their removal. The DEIS tries to ignore this responsibility, saying it is impossible to tell. But it IS possible. How much revenue did that land generate in the past year? That is an indicator of how much economic value is gone forever.

Sound Transit is dependent on property taxes, sales taxes, and RTA fees on car tabs for funding. This project will result in what amounts to a significant cut in pay. Therefore, the final EIS should give residents an estimate of what ongoing maintenance of the system is expected to cost and how Sound Transit will pay for it.

Sound Transit has a terrible reputation when it comes to the reliability of escalators and elevators. <https://mynorthwest.com/3299835/rantz-sound-transit-billion-escalators-dont-work/> Stations in West Seattle, whether elevated or deep underground, will be dependent on these systems to get people on and off trains. If they don't work, we'll have a giant broken system, and we'll be worse off than if we never had a train. Again, where will the money come from to maintain these systems?

What plan does Sound Transit have to reduce down time? The final EIS should explain.

Furthermore, with construction planned to begin in 2025 and continue until 2032, existing businesses will struggle. Detours, road closures and other difficulties involved with this project will mean loss of revenue for businesses for years, and thus loss of revenue for Sound Transit.

One of the things we've learned from the WS Bridge closure is that as things drag on, people change their habits. If it is too difficult, for too long, to shop somewhere, they will try different businesses, or order online. In time, those work-arounds become routine. When the train is operational, how many shoppers will come back? How many businesses will have survived?

The claim that light rail will lead to more dense and mixed-use projects in West Seattle seems overly optimistic. West Seattle is primarily zoned for single family residences. Most of the land zoned for commercial and multi-family purposes has already been developed, especially in the Junction. Light rail will demolish some fairly new apartment buildings. We have a housing shortage as it is, and with zoning what it is, we don't have much room to add new homes.

Again, high interest rates coupled with lack of room to build are more likely to lead to stagnation of the economy in the Junction, not growth.

4.2.5 Visual Effects

From an aesthetic point of view, the elevated alternatives for this project are way out of scale with the neighborhood, more likely to destroy the "small town charm," that has drawn people for generations, than to attract new residents or businesses.

The DEIS doesn't provide many renderings that give us an idea of what critical areas will look like. This is particularly true of the bridge coming from SODO to West Seattle. Few residents realize that the train will go over the top of the east end of the West Seattle Bridge. There should be a rendering showing what it will be like to drive under that bridge heading eastbound on the WS Bridge. (Also, how long will the bridge have to be closed during construction of the light rail bridge?)

A rendering showing what the bridge will look like from Pigeon Point would be helpful. And another one showing what it will look like coming off Pigeon Point and over Delridge Way.

Also, where are the renderings of what the stations will look like. A graphic showing the plan view doesn't give people a sense of scale. We need to be able to picture what the neighborhood will look like when this is done. The final EIS should have a series of architectural renderings of key elements so we know what to expect.

4.2.6.4.2 Greenhouse Gas Emissions

Table 4.2.6-3 gives a range of CO₂ emissions during construction from 158,067 -614,461 metric tons. However, this is just from equipment and vehicles.

This does not include the amount of CO₂ produced in the manufacture of concrete required to build this massive bridge and other structures. The cement industry is a major producer of CO₂.

https://en.wikipedia.org/wiki/Environmental_impact_of_concrete

How many cubic yards of concrete will be required for this project? You must know or you wouldn't have been able to calculate cost estimates.

It seems strange to leave something this critical out of an environmental impact statement! The final EIS should account for the total amount of CO₂ the project will generate and a plan for mitigating that impact.

4.2.9 Ecosystems

From the DEIS: "The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches 4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest with bigleaf maples and red alders, and provides habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the greenbelt around Longfellow Creek (also a Washington Department of Fish and Wildlife-designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center park."

This description explains why light rail should be directed north of the West Seattle Bridge. There is no way to bring light rail over and through this area without seriously compromising the environment. Many species of birds and fish, already endangered, will have their homes threatened.

Construction for all alternatives will last 5 - 6 years, meaning ongoing disruption to natural areas and wildlife habitats. It is concerning that "Preferred Alternative WSJ-3a and Preferred Option WSJ-3b" would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road."

Will those wetlands recover after years of construction?

4.2.11 Geology and Soils

The location of the light rail system should be reevaluated on this basis alone.

This USGS seismic hazard map shows how likely we are to suffer serious damage in an earthquake. The light rail bridge, starting in SODO, will be built in an area of highest risk. No one wants to be on a train, on a 150-foot tall bridge, in an earthquake!

This was the reason we tore down the Alaskan Way viaduct. We were afraid that an earthquake would cause it to collapse. Why are we building an even bigger bridge in the same area?

This map from the DEIS shows light rail crossing Pigeon Point. The bright red areas are known landslide areas. The pink slanted striped sections are potential landslide areas.

Geotechnical engineering methods can keep structures stable in slide-prone areas, but they are no match for earthquakes.

Appendix L.4.1 Supporting Information on Affected Environment and Environmental Impacts This section contains some of the most important information for West Seattle residents. This is where we find the addresses of properties that may be affected. This includes businesses, single-family homes, apartments, condos, and organizations that make up the fabric and character of our community. Sadly, this document is a perfect example of observing the letter, not the spirit, of the law. Light rail is a public project and therefore the names and addresses of those affected should be public information. Sound Transit is required to disclose that information, and you can say that you have.

But instead of full disclosure, you BURIED those addresses in an appendix with a vague title. This appendix is like a mass grave: A collection of faceless, nameless properties piled into an unmarked document. No one would guess the contents of this appendix from the title. And that doesn't appear to be an accident. Is this an attempt to hide the impact this project will have on the lives of West Seattle residents?

Because the names of businesses and apartment buildings are left out of the listings, we can't tell which ones are affected. To determine whether a business or apartment building might be lost, we have to google the property to get its address and then refer to pages and pages of addresses to see if that property is there.

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To be fair, you do mention names of some properties in the main text of the DEIS, but even that is deceptive. You say that a Safeway store might be eliminated, but fail to say that along with it will go the entirety of Jefferson Square - all of the businesses, all of the parking, all of the housing.

The final EIS should have a clearly marked section titled "Affected Properties," that gives the names of ALL businesses, non-profits, and multi-family buildings that will be lost. For most people on the list, and those who have relationships with them, this will be like learning that they have a terminal illness. Please have respect for the lives involved.

#	Comments	Responses
1	<p>Section 1.2.2.3 Overview Population growth estimates need to be revised. People are moving out of King County. https://www.seattletimes.com/seattle-news/data/king-county-lost-population-last-year-for-the-first-time-in-almost-50-years/ Ridership estimates need to be revised taking into account work changes because of the pandemic. Many people work from home now and will continue to work at least partly from home into the future. People moved out of West Seattle when the WS Bridge closed because their commutes became unbearable. The people who replaced them aren't necessarily commuters. Riders = revenue. If you can't justify this project economically, perhaps it shouldn't go forward.</p>	<p>Please see the response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need, of the Final EIS for updated information on the need for the project, and updated population and employment projections.</p>
2	<p>1.2.2.6 By law, the state of Washington is required to lower CO2 emissions by 45% below 1990 levels by 2030. https://ecology.wa.gov/Air-Climate/Climate-change/Tracking-greenhouse-gases A project this massive, requiring enormous amount of concrete, will actually increase emissions until the end of the 2030s, and most likely beyond. How specifically do you propose to mitigate the effects of construction? That plan should be described in detail in the final EIS.</p>	<p>Please see response to CC4.6a in Table 7-1.</p>
3	<p>1.3.1 The DEIS states: "The City of Seattle Transit Master Plan (City of Seattle 2016) identified extension of light rail to West Seattle as a top-priority project and included it in the long-range high-capacity transit vision. The plan specifically calls for a mixed surface and elevated alignment connecting to Alaska Junction or High Point, with the possibility for future phases to extend farther south." Why was the High Point option dropped? There doesn't seem to be any explanation offered. From an equity standpoint, High Point is a much better choice. It would provide easier access to light rail for low income and POC residents in West Seattle. Why choose the affluent Alaska Junction for light rail instead? Why weren't High Point alternatives given in the DEIS? That needs to be explained in the final EIS. Also, High Point is more centrally located in West Seattle. Creating a transit hub there just makes sense. For too long, the majority of peninsula traffic, including transit, has been funneled through the Alaska Junction area to get to a bridge of one sort or another. That has created a bottleneck for generations. Why keep doing that? A big lesson from the West Seattle Bridge closure is that residents need MULTIPLE ways in and out of the neighborhood. That includes multiple corridors. Show us some alternatives to the Spokane St. corridor in the final EIS. Don't say you don't have money for this. In August of last year, you awarded HNTB an additional \$4.2 million to: "... support the upcoming efforts to identify capital cost estimate reductions and would include a review of project design and construction efficiencies as well as potential major project definition changes for Board consideration." Please ask HNTB to show us how High Point can be connected to the light rail spine without having to come through the Junction.</p>	<p>Please see the responses to CC1c and CCEJ1 in Table 7-1. 40 Code of Federal Regulations (CFR) 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project which resulted in evaluation of a reasonable range of alternatives consistent with 40 CFR 1502.14. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.</p>

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#	Comments	Responses
4	<p>2.1.2.1.4 Alternatives If you must bring light rail to the West Seattle Junction, one of the tunnel alternatives should be used. The elevated options are too destructive to be considered. Residents here are just beginning to realize how many homes and businesses we will lose. We are in shock.</p>	<p>Please see the response to CCG2 in Table 7-1.</p>
5	<p>Also, the bridge from SODO should follow the route north of the West Seattle Bridge. Pigeon Point is a sensitive area in terms of Tribal rights, green space, salmon runs and wildlife. Running a rail bridge over that area will be destructive, regardless of what it done to mitigate effects. Seattle has lost enough green space as it is. It isn't necessary to damage this natural area permanently. The proposed route north of the West Seattle Bridge is quite rightly situated over an industrial area.</p> <p>That is where light rail belongs. Also, building the route north of the WS Bridge makes it less likely that the bridge will have to be closed during construction. Both of the southern alternatives cross the car bridge. It will not be safe to build that section of the rail bridge with cars using it. West Seattle has suffered enough with that bridge being closed. We aren't going to be happy if you close it again.</p>	<p>Please see the response to CCG2 in Table 7-1. See Section 3.11, Construction Impacts, for more information on roadway closures during construction.</p>
6	<p>4.2.3 Economics The economics of bringing light rail to the Junction needs further examination in the EIS. The land the light rail project will occupy will be permanently lost to economic development and revenue generation. It doesn't matter if the businesses relocate and pay taxes elsewhere. That land has permanently lost its economic value. It will take years for transit-oriented development, if indeed that happens, to begin to offset that lost revenue. If interest rates continue to climb, and even if they stay where they are now, redevelopment will be slow. When an alternative is chosen, the EIS should provide a list of all properties, business and residential, along with the amounts of real estate and property taxes that will be lost with their removal. The DEIS tries to ignore this responsibility, saying it is impossible to tell. But it IS possible. How much revenue did that land generate in the past year? That is an indicator of how much economic value is gone forever. Sound Transit is dependent on property taxes, sales taxes, and RTA fees on car tabs for funding. This project will result in what amounts to a significant cut in pay. Therefore, the final EIS should give residents an estimate of what ongoing maintenance of the system is expected to cost and how Sound Transit will pay for it.</p>	<p>Please see Section 4.3, Economics, of the Final EIS for more information on the impact of acquisitions and displacements on the tax base of the City. Funding for construction and operation of Sound Transit projects is through a combination of revenue and tax sources. For more information please see: Paying for regional transit Regional transit taxes Sound Transit at https://www.soundtransit.org/get-to-know-us/paying-regional-transit.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
7	<p>Sound Transit has a terrible reputation when it comes to the reliability of escalators and elevators. Stations in West Seattle, whether elevated or deep underground, will be dependent on these systems to get people on and off trains. If they don't work, we'll have a giant broken system, and we'll be worse off than if we never had a train. Again, where will the money come from to maintain these systems? What plan does Sound Transit have to reduce down time? The final EIS should explain.</p>	<p>In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website https://www.soundtransit.org/.</p>
8	<p>Furthermore, with construction planned to begin in 2025 and continue until 2032, existing businesses will struggle. Detours, road closures and other difficulties involved with this project will mean loss of revenue for businesses for years, and thus loss of revenue for Sound Transit. One of the things we've learned from the WS Bridge closure is that as things drag on, people change their habits. If it is too difficult, for too long, to shop somewhere, they will try different businesses, or order online. In time, those work-arounds become routine. When the train is operational, how many shoppers will come back? How many businesses will have survived? The claim that light rail will lead to more dense and mixed-use projects in West Seattle seems overly optimistic. West Seattle is primarily zoned for single family residences. Most of the land zoned for commercial and multi-family purposes has already been developed, especially in the Junction. Light rail will demolish some fairly new apartment buildings. We have a housing shortage as it is, and with zoning what it is, we don't have much room to add new homes. Again, high interest rates coupled with lack of room to build are more likely to lead to stagnation of the economy in the Junction, not growth.</p>	<p>Please see the response to CC4.3b in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
9	<p>4.2.5 Visual Effects From an aesthetic point of view, the elevated alternatives for this project are way out of scale with the neighborhood, more likely to destroy the "small town charm," that has drawn people for generations, than to attract new residents or businesses. The DEIS doesn't provide many renderings that give us an idea of what critical areas will look like. This is particularly true of the bridge coming from SODO to West Seattle. Few residents realize that the train will go over the top of the east end of the West Seattle Bridge. There should be a rendering showing what it will be like to drive under that bridge heading eastbound on the WS Bridge. (Also, how long will the bridge have to be closed during construction of the light rail bridge?) A rendering showing what the bridge will look like from Pigeon Point would be helpful. And another one showing what it will look like coming off Pigeon Point and over Delridge Way. Also, where are the renderings of what the stations will look like. A graphic showing the plan view doesn't give people a sense of scale. We need to be able to picture what the neighborhood will look like when this is done. The final EIS should have a series of architectural renderings of key elements so we know what to expect.</p>	<p>Please see the response to CC4.5a in Table 7-1. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS, and Attachments N2A and N2B of the Visual Technical Report, for visual simulations of the EIS alternatives. These simulations were completed for determining visual impacts on sensitive viewers and city-designated scenic views, as described in Section 2 of Appendix N.2. This assessment considered changes to the viewed environment that would be seen by areas with concentrations of sensitive viewers within the study area. While visual simulations help inform the impact assessment, they are not necessary for assessment of impacts in all areas. Additional information for other areas of the project corridor will be available for public review as additional design is available.</p>
10	<p>4.2.6.4.2 Greenhouse Gas Emissions Table 4.2.6-3 gives a range of CO2 emissions during construction from 158,067 - 614,461 metric tons. However, this is just from equipment and vehicles. This does not include the amount of CO2 produced in the manufacture of concrete required to build this massive bridge and other structures. The cement industry is a major producer of CO2. How many cubic yards of concrete will be required for this project? You must know or you wouldn't have been able to calculate cost estimates. It seems strange to leave something this critical out of an environmental impact statement! The final EIS should account for the total amount of CO2 the project will generate and a plan for mitigating that impact.</p>	<p>Please see the response to CC4.6a in Table 7-1.</p>
11	<p>.2.9 Ecosystems From the DEIS: "The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches 4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest with bigleaf maples and red alders, and provides habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the greenbelt around Longfellow Creek (also a Washington Department of Fish and Wildlife- designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center park." This description explains why light rail should be directed north of the West Seattle Bridge. There is no way to bring light rail over and through this area without seriously compromising the environment. Many species of birds and fish, already endangered, will have their homes threatened.</p>	<p>Please see the response to CC4.9b in Table 7-1. Please see Section 4.9, Ecosystems, of the Final EIS for more information on ecosystem impacts and proposed mitigation.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
12	Construction for all alternatives will last 5 - 6 years, meaning ongoing disruption to natural areas and wildlife habitats. It is concerning that "Preferred Alternative WSJ-3a* and Preferred Option WSJ-3b* would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road." Will those wetlands recover after years of construction?	Please see Section 4.9, Ecosystems, of the Final EIS for more information on ecosystem impacts and proposed mitigation.
13	4.2.11 Geology and Soils The location of the light rail system should be reevaluated on this basis alone. This USGS seismic hazard map shows how likely we are to suffer serious damage in an earthquake. The light rail bridge, starting in SODO, will be built in an area of highest risk. No one wants to be on a train, on a 150-foot tall bridge, in an earthquake! This was the reason we tore down the Alaskan Way viaduct. We were afraid that an earthquake would cause it to collapse. Why are we building an even bigger bridge in the same area? This map from the DEIS shows light rail crossing Pigeon Point. The bright red areas are known landslide areas. The pink slanted striped sections are potential landslide areas. Geotechnical engineering methods can keep structures stable in slide-prone areas, but they are no match for earthquakes.	Please see the response to CC4.11a in Table 7-1.
14	Appendix L.4.1 Supporting Information on Affected Environment and Environmental Impacts This section contains some of the most important information for West Seattle residents. This is where we find the addresses of properties that may be affected. This includes businesses, single-family homes, apartments, condos, and organizations that make up the fabric and character of our community. Sadly, this document is a perfect example of observing the letter, not the spirit, of the law. Light rail is a public project and therefore the names and addresses of those affected should be public information. Sound Transit is required to disclose that information, and you can say that you have. But instead of full disclosure, you BURIED those addresses in an appendix with a vague title. This appendix is like a mass grave: A collection of faceless, nameless properties piled into an unmarked document. No one would guess the contents of this appendix from the title. And that doesn't appear to be an accident. Is this an attempt to hide the impact this project will have on the lives of West Seattle residents? Because the names of businesses and apartment buildings are left out of the listings, we can't tell which ones are affected. To determine whether a business or apartment building might be lost, we have to google the property to get its address and then refer to pages and pages of addresses to see if that property is there. To be fair, you do mention names of some properties in the main text of the DEIS, but even that is deceptive. You say that a Safeway store might be eliminated, but fail to say that along with it will go the entirety of Jefferson Square - all of the businesses, all of the parking, all of the housing. The final EIS should have a clearly marked section titled "Affected Properties," that gives the names of ALL businesses, non- profits, and multi-family buildings that will be lost. For most people on the list, and those who have relationships with them, this will be like learning that they have a terminal illness. Please have respect for the lives involved.	Sound Transit notified potentially affected property owners prior to the Draft EIS publication in the fall of 2021 and prior to publication of the Final EIS. Capturing information on every potentially impacted business and owners of private homes would result in accuracy challenges with the document given that this data is gathered at a point-in-time and businesses are continuously changing. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. Finally, given the similar impacts between alternatives within segments and the location of the project within an urban area, collecting information on all businesses in the study area is not necessary to distinguish between alternatives. The WSBLE Draft EIS and West Seattle Link Extension Final EIS provide additional information on businesses that could be difficult to relocate and businesses that are social resources in Sections 4.3, Economics, and 4.4 Social Resources, Community Facilities, and Neighborhoods, respectively.

My DEIS comments:

Section 1.2.2.3 Overview

Population growth estimates need to be revised. People are moving out of King County. <https://www.seattletimes.com/seattle-news/data/king-county-lost-population-last-year-for-the-first-time-in-almost-50-years/>

Ridership estimates need to be revised taking into account work changes because of the pandemic. Many people work from home now and will continue to work at least partly from home into the future. People moved out of West Seattle when the WS Bridge closed because their commutes became unbearable. The people who replaced them aren't necessarily commuters.

Riders = revenue. If you can't justify this project economically, perhaps it shouldn't go forward.

1.2.2.6

By law, the state of Washington is required to lower CO2 emissions by 45% below 1990 levels by 2030. <https://ecology.wa.gov/Air-Climate/Climate-change/Tracking-greenhouse-gases>

A project this massive, requiring enormous amount of concrete, will actually increase emissions until the end of the 2030s, and most likely beyond. How specifically do you propose to mitigate the effects of construction? That plan should be described in detail in the final EIS.

1.3.1

The DEIS states: *"The City of Seattle Transit Master Plan (City of Seattle 2016) identified extension of light rail to West Seattle as a top-priority project and included it in the long-range high-capacity transit vision. The plan specifically calls for a mixed surface and elevated alignment connecting to Alaska Junction or High Point, with the possibility for future phases to extend farther south."*

Why was the High Point option dropped? There doesn't seem to be any explanation offered. From an equity standpoint, High Point is a much better choice. It would provide easier access to light rail for low income and POC residents in West Seattle. Why choose the affluent Alaska Junction for light rail instead? Why weren't High Point alternatives given in the DEIS? That needs to be explained in the final EIS.

Also, High Point is more centrally located in West Seattle. Creating a transit hub there just makes sense. For too long, the majority of peninsula traffic, including transit, has been funneled through the Alaska Junction area to get to a bridge of one sort or another. That has created a bottleneck for generations. Why keep doing that?

A big lesson from the West Seattle Bridge closure is that residents need MULTIPLE ways in and out of the neighborhood. That includes multiple corridors. Show us some alternatives to the Spokane St. corridor in the final EIS.

Don't say you don't have money for this. In August of last year, you awarded [HNTB an additional \\$4.2 million](#) to: *"... support the upcoming efforts to identify capital cost estimate reductions and would include a review of project design and construction efficiencies as well as potential major project definition changes for Board consideration."*

Please ask HNTB to show us how High Point can be connected to the light rail spine without having to come through the Junction.

2.1.2.1.4 Alternatives

If you must bring light rail to the West Seattle Junction, one of the tunnel alternatives should be used. The elevated options are too destructive to be considered. Residents here are just beginning to realize how many homes and businesses we will lose. We are in shock.

Also, the bridge from SODO should follow the route north of the West Seattle Bridge. Pigeon Point is a sensitive area in terms of Tribal rights, green space, salmon runs and wildlife. Running a rail

bridge over that area will be destructive, regardless of what it done to mitigate effects. Seattle has lost enough green space as it is. It isn't necessary to damage this natural area permanently.

The proposed route north of the West Seattle Bridge is quite rightly situated over an industrial area. That is where light rail belongs.

Also, building the route north of the WS Bridge makes it less likely that the bridge will have to be closed during construction. Both of the southern alternatives cross the car bridge. It will not be safe to build that section of the rail bridge with cars using it. West Seattle has suffered enough with that bridge being closed. We aren't going to be happy if you close it again.

4.2.3 Economics

The economics of bringing light rail to the Junction needs further examination in the EIS.

The land the light rail project will occupy will be permanently lost to economic development and revenue generation. It doesn't matter if the businesses relocate and pay taxes elsewhere. That *land* has permanently lost its economic value. It will take years for transit-oriented development, if indeed that happens, to begin to offset that lost revenue. If interest rates continue to climb, and even if they stay where they are now, redevelopment will be slow.

When an alternative is chosen, the EIS should provide a list of all properties, business and residential, along with the amounts of real estate and property taxes that will be lost with their removal. The DEIS tries to ignore this responsibility, saying it is impossible to tell. But it IS possible. How much revenue did that land generate in the past year? That is an indicator of how much economic value is gone forever.

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Sound Transit has a terrible reputation when it comes to the reliability of escalators and elevators.

<https://mynorthwest.com/3299835/rantz-sound-transit-billion-escalators-dont-work/> Stations in West Seattle, whether elevated or deep underground, will be dependent on these systems to get people on and off trains. If they don't work, we'll have a giant broken system, and we'll be worse off than if we never had a train. Again, where will the money come from to maintain these systems? What plan does Sound Transit have to reduce down time? The final EIS should explain.

Furthermore, with construction planned to begin in 2025 and continue until 2032, existing businesses will struggle. Detours, road closures and other difficulties involved with this project will mean loss of revenue for businesses for years, and thus loss of revenue for Sound Transit.

One of the things we've learned from the WS Bridge closure is that as things drag on, people change their habits. If it is too difficult, for too long, to shop somewhere, they will try different businesses, or order online. In time, those work-arounds become routine. When the train is operational, how many shoppers will come back? How many businesses will have survived?

The claim that light rail will lead to more dense and mixed-use projects in West Seattle seems overly optimistic. West Seattle is primarily zoned for single family residences. Most of the land zoned for commercial and multi-family purposes has already been developed, especially in the Junction. Light rail will demolish some fairly new apartment buildings. We have a housing shortage as it is, and with zoning what it is, we don't have much room to add new homes.

Again, high interest rates coupled with lack of room to build are more likely to lead to stagnation of the economy in the Junction, not growth.

4.2.5 Visual Effects

From an aesthetic point of view, the elevated alternatives for this project are way out of scale with the neighborhood, more likely to destroy the “small town charm,” that has drawn people for generations, than to attract new residents or businesses.

The DEIS doesn’t provide many renderings that give us an idea of what critical areas will look like. This is particularly true of the bridge coming from SODO to West Seattle. Few residents realize that the train will go over the top of the east end of the West Seattle Bridge. There should be a rendering showing what it will be like to drive under that bridge heading eastbound on the WS Bridge. (Also, how long will the bridge have to be closed during construction of the light rail bridge?)

A rendering showing what the bridge will look like from Pigeon Point would be helpful. And another one showing what it will look like coming off Pigeon Point and over Delridge Way.

Also, where are the renderings of what the stations will look like. A graphic showing the plan view doesn’t give people a sense of scale. We need to be able to picture what the neighborhood will look like when this is done. The final EIS should have a series of architectural renderings of key elements so we know what to expect.

4.2.6.4.2 Greenhouse Gas Emissions

Table 4.2.6-3 gives a range of CO₂ emissions during construction from 158,067 – 614,461 metric tons. However, this is just from equipment and vehicles.

This does not include the amount of CO₂ produced in the manufacture of concrete required to build this massive bridge and other structures. The cement industry is a major producer of CO₂.
https://en.wikipedia.org/wiki/Environmental_impact_of_concrete

How many cubic yards of concrete will be required for this project? You must know or you wouldn’t have been able to calculate cost estimates.

It seems strange to leave something this critical out of an environmental impact statement! The final EIS should account for the **total** amount of CO2 the project will generate and a plan for mitigating that impact.

4.2.9 Ecosystems

From the DEIS: *“The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches 4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest with bigleaf maples and red alders, and provides habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the greenbelt around Longfellow Creek (also a Washington Department of Fish and Wildlife-designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center park.”*

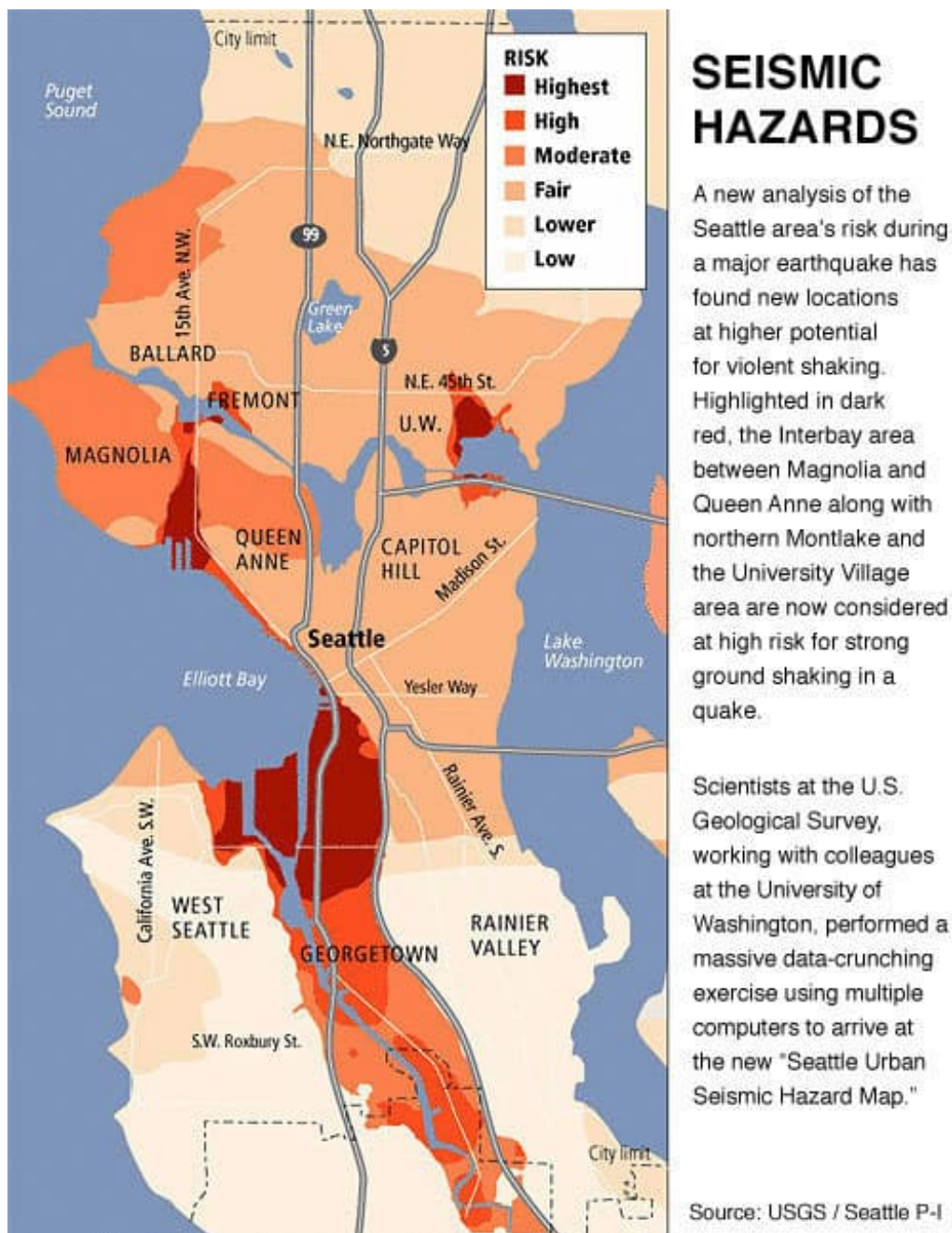
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Construction for all alternatives will last 5 – 6 years, meaning ongoing disruption to natural areas and wildlife habitats. It is concerning that *“Preferred Alternative WSJ-3a* and Preferred Option WSJ-3b* would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road.”*

Will those wetlands recover after years of construction?

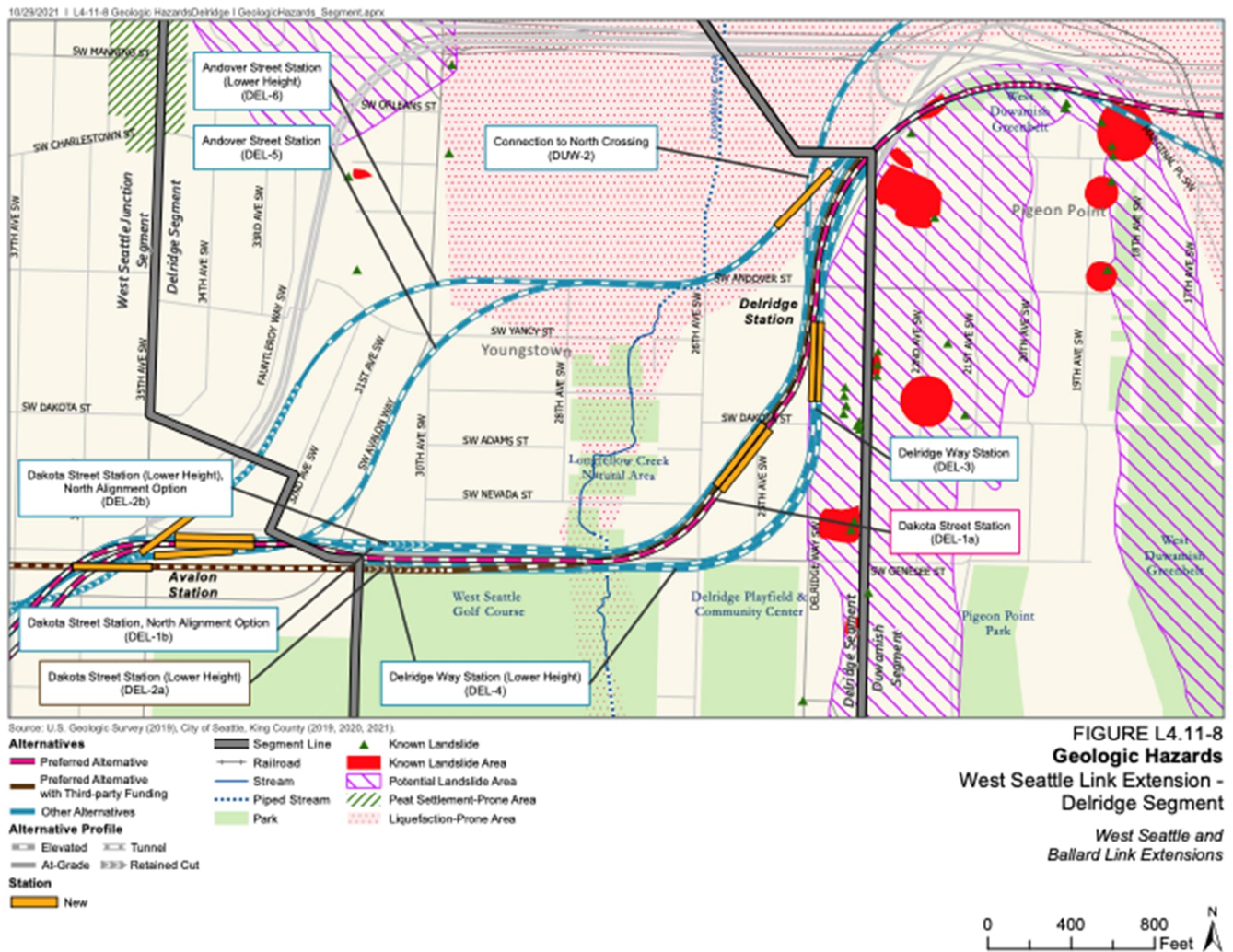
4.2.11 Geology and Soils

The location of the light rail system should be reevaluated on this basis alone.



This USGS seismic hazard map shows how likely we are to suffer serious damage in an earthquake. The light rail bridge, starting in SODO, will be built in an area of highest risk. No one wants to be on a train, on a 150-foot tall bridge, in an earthquake!

This was the reason we tore down the Alaskan Way viaduct. We were afraid that an earthquake would cause it to collapse. Why are we building an even bigger bridge in the same area?



This map from the DEIS shows light rail crossing Pigeon Point. The bright red areas are known landslide areas. The pink slanted striped sections are potential landslide areas.

Geotechnical engineering methods can keep structures stable in slide-prone areas, but they are no match for earthquakes.

Appendix L.4.1 Supporting Information on Affected Environment and Environmental Impacts

This section contains some of the most important information for West Seattle residents. This is where we find the addresses of properties that may be affected. This includes businesses, single-family homes, apartments, condos, and organizations that make up the fabric and character of our community.

Sadly, this document is a perfect example of observing the letter, not the spirit, of the law. Light rail is a public project and therefore the names and addresses of those affected should be public information. Sound Transit is required to disclose that information, and you can say that you have.

But instead of full disclosure, you *BURIED* those addresses in an appendix with a vague title. This appendix is like a mass grave: A collection of faceless, nameless properties piled into an unmarked document. No one would guess the contents of this appendix from the title. And that doesn't appear to be an accident. Is this an attempt to hide the impact this project will have on the lives of West Seattle residents?

Because the names of businesses and apartment buildings are left out of the listings, we can't tell which ones are affected. To determine whether a business or apartment building might be lost, we have to google the property to get its address and then refer to pages and pages of addresses to see if that property is there.

To be fair, you do mention names of some properties in the main text of the DEIS, but even that is deceptive. You say that a Safeway store might be eliminated, but fail to say that along with it will go the entirety of Jefferson Square – all of the businesses, all of the parking, all of the housing.

The final EIS should have a clearly marked section titled "Affected Properties," that gives the names of ALL businesses, non-profits, and multi-family buildings that will be lost. For most people on the list, and those who have relationships with them, this

will be like learning that they have a terminal illness. Please have respect for the lives involved.

Comment Submittal 0660

Communication ID	Name	Email
503348	John Birnel	jbirnel@comcast.net

Full Communication (4/24/2022)

Dear Sound Transit-I love to go to West Seattle to visit friends and for an exercise class, among other reasons. I look forward to a faster and more reliable way to get there via mass transit. At age 75, I would strongly prefer an option that is more quickly achieved. I also figure that a light rail feeder would be too destructive, and ineffective, and would take way too long, causing traffic to be worse rather than better for such a long time. I prefer a serious look at a gondola system. I also question the sincerity of the effort for a quality EIS if the Ballard and W. Seattle feeder lines are considered as one.

Structure of the DEIS Project

Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate project treated together when they do not even connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one and this should be rectified for the final EIS.

Environmental Impact

Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a huge carbon impact caused by the construction. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way.

Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions. The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the

Appendix O. Draft EIS Comment Summary and Response to Comments

primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.

John Birnel 719 N. 68th St.

Seattle, Wa. 98103

#	Comments	Responses
1	Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate project treated together when they do not even connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one and this should be rectified for the final EIS.	Please see Chapter 1.3, Planning History of West Seattle Link Extension Corridor, of the West Seattle Link Extension Final EIS for more information about the environmental review being separated for the projects.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a huge carbon impact caused by the construction. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way. Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions.</p>	<p>Please see response to CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.3, Regional Context and Travel, of the Final EIS for more information on changes in vehicle miles traveled. Please see Section 4.6, Air Quality, of the Final EIS for updated air quality analysis. Please see Section 4.10, Energy Impacts, of the Final EIS for updated energy analysis.</p>
3	<p>The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.</p>	<p>Please see response to CC2g in Table 7-1.</p>
4	<p>Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.</p>	<p>Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
6	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
7	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.
8	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5 of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in the same appendix for the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0661

Communication ID	Name	Email
503374	Michael O'Brien	michaeltimothyobrien@gmail.com

Full Communication (4/25/2022)

Hi folks,

I've reviewed the Draft Environmental Impact Statement executive summary and I'm concerned with the extraordinary amount of displacement involved with the WS light rail extension. Particularly because the demographics in many of the proposed routes have a disproportionately high number of lower income and/or BIPOC communities. I'm also concerned that the Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. I'm a long time golfer as well and the loss of revenue and loss of recreation opportunity due to the impact at the West Seattle golf course would impact for over 60,000 golfers each year.

Please take another look at the gondola option. I understand it's not your default modality, but this really does make a ton of sense.

Cheers,

Michael O'Brien michaeltimothyobrien@gmail.com

(206) 245-6534

#	Comments	Responses
1	I've reviewed the Draft Environmental Impact Statement executive summary and I'm concerned with the extraordinary amount of displacement involved with the WS light rail extension. Particularly because the demographics in many of the proposed routes have a disproportionately high number of lower income and/or BIPOC communities	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on demographics and impacts and benefits to low-income populations and communities of color.
2	I'm also concerned that the Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. I'm a long time golfer as well and the loss of revenue and loss of recreation opportunity due to the impact at the West Seattle golf course would impact for over 60,000 golfers each year.	Please see response to CC4.17b in Table 7-1.
3	Please take another look at the gondola option. I understand it's not your default modality, but this really does make a ton of sense.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0662

Communication ID	Name	Email
503375	Casey Borgen	caseyborngen@gmail.com

Full Communication (4/25/2022)

The construction and operation of light rail within West Seattle will necessarily have negative visual and experiential impacts on West Seattle. It is critical that these impacts be minimized by routing considerations and limited use of elevated track. The use of fully elevated track for this portion of the light rail system would be unique within the overall system in its relationship to residential neighborhoods, and would be extremely destructive to said neighborhoods. Elevated track is acceptable when adjacent to freeways, or when necessary to cross waterways, but cannot be allowed within dense, pedestrian-oriented urban neighborhoods, where it prevents uses below the track and aggressively depresses uses adjacent.

For the Delridge segment, most of the alternatives create extremely divisive and imposing overhead structures that will permanently scar the neighborhood. DEL-6 is far preferred in its limited use of elevated track, its alignment along a natural boundary between industrial and residential uses along Andover, and adjacency with the Fauntleroy Way right-of-way.

For the West Seattle Junction segment, both of the elevated alternatives create a physical and visual barrier between the Junction and the Triangle neighborhoods -- the gateway to West Seattle -- at a time when development is progressing towards knitting these areas together. WSJ-1 is the most destructive alternative to the existing neighborhood, with the potential for further damage with future expansion to the south. The WSJ-2 station is too far removed from the heart of the Junction, and too close to the Avalon station. WSJ-5 provides for the most beneficial station locations, limits its above-grade impact to the area already compromised by a freeway approach road, and presents a sensible balance of cost considerations relative to other tunnel alternatives.

Thank you, Casey Borgen

#	Comments	Responses
1	The construction and operation of light rail within West Seattle will necessarily have negative visual and experiential impacts on West Seattle. It is critical that these impacts be minimized by routing considerations and limited use of elevated track. The use of fully elevated track for this portion of the light rail system would be unique within the overall system in its relationship to residential neighborhoods, and would be extremely destructive to said neighborhoods. Elevated track is acceptable when adjacent to freeways, or when necessary to cross waterways, but cannot be allowed within dense, pedestrian-oriented urban neighborhoods, where it prevents uses below the track and aggressively depresses uses adjacent. For the Delridge segment, most of the alternatives create extremely divisive and imposing overhead structures that will permanently scar the neighborhood. DEL-6 is far preferred in its limited use of elevated track, its alignment along a natural boundary between industrial and residential uses along Andover, and adjacency with the Fauntleroy Way right-of-way. For the West Seattle Junction segment, both of the elevated alternatives create a physical and visual barrier between the Junction and the Triangle neighborhoods -- the gateway to West Seattle -- at a time when development is progressing towards knitting these areas together. WSJ-1 is the most destructive alternative to the existing neighborhood, with the potential for further damage with future expansion to the south. The WSJ-2 station is too far removed from the heart of the Junction, and too close to the Avalon station. WSJ-5 provides for the most beneficial station locations, limits its above-grade impact to the area already compromised by a freeway approach road, and presents a sensible balance of cost considerations relative to other tunnel alternatives.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0663

Communication ID	Name	Email
503378	MJ Feiner	mj.feiner@gmail.com

Full Communication (4/25/2022)

In this day and age, all projects of this nature around the world are tunnels for the least longterm future impact.

The west seattle bridge is a perfect example of imminent failure with any other option.

#	Comments	Responses
1	In this day and age, all projects of this nature around the world are tunnels for the least longterm future impact.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0664

Communication ID	Name	Email
503389	Sue Lake	seattle.subee@gmail.com

Full Communication (4/25/2022)

Chapter 2 fails to address mode selection. In addition to the alignment reevaluation, Sound Transit should also review the choice of transit modes to meet West Seattle objectives. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond.) This was before shorter, "feeder" lines to connect neighborhoods like West Seattle were being considered. When West Seattle was added to the ST3 measure, a gondola was not considered even though the 2014 high capacity mode study stated that it "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." But instead, it was assumed West Seattle would be served by light rail, although no planning was done before the costs were determined and the measure put to vote.

Sue Luke

4545 42nd Ave SW #501

Seattle, WA 98116 206-265-3175

seattle.subee@gmail.com

#	Comments	Responses
1	Chapter 2 fails to address mode selection. In addition to the alignment reevaluation, Sound Transit should also review the choice of transit modes to meet West Seattle objectives. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond.) This was before shorter, "feeder" lines to connect neighborhoods like West Seattle were being considered. When West Seattle was added to the ST3 measure, a gondola was not considered even though the 2014 high capacity mode study stated that it "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." But instead, it was assumed West Seattle would be served by light rail, although no planning was done before the costs were determined and the measure put to vote.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0665

Communication ID	Name	Email
503390	Sharon Chafin	memesharon48@gmail.com

Full Communication (4/25/2022)

Please do seriously consider putting any rail and stations underground in this limited space, almost quaint, neighborhood of West Seattle. The crowding has become quite noticeable in the past 10 years, and the addition of a rail plus stations overhead would pollute the ears, yet alone the eyes. Please do seriously think about this impact.

Thank you for the opportunity to respond. Mrs. Sharon Chafin

#	Comments	Responses
1	Please do seriously consider putting any rail and stations underground in this limited space, almost quaint, neighborhood of West Seattle. The crowding has become quite noticeable in the past 10 years, and the addition of a rail plus stations overhead would pollute the ears, yet alone the eyes. Please do seriously think about this impact.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0666

Communication ID	Name	Email
503394	Nils Hostage	nilsh32@gmail.com

Full Communication (4/25/2022)

I am a homeowner and a taxpayer and a Seattle voter. I take the light rail every single day by choice. It's an incredible amenity for our city and sets us apart from so many other places in this country. I'd like you to avoid making incredibly shortsighted decisions. Please consider my following comment:

This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.

First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation - build a cut-and-cover tunnel on 6th. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.

Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.

Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th in Ballard to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.

If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted.

Thanks,

Nils Hostage

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	I am a homeowner and a taxpayer and a Seattle voter. I take the light rail every single day by choice. It's an incredible amenity for our city and sets us apart from so many other places in this country. I'd like you to avoid making incredibly shortsighted decisions. Please consider my following comment: This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.	Thank you for expressing support for the project.
2	First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation - build a cut-and-cover tunnel on 6th. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th in Ballard to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0667

Communication ID	Name	Email
503401	Taylor Pangallo	taylor.pangallo@gmail.com

Full Communication

Hello,

I'm writing to encourage Sound Transit to re-consider Skylink as a viable alternative to light rail expansions in West Seattle.

This will be a faster (available sooner), more cost effective, with fewer displacements of WS residents and businesses. Please see comments below.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said:

"Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights-of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community.

Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status or credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

Appendix O. Draft EIS Comment Summary and Response to Comments

Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

#	Comments	Responses
1	I'm writing to encourage Sound Transit to re-consider SkyLink as a viable alternative to light rail expansions in West Seattle. This will be a faster (available sooner), more cost effective, with fewer displacements of WS residents and businesses. Please see comments below.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.	Please see responses to CC4.1a and CC4.1b in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis.
3	As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights-of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.	Please see responses to CC4.1a and CC4.1b in Table 7-1.
5	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. See Section 4.3, Economics, of the Final EIS for more information on business displacements, impacts on the city's tax base, and Tribal treaty protected fishing. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
6	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
7	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
8	<p>Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip {plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.</p>	<p>Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.</p>
9	<p>Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.</p>	<p>Please see response to CC2g in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0668

Communication ID	Name	Email
503405	Myra Ferriols	myra@keithlybarber.com; myferriols@gmail.com

Full Communication (4/25/2022)

Why don't you delete the Avalon station and tunnel all the way from Delridge to the junction. Del 5 and 6 are poor design; the idea of closing off our street (32nd) is dumb. SDOT has already taken away our ability to turn left off Avalon up Genesee, and now you want to close off our only other exit and one of our entrances? What happens when you are in construction and close off Genesee from Avalon and/or 35th? The cost won't matter because you will just put it to another tax increase; as everyone does. After you relocate my 86 year old Father and after he dies, I will be leaving Seattle because of businesses like you.

Thank you, Myra

206-818-8746

#	Comments	Responses
1	Why don't you delete the Avalon station and tunnel all the way from Delridge to the junction.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Del 5 and 6 are poor design; the idea of closing off our street (32nd) is dumb. Soot has already taken away our ability to turn left off Avalon up Genesee, and now you want to close off our only other exit and one of our entrances? What happens when you are in construction and close off Genesee from Avalon and/or 35th? The cost won't matter because you will just put it to another tax increase; as everyone does.	<p>Please see response to CC3c in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information on permanent and temporary road closure.</p> <p>Please see Section 3.11, Construction Impacts, of the Final EIS for more information on construction traffic impacts and proposed mitigation.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0669

Communication ID	Name	Email
503421	Jameson Fink	jamesonf@yahoo.com

Full Communication (4/25/2022)

Manager DEIS Comments,

My comments on Sound Transit's Draft Environmental Statement:

Central District resident here. Do not eliminate any stations from what voters approved with ST3 in 2016. Build the most robust rail network possible! Eliminating planned stations is in direct opposition to what local voters want and need.

Also, stop prioritizing parking and cars around stations! Retail and housing should be what is in the immediate vicinity of a stop, not a highway or an ugly parking garage and/or lot. The idea is for people to LIVE near light rail, not drive and park. Ugh! (Also not to have to dodge traffic, hit beg buttons, cross bridges to get to the station!!!!)

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

It's bonkers how deep, cavernous, and soulless the stations are. Take Capitol Hill. It's a damn maze to get down to the platform, like something out of MC Escher or Rube Goldberg. Frankly, it's a little creepy and unsafe-feeling. Also, some retail would be a good idea. (Though I loath people eating and drinking on public transit, particularly in these COVID-19 times, but that's a battle already well-lost.)

Also, it is shocking to see the number of constantly broken escalators. They, along with elevators, need to be fast and have the capacity and redundancy to handle peak traffic times and events.

And elevators should go from street level straight to the platform level, without any mezzanines. It's a bummer to take an elevator down to a station only to realize..you're not there yet. And may face a broken escalator. Surprise!

Transfers must minimize walking time and vertical travel.

To summarize: Expand, expand, expand! And keep in mind the transit user experience. Make it logical, convenient, and efficient.

Thank you for reading and your consideration.

Jameson Fink jamesonf@yahoo.com 110917thAve #101

Seattle , Washington 98122

#	Comments	Responses
1	Manager DEIS Comments, My comments on Sound Transit's Draft Environmental Statement: Central District resident here. Do not eliminate any stations from what voters approved with ST3 in 2016. Build the most robust rail network possible! Eliminating planned stations is in direct opposition to what local voters want and need.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Also, stop prioritizing parking and cars around stations! Retail and housing should be what is in the immediate vicinity of a stop, not a highway or an ugly parking garage and/or lot. The idea is for people to LIVE near light rail, not drive and park. Ugh! (Also not to have to dodge traffic, hit beg buttons, cross bridges to get to the station!!!!)	None of the West Seattle Link Extension stations would provide parking. Please see Section 3.4- Affected Environment and Impacts During Operation - Transit for more information on how riders would access the stations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.</p>	<p>Please see response to CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
4	<p>It's bonkers how deep, cavernous, and soulless the stations are. Take Capitol Hill. It's a damn maze to get down to the platform, like something out of MC Escher or Rube Goldberg. Frankly, it's a little creepy and unsafe-feeling. Also, some retail would be a good idea. (Though I loath people eating and drinking on public transit, particularly in these COVID-19 times, but that's a battle already well-lost.) Also, it is shocking to see the number of constantly broken escalators. They, along with elevators, need to be fast and have the capacity and redundancy to handle peak traffic times and events. And elevators should go from street level straight to the platform level, without any mezzanines. It's a bummer to take an elevator down to a station only to realize...you're not there yet. And may face a broken escalator. Surprise! Transfers must minimize walking time and vertical travel. To summarize: Expand, expand, expand' And keep in mind the transit user experience.</p> <p>Make it logical, convenient, and efficient.</p>	<p>See response to comment 3 above. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0670

Communication ID	Name	Email
503427	Jon Bartick	jilwab@gmail.com

Full Communication (4/25/2022)

To whom it may concern,

As a resident of West Seattle, I am in favor of a gondola, either in addition to, or in lieu of, the Light Rail for several reasons: not having to displace and relocate people from their homes, the environmental impact, the monetary cost and the transit time.

Thank you for your consideration,

Jon

#	Comments	Responses
1	As a resident of West Seattle, I am in favor of a gondola, either in addition to, or in lieu of, the Light Rail for several reasons: not having to displace and relocate people from their homes, the environmental impact, the monetary cost and the transit time.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0671

Communication ID	Name	Email
503691	Christie Skoor	christieskoor@hotmail.com

Full Communication (4/25/2022)

I am writing to express concern that the recent EIS regarding the proposed West Seattle lightrail is inadequate. It doesn't talk about tree removal, stormwater retention, carbon sequestration, air purification or all the impervious surfaces that would be entailed with a light rail.

I encourage you to include these in your study and make the info.available to the public.

Thank you,

Christie Skoorsmith, resident of West Seattle

#	Comments	Responses
1	the recent EIS regarding the proposed West Seattle lightrail is inadequate. It doesn't talk about tree removal, stormwater retention, carbon sequestration, air purification or all the impervious surfaces that would be entailed with a light rail. I encourage you to include these in your study and make the info.available to the public.	Please see responses to CCG1 and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the West Seattle Link Extension Final EIS for more information on greenhouse gas emissions. Please see Section 4.8, Water Resources, of the Final EIS for more information on impervious surfaces, stormwater impacts, and proposed mitigation.

Comment Submittal 0672

Communication ID	Name	Email
504557	Adam Price	juneappal@gmail.com

Full Communication (4/25/2022)

Greetings -

I have been a Seattle resident for two decades, and a regular user of public transportation during that period. Since moving to Seattle, I have voted in favor of every transportation related levy and measure that has appeared on my ballot, except of course 1-83 to kill the monorail. I wish we had gone forward with that construction, but unfortunately the window went past. Really construction should have begun in 2002 or 2003 in order to pencil out sensibly. For the most part, though, I have been satisfied and pleased with the progress Sound Transit has made in modernizing the public transit options in and around Seattle.

The preceding notwithstanding, I am very concerned with the proposed light rail extension to West Seattle as described in the Draft EIS dated January 28, 2022. A small sampling of the many issues:

ES 3.1.1.2 (& Similar): "Treaty-protected fishing rights and access to Usual and Accustomed Areas of the Muckleshoot Indian Tribe may be .. permanently affected by placement of guideway columns in the water. Some bridge types could also impact treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe." Besides being an equity issue, this makes it sound as if the proposal is potentially in violation of treaty agreements, and potentially a future source of project disruption. Have the tribes agreed to forgo any challenges to this project? What happens to the project if they sue after the DEIS is accepted?

Similarly: "Alternative DUW-2 would reduce the horizontal and vertical clearance of the United States Army Corps of Engineers-maintained navigation channel in the East Duwamish Waterway, just north of the existing Spokane Street Bridge restriction." Is there any written indication from the Army Corps that this modification will be acceptable? Please reference.

ES 5.1, Significant and Unavoidable impacts. It doesn't seem like it will be possible to construct any of the West Seattle light rail alternatives without significant displacement of what is currently somewhat affordable housing. This section should be updated to indicate minimum housing units at various affordability levels that will be eliminated by the major alternatives. Please provide recent studies that explain how lost housing can be replaced. West Seattle housing inventory and real estate is incredibly tight.

ES3 - general: The West Seattle alternatives that are presented are not varied or creative enough. Best practice in EIS creation includes consideration of options that are truly distinct from each other. Why are non-light rail solutions such as substantially building out BRT or a modern cable car system not included? The latter, in particular, has massive advantages over light rail in constructability, housing impacts, cost and timeline. How can this document be modified to demonstrate that the cable car proposal has received the consideration it deserves?

AppN, Table 2-9 indicates that the West Seattle build options will reduce daily traffic by 400 vehicles EB and 700 vehicles WB. The 300 vehicle difference must reflect vehicles that are detouring away from the bridge for their return to West Seattle, is that correct?

4.2.6.3 indicates that the build option will save 117,000 vehicle miles per day. If an average trip is a generous 30 miles round trip (roughly California Junction to Bellevue) that corresponds to -4000 trips. With the previous comment in mind, this means that the build option must be saving 3500 trips that were not taking the bridge anyway. Where are those trips originating? Why are we building so purposefully along the bridge route if that's not where the riders are coming from? Please clarify how you arrived at a savings of 117,000 vehicle miles and how the proposed alignments best serve those commuters. Why not build light rail directly to them and connect the California Junction and points north by means of increased busses or cable car?

On numerous issues, it doesn't seem like the light rail options end up being better than doing nothing at all. It is probably clear from my comments above that at this point I am convinced that the Cable Car proposal is a far better option from a constructability, cost, timeline and environmental impact perspective. I am willing to hear why that might not all be true, but so far, Sound Transit hasn't provided any meaningful public commentary on the gondola proposal.

Fortunately, the construction timeline is so much shorter for the cable car that it can be studied for a year and STILL be constructed before the light rail proposals. At this point, I am strongly in favor of the "No Build" option for the West Seattle link, followed closely by a deep and honest evaluation of the cable car.

Thank you, Adam Price 98108

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>ES 3.1.1.2 (& Similar): "Treaty-protected fishing rights and access to Usual and Accustomed Areas of the Muckleshoot Indian Tribe may be .. permanently affected by placement of guideway columns in the water. Some bridge types could also impact treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe." Besides being an equity issue, this makes it sound as if the proposal is potentially in violation of treaty agreements, and potentially a future source of project disruption. Have the tribes agreed to forgo any challenges to this project? What happens to the project if they sue after the DEIS is accepted?</p>	<p>Please see Section F.3 of Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for a discussion of the coordination and consultation Sound Transit has, and will continue to have, with applicable Tribes.</p>
2	<p>"Alternative DUW-2 would reduce the horizontal and vertical clearance of the United States Army Corps of Engineers-maintained navigation channel in the East Duwamish Waterway, just north of the existing Spokane Street Bridge restriction." Is there any written indication from the Army Corps that this modification will be acceptable? Please reference.</p>	<p>Please see Section 8.3 and 8.4 of Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for a detailed discussion of navigation impacts, mitigation, and coordination with the U.S. Army Corps of Engineers.</p>
3	<p>ES 5.1, Significant and Unavoidable impacts. It doesn't seem like it will be possible to construct any of the West Seattle light rail alternatives without significant displacement of what is currently somewhat affordable housing. This section should be updated to indicate minimum housing units at various affordability levels that will be eliminated by the major alternatives. Please provide recent studies that explain how lost housing can be replaced. West Seattle housing inventory and real estate is incredibly tight.</p>	<p>Please see the responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.1, Acquisitions, Displacements, and Relocations, and Appendix L4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for updated information on relocation opportunities.</p>
4	<p>ES3 - general: The West Seattle alternatives that are presented are not varied or creative enough. Best practice in EIS creation includes consideration of options that are truly distinct from each other. Why are non-light rail solutions such as substantially building out BRT or a modern cable car system not included? The latter, in particular, has massive advantages over light rail in constructability, housing impacts, cost and timeline. How can this document be modified to demonstrate that the cable car proposal has received the consideration it deserves?</p>	<p>Please see the response to CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	<p>AppN, Table 2-9 indicates that the West Seattle build options will reduce daily traffic by 400 vehicles EB and 700 vehicles WB. The 300 vehicle difference must reflect vehicles that are detouring away from the bridge for their return to West Seattle, is that correct? 4.2.6.3 indicates that the build option will save 117,000 vehicle miles per day. If an average trip is a generous 30 miles round trip (roughly California Junction to Bellevue) that corresponds to ~4000 trips. With the previous comment in mind, this means that the build option must be saving 3500 trips that were not taking the bridge anyway. Where are those trips originating? Why are we building so purposefully along the bridge route if that's not where the riders are coming from? Please clarify how you arrived at a savings of 117,000 vehicle miles and how the proposed alignments best serve those commuters. Why not build light rail directly to them and connect the California Junction and points north by means of increased busses or cable car?</p>	<p>The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. These forecasts are based on the Puget Sound Regional Council Regional travel demand forecast model and the Sound Transit Incremental model. These are trip-based models, in which forecasts are based on statistical functions between origins and destinations. They do not track the tours of individuals through the system. Therefore, volumes may not always balance on individual facilities. Furthermore, the variation is a small proportion of the overall trips and does not represent a meaningful pattern outside the range of typical model noise. The vehicle miles traveled savings of the project are due to the model's projection of trips shifting from the auto mode to transit in the corridor. Trips are originating in West Seattle or along connecting bus routes.</p>
6	<p>On numerous issues, it doesn't seem like the light rail options end up being better than doing nothing at all. It is probably clear from my comments above that at this point I am convinced that the Cable Car proposal is a far better option from a constructability, cost, timeline and environmental impact perspective. I am willing to hear why that might not all be true, but so far, Sound Transit hasn't provided any meaningful public commentary on the gondola proposal. Fortunately, the construction timeline is so much shorter for the cable car that it can be studied for a year and STILL be constructed before the light rail proposals. At this point, I am strongly in favor of the "No Build" option for the West Seattle link, followed closely by a deep and honest evaluation of the cable car.</p>	<p>Your opposition to the project is noted. Please see the response to CC2g in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0673

Communication ID	Name	Email
505168	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English:]

I would like not to disturb Mother Earth with tunnels and excavations. If possible, build it above ground or in the air with solar energy, and try not to use oil!!! Also, we need a train that travels from north to south and east to west with a central hub in the middle.

#	Comments	Responses
1	I would like not to disturb Mother Earth with tunnels and excavations. If possible, build it above ground or in the air with solar energy, and try not to use oil!!! Also, we need a train that travels from north to south and east to west with a central hub in the middle.	Please see Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0674

Communication ID	Name	Email
501169	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

My opinion is that it is good for everything so that people can travel more with less traffic. Also, that it would cost less. Thank you.

#	Comments	Responses
1	My opinion is that it is good for everything so that people can travel more with less traffic. Also, that it would cost less	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0675

Communication ID	Name	Email
505170	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

I think it is a great idea to travel by train and that it should be expanded so that more people can use this means of transportation and have an easier way to go from one place to another.

#	Comments	Responses
1	I think it is a great idea to travel by train and that it should be expanded so that more people can use this means of transportation and have an easier way to go from one place to another.	Thank you for expressing support for rail transportation. Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0676

Communication ID	Name	Email
505171	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

I think it's good that the Sound Transit route continues. That can prevent traffic from getting worse and it's cheaper to ride Sound Transit. Also, it will be more economical to travel all over Washington.

#	Comments	Responses
1	I think it's good that the Sound Transit route continues. That can prevent traffic from getting worse and it's cheaper to ride Sound Transit. Also, it will be more economical to travel all over Washington.	Thank you for expressing support for rail transportation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0677

Communication ID	Name	Email
505172	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

It is a good thing that they will add this train service that will benefit many people of low income and communities that experience little security in their lives. It should benefit everyone because we all pay taxes in this country. This project will help many who do not have a means of transportation.

Thank you for taking us into account.

#	Comments	Responses
1	<p>It is a good thing that they will add this train service that will benefit many people of low income and communities that experience little security in their lives. It should benefit everyone because we all pay taxes in this country. This project will help many who do not have a means of transportation.</p> <p>Thank you for taking us into account.</p>	<p>Thank you for expressing support for the project.</p>

Comment Submittal 0678

Communication ID	Name	Email
505173	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

For me it is a good thing to expand train service. It will benefit people of low income and a sense of security for the benefit of all. We have a right to this because our taxes contribute to the country.

This project will benefit thousands of people who do not have a means of transportation. Thank you for taking us into account.

#	Comments	Responses
1	<p>For me it is a good thing to expand train service. It will benefit people of low income and a sense of security for the benefit of all. We have a right to this because our taxes contribute to the country.</p> <p>This project will benefit thousands of people who do not have a means of transportation. Thank you for taking us into account.</p>	<p>Thank you for expressing support for the project.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0679

Communication ID	Name	Email
505174	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

We need an efficient transportation service that covers all the areas where working people who use public transportation live. The light rail systems do not help our people move forward. It also collects a lot of taxes and I do not know where it is invested. The low-income neighborhoods are forgotten. We need security, better health insurance, better schools and equal justice for all.

Politicians only use us when they are campaigning. We need to be inclusive in order to have a better world.

#	Comments	Responses
1	<p>We need an efficient transportation service that covers all the areas where working people who use public transportation live. The light rail systems do not help our people move forward. It also collects a lot of taxes and I do not know where it is invested. The low-income neighborhoods are forgotten. We need security, better health insurance, better schools and equal justice for all.</p> <p>Politicians only use us when they are campaigning. We need to be inclusive in order to have a better world.</p>	<p>Your opposition to the project has been noted. Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0680

Communication ID	Name	Email
505175	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

I think the light rail is a good thing because it is a step forward in urban transportation. I have already use it and like it very much. I agree that we should have light rail.

#	Comments	Responses
1	I think the light rail is a good thing because it is a step forward in urban transportation. I have already use it and like it very much. I agree that we should have light rail.	Thank you for expressing support for light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0681

Communication ID	Name	Email
505176	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

It is a good idea. First of all, to enable us to get to places where we can be in nature. Hopefully there will be no more damage to the environment so we can leave this for the for the future generation.

#	Comments	Responses
1	It is a good idea. First of all, to enable us to get to places where we can be in nature. Hopefully there will be no more damage to the environment so we can leave this for the for the future generation.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0682

Communication ID	Name	Email
505178	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

It is very useful for society and community because it minimizes road traffic and as an economic aid to transport us in daily work, comfort and family life. We hope it will continue to reach us in all places and corners of Washington.

#	Comments	Responses
1	It is very useful for society and community because it minimizes road traffic and as an economic aid to transport us in daily work, comfort and family life. We hope it will continue to reach us in all places and corners of Washington.	Thank you for expressing support for the project. Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0683

Communication ID	Name	Email
505179	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

The rail project will be a great help to move from one place to another quickly and economically. Today tourism is on the rise in Seattle and it will help tourists get to know the city using only one mode of transportation. Let's hope that in the future they will have more points of departure to travel to other cities in an effective and fast way.

#	Comments	Responses
1	The rail project will be a great help to move from one place to another quickly and economically. Today tourism is on the rise in Seattle and it will help tourists get to know the city using only one mode of transportation. Let's hope that in the future they will have more points of departure to travel to other cities in an effective and fast way.	Thank you for expressing support for the project. Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0684

Communication ID	Name	Email
505373	Mohamed	None provided

Full Communication (4/25/2022)

Mohamed Draft EIS comment

Ip refer the elevated structure. This will help move the project along faster. Also a perfect place to end the projecct is Alaska Junction. This will help keep transit safe and drug free! Thanks,

#	Comments	Responses
1	Ip refer the elevated structure. This will help move the project along faster. Also a perfect place to end the projecct is Alaska Junction. This will help keep transit safe and drug free!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0685

Communication ID	Name	Email
505375	None provided	None provided

Full Communication (4/25/2022)

I support Sound Transit but I don't like when they come in like students. This must stop because we already paid the cost of the Sound Transit. I welcome a new light rail and it suppose to be done long time ago before East side.

#	Comments	Responses
1	I support Sound Transit but I don't like when they come in like students. This must stop because we already paid the cost of the Sound Transit. I welcome a new light rail and it suppose to be done long time ago before East side.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0686

Communication ID	Name	Email
505376	None provided	None provided

Full Communication (4/25/2022)

This train is important in creations job opportunities. Provide transportation to people but you have to make sure the area is safe and there is a control on homelessness and parking usage, also preventions crime.

#	Comments	Responses
1	This train is important in creations job opportunities. Provide transportation to people but you have to make sure the area is safe and there is a control on homelessness and parking usage, also preventions crime.	Thank you for expressing support for the project. Please also see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 3.6, Affected Environment and Impacts During Operation - Parking, of the West Seattle Link Extension Final EIS for more information on impacts to parking.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0687

Communication ID	Name	Email
505377	Ardirchmar Mohamed	None provided

Full Communication (4/25/2022)

Environment issues we as a community will face in West Seattle is going to be having safe transit stops where crime and homeless needs to be a main priority. Since the new mayor has stepped in we have more police visibility which will deter criminals in robbing transit riders on their way to work. We need to work on not red lining the community because more opportunities coming that way. We need to put more help give opportunities to the youth to feel involved. We need volunteer programs to keep the area clean from needles and garbage from taking over. West Seattle isn't a landfill.

#	Comments	Responses
1	Environment issues we as a community will face in West Seattle is going to be having safe transit stops where crime and homeless needs to be a main priority. Since the new mayor has stepped in we have more police visibility which will deter criminals in robbing transit riders on their way to work. We need to work on not red lining the community because more opportunities coming that way. We need to put more help give opportunities to the youth to feel involved. We need volunteer programs to keep the area clean from needles and garbage from taking over. West Seattle isn't a landfill.	Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Thank you for your suggestions regarding youth engagement. Sound Transit looks forward to engaging youth in the station planning process as the project moves forward.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0688

Communication ID	Name	Email
505381	HirsiAbdi	None provided

Full Communication (4/25/2022)

Sound Transit will support community transit needs, decrease traffic, reduce the pollution. In terms of disadvantages, increase risk for safety residents especially elevated areas. I understand there is no space on teh ground back of land. It will increase rent and cost of living; displacement is my concern: I am transportation professional and I am afraid that we might lose income.

#	Comments	Responses
1	Sound Transit will support community transit needs, decrease traffic, reduce the pollution. In terms of disadvantages, increase risk for safety residents especially elevated areas. I understand there is no space on teh ground back of land. It will increase rent and cost of living; displacement is my concern: I am transportation professional and I am afraid that we might lose income.	Please see responses to CC3b, CC4.1c and CC4.14a in Table 7-1 in Chapter 7, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on traffic changes during operations and construction. Please see Chapter 4.6, Air Quality, for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0689

Communication ID	Name	Email
505385	Fozia Comment Form	None provided

Full Communication (4/25/2022)

West Seattle Ballard light rail make wasy access to travel and beyond. It's wonderful opportunity for me and my community. I don't worry about traffic congestion, downtown parking and other issues. There are businesses and high rise buildings I am concerned about displacement. we have public buses and I don't see space for Sound Transit unless elevated that will save communities. West Seattle is narrow land neighborhood. Safey is my concern and I am afraid accidents.

#	Comments	Responses
1	West Seattle Ballard light rail make wasy access to travel and beyond. It's wonderful opportunity for me and my community. I don't worry about traffic congestion, downtown parking and other issues. There are businesses and high rise buildings I am concerned about displacement. we have public buses and I don't see space for Sound Transit unless elevated that will save communities. West Seattle is narrow land neighborhood. Safey is my concern and I am afraid accidents.	Thank you for expressing support for the project. Please see responses to CC3b and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0690

Communication ID	Name	Email
505388	Ali Comment Form	None provided

Full Communication (4/25/2022)

Although I'm not one of the beneficiaries of this new project, I would suggest this project being implemented as it facilitates accessibility to the areas and help economic benefit by rding this Sound Transit.

#	Comments	Responses
1	Although I'm not one of the beneficiaries of this new project, I would suggest this project being implemented as it facilitates accessibility to the areas and help economic benefit by rding this Sound Transit.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0691

Communication ID	Name	Email
505389	None provided	None provided

Full Communication (4/25/2022)

I live Westwood neighborhood and I am senior. I would like to see Sound Transit in my neighborhood. That make my travel easy. Current stations on Delridge and area are not close to my areas. Sound Transit increase mobility and its affordable even long jas it takes. I am not familiar safety risk and I cannot comment.

#	Comments	Responses
1	I live Westwood neighborhood and I am senior. I would like to see Sound Transit in my neighborhood. That make my travel easy. Current stations on Delridge and area are not close to my areas. Sound Transit increase mobility and its affordable even long jas it takes.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0692

Communication ID	Name	Email
505390	Gulid Mohamed	None provided

Full Communication (4/25/2022)

I support the Link connection to the West Seattle.

#	Comments	Responses
1	I support the Link connection to the West Seattle.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0693

Communication ID	Name	Email
505391	Saeed Ali	alisaeedmahdi2016@gmail.com

Full Communication (4/25/2022)

I am taxi driver at airport. I am supporting WSBLE though I will lose taxi business but it's good for the environmental, helps low income communities/people to travel for long trips instead of paying uber/taxi. This project should be expanded to all communities or areas in Washington. Less pollution, less traffic.

#	Comments	Responses
1	I am taxi driver at airport. I am supporting WSBLE though I will lose taxi business but it's good for the environmental, helps low income communities/people to travel for long trips instead of paying uber/taxi. This project should be expanded to all communities or areas in Washington. Less pollution, less traffic.	Thank you for expressing support for the project. Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on traffic changes during operations and construction. Please see Section 4.6, Air Quality, for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0694

Communication ID	Name	Email
505400	None provided	None provided

Full Communication (4/25/2022)

Very good for small businesses and that is great. I am small business owner and I welcome such development. It has sound and would suppress sound control. Less traffic with transit access to city and other neighborhoods. I have such investment.

#	Comments	Responses
1	Very good for small businesses and that is great. I am small business owner and I welcome such development. It has sound and would suppress sound control. Less traffic with transit access to city and other neighborhoods. I have such investment.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0695

Communication ID	Name	Email
505402	Ali Warsame	None provided

Full Communication (4/25/2022)

I think skyline will be good option.

#	Comments	Responses
1	I think skyline will be good option.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0696

Communication ID	Name	Email
505403	Sidi Said	Msaid2311@gmail.com

Full Communication (4/25/2022)

I Sidi Said think that to have train coming to West Seattle is really good idea. I am really welcoming the idea of elevated is really safe for everyone. No one will lose their properties. No safety risk. I also think the train route should be on either SW Delridge ay or 35th Ave SW because those two routes can handle better any other streets. Also, South Seattle College and other big neighborhoods like High Point, Westwood, and G-Bridge can benefit. Really needed 35th Ave can be central place for all SW addresses.

#	Comments	Responses
1	I Sidi Said think that to have train coming to West Seattle is really good idea. I am really welcoming the idea of elevated is really safe for everyone. No one will lose their properties. No safety risk.	Thanks you for expressing support for the West Seattle Link Extension.
2	I also think the train route should be on either SW Delridge ay or 35th Ave SW because those two routes can handle better any other streets. Also, South Seattle College and other big neighborhoods like High Point, Westwood, and G-Bridge can benefit. Really needed 35th Ave can be central place for all SW addresses.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0697

Communication ID	Name	Email
505404	Ahmed Ibrahim	None provided

Full Communication (4/25/2022)

I live in Othello station area, but I work at West Seattle. It's good thing that public transit to be accessible to the West Seattle especially in Link at the same time I'm warring about low income community and how can they stay in their neighborhood after Link extensions or they will be gentrified.

#	Comments	Responses
1	I live in Othello station area, but I work at West Seattle. It's good thing that public transit to be accessible to the West Seattle especially in Link at the same time I'm warring about low income community and how can they stay in their neighborhood after Link extensions or they will be gentrified.	Please see response to CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.3, Economics, for information about how the project could affect property values, and Section 4.2, Land Use, for information about equitable transit-oriented development.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0698

Communication ID	Name	Email
505412	Said Musse	smusse@yahoo.com

Full Communication (4/25/2022)

My perspective, this project isn't worth to build for few important reaons. First and foremost, is excessively expensive. Second, there's huge environmental impact since this route will go through the inner city area. There are other options such as to re-build the West Seattle Bridge and expand expansion of Ballard bridge without dislocating neighborhoods and at the same wasting billions of tax payer money. Thanks, Said Musse smusse@yahoo.com

#	Comments	Responses
1	My perspective, this project isn't worth to build for few important reaons. First and foremost, is excessively expensive. Second, there's huge environmental impact since this route will go through the inner city area. There are other options such as to re-build the West Seattle Bridge and expand expansion of Ballard bridge without dislocating neighborhoods and at the same wasting billions of tax payer money. Thanks, Said Musse smusse@yahoo.com	Your opposition to the project has been noted. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0699

Communication ID	Name	Email
505414	Burhan Comment Form	None provided

Full Communication (4/25/2022)

My concern is transit station safety especially women riders. Muslim riders get harrassment, especially women. In general, I am pro transit and access of transportation.

#	Comments	Responses
1	My concern is transit station safety especially women riders. Muslim riders get harrassment, especially women. In general, I am pro transit and access of transportation.	Thank you for expressing support for the project. Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0700

Communication ID	Name	Email
505415	Osman Comment Form	None provided

Full Communication (4/25/2022)

Highpoint resident for 8 years. Sound Transit is really important and it will improve community mobility. There is no space in West Seattle. I welcome elevated. I have disability and it's good for my family. Thanks Abdi for reaching the community.

#	Comments	Responses
1	Highpoint resident for 8 years. Sound Transit is really important and it will improve community mobility. There is no space in West Seattle. I welcome elevated. I have disability and it's good for my family. Thanks Abdi for reaching the community.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0701

Communication ID	Name	Email
501214	Kyle Novak	kylecnovak@gmail.com

Full Communication (4/25/2022)

The Sound Transit DEIS needs to be revised or re-drafted in order to address key gaps in the findings presented as well as lazy research presentation and bias.

In presentations focused on the Duwamish Segment, aside from the gimmick of highlighting the cells which project managers thought would get the best reaction, it fails to adhere to the mitigation of impacts on residents (displacements to residential and employees) while also failing to justify or disclose any methodology for calculating the costs cited.

While I don't presume to know the best option, it has so far been impossible to get an answer for how Sound Transit is defining this projects success other than fulfilling a mandate from voters in 2016. As a stakeholder in this project, I expect to understand what priorities Sound Transit (and Seattle's leadership) are evaluating when making decisions for these "preferred" options. Is it the cost per rider? The total capacity specifically during rush hour traffic? Meeting a weekly capacity or percentage of population including growth?

Without clarifying the definition of a successful project, we'll find ourselves in a position where more and more people leave this city because of policies which don't make sense to them, which cost too much, with zero accountability or visibility into the decision-making process.

I also find it completely disingenuous and laughable that the DEIS proposes literally no alternatives or evaluations for whether building the Link extensions is even feasible or advantageous for the city and community. It's strange to see discrepancies in the data as well, with slide 18 of the Inf 2038 Presentation concluding that there would be "residential displacement in all alternatives" whereas the West Seattle Ballard Link Extensions DEIS specifies that there would not be any residential displacement for some options of segments. This has the optics of rolling suboptimal options together to give voters, stakeholders, and decision-makers a chance to pick the lesser evil.

To summarize, this draft fails to present a convincing, well-researched, and holistic appraisal of options for moving forward. It struggles to address community concerns. There is no assessment of how the project intends to get back on track (no pun intended) with its 73% cost bloating. The team further seems unwilling or unable to evaluate any options (I was especially disappointed and humiliated by how dismissive this team conducted their guestimates after the proposed Skylink option).

Take more time to sort out these fundamentals, provide a pessimistic (or at least more realistic) estimate of your budget and timeline given financial constraints, build in some accountability to meeting and communicating progress, and come back with revisions for feedback.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>The Sound Transit DEIS needs to be revised or re-drafted in order to address key gaps in the findings presented as well as lazy research presentation and bias. In presentations focused on the Duwamish Segment, aside from the gimmick of highlighting the cells which project managers thought would get the best reaction, it fails to adhere to the mitigation of impacts on residents (displacements to residential and employees) while also failing to justify or disclose any methodology for calculating the costs cited. While I don't presume to know the best option, it has so far been impossible to get an answer for how Sound Transit is defining this projects success other than fulfilling a mandate from voters in 2016. As a stakeholder in this project, I expect to understand what priorities Sound Transit (and Seattle's leadership) are evaluating when making decisions for these "preferred" options. Is it the cost per rider? The total capacity specifically during rush hour traffic? Meeting a weekly capacity or percentage of population including growth? Without clarifying the definition of a successful project, we'll find ourselves in a position where more and more people leave this city because of policies which don't make sense to them, which cost too much, with zero accountability or visibility into the decision-making process. I also find it completely disingenuous and laughable that the DEIS proposes literally no alternatives or evaluations for whether building the Link extensions is even feasible or advantageous for the city and community. It's strange to see discrepancies in the data as well, with slide 18 of the Inf 2038 Presentation concluding that there would be "residential displacement in all alternatives" whereas the West Seattle Ballard Link Extensions DEIS specifies that there would not be any residential displacement for some options of segments. This has the optics of rolling suboptimal options together to give voters, stakeholders, and decision-makers a chance to pick the lesser evil. To summarize, this draft fails to present a convincing, well-researched, and holistic appraisal of options for moving forward. It struggles to address community concerns. There is no assessment of how the project intends to get back on track (no pun intended) with its 73% cost bloating. The team further seems unwilling or unable to evaluate any options (I was especially disappointed and humiliated by how dismissive this team conducted their guestimates after the proposed Skylink option). Take more time to sort out these fundamentals, provide a pessimistic (or at least more realistic) estimate of your budget and timeline given financial constraints, build in some accountability to meeting and communicating progress, and come back with revisions for feedback.</p>	<p>Public presentations were intended to provide a high-level overview of information, and more detailed information was provided in the WSBLE Draft EIS. Chapter 2, Alternatives Considered, of the Draft EIS explained how the project is divided into segments to facilitate analysis and explains which alternatives in each segment connect to alternatives in adjacent segments. Please see the responses to CCG1, CCG3, and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information. Cost estimates provided follow the Federal Transit Administration's cost estimating methodology for capital projects pursuing New Starts funding. More information is available here:</p> <p>Standard Cost Categories for Capital Projects at https://www.transit.dot.gov/funding/grant-programs/capital-investments/standard-cost-categories-capital-projects.</p> <p>Chapter 6, Alternatives Evaluation, of the Final EIS provides more information about how the alternatives would meet the project purpose and need.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0702

Communication ID	Name	Email
501221	Charles Irwin	cmirwin430@gmail.com

Full Communication (4/25/2022)

Please select any route in the Delridge area that avoids the tunneling and /or affecting parkland like the golf course along Genesee Street.

Isn't the route up Andover/ Yancy to Avalon also the least expensive for taxpayers as well?1? That should definitely be a preferred route.

Thank you

#	Comments	Responses
1	Please select any route in the Delridge area that avoids the tunneling and /or affecting parkland like the golf course along Genesee Street. Isn't the route up Andover/ Yancy to Avalon also the least expensive for taxpayers as well?!? That should definitely be a preferred route.	Please see the responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0703

Communication ID	Name	Email
501233	Chris Keenan	cjkeenan01@yahoo.com

Full Communication (4/25/2022)

I think the options that include the line going up Genesee street would not be ideal due to the height of the track. I would prefer to see the Andover street options, it locates the line closer to Nucor and seems to preserve the residential areas a bit more compared to other alternatives. The Andover options also minimize the displacement of houses and businesses. I also would like to see one of the tunnel options for the Junction station, an elevated rail section would detract from the character of the neighborhood at that location.

#	Comments	Responses
1	I think the options that include the line going up Genesee street would not be ideal due to the height of the track. I would prefer to see the Andover street options, it locates the line closer to Nucor and seems to preserve the residential areas a bit more compared to other alternatives. The Andover options also minimize the displacement of houses and businesses.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I also would like to see one of the tunnel options for the Junction station, an elevated rail section would detract from the character of the neighborhood at that location.	Please see the response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0704

Communication ID	Name	Email
501234	Steve Ramels	steveramels@gmail.com

Full Communication (4/25/2022)

Please no elevated sections if possible. I like the preferred alternatives with a station at Alaska Junction.

#	Comments	Responses
1	Please no elevated sections if possible. I like the preferred alternatives with a station at Alaska Junction.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0705

Communication ID	Name	Email
501239	Erica Bush	erica@dvsafeststreets.org

Full Communication (4/25/2022)

The existing options being shown for the West Seattle connection are far too impactful on low income communities in West Seattle. We can absolutely not displace that many families. We need to focus on tunneling as much of this infrastructure as possible and not locating stations on existing residential areas as we can.

The Delridge location is particularly problematic. The north option is the only one that is legitimate at all and would be able to serve an existing functional neighborhood without fully disrupting an area that has a unique character and history.

We cannot further impact our lower income communities for the sake of those literally on top of the hill who already have so much more.

Covering a neighborhood with giant concrete pilings is not reasonable. This project needs more focus on long term implications of the urban design challenges and compromises. Place these massive stations and their tracks in areas that are already compromised by infrastructure, don't spread that impact further into communities.

A north located station is the only way we protect a community and serve those who most need these transportation options.

#	Comments	Responses
1	<p>The existing options being shown for the West Seattle connection are far too impactful on low income communities in West Seattle. We can absolutely not displace that many families. We need to focus on tunneling as much of this infrastructure as possible and not locating stations on existing residential areas as we can. The Delridge location is particularly problematic. The north option is the only one that is legitimate at all and would be able to serve an existing functional neighborhood without fully disrupting an area that has a unique character and history. We cannot further impact our lower income communities for the sake of those literally on top of the hill who already have so much more. Covering a neighborhood with giant concrete pilings is not reasonable. This project needs more focus on long term implications of the urban design challenges and compromises.</p> <p>Place these massive stations and their tracks in areas that are already compromised by infrastructure, don't spread that impact further into communities. A north located station is the only way we protect a community and serve those who most need these transportation options.</p>	<p>Please see responses to CCG2, CC2f, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0706

Communication ID	Name	Email
501240	Charles Mika	chuckmika@hotmail.com

Full Communication (4/25/2022)

As a Seattle resident I am willing to pay more for the best long term solutions. In my opinion the best solution on the Ballard end is a tunnel to the 15th street area. Or an elevated option that builds a new Ballard bridge for vehicle traffic and rail to the 15th & Market area. In the elevated scenario the new bridge should be built higher to significantly reduce bridge openings.

I would like to see the preferred alternative, including all stations as proposed. (With the exception of the Ballard end) Reducing stations should not be considered.

#	Comments	Responses
1	In my opinion the best solution on the Ballard end is a tunnel to the 15th street area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Or an elevated option that builds a new Ballard bridge for vehicle traffic and rail to the 15th & Market area. In the elevated scenario the new bridge should be built higher to significantly reduce bridge openings.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I would like to see the preferred alternative, including all stations as proposed. (With the exception of the Ballard end) Reducing stations should not be considered.	Please see the responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to reducing stations for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0707

Communication ID	Name	Email
501241	Patrick Manley	patrick@manleyfirm.com

Full Communication (4/25/2022)

I strongly urge the planners to adopt a tunnel route for West Seattle. The pillars which support the tracks cast giant shadows on the neighborhoods they travel through, are unsightly, diminish the environment and property values. A tunnel is the obvious best choice from a design, noise containment and beautification of the junction triangle area.

If the planners cannot be persuaded adopt the tunnel version, then the shortest route - along Fauntleroy - makes the most practical sense. The Alaska Junction is already traffic-choked and a large rail station or platform will destroy the small-town, classic neighborhood feel that draws pedestrians to the area to live, shop and patronize shops. Again, the large, ominous shadows not only harm property values, but diminish the experience of living and walking in the Alaska Junction area. A mass transit project in the Alaska Junction would mean death to many small businesses and is an unnecessarily expensive idea considering it only saves a traveler 5 minutes of walking - WHICH IS PARAMOUNT TO GOOD HEALTH, ANYWAY.

#	Comments	Responses
1	I strongly urge the planners to adopt a tunnel route for West Seattle. The pillars which support the tracks cast giant shadows on the neighborhoods they travel through, are unsightly, diminish the environment and property values. A tunnel is the obvious best choice from a design, noise containment and beautification of the junction triangle area. If the planners cannot be persuaded adopt the tunnel version, then the shortest route - along Fauntleroy - makes the most practical sense. The Alaska Junction is already traffic-choked and a large rail station or platform will destroy the small-town, classic neighborhood feel that draws pedestrians to the area to live, shop and patronize shops. Again, the large, ominous shadows not only harm property values, but diminish the experience of living and walking in the Alaska Junction area. A mass transit project in the Alaska Junction would mean death to many small businesses and is an unnecessarily expensive idea considering it only saves a traveler 5 minutes of walking - WHICH IS PARAMOUNT TO GOOD HEALTH, ANYWAY.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0708

Communication ID	Name	Email
501242	Steven Richmond	GARDENCYCLES@HOTMAIL.COM

Full Communication (4/25/2022)

While I'm annoyed that the Sound Transit reps supposed to conduct an in-person presentation at Delridge Library Apr 20 simply walked around the neighborhood and wasted my time, I do have a more important request.

It is my experience as a former news photographer that neighborhoods in the way of public projects (freeways) experience higher rates of crime and misfortune, such that land speculators can buy up properties and profit when eminent domain kicks in to buy up properties.

I'm am asking for a Human Impact Statement that researches the longevity of prior owners and heirs of valuable property in the way of Sound Transit's projects. Thank you.

#	Comments	Responses
1	It is my experience as a former news photographer that neighborhoods in the way of public projects (freeways) experience higher rates of crime and misfortune, such that land speculators can buy up properties and profit when eminent domain kicks in to buy up properties. I'm am asking for a Human Impact Statement that researches the longevity of prior owners and heirs of valuable property in the way of Sound Transit's projects.	Please see responses to CC4.1c and CC4.14a in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension. Thank you for your comment; however, this is beyond the scope of the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0709

Communication ID	Name	Email
501243	Paul Dorvel	pdorvel@msn.com

Full Communication (4/25/2022)

I have lived in W Seattle since 1990. I have used and appreciate the bus service to our area. I do not see the cost benefit of building mostly elevated tracks to Alaska Junction. The plan to run over the W Seattle High Bridge bears a high risk and running to the Alaska Junction will forever change the local character of the neighborhood

#	Comments	Responses
1	I do not see the cost benefit of building mostly elevated tracks to Alaska Junction. The plan to run over the W Seattle High Bridge bears a high risk and running to the Alaska Junction will forever change the local character of the neighborhood	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0710

Communication ID	Name	Email
501250	David Meyers	huskrs@gmail.com

Full Communication (4/25/2022)

I believe Sound Transit should use the route that would save the west seattle golf course

#	Comments	Responses
1	I believe Sound Transit should use the route that would save the west seattle golf course	Please see response to CCG2, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0711

Communication ID	Name	Email
501253	Matthew Brewer	brewermj@gmail.com

Full Communication (4/25/2022)

I am really excited about a West Seattle-Ballard light rail extension. I have several comments after reviewing the plans.

1. New downtown tunnel must connect with as many existing light rail stations as possible to both avoid congestion of transfer from one line to the other following sporting events and connections to the airport - see my comment about the stadium station below.
2. Stadium station should be a shared station for both lines. Currently the stadium station and int'l district station serve as locations to access both stations, and are extremely congested. The ability to take the next available train would ease congestion if this was a shared station at grade. Maybe that means moving the existing station a bit South. Perhaps an alternative to this is to ensure that the existing SODO station becomes a shared at grade station, so that bus transfer can occur along the bus line to transfer to the stadium easily. Perhaps begin the tunnel between SODO and the Stadium station so that there is minimal disruption to the existing light rail line.
3. Priority should be access to Climate Pledge Arena, as this will only add congestion as the Kraken, Storm, and Sonics (we can hope right?!) all will play at the arena. Along with connection to the existing SLUSC line at the Denny station (or Westlake)
4. Plans down with minimal impact to historic buildings and businesses in the int'l should be favored.
5. The West Seattle bridge needs to be replaced and should be built with Light Rail in mind. The current bridge should be demolished and a new bridge built simultaneously with light rail in mind. Failure to do so will only create more cost later. This should have been done with the SR520 bridge, and was not, and the NIMBYs should have been ignored for the better of the good of the people.

#	Comments	Responses
1	I am really excited about a West Seattle-Ballard light rail extension.	Thank you for expressing support for the project.
2	New downtown tunnel must connect with as many existing light rail stations as possible to both avoid congestion of transfer from one line to the other following sporting events and connections to the airport	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Stadium station should be a shared station for both lines. Currently the stadium station and int'l district station serve as locations to access both stations, and are extremely congested. The ability to take the next available train would ease congestion if this was a shared station at grade. Maybe that means moving the existing station a bit South. Perhaps an alternative to this is to ensure that the existing SODO station becomes a shared at grade station, so that bus transfer can occur along the bus line to transfer to the stadium easily. Perhaps begin the tunnel between SODO and the Stadium station so that there is minimal disruption to the existing light rail line.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The design of the SODO Station would allow riders to transfer between lines as well as to and from buses. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Priority should be access to Climate Pledge Arena, as this will only add congestion as the Kraken, Storm, and Sonics (we can hope right?!) all will play at the arena. Along with connection to the existing SLUSC line at the Denny station (or Westlake)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Plans down with minimal impact to historic buildings and businesses in the int'l should be favored.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	The West Seattle bridge needs to be replaced and should be built with Light Rail in mind. The current bridge should be demolished and a new bridge built simultaneously with light rail in mind. Failure to do so will only create more cost later.	<p>The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge.</p> <p>Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0712

Communication ID	Name	Email
501419	Arthur Patterson	soundtransit@arpat.io

Full Communication (4/26/2022)

I've owned a house in Ballard since 2009, but I've also lived in cities with world-class mass transit: Zurich, Switzerland and NYC. The utility in rail-based transit is the consistency and reliability of its schedule, as well as having it be convenient for all users. The proposal of having the Ballard link go over a drawspan bridge would greatly compromise the reliability of the schedule (will it take me 10 minutes to get downtown? Or 20? That matters a lot for my connection), cause trains to "choke", and if the reliability of the Ballard Bridge is any indication, possibly cause unpredictable major delays. Moreover, the proposals to include very deep stations can easily cause a 10-minute journey to become 20 once you get to the station, especially given Sound Transit's poor track record with the reliability of elevators and escalators. Finally, while a 14th or 15th avenue station would be somewhat convenient for me, it's only because I live at the east end of central Ballard, and Sound Transit should strive to make stations as central to the population core as possible.

Thank you for striving to optimize for the human utility of the light rail to Ballard, versus simply optimizing for cost or building convenience.

#	Comments	Responses
1	The proposal of having the Ballard link go over a drawspan bridge would greatly compromise the reliability of the schedule (will it take me 10 minutes to get downtown? Or 20? That matters a lot for my connection), cause trains to "choke", and if the reliability of the Ballard Bridge is any indication, possibly cause unpredictable major delays	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	the proposals to include very deep stations can easily cause a 10-minute journey to become 20 once you get to the station, especially given Sound Transit's poor track record with the reliability of elevators and escalators.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	while a 14th or 15th avenue station would be somewhat convenient for me, it's only because I live at the east end of central Ballard, and Sound Transit should strive to make stations as central to the population core as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0713

Communication ID	Name	Email
501424	Cassandra Hewlings	cassie.hewlings@gmail.com

Full Communication (4/26/2022)

I am a Delridge resident and wanted to comment on section 2.1.2.1.3 related to the Delridge portion of the West Seattle link. Specifically, I wanted to express my support for the preferred alternative, DEL-1a. The alternatives appear to me to be more disruptive to the area (both to residents and to the environment) and more expensive (such as the tunnel option), while not serving the area as well as the preferred. For example, DEL-1a appears easily accessible to both the 50 and 120 bus lines, making that station more accessible and useful to the rest of West Seattle. On a related note, I would like to express my strong opposition to the Andover alternative. This option seems almost completely divorced from any accessibility and usefulness to the Delridge residents of West Seattle by forcing them to travel to the Nucor commercial areas near the West Seattle Bridge.

#	Comments	Responses
1	I am a Delridge resident and wanted to comment on section 2.1.2.1.3 related to the Delridge portion of the West Seattle link. Specifically, I wanted to express my support for the preferred alternative, DEL-1a. The alternatives appear to me to be more disruptive to the area (both to residents and to the environment) and more expensive (such as the tunnel option), while not serving the area as well as the preferred. For example, DEL-1a appears easily accessible to both the 50 and 120 bus lines, making that station more accessible and useful to the rest of West Seattle.	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	On a related note, I would like to express my strong opposition to the Andover alternative. This option seems almost completely divorced from any accessibility and usefulness to the Delridge residents of West Seattle by forcing them to travel to the Nucor commercial areas near the West Seattle Bridge.	Please see the response to CCG2 in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on ridership.

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Comment Submittal 0714

Communication ID	Name	Email
501638	Robert Held	wsbob@yahoo.com

Full Communication (4/26/2022)

The Genesee route is not an option, at all. I voted years and years ago on an Initiative that park property cannot be used for any purpose other than for what it was intended for, and we the people approved this as a passing Initiative. This option proposed to run up Genesee street and screw up Longfellow creek and the back 9 of the West Seattle golf course is utter nonsense. Please use your common sense and just follow the Yancy alternate route.

#	Comments	Responses
1	The Genesee route is not an option, at all. I voted years and years ago on an Initiative that park property cannot be used for any purpose other than for what it was intended for, and we the people approved this as a passing Initiative. This option proposed to run up Genesee street and screw up Longfellow creek and the back 9 of the West Seattle golf course is utter nonsense. Please use your common sense and just follow the Yancy alternate route.	Please see response to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0715

Communication ID	Name	Email
501645	Chris Jansen	jman625@yahoo.com

Full Communication (4/26/2022)

Clearly a tunnel route is better than the proposed elevated options. The brutalist view of concrete pillars in EIS is dreadful. All one needs do is take a look at 5th Avenue Monorail to see what that does to a neighborhood.

Given the new housing development near the steel mill up to Genessee I also find it hard to believe that an elevated portion will work there either.

Please choose a tunnel option

#	Comments	Responses
1	Clearly a tunnel route is better than the proposed elevated options. The brutalist view of concrete pillars in EIS is dreadful. All one needs do is take a look at 5th Avenue Monorail to see what that does to a neighborhood. Given the new housing development near the steel mill up to Genessee I also find it hard to believe that an elevated portion will work there either. Please choose a tunnel option	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0716

Communication ID	Name	Email
501676	Kathryn Perkins	fleurette5@yahoo.com

Full Communication (4/26/2022)

Please do not chose the west seattle options that cuts off the tip of tip of the pigeon point neighborhood please instead pursue the option that stays in the north side of the west seattle bridge.

#	Comments	Responses
1	Please do not chose the west seattle options that cuts off the tip of tip of the pigeon point neighborhood please instead pursue the option that stays in the north side of the west seattle bridge.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0717

Communication ID	Name	Email
501691	Karin Engstrom	kecitizen77@gmail.com

Full Communication (4/26/2022)

I downloaded all the documents in the EIS - it is a load of work. I appreciate all the effort it takes to complete a study that encompasses a large area. I am familiar with the process.

Yet, I am concerned that I heard on the radio that you would not consider the gondola proposal as a viable alternative. I take the bus out of West Seattle to access health care and to see friends. I no longer drive because the traffic to get out of the area is horrific.

The most important issue is that West Seattle has lived without the bridge for two years and our lives are highly impacted. Had the rail line already been constructed, we would be grateful, but now to deny consideration of an alternative means of getting across the Duwamish to connect with the Light Rail, seems highly bureaucratic and not considerate of our real needs in this community.

Here are my reasons for the Sky Link proposal:

1. The cost is less.
2. The time to build it is shorter.
3. The construction has less impact on my community.
4. This pandemic or another will continue. The gondola offers less exposure to others.
5. The issue of climate change was not as critical when you began this study. Now it is. The construction for the gondolas has less environmental impact.
6. The time between gondolas is faster than the trains.
7. Less wear and tear on the West Seattle bridge and the Port.
8. The gondola offers a great opportunity to see the city, mountains, and our community. I think this would be a great way for community members to see their community and get involved in issues.
9. You wouldn't lose the money that the Light Rail has experienced. Anyone boarding the gondola would have to pay.
10. I will probably be dead by the time the Light Rail is built. What a shame. I never knew why they shut down the monorail construction.

Not only have we had traffic going south to access the working bridges, but the building of apartments and schools have been intense in the past two years. I have witnessed whole blocks being transformed to build 3-story boxes. Now you propose four years of disruption, removal of homes and trees.

I laugh because when I moved here in 1993, I attended a Transportation Summit at the Mountaineers Club where I met the Governor Mike Lowry and others. Whole presentations on Vancouver, Canada and Portland, Oregon were given. That is almost 30 years ago.

Please consider Sky Link as a viable alternative. Thank you for your consideration of my comment.

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#	Comments	Responses
1	<p>I am concerned that I heard on the radio that you would not consider the gondola proposal as a viable alternative. I take the bus out of West Seattle to access health care and to see friends. I no longer drive because the traffic to get out of the area is horrific. The most important issue is that West Seattle has lived without the bridge for two years and our lives are highly impacted. Had the rail line already been constructed, we would be grateful, but now to deny consideration of an alternative means of getting across the Duwamish to connect with the Light Rail, seems highly bureaucratic and not considerate of our real needs in this community. Here are my reasons for the Sky Link proposal: The cost is less. The time to build it is shorter. The construction has less impact on my community. This pandemic or another will continue. The gondola offers less exposure to others. The issue of climate change was not as critical when you began this study. Now it is. The construction for the gondolas has less environmental impact. The time between gondolas is faster than the trains. Less wear and tear on the West Seattle bridge and the Port. The gondola offers a great opportunity to see the city, mountains, and our community. I think this would be a great way for community members to see their community and get involved in issues. You wouldn't lose the money that the Light Rail has experienced. Anyone boarding the gondola would have to pay. I will probably be dead by the time the Light Rail is built. What a shame. I never knew why they shut down the monorail construction. Not only have we had traffic going south to access the working bridges, but the building of apartments and schools have been intense in the past two years. I have witnessed whole blocks being transformed to build 3-story boxes. Now you propose four years of disruption, removal of homes and trees.</p>	<p>Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0718

Communication ID	Name	Email
501699	Grant Bowes	grantbowes@hotmail.com

Full Communication (4/26/2022)

As a resident of the Alaska Junction (homeowner 41st Ave) I am concerned about the options for the light rail in West Seattle. I have reviewed the provided materials from Sound Transit and the choices seem obvious. In almost every case, the tunnel option will have less community impact longterm as well as retaining the communities already in place. Options WSJ-3a and WSJ-3b make so much more sense than the above ground options. Less noise pollution, less community impact, less disruption to thousands of peoples lives.

Please use common sense and approve tunneling options for as much of the WS Light Rail tracks as possible. We love WS, please help us keep it awesome.

#	Comments	Responses
1	As a resident of the Alaska Junction (homeowner 41st Ave) I am concerned about the options for the light rail in West Seattle. I have reviewed the provided materials from Sound Transit and the choices seem obvious. In almost every case, the tunnel option will have less community impact longterm as well as retaining the communities already in place. Options WSJ-3a and WSJ-3b make so much more sense than the above ground options. Less noise pollution, less community impact, less disruption to thousands of peoples lives. Please use common sense and approve tunneling options for as much of the WS Light Rail tracks as possible. We love WS, please help us keep it awesome.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0719

Communication ID	Name	Email
501700	Rachel Bowes	rachelhbowes@gmail.com

Full Communication (4/26/2022)

Having looked over the information provided by Sound Transit, it seems that tunneling is the way to go. From reduced noise pollution to community impact, the tunnels work. Most importantly, the light rail should be tunneled through the Avalon and Alaska Stations, following the WSL-3a and WSL-3b will be the most effective options. Having rail underground means that above ground space, at a premium in West Seattle, can be preserved.

Please vote for a tunneled light rail system in West Seattle.

#	Comments	Responses
1	Having looked over the information provided by Sound Transit, it seems that tunneling is the way to go. From reduced noise pollution to community impact, the tunnels work. Most importantly, the light rail should be tunneled through the Avalon and Alaska Stations, following the WSL-3a and WSL-3b will be the most effective options. Having rail underground means that above ground space, at a premium in West Seattle, can be preserved. Please vote for a tunneled light rail system in West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0720

Communication ID	Name	Email
501708	Rachel Martin	walkerrachel754@gmail.com

Full Communication (4/26/2022)

Please reject proposed light rail routes DEL-5 and DEL-6! It jeopardizes Transitional Resources. An organization that does so much good for the community.

Thank you!

#	Comments	Responses
1	Please reject proposed light rail routes DEL-5 and DEL-6! It jeopardizes Transitional Resources. An organization that does so much good for the community.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0721

Communication ID	Name	Email
501715	Kelsey White	KI-1979@hotmail.com

Full Communication (4/26/2022)

I believe the West Seattle community has a robust metro system at this time. The light rail would do more harm than good to this community. The number of homes or apartment units that would be demolished to make way for the light rail during a housing crisis is not acceptable. Especially as many newly constructed building would be demolished. What an unconscionable waste of resources. Instead invest the money to provide an expansion to water taxi services. Both transportation to the taxi and a more robust schedule year round.

#	Comments	Responses
1	I believe the West Seattle community has a robust metro system at this time. The light rail would do more harm than good to this community. The number of homes or apartment units that would be demolished to make way for the light rail during a housing crisis is not acceptable. Especially as many newly constructed building would be demolished. What an unconscionable waste of resources. Instead invest the money to provide an expansion to water taxi services. Both transportation to the taxi and a more robust schedule year round.	Your opposition to the project has been noted.

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Comment Submittal 0722

Communication ID	Name	Email
501717	James LoGerfo, MD	logerfoj@comcast.net

Full Communication (4/26/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Every day we read of the critical need for high quality care for persons with serious mental illness, and the proposed plan would devastate one of the best models in this state.

As a physician at Harborview, I am keenly aware of the need strong support more programs like those at Transitional Resources, and the notion that Sound Transit might take action to devastate such a program is truly unfathomable.

I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

#	Comments	Responses
1	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Every day we read of the critical need for high quality care for persons with serious mental illness, and the proposed plan would devastate one of the best models in this state. As a physician at Harborview, I am keenly aware of the need strong support more programs like those at Transitional Resources, and the notion that Sound Transit might take action to devastate such a program is truly unfathomable. I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Please see response to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0723

Communication ID	Name	Email
501718	Jesse Simpson	jhsimpson0@gmail.com

Full Communication (4/26/2022)

Please consider my comments for the West Seattle and Ballard Link DEIS as follows:

A. General Comments

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.

2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.

3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should be planned to interface with a line east to Fremont, Wallingford, and the U District, and perhaps to extend north to Greenwood. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.

5. Construction impacts are important but shouldn't determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

B. Detailed Comments**1. West Seattle Link**

a. Junction - Short Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5]. Study a refined Elevated Fauntleroy Station that would use the right of way to reduce residential displacement and costly property takings.

b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Push the Delridge station as far south and close to Delridge as possible. Construct a pedestrian overpass with a direct mezzanine connection over Delridge to ease transfers for riders of the 120 bus/H line.

d. SoDo - Prefer the At-Grade Station for ease of transfers between West Seattle and South Seattle.

2. Second Downtown Tunnel, Chinatown-International District to Westlake.

Study options to avoid the duplicative and extremely expensive construction of a second downtown tunnel between Chinatown-International District and Westlake.

Appendix O. Draft EIS Comment Summary and Response to Comments

The EIS does not address the second downtown tunnel's impacts to riders on the existing light rail line from South Seattle and further south to Capitol Hill, UW, and points north. These riders will have to transfer at either the Chinatown-International District Station or Westlake Station as a result of the second downtown tunnel. Internal conveyance between stations is estimated at 3-5 minutes, in addition to the time required to wait for the transfer. The EIS does not estimate the negative impact on ridership as a result of this forced transfer. There are no mitigation measures identified in the EIS for this significant and permanent impact to tens of thousands of daily riders.

Please study an alternative option to interline all of the light rail lines through the existing tunnel, with signaling improvements to permit the tunnel to handle trains every 2 minutes.

As an additional alternative, please study constructing Ballard to Westlake as a standalone automated metro stub line (similar to Vancouver's Skytrain), with short, frequent trains. This would permit smaller and cheaper station footprints. Defer construction of a second downtown tunnel and study an alternative alignment that would increase the areas of Central Seattle served by grade-separated transit. The future extension of the Ballard to Westlake line could run from Westlake to Mount Baker via First Hill, Yesler Terrace, and Judkins Park, increasing transit access to these dense clusters of people and jobs that have a concentration of low-income affordable housing.

3 - Ballard Link

a. Denny- Prefer DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Utilize the Denny Station entrance cost saving refinement, closing Lenora Street to cars.

b. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

c. Do not consolidate Denny and South Lake Union stations as identified in the Downtown Community Advisory Group presentation. If station consolidation must happen for cost savings, place the consolidated SLU station around Terry and Thomas, in the center of the SLU neighborhood and near all of the highrises under construction. The watershed of Dexter and Denny is limited by the 99 tunnel portal, Denny Park, the relatively lowrise zoning used to protect Space Needle views, and the need to cross the very busy 7th Ave N.

d. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

e. Smith Cove - Galer Street: Prefer Galer Street Station [SIB-1].

f. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [188-3]. Refine Thorndyke Retained Cut to move the station as close to Dravus St as possible and include entrances on both sides of Dravus St for bus route integration.

g. Ballard: Advance the Elevated 15th Ave Station with a draw bridge, studying how frequently the bridge would need to open.

Continue to refine all tunnel options to put a station entrance west of 15th Avenue. The EIS does not identify any mitigation measures for placing the Ballard station at 14th Ave, which is an additional 3 minute walk from the densest concentration of homes, jobs, and retail in Ballard around 20th and Market. There are no mitigation measures proposed to assist with pedestrian safety at 15th Ave NW and NW Market St.

Open study of a 20th Ave Station that would cross the Ship Canal in the 14th or 15th Ave tunnel alignment before turning west to serve the core of Ballard, with a station in the vicinity of 20th Ave and 56th St. I performed an isochrone analysis of different Ballard station alternatives using the 2020 Census block-level data, and found that a station at 20th and 56th is within a 5 minute walk of 5,635 people, compared to only 3,074 for 14th Ave and 4,493 for 15th Ave. The EIS does not identify

#	Comments	Responses
1	<p>First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.</p> <p>Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.</p>	<p>For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see the response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should be planned to interface with a line east to Fremont, Wallingford, and the U District, and perhaps to extend north to Greenwood. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
7	a. Junction - Short Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5]. Study a refined Elevated Fauntleroy Station that would use the right of way to reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
8	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.	Please see response to CCG2 in Table 7-1.
9	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Push the Delridge station as far south and close to Delridge as possible. Construct a pedestrian overpass with a direct mezzanine connection over Delridge to ease transfers for riders of the 120 bus/H line.	Please see response to CCG2 in Table 7-1.
10	SoDo - Prefer the At-Grade Station for ease of transfers between West Seattle and South Seattle.	Please see response to CCG2 in Table 7-1.
11	Please study an alternative option to interline all of the light rail lines through the existing tunnel, with signaling improvements to permit the tunnel to handle trains every 2 minutes.	Please see response to CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
12	As an additional alternative, please study constructing Ballard to Westlake as a standalone automated metro stub line (similar to Vancouver's Skytrain), with short, frequent trains. This would permit smaller and cheaper station footprints. Defer construction of a second downtown tunnel and study an alternative alignment that would increase the areas of Central Seattle served by grade-separated transit. The future extension of the Ballard to Westlake line could run from Westlake to Mount Baker via First Hill, Yesler Terrace, and Judkins Park, increasing transit access to these dense clusters of people and jobs that have a concentration of low-income affordable housing.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Denny - Prefer DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Utilize the Denny Station entrance cost saving refinement, closing Lenora Street to cars.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
16	Prefer Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	<p>Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Refine Thorndyke Retained Cut to move the station as close to Dravus St as possible and include entrances on both sides of Dravus St for bus route integration. g.</p> <p>Ballard: Advance the Elevated 15th Ave Station with a draw bridge, studying how frequently the bridge would need to open.</p>	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	Continue to refine all tunnel options to put a station entrance west of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	There are no mitigation measures proposed to assist with pedestrian safety at 15th Ave NW and NW Market St.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	Open study of a 20th Ave Station that would cross the Ship Canal in the 14th or 15th Ave tunnel alignment before turning west to serve the core of Ballard, with a station in the vicinity of 20th Ave and 56th St. I performed an isochrone analysis of different Ballard station alternatives using the 2020 Census block-level data, and found that a station at 20th and 56th is within a 5 minute walk of 5,635 people, compared to only 3,074 for 14th Ave and 4,493 for 15th Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0724

Communication ID	Name	Email
501726	Kevin Graft	kevin.o.graft@gmail.com

Full Communication (4/26/2022)

As much tunnel service as possible would be best for the West Seattle lines. Surface and elevated routes would be very disruptive both during and after building. Surface routes are the worst possible option.

#	Comments	Responses
1	As much tunnel service as possible would be best for the West Seattle lines. Surface and elevated routes would be very disruptive both during and after building. Surface routes are the worst possible option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0725

Communication ID	Name	Email
501737	Kirsten Zoba	kirstenezoba@gmail.com

Full Communication (4/26/2022)

Hi there,

After reviewing the pros and cons of each of the station options, it's clear that there is a winning option. The 1a and 1b proposal clearly impacts fewer people, businesses, and parking to economically fuel the non-demolished or closed surrounding businesses. I think giving the general public a choice makes folks feel heard to weigh in on two options, but it's time for this option to be removed as something we might consider!

Be well, Kirsten

#	Comments	Responses
1	After reviewing the pros and cons of each of the station options, it's clear that there is a winning option. The 1a and 1b proposal clearly impacts fewer people, businesses, and parking to economically fuel the non-demolished or closed surrounding businesses. I think giving the general public a choice makes folks feel heard to weigh in on two options, but it's time for this option to be removed as something we might consider!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0726

Communication ID	Name	Email
501739	Gerry Chu	gerry@gerrychu.com

Full Communication (4/26/2022)

As a user experience professional at a Seattle-based software company in the ID, it's my job to advocate for users. Just like in software, if the solution is too hard to use or takes too long, people are less likely to use it, damping growth of future ridership and lowering customer satisfaction.

So I hope that ST3 alignments and stations are decided with the needs of future riders in mind, which, to me, means short travel times (including time to get from street level to the trains), easy wayfinding, and convenient transfers. It was somewhat disappointing for me as someone who voted for ST3 that the proposed stations are so deep, which to me means longer total travel times, less reliability (since elevators/escalators often break), and inconvenient transfers.

In the ID, a shallow station on 4th would be the fastest for me to get to work. My partner works in South Lake Union. It's striking that none of the options serve the core of SLU, and so I'd urge considering a station around Westlake & Harrison.

Lastly, I think a Ballard station on 14th is less of a Ballard station and more of a Freeland station. It's too far from the main part of Ballard and means crossing car-heavy 15th on foot to get to actual Ballard. I hope a station on 20th could be considered, but a station on 15th (with entrances on all 4 corners) is a good compromise and is a good setup for future extension up 15th.

#	Comments	Responses
1	It was somewhat disappointing for me as someone who voted for ST3 that the proposed stations are so deep, which to me means longer total travel times, less reliability (since elevators/escalators often break), and inconvenient transfers.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In the ID, a shallow station on 4th would be the fastest for me to get to work.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	My partner works in South Lake Union. It's striking that none of the options serve the core of SLU, and so I'd urge considering a station around Westlake & Harrison.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Lastly, I think a Ballard station on 14th is less of a Ballard station and more of a Freeland station. It's too far from the main part of Ballard and means crossing car-heavy 15th on foot to get to actual Ballard. I hope a station on 20th could be considered, but a station on 15th (with entrances on all 4 corners) is a good compromise and is a good setup for future extension up 15th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0727

Communication ID	Name	Email
501798	Hallidie Haid	hallidie.haid@gmail.com

Full Communication (4/26/2022)

my comments relate only to Duwammish and West Seattle portions. I prefer the fewest housing and business displacements for the fewest dollars. which means tunnels over elevated tracks. less impact visually and divisionally to the respective neighborhoods.

#	Comments	Responses
1	my comments relate only to Duwammish and West Seattle portions. I prefer the fewest housing and business displacements for the fewest dollars. which means tunnels over elevated tracks. less impact visually and divisionally to the respective neighborhoods.	Please see the responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0728

Communication ID	Name	Email
501800	Steven Desouza	sjdslm17@gmail.com

Full Communication (4/26/2022)

I strongly feel that the tunnel option is the best option. It is unacceptable to displace people from their homes given how unaffordable housing is with home prices and rents up roughly 20% in just the last year. Even if they are fairly compensated, housing inventory is extremely low and puts an extremely unnecessary strain on these households.

#	Comments	Responses
1	I strongly feel that the tunnel option is the best option. It is unacceptable to displace people from their homes given how unaffordable housing is with home prices and rents up roughly 20% in just the last year. Even if they are fairly compensated, housing inventory is extremely low and puts an extremely unnecessary strain on these households.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0729

Communication ID	Name	Email
501802	Heather Tabler	tabler.rentals@gmail.com

Full Communication (4/26/2022)

We are in support of the tunnel option as it has the least negative impact on the residents, businesses, and environment.

#	Comments	Responses
1	We are in support of the tunnel option as it has the least negative impact on the residents, businesses, and environment.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0730

Communication ID	Name	Email
501820	Amy Kim	kimamy92@gmail.com

Full Communication (4/26/2022)

Please keep the community safe!

#	Comments	Responses
1	Please keep the community safe!	Please see response to CC4.14 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0731

Communication ID	Name	Email
501823	Grady Irvin	girvin2@gmail.com

Full Communication (4/26/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by citizen initiative that Park property cannot be used for purposes other than what it was intended for. The Parks Department supports the Yancy alternatives. Personally, I live in a condo on Avalon Way. The roadway has already been drastically restricted in order to creat bicycle lanes and further restricted parking.

Where in the world do you plan to put light rail?????????

#	Comments	Responses
1	<p>I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by citizen initiative that Park property cannot be used for purposes other than what it was intended for. The Parks Department supports the Yancy alternatives. Personally, I live in a condo on Avalon Way. The roadway has already been drastically restricted in order to creat bicycle lanes and further restricted parking.</p> <p>Where in the world do you plan to put light rail?????????</p>	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.1, Build Alternatives, of the Final EIS for more information on guideway placement. Please see Appendix J, Conceptual Design Drawings, for conceptual design drawings for all the alternatives.</p>

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Comment Submittal 0732

Communication ID	Name	Email
501829	Jennifer Zielke	jennybardill@gmail.com

Full Communication (4/26/2022)

ES-20 Delridge Segment - Andover Street Station Alternative DEL-5

Visual Simulation of Alternative DEL-5 Southwest Avalon Way:

The photo in the EIS is misleading and would best reflect reality with a real-time photo of the buildings that are present. This is a design that seems to be based on the appearance of SW Avalon Way when it was lower density prior to 2016. This small space is now an up-zoned area with 36 new townhomes all within the space that appears like green grass in the photo. These buildings all opened in 2021. One construction project is currently underway. Each townhome is valued at \$600k to \$900k in the current market. At the low end, this is \$21M in additional property acquisition costs that do not appear to be accounted for. The people in these locations have not received acquisition notices..

The photo additionally shows a large rail post set in the only southbound traffic lane of SW Avalon Way. This design simply would never function.

The EIS fails to address how critical traffic flow on SW Avalon Way would be maintained.

The EIS fails to add the cost of the 2020 re-design of SW Avalon Way into the total cost, as the road clearly will need to be re-designed a second time.

The city of Seattle has deemed SW Avalon Way as a critical parking area due to up-zoning. The EIS fails to address how the same volume of parking will be maintained for SW Avalon Way.

Delridge Segment - DEL 5 is not a viable design option. To remove such a high volume of the brand new homes on SW Avalon Way (and in the Delridge area) begs the question --- Who would be left in the Avalon neighborhood, for the Avalon stop to serve?

#	Comments	Responses
1	Visual Simulation of Alternative DEL-5 Southwest Avalon Way: The photo in the EIS is misleading and would best reflect reality with a real-time photo of the buildings that are present. This is a design that seems to be based on the appearance of SW Avalon Way when it was lower density prior to 2016. This small space is now an up-zoned area with 36 new townhomes all within the space that appears like green grass in the photo. These buildings all opened in 2021. One construction project is currently underway. Each townhome is valued at \$600k to \$900k in the current market. At the low end, this is \$21M in additional property acquisition costs that do not appear to be accounted for. The people in these locations have not received acquisition notices... The photo additionally shows a large rail post set in the only southbound traffic lane of SW Avalon Way. This design simply would never function. The EIS fails to address how critical traffic flow on SW Avalon Way would be maintained.	The photograph used in the WSBLE Draft EIS visual simulation for Alternative DEL-5 was taken in December 2019. Please see Appendix L4.1, Acquisitions, Displacements, and Relocations, for maps and tables of all potentially affected parcels by alternatives. All properties identified in this appendix were notified by Sound Transit in the fall of 2021 prior to publication of the WSBLE Draft EIS, as well as prior to publication of the West Seattle Link Extension Final EIS. Cost estimates in the Draft EIS reflected development that was constructed before 2020. Please see Appendix J, Conceptual Design Drawings, of the Final EIS for roadway modifications on Southwest Avalon Way associated with Alternative DEL-5. The design would maintain the existing number of traffic lanes; therefore, traffic flow would not be affected during operations. Please see Section 3.11, Construction Impacts, of the Final EIS for information on traffic impacts during construction.

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#	Comments	Responses
2	<p>The EIS fails to add the cost of the 2020 re-design of SW Avalon Way into the total cost, as the road clearly will need to be re-designed a second time. The city of Seattle has deemed SW Avalon Way as a critical parking area due to up-zoning. The EIS fails to address how the same volume of parking will be maintained for SW Avalon Way.</p>	<p>Cost estimates included in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS include costs of roadway reconstruction where roads would need to be rebuilt. As shown in Section 3.6, Affected Environment and Impacts During Operation - Parking, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, 5 to 10 on-street parking spaces would be removed with Alternative DEL-5 out of almost 400 spaces inventoried. The existing parking was found to be 50 percent occupied; therefore, no mitigation is proposed. In addition, the Avalon Station would provide additional transit access to this neighborhood and reduce the dependency of residents on cars.</p>
3	<p>Delridge Segment - DEL 5 is not a viable design option. To remove such a high volume of the brand new homes on SW Avalon Way (and in the Delridge area) begs the question --- Who would be left in the Avalon neighborhood, for the Avalon stop to serve?</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

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Comment Submittal 0733

Communication ID	Name	Email
501830	Zachary McGhee	Zbmcghee21@gmail.com

Full Communication (4/26/2022)

I would hope the sound transit board would make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water.

#	Comments	Responses
1	I would hope the sound transit board would make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0734

Communication ID	Name	Email
501832	Jennifer Babuca	jbabuca@hotmail.com

Full Communication (4/26/2022)

Strongly advocate for one of the tunnel options, preferably WSJ3a. This option creates less impact in terms of displacing residents from their homes and avoids the visual and noise impacts of an elevated guideway. Elevated is the absolute wrong scale for the pedestrian-heavy Junction and would absolutely destroy the character of the heart and soul of West Seattle. If it's elevated, it's better not to build Link to West Seattle at all.

#	Comments	Responses
1	Strongly advocate for one of the tunnel options, preferably WSJ3a. This option creates less impact in terms of displacing residents from their homes and avoids the visual and noise impacts of an elevated guideway. Elevated is the absolute wrong scale for the pedestrian-heavy Junction and would absolutely destroy the character of the heart and soul of West Seattle. If it's elevated, it's better not to build Link to West Seattle at all.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0735

Communication ID	Name	Email
501839	Brenda Paull	brendapaull@gmail.com

Full Communication (4/26/2022)

While I am a very enthusiastic supporter of Sound Transit, (and any public transportation), I am opposed to the DEL-5 and DEL-6 alternative proposals for the light rail expansion. These two proposals would directly and negatively impact 3 Transitional Resources properties. Transitional Properties are critically needed for a very vulnerable segment of our population. Our society desperately needs more of these facilities, not less. This expansion would be a devastation. Please do not consider DEL-5 and DEL-6 in your expansion plans.

Thank you for your kind consideration,

Brenda Paull

Olympia, WA

#	Comments	Responses
1	While I am a very enthusiastic supporter of Sound Transit, (and any public transportation), I am opposed to the DEL-5 and DEL-6 alternative proposals for the light rail expansion. These two proposals would directly and negatively impact 3 Transitional Resources properties. Transitional Properties are critically needed for a very vulnerable segment of our population. Our society desperately needs more of these facilities, not less. This expansion would be a devastation. Please do not consider DEL-5 and DEL-6 in your expansion plans.	Please see response to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0736

Communication ID	Name	Email
501841	Lesley Rabago	Lesleyrabago12@gmail.com

Full Communication (4/26/2022)

Please consider the tunnel option as the best option. It displaces the least amount of residents and businesses. It is also the most environmentally friendly option and is a lesser threat to the land and surrounding water of these neighborhoods. Thank you.

#	Comments	Responses
1	Please consider the tunnel option as the best option. It displaces the least amount of residents and businesses. It is also the most environmentally friendly option and is a lesser threat to the land and surrounding water of these neighborhoods. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0737

Communication ID	Name	Email
501843	Andrew Baker	abakernzl@gmail.com

Full Communication (4/26/2022)

Dig baby dig! Tunnels at both Ballard and West Seattle Junction. Build the preferred 5th Avenue alignment. In the Chinatown-International District build a shallow tunnel at 4th Avenue S as that's the least impact to the ID and best for transfers. Make sure the South Lake Union Station will be able to accommodate or connect to a future Aurora rail line by placing it between Dexter and Westlake.

#	Comments	Responses
1	Dig baby dig! Tunnels at both Ballard and West Seattle Junction. Build the preferred 5th Avenue alignment. In the Chinatown-International District build a shallow tunnel at 4th Avenue S as that's the least impact to the ID and best for transfers. Make sure the South Lake Union Station will be able to accommodate or connect to a future Aurora rail line by placing it between Dexter and Westlake.	Please see responses to CCG2 and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0738

Communication ID	Name	Email
501851	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

ES.2.1 states "Expand mobility for the corridor and the region's residents. which include transit-dependent people, low-income populations, and

communities of color." However, the alternatives remove housing in low income areas, remove apartment housing and overall housing availability in a geographic-limited area. The alternatives do not provide specific stops to low-income and communities of color focus more along Delridge south of Genesee.

#	Comments	Responses
1	ES.2.1 states "Expand mobility for the corridor and the region's residents, which include transit- dependent people, low-income populations, and communities of color." However, the alternatives remove housing in low income areas, remove apartment housing and overall housing availability in a geographic-limited area. The alternatives do not provide specific stops to low-income and communities of color focus more along Delridge south of Genesee.	Please see the responses to CC4.4b and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 5 of Appendix G, Environmental Justice, of the Final EIS for information about impacts and benefits to low-income populations and communities of color.

Comment Submittal 0739

Communication ID	Name	Email
501853	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

ES.2.1 states "Encourage equitable and sustainable urban growth in station areas". However, all above-ground alternatives in ES.3.1.1.3 and ES.3.1.1.4 remove apartment housing along Fauntleroy and near Alaska junction, with no opportunity to replace this housing. Figures show potential displacements, but do not factor in cost to residents to relocate in West Seattle (at increasing competitive prices), and does not appear to factor that land for new development in West Seattle is extremely limited. Residential and commercial impacts will likely force residents and businesses out of West Seattle completely, and/or drive up costs for relocating (and existing) residents.

#	Comments	Responses
1	ES.2.1 states "Encourage equitable and sustainable urban growth in station areas". However, all above-ground alternatives in ES.3.1.1.3 and ES.3.1.1.4 remove apartment housing along Fauntleroy and near Alaska junction, with no opportunity to replace this housing. Figures show potential displacements, but do not factor in cost to residents to relocate in West Seattle (at increasing competitive prices), and does not appear to factor that land for new development in West Seattle is extremely limited. Residential and commercial impacts will likely force residents and businesses out of West Seattle completely, and/or drive up costs for relocating (and existing) residents.	Please see the responses to CC4.1b and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.2, Land Use, for information about transit-oriented development that could add new housing and business opportunities around some stations.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0740

Communication ID	Name	Email
501855	Sara Mason	saramason1@gmail.com

Full Communication (4/26/2022)

I am a West Seattle homeowner in Delridge. Elevated tracks are a bad idea and have huge, negative impact on neighborhood and environment, including the displacement of residential housing and businesses. The best approach is the Medium Tunnel 41st Ave (MSJ-5) pairing with WSJ-2. Thank you

#	Comments	Responses
1	I am a West Seattle homeowner in Delridge. Elevated tracks are a bad idea and have huge, negative impact on neighborhood and environment, including the displacement of residential housing and businesses. The best approach is the Medium Tunnel 41stAve (MSJ-5) pairing with WSJ-2. Thank you	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0741

Communication ID	Name	Email
501856	Rachel Seligman	rachel.seligman@greenmountain.us

Full Communication (4/26/2022)

Please do the north alternative. I live in Pigeon Point, and do not want the north end of this beautiful neighborhood taken away or for neighbors to lose their homes. Again please go with the north alternative that preserves the historic Pigeon Point neighborhood.

#	Comments	Responses
1	Please do the north alternative. I live in Pigeon Point, and do not want the north end of this beautiful neighborhood taken away or for neighbors to lose their homes. Again please go with the north alternative that preserves the historic Pigeon Point neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0742

Communication ID	Name	Email
501858	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

ES.3.1.1.2 states "alternative DUW-2 would displace the most water-dependent businesses. ...As a result, there could be a broader effect on regional jobs and income than the jobs and businesses displaced directly by the WSBLE Project." This impact is not specified as part of the Duwamish segment. It is not reasonable to use this impact as a factor for not choosing DUW-2 unless some estimate of future impact is done. This estimate of future impact must be weighed against the proposed impact to the neighborhoods impacted by the other DUW alternatives.

#	Comments	Responses
1	ES.3.1.1.2 states "alternative DUW-2 would displace the most water-dependent businesses. ...As a result, there could be a broader effect on regional jobs and income than the jobs and businesses displaced directly by the WSBLE Project." This impact is not specified as part of the Duwamish segment. It is not reasonable to use this impact as a factor for not choosing DUW-2 unless some estimate of future impact is done. This estimate of future impact must be weighed against the proposed impact to the neighborhoods impacted by the other DUW alternatives.	<p>Please see responses to CCG2 and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The comment refers to text in the Executive Summary.</p> <p>Section 4.3 of the Final EIS provides more information on business displacements and potential economic impacts associated with these displacements.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0743

Communication ID	Name	Email
501861	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

In S.3.1.1.3, DEL-5 alternative would remove all improvements done to Avalon Way in 2019-2020, and impacts brand new construction (still in progress in 2022). This demolition of new construction and housing should be included in environmental impacts. Additionally, there is no mention of impact to parking on Avalon Way, a "critical parking zone" per the city of Seattle. While we all want to encourage taking transit whenever possible, we cannot ignore that most people in West Seattle need a car for at least occasional travel. Impacts to residents ability to park, and the related impact to guests, vendors, ride share, etc., must be included in any impact assessment.

#	Comments	Responses
1	In S.3.1.1.3, DEL-5 alternative would remove all improvements done to Avalon Way in 2019-2020, and impacts brand new construction (still in progress in 2022). This demolition of new construction and housing should be included in environmental impacts. Additionally, there is no mention of impact to parking on Avalon Way, a "critical parking zone" per the city of Seattle. While we all want to encourage taking transit whenever possible, we cannot ignore that most people in West Seattle need a car for at least occasional travel. Impacts to residents ability to park, and the related impact to guests, vendors, ride share, etc., must be included in any impact assessment.	Cost estimates included in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS include costs of roadway reconstruction where roads would need to be rebuilt. As shown in Section 3.6, Affected Environment and Impacts During Operation - Parking, of the WSBLE Draft EIS and the Final EIS, 5 to 10 on-street parking spaces would be removed with Alternative DEL-5 out of almost 400 spaces inventoried. The existing parking was found to be 50 percent occupied; therefore, no mitigation is proposed. In addition, the Avalon Station would provide additional transit access to this neighborhood and reduce dependency of residents on cars.

Comment Submittal 0744

Communication ID	Name	Email
501879	Sam Scarmardo	sam.scarmardo@mail.com

Full Communication (4/26/2022)

I am a nearby resident, an architect, and I have lived in rail-centric cities in asia and am very familiar with rail in a dense urban environment. This comment is in relation to ES.3.1.1.4 West Seattle Junction.

ES-23 (WSJ-1) is overly severe to the residents along 42nd, and the elevation at that point is also very high. I do not think it is the best solution, and it is the most expensive elevated solution. ES-24 (WSJ-2) is a better elevated option, but the residential character is not well suited to elevated track.

ES-26 (WSJ-3b) is a good below grade option, and both WSJ-2 & WSJ-3b will remove/replace the Safeway (underutilized parcel) which is a positive. Both ES-27 (WSJ-5) & ES-28 (WSJ-6) are good options that would help reduce the budget, but would required the Delridge segment to be elevated.

I would rank them from hight to low: WSJ-3b, WSJ-3a, WSJ-5/6 (tie), WSJ-2, WSJ-1

#	Comments	Responses
1	ES-23 (WSJ-1) is overly severe to the residents along 42nd, and the elevation at that point is also very high. I do not think it is the best solution, and it is the most expensive elevated solution. ES-24 (WSJ-2) is a better elevated option, but the residential character is not well suited to elevated track. ES-26 (WSJ-3b) is a good below grade option, and both WSJ-2 & WSJ-3b will remove/replace the Safeway (underutilized parcel) which is a positive. Both ES-27 (WSJ-5) & ES-28 (WSJ-6) are good options that would help reduce the budget but would require the Delridge segment to be elevated. I would rank them from height to low: WSJ-3b, WSJ-3a, WSJ-5/6 (tie), WSJ-2, WSJ-1	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0745

Communication ID	Name	Email
501880	Jc Aguino	goodietwoshoes@gmail.com

Full Communication (4/26/2022)

Don't build this transit because it will cause the destruction of small business. Also the xenophobic environment that it will be built in should not be tolerated

#	Comments	Responses
1	Don't build this transit because it will cause the destruction of small business. Also the xenophobic environment that it will be built in should not be tolerated	Please see responses to CC4.1b and CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the Final EIS for more information on impacts and benefits to communities of color. A response to this comment will also be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0746

Communication ID	Name	Email
501889	Hans Theisen	vagabond_chi@yahoo.com

Full Communication (4/26/2022)

I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

1-significant taxpayer cost savings

2-speed of development with FAR LESS environmental impact

3-less community disruption

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

2-3: Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HGT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound

Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

Appendix O. Draft EIS Comment Summary and Response to Comments

- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redlin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction. many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org).

Please consider what is a smarter, safer, faster and far more economical option than light rail -- Skylink is the right choice for this area.

Thank you

#	Comments	Responses
1	I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the Skylink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- speed of development with FAR LESS environmental impact 3- less community disruption 1 Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs	Please see responses to CC1a, CC1b, CC2g, CC4.1b, and CC4.6a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18).</p> <p>Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:</p>	<p>Please see the following sections of the West Seattle Link Extension Final EIS: Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information; Section 3.3, Regional Context and Travel, for more information on changes in vehicle miles traveled; Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times; Section 4.1, Acquisitions, Displacements, and Relocations, for more information on the property acquisition and business relocation process; Section 4.6, Air Quality, for an updated air quality analysis; and Appendix H, Section 4(f) Evaluation, for information on the Section 4(f) analysis process and the Least Harm Analysis.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.	Please see responses to CC4.1b and CC4.1c in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.
3	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
4	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
5	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
6	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
7	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5, Visual and Aesthetic Resources, of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in Appendix N.2 for the West Seattle Link Extension Final EIS.
8	Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org).	See Appendix N.2 of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1 and Option DUW-1 b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.

Comment Submittal 0747

Communication ID	Name	Email
501899	Helen Har Theisen	helsbelshar@yahoo.com

Full Communication (4/26/2022)

I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

1-significant taxpayer cost savings

2-speed of development with FAR LESS environmental impact

3-less community disruption

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

2-3: Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HGT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound

Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

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- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redlin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.

- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction. many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.

- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

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- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org).

Please consider what is a smarter, safer, faster and far more economical option than light rail -- Skylink is the right choice for this area.

Thank you

#	Comments	Responses
1	I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the Skylink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- speed of development with FAR LESS environmental impact 3-	Please see responses to CC1a, CC1b, CC2g, CC4.1b, and CC4.6a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see the following sections of the West Seattle Link Extension Final EIS: Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information;

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	<p>less community disruption 1 Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18).</p> <p>Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights-of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:</p>	<p>Section 3.3, Regional Context and Travel, for more information on changes in vehicle miles traveled; Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times; Section 4.1, Acquisitions, Displacements, and Relocations, for more information on the property acquisition and business relocation process; Section 4.6, Air Quality, for an updated air quality analysis; and Appendix H, Section 4(f) Evaluation, for information on the Section 4(f) analysis process and the Least Harm Analysis.</p>

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3	<p>Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail</p>	<p>Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.</p>
4	<p>Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.</p>	<p>Section 4.2.5, Visual and Aesthetic Resources, of the WSBL Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.</p>
5	<p>The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.</p>	<p>Please see response to CC4.7a in Table 7-1.</p>

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7	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2 , Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in Appendix N.2 of the West Seattle Link Extension Final EIS.
8	Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org).	See Appendix N.2 of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1 and Option DUW-1 b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.

Comment Submittal 0748

Communication ID	Name	Email
501976	Tran Truong	tran.truong1@gmail.com

Full Communication (4/27/2022)

I am a West Seattle/ N. Delridge resident and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

1-significant taxpayer cost savings

2-speed of development with FAR LESS environmental impact

3-less community disruption

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

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Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HGT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound

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- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance

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- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.

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Please consider what is a smarter, safer, faster and far more economical option than light rail -- Skylink is the right choice for this area.

Thank you.

Tran Truong

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Comment Submittal 0749

Communication ID	Name	Email
502014	Richard Hemmerling	rickhemmerling@gmail.com

Full Communication (4/27/2022)

I am a West Seattle resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my 16th Ave SW Homeowners Association strongly favor the SkyLink option vs. train, and ask that SoundTransit consider this efficient, cost effective, lower environmental impact alternative.

I have personally ridden and seen gondola technology in urban markets work extremely well. They are especially effective in mixed terrain areas, as is the case between West Seattle and SODO.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

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3-less community disruption and faster speed of development

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

2-3: Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights-of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound

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- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

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- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redlin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status I credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
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- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org).

Please consider what is a smarter, safer, faster and far more economical option than light rail -- Skylink is the right choice for this area. Thank you.

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	<p>given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18).</p> <p>Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:</p>	<p>cost estimate information; Section 3.3, Regional Context and Travel, for more information on changes in vehicle miles traveled; Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times; Section 4.1, Acquisitions, Displacements, and Relocations, for more information on the property acquisition and business relocation process; Section 4.6, Air Quality, for an updated air quality analysis; and Appendix H, Section 4(f) Evaluation, for information on the Section 4(f) analysis process and the Least Harm Analysis.</p>
2	<p>Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.</p>	<p>Please see responses to CC4.1b and CC4.1c in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.</p>

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3	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
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7	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in Appendix N.2 for the West Seattle Link Extension Final EIS.
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Comment Submittal 0750

Communication ID	Name	Email
502086	Christine Clark	christinimcb@me.com

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4	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
5	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
6	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
7	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in Appendix N.2 of the West Seattle Link Extension Final EIS.
8	Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt- Friends of Seattle's Olmsted Parks (seattleolmsted.org).	See Appendix N.2 of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0751

Communication ID	Name	Email
502468	Olivia Anderson	Olivia_p_anderson@hotmail.com

Full Communication (4/27/2022)

Building this link station is irresponsible and racist. By destroying a poc community for "transportation" is thinly veiled capitalistic racism that purposefully tears apart communities. At least a decade of construction will decimate most of the local businesses in the area and force residents to move away from their support networks and into other housing that they can't afford. Do not build this.

#	Comments	Responses
1	Building this link station is irresponsible and racist. By destroying a poc community for "transportation" is thinly veiled capitalistic racism that purposefully tears apart communities. At least a decade of construction will decimate most of the local businesses in the area and force residents to move away from their support networks and into other housing that they can't afford. Do not build this.	Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on impacts and benefits to low-income communities and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0752

Communication ID	Name	Email
502476	Emily Wingfield	Emily.wingfield@gmail.com

Full Communication (4/27/2022)

Page ES 22. I am in favor of either of the the tunnel options for the West Seattle Junction Station, preferably the 41st Avenue option. The Junction is a dense and vibrant area with multiple new apartment buildings as well as multiple former single family lots now with increasing numbers of ADUS and subdivided properties. Yet the area has retained a low rise, welcoming, human scaled environment. A large concrete elevated structure would be a scar running through the neighborhood, destroying the sense of safety and community that walkable streets now provide. In addition, the number of homes, including apartments and less dense housing options would be lost with the teardowns needed for the elevated option. Thank you.

#	Comments	Responses
1	I am in favor of either of the the tunnel options for the West Seattle Junction Station, preferably the 41st Avenue option. The Junction is a dense and vibrant area with multiple new apartment buildings as well as multiple former single family lots now with increasing numbers of ADUS and subdivided properties. Yet the area has retained a low rise, welcoming, human scaled environment. A large concrete elevated structure would be a scar running through the neighborhood, destroying the sense of safety and community that walkable streets now provide. In addition, the number of homes, including apartments and less dense housing options would be lost with the teardowns needed for the elevated option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0753

Communication ID	Name	Email
502485	Danny Meulbroek	dmeulobroek@gmail.com

Full Communication (4/27/2022)

Please consider the less invasive ideas proposed by Skylink. This is a viable option. Possibly in addition to the proposed light rail options. Thank you. Sincerely Danny

#	Comments	Responses
1	Please consider the less invasive ideas proposed by Skylink. This is a viable option. Possibly in addition to the proposed light rail options.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0754

Communication ID	Name	Email
502493	Dan Engel	engeldb@gmail.com

Full Communication (4/27/2022)

I believe that Tunnel 41st would be the best option for the West Seattle Lightrail. It has a lower impact on homes and businesses, tunneled trains are far less of an eyesore on the neighborhood and they create less noise pollution. If we take a long-term perspective on this line, we can likely expect it to be extended beyond the Alaska Junction and I personally do not want elevated trains all over West Seattle.

#	Comments	Responses
1	I believe that Tunnel 41st would be the best option for the West Seattle Lightrail. It has a lower impact on homes and businesses, tunneled trains are far less of an eyesore on the neighborhood and they create less noise pollution. If we take a long-term perspective on this line, we can likely expect it to be extended beyond the Alaska Junction and I personally do not want elevated trains all over West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0755

Communication ID	Name	Email
502502	Chloe Brown	chloe.brwn17@gmail.com

Full Communication (4/27/2022)

To whom it may concern,

I understand that accessible transportation is a necessity for communities. However, the benefits of the plans laid out in front of the community do not out-way the cons.

The loss of parking in that area will cause even more stress for residents for around a decade and a half. This is not something worth losing when we are already so short on available parking. It is short enough that our city had to pass a law in October 2021 stating that no car can be parked in a spot for longer than 3 days without getting ticketed and/or impounded. And with this area being such a tourist attraction, there will continue to be less parking as the season warms up and covid restrictions reduce.

Residents will have to suffer from the effects of the negative environmental impact this construction brings for years to come. It's not worth risking the health of our community to build a new station in the location you are preposing. We are still suffering from covid, not only from the physical effects but the trauma as well. Please don't bring another long term issue into the community.

Businesses will have to close because of the construction demolishing certain buildings. Along with the reasons listed above, this will bring even more stress to residents who rely on these businesses.

My point is, for 16 years of construction, there is not nearly enough good being brought to the community to make up for that long period of time. Please think the impacts of this project through - impacts on physical health, mental health, emotional health - because we need to keep caring for our community. That being said, I have not seen enough reasons to convince me that this is a caring project. If this station absolutely needs to be built, it should be built somewhere else, not in the middle of where people conduct their lives.

Thank you, Chloe Brown

#	Comments	Responses
1	The loss of parking in that area will cause even more stress for residents for around a decade and a half. This is not something worth losing when we are already so short on available parking. It is short enough that our city had to pass a law in October 2021 stating that no car can be parked in a spot for longer than 3 days without getting ticketed and/or impounded. And with this area being such a tourist attraction, there will continue to be less parking as the season warms up and covid restrictions reduce. Residents will have to suffer from the effects of the negative environmental impact this construction brings for years to come. It's not worth risking the health of our community to build a new station in the location you are preposing. We are still suffering from covid, not only from the physical effects but the trauma as well. Please don't bring another long term issue into the community. Businesses will have to close because of the construction demolishing certain buildings. Along with the reasons listed above, this will bring even more stress to residents who rely on these businesses. My point is, for 16 years of construction, there is not nearly enough good being brought to the community to make up for that long period of time. Please think the impacts of this project through - impacts on physical health, mental health, emotional health - because we need to keep caring for our community.	Please see responses to CC4.3b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.7, Construction Approach, of the Final EIS for more information on the duration of construction. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on parking impacts during construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0756

Communication ID	Name	Email
502507	Nathan Rose	nathan@thorn.cc; nat@thorn.cc; thornate@gmail.com

Full Communication (4/27/2022)

We wish to make comments in two areas; an additional alternative to consider and specific values that we feel have not been sufficiently taken into account when assessing the existing alternatives.

We note that there are two main approaches in the DEL segment; a line going up Genesee and a line going up Andover/Yancy. We are concerned that significant investigation has been done into the possibility of a tunnel integrating with the Genesee alternative but there is no current consideration of a tunnel starting at the hillside where Yancy approaches Avalon. It is true that a tunnel was briefly considered as a Level 1 alternative (Appendix M. page 2-9), however that is not what we are suggesting. The Level 1 alternative was correctly rejected because it suggested a station near Avalon Way, which would have limited ridership. The ST board has never considered an alternative similar to the current DEL-6; a station at Delridge with the line turning up Andover and Yancy (as in the current DEL-6), then going underground in the hillside East of Avalon. This approach seems to be the best of both worlds, as it would reduce impact in both the Delridge and Avalon neighbourhoods, with almost all the displacement coming from businesses rather than residential buildings. Further, we note that the WSJ-5 option would involve a tunnel connecting to the DEL-6 route. If a tunnel is under consideration for WSJ-5, it behooves the board to consider whether the cost of just 2000 feet more of tunnel may actually be less than the cost of displacing the residential properties on Andover and 32nd, West of Avalon.

Further, regarding DEL-6, we wish to speak strongly in favour of the board meeting with, and learning more about the work done by, Transitional Resources at 2970 SW Avalon Way. They would be displaced if DEL-6 was implemented as currently designed. They are a non-profit organisation that helps people transitioning out of mental health facilities, drug dependence, and homelessness. These are all issues in a critical state in Seattle right now, and removing such a resource would be a tragedy for the city. I know that ST has said that they will find equivalent properties for anyone displaced, but consider the effect to the already vulnerable residents at Transitional Resources for them to be uprooted. Also, I think it is likely to be impossible for ST to find an equivalent property for all the residents and the support center to be moved to; there are four buildings (including two apartment buildings with a large number of residents) on Avalon and Andover that would be displaced, plus there are several residential buildings on Yancy that would not be displaced by DEL-6, but would lose their utility if they were no longer in such close proximity to the support center on Avalon. Please take this into account when considering DEL-6; it is also a reason to favour investigating the Yancy tunnel option described above.

We wish also to address the DEL-5 alternative, which runs up a significant length of Avalon. The board must take into account the number of people affected by the line going up the middle of the road in terms of noise and other quality of life factors, even if they will not be displaced. This corridor has become a very high density area because of its proximity to the West Seattle Bridge and the C-Line bus, and more properties will very likely be built up in the near future. This is appropriate and we support the city of Seattle in zoning this area for high density. Areas like this are an important resource to dealing with the residential crisis that Seattle is facing. It is vital that the ST board take this into account when considering the alternatives; we must be encouraging development of high density buildings, and encouraging people to want to live in them. Selecting DEL-5 will discourage further development and reduce the desirability of living in one of the parts of the city where high density should most be encouraged. Further, it will reduce the quality of life for the large number of people living along that corridor. This will be a disproportionate effect compared to routing the line along a road with primarily single family homes. Avalon is a relatively narrow road with large buildings on both sides (and space to build more in the future). There would be no way to build the line without it being a major eyesore and source of noise pollution.

Thanks for the consideration, Nathan Rose and Patrick Kennelly

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>We note that there are two main approaches in the DEL segment; a line going up Genesee and a line going up Andover/Yancy. We are concerned that significant investigation has been done into the possibility of a tunnel integrating with the Genesee alternative but there is no current consideration of a tunnel starting at the hillside where Yancy approaches Avalon. It is true that a tunnel was briefly considered as a Level 1 alternative (Appendix M, page 2-9), however that is not what we are suggesting. The Level 1 alternative was correctly rejected because it suggested a station near Avalon Way, which would have limited ridership. The ST board has never considered an alternative similar to the current DEL-6; a station at Delridge with the line turning up Andover and Yancy (as in the current DEL-6), then going underground in the hillside East of Avalon. This approach seems to be the best of both worlds, as it would reduce impact in both the Delridge and Avalon neighbourhoods, with almost all the displacement coming from businesses rather than residential buildings. Further, we note that the WSJ-5 option would involve a tunnel connecting to the DEL-6 route. If a tunnel is under consideration for WSJ-5, it behooves the board to consider whether the cost of just 2000 feet more of tunnel may actually be less than the cost of displacing the residential properties on Andover and 32nd, West of Avalon.</p>	<p>Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for information on alternative refinements in the Final EIS, including a suggested tunnel in the vicinity.</p>
2	<p>regarding DEL-6, we wish to speak strongly in favour of the board meeting with, and learning more about the work done by, Transitional Resources at 2970 SW Avalon Way. They would be displaced if DEL-6 was implemented as currently designed. They are a non-profit organisation that helps people transitioning out of mental health facilities, drug dependance, and homelessness. These are all issues in a critical state in Seattle right now, and removing such a resource would be a tragedy for the city. I know that ST has said that they will find equivalent properties for anyone displaced, but consider the effect to the already vulnerable residents at Transitional Resources for them to be uprooted. Also, I think it is likely to be impossible for ST to find an equivalent property for all the residents and the support center to be moved to; there are four buildings (including two apartment buildings with a large number of residents) on Avalon and Andover that would be displaced, plus there are several residential buildings on Yancy that would not be displaced by DEL-6, but would lose their utility if they were no longer in such close proximity to the support center on Avalon.</p> <p>Please take this into account when considering DEL-6; it is also a reason to favour investigating the Yancy tunnel option described above.</p>	<p>Please see response to CC4.4d in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>We wish also to address the DEL-5 alternative, which runs up a significant length of Avalon. The board must take into account the number of people affected by the line going up the middle of the road in terms of noise and other quality of life factors, even if they will not be displaced. This corridor has become a very high density area because of its proximity to the West Seattle Bridge and the C-Line bus, and more properties will very likely be built up in the near future. This is appropriate and we support the city of Seattle in zoning this area for high density. Areas like this are an important resource to dealing with the residential crisis that Seattle is facing. It is vital that the ST board take this into account when considering the alternatives; we must be encouraging development of high density buildings, and encouraging people to want to live in them. Selecting DEL-5 will discourage further development and reduce the desirability of living in one of the parts of the city where high density should most be encouraged. Further, it will reduce the quality of life for the large number of people living along that corridor. This will be a disproportionate effect compared to routing the line along a road with primarily single family homes. Avalon is a relatively narrow road with large buildings on both sides (and space to build more in the future). There would be no way to build the line without it being a major eyesore and source of noise pollution.</p>	<p>Please see responses to CCG3, CC4.5a, and CC4.7a in Table 7-1.</p>

Comment Submittal 0757

Communication ID	Name	Email
502518	Kim Schwarzkopf	seaweedtoasted@gmail.com

Full Communication (4/27/2022)

After lots of studying -I'm strongly in favor of the NO BUILD ALTERNATIVE for the whole West Seattle Ballard Extension. I strongly believe that we need better mass transit, BUT .. this LIGHT RAIL extension WILL BE MORE NEGATIVE than positive- for the short term and long term for our environment.

I strongly oppose all of the lines and station placements - especially for the West Seattle portion of the line- especially opposed to Del-5 and Del 6 and the "medium" retained cul/tunnel.

It could take at 600,000 tons of carbon to construct and we couldn't make up for that for over 100 years and we all know that concrete "bridges" (essentially) do not last that long anyway. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.

ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this.

We have yet to see the latest ridership numbers and projections considering the change of commute patterns since the pandemic. Many of the riders in the North West Seattle/ Junction area are able to work remotely for at least half the month. Bus riders from South Delridge would not want to get off the bus, walk up/down multiple flights of stairs to wait for a train to take them to SoDo to get off the train again and wait for another to take downtown.

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3(\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020.

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4

Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. ST should coordinate space requirements for that with SDOT and the DEIS should be updated to cover these requirements.

Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction,

many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.

- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3

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years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. - Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org) Ecosystems Chapter

- 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than the current roadway allows. This will cause major disturbance to this critical wetland, bird and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies (such as gondola) which are more compatible with the environment and unique challenges in West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging. A huge guiderail construction has major risk for shifting and other issues and the soil conditions put the finished product and the people riding trains on it at high risk should an earthquake occur - especially since the Seattle fault crosses the Duwamish peninsula. The DEIS should consider lighter weight transit and less vulnerable modes such as an urban gondola.

I would support an additional 90 day DEIS comment period to continue the momentum of outreach and engagement to folks in Southwest Seattle- including White Center, Burien, Des Moines, Tukwila.

Again, I am in favor of the NO BUILD ALTERNATIVE for all of the WSBLE light rail and stations - especially in West Seattle and Ballard.

Thank you for considering.

#	Comments	Responses
1	After lots of studying -I'm strongly in favor of the NO BUILD ALTERNATIVE for the whole West Seattle Ballard Extension. I strongly believe that we need better mass transit, BUT .. this LIGHT RAIL extension WILL BE MORE NEGATIVE than positive- for the short term and long term for our environment. I strongly oppose all of the lines and station placements - especially for the West Seattle portion of the line- especially opposed to Del-5 and Del 6 and the "medium" retained cuUtunnel. It could take at 600,000 tons of carbon to construct and we couldn't make up for that for over 100 years and we all know that concrete "bridges" (essentially) do not last that long anyway. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.	Please see responses to CC2g and CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the Final EIS for more information about the updated emissions analysis. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode was identified as light rail.

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#	Comments	Responses
2	ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this.	Please see responses to CC1c and CCEJ1 in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information about impacts and benefits to low-income populations and communities of color.
3	We have yet to see the latest ridership numbers and projections considering the change of commute patterns since the pandemic. Many of the riders in the North West Seattle/ Junction area are able to work remotely for at least half the month. Bus riders from South Delridge would not want to get off the bus, walk up/down multiple flights of stairs to wait for a train to take them to SoDo to get off the train again and wait for another to take downtown. Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3(\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020.	Please see response to CC1a in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. The mode identified for this corridor was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.
4	The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4	Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information on nonmotorized facilities and proposed mitigation. Please see Section 3.11, Construction Impacts, for more information on transportation impacts during construction and proposed mitigation
5	Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. ST should coordinate space requirements for that with SOOT and the DEIS should be updated to cover these requirements.	Please see Section 4.9, Ecosystems, of the Final EIS for more information on the impacts of in-water columns. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for more information on public involvement and Tribal coordination. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

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#	Comments	Responses
6	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
7	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
8	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
9	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
10	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5, Visual and Aesthetic Resources, of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2 of the WSBLE Draft EIS and are included in Appendix N.2 of the Final EIS.
11	Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)	See Appendix N.2 of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.
12	Ecosystems Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than the current roadway allows. This will cause major disturbance to this critical wetland, bird and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies (such as gondola) which are more compatible with the environment and unique challenges in West Seattle..	Please see responses to CC4.9a, CC4.9b, and CC4.11a in Table 7-1. Please see Appendix N.4, Ecosystems Technical Report, for more information on migratory birds, including great blue heron and osprey, as well as other ecosystem impacts and proposed mitigation

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
13	Again, the DEIS should have considered transit technologies (such as gondola) which are more compatible with the environment and unique challenges in West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging. A huge guiderail construction has major risk for shifting and other issues and the soil conditions put the finished product and the people riding trains on it at high risk should an earthquake occur - especially since the Seattle fault crosses the Duwamish peninsula. The DEIS should consider lighter weight transit and less vulnerable modes such as an urban gondola.	Please see response to CC2g in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic vulnerability and how the project design has accounted for this.
14	I would support an additional 90 day DEIS comment period to continue the momentum of outreach and engagement to folks in SouthWest Seattle- including White Center, Burien, Des Moines, Tukwila.	Please see responses to CCG5 and CCEJ1 in Table 7-1. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, and Appendix G, Environmental Justice, of the Final EIS for information on the outreach and coordination activities conducted in this phase of the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0758

Communication ID	Name	Email
502519	Erin Mcghie	erinalynch12@gmail.com

Full Communication (4/27/2022)

Please do not put the light rail down Genesee street. Not only is this an important thorough fare street that would be a huge issue to remove for normal traffic, but you would also be displacing 100s of peoples homes that would no longer be able to afford to live in west seattle. Please do not use Genesee street for the light rail.

#	Comments	Responses
1	Please do not put the light rail down Genesee street. Not only is this an important thorough fare street that would be a huge issue to remove for normal traffic, but you would also be displacing 100s of peoples homes that would no longer be able to afford to live in west seattle. Please do not use Genesee street for the light rail.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0759

Communication ID	Name	Email
502527	Andy Mcghie	andy.d.mcghie@gmail.com

Full Communication (4/27/2022)

Genesee is the main thoroughfare connecting Delridge and Avalon, and disrupting that would be devastating for west Seattle. On top of losing the bridge for this long, then having to lose this street would continue to West Seattle a difficult place to live. The other alternate routes displace significantly fewer houses and have less impact on traffic. Please do not choose any of the Genesee St options.

#	Comments	Responses
1	Genesee is the main thoroughfare connecting Delridge and Avalon, and disrupting that would be devastating for west Seattle. On top of losing the bridge for this long, then having to lose this street would continue to West Seattle a difficult place to live. The other alternate routes displace significantly fewer houses and have less impact on traffic. Please do not choose any of the Genesee St options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0760

Communication ID	Name	Email
502545	Cecilia Rogers	cnem129@gmail.com

Full Communication (4/27/2022)

My comment is regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least \$1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate!! This is deeply concerning to the West Seattle community.

#	Comments	Responses
1	<p>My comment is regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least</p> <p>\$1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate!! This is deeply concerning to the West Seattle community.</p>	<p>Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Comment Submittal 0761

Communication ID	Name	Email
502546	Matthew Clark	mjc@str8.cc

Full Communication (4/27/2022)

I'm excited by the prospects of connecting West Seattle with Downtown, Soda, and Ballard. This is long-needed project.

I do not believe that speed to completion or cost of the project should hinder making the project happen. Yes, it'd be nice to have light rail in West Seattle now, but a thought-out, deliberate plan that can leverage the best usage and experience to maintain high ridership is important to me.

I'd like to see minimal impact on homes and businesses to sight the track. The fewer homes and businesses we can remove for the project, the better, but I'm fully on board with knowing we'll lose some structures - homes and businesses. We need light rail for the greater good of our community.

From my perspective, the Northernmost Route (not a preferred alignment) across the Duwamish and then tunneling to get to the Junction is the way to go. Here's why:

1. By going via the Northerly Route, the light rail alignment will avoid steep slopes and part of the Greenbelt that surrounds the North End of Pigeon Point.
2. By going to the North of the West Seattle Bridge, this rail alignment will not disturb habitat for Blue Heron and other species of birds and mammals that reside in Pigeon Point as well as critters that connect with the greater West Duwamish Greenbelt complex.
3. The area on the North End of the Duwamish Greenbelt including the area suggested for the Southerly alignment of the light rail is considered by the Duwamish Tribe sacred. It has been suggested that some of this land is former burial ground for the tribe.
4. Anything but the Northerly route of the light rail will impact residents along the North end of Pigeon Point in an adverse way. Not worth it.

For the other parts of the alignment, I think tunneling is the way to go to reduce impact to businesses and residents. Less destruction of needed housing and commercial business will happen this way. And with Sound Transit's track record with tunnelling, it should be smooth and a positive process. Tunneling also alleviates any aesthetic qualities that an elevated rail line will bring, for better, but maybe worse.

Thank you for listening. We look forward to having light rail in our neighborhood in Pigeon Ridge. Matthew Clark

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>I do not beleive that speed to completion or cost of the project should hinder making the project happen. Yes, it'd be nice to have light rail in West Seattle now, but a thought-out, deliberate plan that can leverage the best usage and experience to maintain high ridership is important to me. I'd like to see minimal impact on homes and businesses to sight the track. The fewer homes and businesses we can remove for the project, the better, but I'm fully on board with knowing we'll lose some structures - homes and businesses. We need light rail for the greater good of our community. From my perspective, the Northernmost Route (not a preferred alignment) across the Duwamish and then tunneling to get to the Junction is the way to go. Here's why: By going via the Northerly Route, the light rail alignment will avoid steep slopes and part of the Greenbelt that surrounds the North End of Pigeon Point. By going to the North of the West Seattle Bridge, this rail alignment will not disturb habitat for Blue Herron and other species of birds and mammals that reside in Pigeon Point as well as critters that connect with the greater West Duwamish Greenbelt complex. The area on the North End of the Duwamish Greenbelt including the area suggested for the Southerly alignment of the light rail is considered by the Duwamish Tribe sacred. It has been suggested that some of this land is former burial ground for the tribe. Anything but the Northerly route of the light rail will impact residents along the North end of Pigeon Point in an adverse way. Not worth it. I think tunneling is the way to go to reduce impact to businesses and residents. Less destruction of needed housing and commercial business will happen this way. And with Sound Transit's track record with tunnelling, it should be smooth and a positive process. Tunneling also alleviates any aesthetic qualities that an elevate rail line will bring, for better, but maybe worse. We look forward to having light rail in our neighborhood in Pigeon Ridge.</p>	<p>Please see response to CCG2, CCG3, and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Comment Submittal 0762

Communication ID	Name	Email
502562	Nathan Machida	nhmachida@gmail.com

Full Communication (4/27/2022)

West Seattle and Ballard Link Extensions DEIS Comment April 28, 2022

Preferred Options and Comments SODO

SODO-1b: Move stations to be accessible from Lander Overpass and optimize for directional transfers, like MacArthur BART

Add tail tracks and a switch so that the new Ballard line can be extended down to Georgetown and Sea-Tac eventually

Duwamish

DUW-1a

Delridge

DEL-2a: Lower station (60') is key, the others are absurd, at 10 stories above the ground

West Seattle

WSJ-2: if station can be moved farther north on Fauntleroy to not demolish the new apartments on Fauntleroy and Alaska

WSJ-5: Short tunnel that minimizes impacts near the Junction, but doesn't over build the Avalon Station

Consider eliminating the Avalon Station or consolidating with Alaska Junction

CID

CID-2a: Shallow under 5th Ave is the best, to preserve the space under 4th Ave for eventual high speed rail use, also transfers from the existing station, the new station, and King Street station need to be harmonized - should be designed to accommodate a unifying mezzanine between all three stations and a future high speed rail platform

Downtown

DT-1/DT-2: Modify alternatives to use 5th Ave Downtown and Mercer St alignment in Uptown; the SLU station should straddle Dexter Ave to better serve multi family housing on Dexter and alleviate the unreasonable wait times for pedestrians at the Dexter/Mercer intersection; and the Uptown station should be along Mercer to minimize impacts on the cultural institutions at Seattle Center; and must include a tail track oriented toward Westlake Ave for a future Aurora line

Downtown stations need to either be shallower than planned or have super high capacity elevator banks with pass-through elevators with two doors - one for entry and one for exit; another idea is some kind of continuous load system similar to a gondola, with a large cabin every 15 seconds, without ever having to press a button

- the interval of an escalator, but the vertical conveyance direction of an elevator Interbay

SIB-1: A station that serves the Armory site and Expedia would be ideal - also look into an at-grade station between Magnolia Bridge and Galer Overpass, might be cheaper to purchase some ROW from the freight rail company than to make that whole stretch elevated

Ballard

Ship Canal crossing needs to be fixed - either a tunnel or fixed bridge; remove the movable bridge from consideration

Interbay station should be located to optimize connections between Nickerson, Emerson, and Thorndyke bus lines; Interbay and Smith Cove stations could be potentially consolidated, if bus integration is well considered

IBB-2b: A 15th tunnel makes the most sense of the options presented, but a tunnel station at 17th Ave NW or 20th Ave NW makes more sense than the options presented, as they will be several minutes closer to the core of Ballard and better serve Swedish Hospital

Appendix O. Draft EIS Comment Summary and Response to Comments

General

Keep station depths and heights as close to ground level as possible

Getting from street to platform shall not take more than 5 minutes during peak times or else that will cause a deterrent to use - total trip duration determines ridership Design more capacity and redundancy into station elevator systems - current vertical conveyance level of service is unacceptable; vertical conveyance and platforms need to be able to handle game day style crush loads

All elevators must go from street to platform from now on - no mezzanine transfers for elevators

Use at-grade alignments with street crossing overpasses in industrial areas Incorporate new tail tracks in South Lake Union and SODO to accommodate northward and southward expansion on the highway 99 corridors (Aurora Ave toward Shoreline and Marginal Way toward Georgetown); or else the new lines and tunnel will be underutilized

Only consider consolidating these stations: Avalon with Alaska Junction and Interbay with Smith Cove

Definitely keep South Lake Union station

#	Comments	Responses
1	Preferred Options and Comments SODO SODO-1b: Move stations to be accessible from Lander Overpass and optimize for directional transfers, like MacArthur BART Add tail tracks and a switch so that the new Ballard line can be extended down to Georgetown and Sea-Tac eventually	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the West Seattle Link Extension Final EIS for additional information on refinements made to the preferred alternative for the SODO Segment. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Duwamish DUW-1a	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Delridge DEL-2a: Lower station (60') is key, the others are absurd, at 10 stories above the ground	Please see response to CCG2 in Table 7-1.
4	West Seattle WSJ-2: if station can be moved farther north on Fauntleroy to not demolish the new apartments on Fauntleroy and Alaska	Please see response to CCG2 in Table 7-1.
5	WSJ-5: Short tunnel that minimizes impacts near the Junction, but doesn't over build the Avalon Station Consider eliminating the Avalon Station or consolidating with Alaska Junction	Please see responses to CCG2 and CC2j in Table 7-1.
6	CID CID-2a: Shallow under 5th Ave is the best, to preserve the space under 4th Ave for eventual high speed rail use, also transfers from the existing station, the new station, and King Street station need to be harmonized - should be designed to accommodate a unifying mezzanine between all three stations and a future high speed rail platform	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
7	Downtown DT-1/DT-2: Modify alternatives to use 5th Ave Downtown and Mercer St alignment in Uptown; the SLU station should straddle Dexter Ave to better serve multi family housing on Dexter and alleviate the unreasonable wait times for pedestrians at the Dexter/Mercer intersection; and the Uptown station should be along Mercer to minimize impacts on the cultural institutions at Seattle Center; and must include a tail track oriented toward Westlake Ave for a future Aurora line	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Downtown stations need to either be shallower than planned or have super high capacity elevator banks with pass-through elevators with two doors - one for entry and one for exit; another idea is some kind of continuous load system similar to a gondola, with a large cabin every 15 seconds, without ever having to press a button - the interval of an escalator, but the vertical conveyance direction of an elevator	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Interbay SIB-1: A station that serves the Armory site and Expedia would be ideal - also look into an at-grade station between Magnolia Bridge and Galer Overpass, might be cheaper to purchase some ROW from the freight rail company than to make that whole stretch elevated	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Ballard Ship Canal crossing needs to be fixed - either a tunnel or fixed bridge; remove the movable bridge from consideration	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Interbay station should be located to optimize connections between Nickerson, Emerson, and Thorndyke bus lines;	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Interbay and Smith Cove stations could be potentially consolidated, if bus integration is well considered	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	IBB-2b: A 15th tunnel makes the most sense of the options presented, but a tunnel station at 17th Ave NW or 20th Ave NW makes more sense than the options presented, as they will be several minutes closer to the core of Ballard and better serve Swedish Hospital	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	General Keep station depths and heights as close to ground level as possible Getting from street to platform shall not take more than 5 minutes during peak times or else that will cause a deterrent to use - total trip duration determines ridership Design more capacity and redundancy into station elevator systems - current vertical conveyance level of service is unacceptable; vertical conveyance and platforms need to be able to handle game day style crush loads All elevators must go from street to platform from now on - no mezzanine transfers for elevators	Please see responses to CC2e and CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
15	Use at-grade alignments with street crossing overpasses in industrial areas	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for a description of the at-grade alternatives in the SODO Segment. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
16	Incorporate new tail tracks in South Lake Union and SODO to accommodate northward and southward expansion on the highway 99 corridors (Aurora Ave toward Shoreline and Marginal Way toward Georgetown); or else the new lines and tunnel will be underutilized	Please see responses to CC2d and CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
17	Only consider consolidating these stations: Avalon with Alaska Junction and Interbay with Smith Cove Definitely keep South Lake Union station	Please see response to CC2j in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0763

Communication ID	Name	Email
502572	Linda Nguyen	lindaphanny@gmail.com

Full Communication (4/27/2022)

Transitional Resources (TR) is a nonprofit community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults who are living with serious mental illness and provide them with behavioral treatment and supportive housing services, ensuring these residents remain safe, and housed.

I'm writing to support TR in their fight to not be displaced. In regards to the proposed Delridge segment of the West Seattle Link Extension plan, I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan.

Transitional Resources has provided the community-oriented model of care for over 45 years. They have worked very hard to acquire the buildings and property in close proximity because the interconnection of their services is what is unique about their service of care. Relocating and finding new property is not easy and it will disrupt the lives of individuals who struggle with the challenges of mental illness.

There is a crisis right now in mental health care and a large demand for the services that they provide. Please don't take the keys away from the residents at TR. They have called this place their "home."

#	Comments	Responses
1	<p>Transitional Resources (TR) is a nonprofit community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults who are living with serious mental illness and provide them with behavioral treatment and supportive housing services, ensuring these residents remain safe, and housed. I'm writing to support TR in their fight to not be displaced. In regards to the proposed Delridge segment of the West Seattle Link Extension plan, I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan. Transitional Resources has provided the community-oriented model of care for over 45 years. They have worked very hard to acquire the buildings and property in close proximity because the interconnection of their services is what is unique about their service of care. Relocating and finding new property is not easy and it will disrupt the lives of individuals who struggle with the challenges of mental illness.</p> <p>There is a crisis right now in mental health care and a large demand for the services that they provide. Please don't take the keys away from the residents at TR. They have called this place their "home."</p>	<p>Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Comment Submittal 0764

Communication ID	Name	Email
502579	Mark Foltz	spuddybuddy@ubertuber.org

Full Communication (4/27/2022)

A transit system without riders is not a transit system. The design of the West Seattle to Ballard extension must be designed to maximize ridership and rider utility over the long term. This means:

1. Stations must be convenient to access by biking. This means the DEIS should have a target for bike share access to stations and study ways to encourage additional riders arriving by bike. In the stations themselves, this includes bike racks, bike lockers, elevators that can accommodate a variety of bikes including e-bikes, and availability of shared bikes and scooters. In the station area, the DEIS should study the impact of area improvements including pedestrian and bike bridges and all ages and abilities connections to the existing Seattle bike network (such as it is).
2. Stations must be convenient to access by walking. This means that the DEIS should study station area improvements to sidewalks, and the addition of useful public amenities like plazas to attract people by foot. Inside the stations there must be reliable and redundant vertical conveyances which have been a disaster thus far.
3. Stations must be accessible to all people - regardless of age, ability, or disability. The DEIS should study how station design impacts not only people with mobility challenges or mobility aids, but also families with small children or strollers.
4. Stations must be designed for fast and convenient transfers. Stations that are too deep or require very long transfers between lines will discourage ridership. This is also an accessibility issue (see point #3). The DEIS needs to study the impact of station depth and transfer time on both ridership and accessibility.

Comments on specific alignment choices:

1. SODO: Prefer moving station to the north to avoid an expensive and disruptive taking of the USPS.
2. Delridge: Prefer alternative compatible with the 41st Ave tunnel (DEL-6)
3. Junction: Prefer WSJ-5 alternative (medium 41st tunnel) with a Fauntleroy station design that avoids expensive property takings.
4. Ballard: Prefer a station on the west side of 15th Ave NW to maximize pedestrian and bike accessibility from the rest of Ballard, and to encourage transit oriented redevelopment north and south along 15th Ave NW/14th Ave NW.
5. CID: Prefer shallow station options (CID-2a, CID-1a) to maximize ridership and avoid long transfers. Transfers between two urban lines cannot be 4.5 minutes in a modern transit system'
6. South Lake Union: Study a Westlake Avenue or similar alignment that places the station closer to the heart of South Lake Union.

Thank you for taking the time to consider my comments. I remain, Yours,

Mark A. Foltz

spuddybuddy@ubertuber.org 3635 Burke Ave N.

Seattle, WA, 98103

Founder, Welcoming Wallingford

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	The design of the West Seattle to Ballard extension must be designed to maximize ridership and rider utility over the long term. This means: Stations must be convenient to access by biking. This means the DEIS should have a target for bike share access to stations and study ways to encourage additional riders arriving by bike. In the stations themselves, this includes bike racks, bike lockers, elevators that can accommodate a variety of bikes including e-bikes, and availability of shared bikes and scooters. In the station area, the DEIS should study the impact of area improvements including pedestrian and bike bridges and all ages and abilities connections to the existing Seattle bike network (such as it is). Stations must be convenient to access by walking. This means that the DEIS should study station area improvements to sidewalks, and the addition of useful public amenities like plazas to attract people by foot. Inside the stations there must be reliable and redundant vertical conveyances which have been a disaster thus far. Stations must be accessible to all people - regardless of age, ability, or disability. The DEIS should study how station design impacts not only people with mobility challenges or mobility aids, but also families with small children or strollers. Stations must be designed for fast and convenient transfers. Stations that are too deep or require very long transfers between lines will discourage ridership. This is also an accessibility issue (see point #3). The DEIS needs to study the impact of station depth and transfer time on both ridership and accessibility.	Please see responses to CC3a and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.6, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information about regarding non-motorized access to stations.
2	SODO: Prefer moving station to the north to avoid an expensive and disruptive taking of the USPS.	Please see response to CCG2 in Table 7-1.
3	Prefer alternative compatible with the 41st Ave tunnel (DEL-6)	Please see response to CCG2 in Table 7-1.
4	Prefer WSJ-5 alternative (medium 41st tunnel) with a Fautleroy station design that avoids expensive property takings. Ballard: Prefer a station on the west side of 15th Ave NW to maximize pedestrian and bike accessibility from the rest of Ballard, and to encourage transit oriented redevelopment north and south along 15th Ave NW/14th Ave NW.	Please see response to CCG2 in Table 7-1.
5	Prefer a station on the west side of 15th Ave NW to maximize pedestrian and bike accessibility from the rest of Ballard, and to encourage transit oriented redevelopment north and south along 15th Ave NW/14th Ave NW.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Prefer shallow station options (CID-2a, CID-1a) to maximize ridership and avoid long transfers. Transfers between two urban lines cannot be 4.5 minutes in a modern transit system!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Study a Westlake Avenue or similar alignment that places the station closer to the heart of South Lake Union.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0765

Communication ID	Name	Email
502582	Ivan Stroh	stroh.ivan@gmail.com

Full Communication (4/27/2022)

The comments herein are specific to the Sound Transit "Preferred Alternative" for the Delridge section of the proposed light rail expansion into West Seattle.

Guideways taller than the high level West Seattle bridge are unacceptably out of scale with the areas designated to receive them in the "Preferred Alternative", as are they with the whole of West Seattle.

Placing a light rail station in the center of a neighborhood as diverse in terms of ethnicity and range of income as the neighborhood that will be obliterated by the "Preferred Alternative" is unacceptable.

The continued gentrification of West Seattle as a byproduct of any Sound Transit "Preferred Alternatives" is unacceptable.

A budget hundreds of millions of dollars more than any other alternative presented is unacceptable.

The feedback that you've received from the community of North Delridge is unmistakable in terms of the need to limit the impact on this area when introducing light rail service to it. Should the "Preferred Alternative" move forward you will not only have failed to meet your obligations but will have also introduced a permanent scar on the face of West Seattle. The community of North Delridge put its faith in Sound Transit as an "authority". If the "Preferred Alternative" is the best that we can expect perhaps Sound Transit should do nothing at all.

#	Comments	Responses
1	<p>The comments herein are specific to the Sound Transit "Preferred Alternative" for the Delridge section of the proposed light rail expansion into West Seattle. Guideways taller than the high level West Seattle bridge are unacceptably out of scale with the areas designated to receive them in the "Preferred Alternative", as are they with the whole of West Seattle. Placing a light rail station in the center of a neighborhood as diverse in terms of ethnicity and range of income as the neighborhood that will be obliterated by the "Preferred Alternative" is unacceptable. The continued gentrification of West Seattle as a byproduct of any Sound Transit "Preferred Alternatives" is unacceptable. A budget hundreds of millions of dollars more than any other alternative presented is unacceptable.</p> <p>The feedback that you've received from the community of North Delridge is unmistakable in terms of the need to limit the impact on this area when introducing light rail service to it. Should the "Preferred Alternative" move forward you will not only have failed to meet your obligations but will have also introduced a permanent scar on the face of West Seattle. The community of North Delridge put its faith in Sound Transit as an "authority". If the "Preferred Alternative" is the best that we can expect perhaps Sound Transit should do nothing at all.</p>	<p>Please see responses to CCG2, CC2e, CC2f, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. See Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.</p>

Comment Submittal 0766

Communication ID	Name	Email
502589	Hanna Hwang	pakova@gmail.com

Full Communication (4/27/2022)

I am a homeowner living right in between Pigeon Point and Delridge Way. I am a public transit enthusiast and am thrilled for the upcoming expansions by Sound Transit in a region that needs more accessible, effective, and affordable transportation options. I have joined in on a handful of Sound Transit's community calls and have appreciated Sound Transit's willingness to engage with communities in making life-changing decisions for the residents of my neighborhood.

Coincidentally, prior to purchasing my home, I lived right across the street from the Capitol Hill Station and witnessed the process and the successful, celebrated outcome of a vibrant transit hub. When designed thoughtfully, public transit has the power to catalyze an area.

After learning about the alternatives and weighing the consequences of the impacts, I've come to strongly recommend the DUW-2, DEL-6, and WSJ-5 alternatives in the West Seattle Expansion based on the EIS's assessments of long-term impacts. While DUW-2 does cost more than its competing Duwamish Segment alternatives, its long-term impacts are significantly lower and less to current (and future) residents and employees, the ecosystem and parks, permanent in-water impacts, and noise/visibility levels in a residential area (6.2.2.1.2 Duwamish Segment; Table 6-9). Similarly, in the Delridge Segment's DEL-6 has the least number of long-term impacts to residential displacements, historic properties, and park and recreational resources, while also having the least operational visual and noise/vibration impacts due to its proximity to Nucor (6.2.2.1.3 Delridge Segment). The DEL-6 alternative falls on the lowest end of the estimated cost range in comparison to the preferred DEL-1a alternative, while additionally having the least long-term impact when compared to the other preferred DEL-2a alternative (Table 6-9). Finally, the connecting WSJ-5 alternative the West Seattle Junction Segment is on the lower cost range and would displace less residents and businesses (6.2.2.1.4 West Seattle Junction Segment; Table 6-9). This alternative would have some of the lowest amount of operational impacts and nearly no impact on historic properties and parks.

Transit expansion comes at a cost, and the cost is more than a dollar amount. Once the construction is done and the trains start running, the residents will have to live with the consequences - the good and the bad - of the expansion. My hope is that the Board carefully considers the long-term consequences of these expansion decisions, impacts that will affect its riders' lives, homes, and communities.

Sincerely, Hanna Hwang

#	Comments	Responses
1	am thrilled for the upcoming expansions by Sound Transit in a region that needs more accessible, effective, and affordable transportation options.	Thank you for expressing support for light rail expansion.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>I've come to strongly recommend the DUW-2, DEL-6, and WSJ-5 alternatives in the West Seattle Expansion based on the EIS's assessments of long-term impacts. While DUW-2 does cost more than its competing Duwamish Segment alternatives, its long-term impacts are significantly lower and less to current (and future) residents and employees, the ecosystem and parks, permanent in- water impacts, and noise/visibility levels in a residential area (6.2.2.1.2 Duwamish Segment; Table 6-9). Similarly, in the Delridge Segment's DEL-6 has the least number of long-term impacts to residential displacements, historic properties, and park and recreational resources, while also having the least operational visual and noise/vibration impacts due to its proximity to Nucor (6.2.2.1.3 Delridge Segment). The DEL-6 alternative falls on the lowest end of the estimated cost range in comparison to the preferred DEL-1a alternative, while additionally having the least long- term impact when compared to the other preferred DEL-2a alternative (Table 6-9). Finally, the connecting WSJ-5 alternative the West Seattle Junction Segment is on the lower cost range and would displace less residents and businesses (6.2.2.1.4 West Seattle Junction Segment; Table 6- 9). This alternative would have some of the lowest amount of operational impacts and nearly no impact on historic properties and parks. Transit expansion comes at a cost, and the cost is more than a dollar amount. Once the construction is done and the trains start running, the residents will have to live with the consequences - the good and the bad - of the expansion. My hope is that the Board carefully considers the long-term consequences of these expansion decisions, impacts that will affect its riders' lives, homes, and communities.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0767

Communication ID	Name	Email
502596	Keith Ramsdell	ramsdell.keith@gmail.com

Full Communication (4/27/2022)

RE: West Seattle alternatives.

I think it is pretty close to unacceptable to have an above ground option that displaces so many people's homes and creates so much visual issues (over the Junction and above Avalon). I know the problem is incredibly complicated and expensive but I don't think there is any real option than underground.

Thank you for the hard work. I know it's not easy.

#	Comments	Responses
1	I think it is pretty close to unacceptable to have an above ground option that displaces so many people's homes and creates so much visual issues (over the Junction and above Avalon). I know the problem is incredibly complicated and expensive but I don't think there is any real option than underground.	Please see response to CCG2, CC4.1b, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0768

Communication ID	Name	Email
502599	Brian Kenny	briankenny01@gmail.com

Full Communication (4/27/2022)

I am West Seattle resident, father, architect; spent six years with an urban planning & urban design firm.

My comments are limited to the Alaska Junction station and station area. Bottom line: I am strongly, strongly against any and all elevated Alaska Junction station options. I believe the further investment in an underground alternative is the only appropriate decision when viewed through a century-long time lens.

ES.3.1.1.4. ES-19

The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would be disastrous outcomes for the Junction and are short-sighted from the perspective of future generations. I will not try to comprehend all the factors, obviously budget among them, that lead these two options to be "preferred".

Even in the Junction of 30-40 years from now, based on the elevated ST stations built to-date, these elevated stations will be of a grossly overbuilt and unfriendly scale that despite my urbanist inclinations and professional background, believe will be detrimental to the experience, character, atmosphere and quality of their surrounding contexts. These impacts are measurable. But to keep it simple: people in such close urban conditions - such as the Alaska Junction already is - feel these multiple negative effects innately. That diminished quality of experience is a drag on the overall desirability of that area and therefore is a drag on its development and continual improvement over generations. This negative impact is not redeemed by the function that those stations serve. I believe that function - to move people in bulk through a densifying city - belongs underground! The many great cities of the world with systems consisting of primarily underground stations and alignments are all the evidence we need. It is possible to design an elevated station well, as an architectural object. But it is not possible to eliminate its impact on light, view, presence of its touchpoints (columns, etc), noise, and operation of the trains.

Also: the fact that the two elevated Fauntleroy station options would obliterate mixed-use housing developments anywhere from only ten years old ("LA Fitness" via WSJ-1) up to a BRAND-NEW 2022 apartment building (via WSJ-2) where the paint has barely dried is the height of insanity!

This, from any measure of wastefulness and particularly from an embodied carbon perspective. How many saved car trips will need to be taken on ST over a likely a human lifetime to offset the construction, then subsequent DE-struction, of hundreds of units of housing that were built for a 50-75 year lifecycle? When you remove new, market-rate housing from the housing pool, it puts even more pressure than we already have on the existing, older housing stock, none of which is affordable anyway.

ES.3.1.1.4. ES-20

The WSJ-3b Alternative, with a station that redevelops the aging, anti-pedestrian and urbanistically offensive Jefferson Square (Safeway et al) complex is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a triple, quadruple win, particularly for an aging, less mobile population who can exit this station just steps from the shops and services they need.

The potential from WSJ-3b for an outcome similar to the Capitol Hill station and subsequent developments would be a tremendous win for generations to come. They will take it for granted because it will "just work". This would be in contrast to the elevated options and the cursing of their forebears who, perhaps feeling that they had no choice, had to cut corners and built a sub-standard (elevated) imposition on the neighborhood.

WSJ-4 is a lower-impact use of the currently useless BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. If the Avalon station was eliminated, this may be a more equitable access option.

Finally, please coordinate with the Alki Lumber property development projects! And any other planned, large developments. WSJ-1 & WSJ-2 are bad enough in wiping out new housing. Please do not allow the market to permit and build even more massive housing projects, only for them to be halted or worse, demolished the day after they're finished!

Thank you.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>I am strongly, strongly against any and all elevated Alaska Junction station options. I believe the further investment in an underground alternative is the only appropriate decision when viewed through a century-long time lens. ES.3.1.1.4. ES-19 The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would be disastrous outcomes for the Junction and are short-sighted from the perspective of future generations. I will not try to comprehend all the factors, obviously budget among them, that lead these two options to be "preferred". Even in the Junction of 30-40 years from now, based on the elevated ST stations built to-date, these elevated stations will be of a grossly overbuilt and unfriendly scale that despite my urbanist inclinations and professional background, believe will be detrimental to the experience, character, atmosphere and quality of their surrounding contexts. These impacts are measurable. But to keep it simple: people in such close urban conditions - such as the Alaska Junction already is - feel these multiple negative effects innately.</p> <p>That diminished quality of experience is a drag on the overall desirability of that area and therefore is a drag on its development and continual improvement over generations. This negative impact is not redeemed by the function that those stations serve. I believe that function - to move people in bulk through a densifying city - belongs underground! The many great cities of the world with systems consisting of primarily underground stations and alignments are all the evidence we need. It is possible to design an elevated station well, as an architectural object. But it is not possible to eliminate its impact on light, view, presence of its touchpoints (columns, etc), noise, and operation of the trains. Also: the fact that the two elevated Fauntleroy station options would obliterate mixed- use housing developments anywhere from only ten years old ("LA Fitness" via WSJ-1) up to a BRAND-NEW 2022 apartment building (vai WSJ-2) where the paint has barely dried is the height of insanity! This, from any measure of wastefulness and particularly from an embodied carbon perspective. How many saved car trips will need to be taken on ST over a likely a human lifetime to offset the construction, then subsequent DE-struction, of hundreds of units of housing that were built for a 50-75 year lifecycle? When you remove new, market-rate housing from the housing pool, it puts even more pressure than we already have on the existing, older housing stock, none of which is affordable anyway.</p>	<p>Please see responses to CCG2, CC2e, CC2f, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>
2	<p>The WSJ-3b Alternative, with a station that redevelops the aging, anti-pedestrian and urbanistically offensive Jefferson Square (Safeway et al) complex is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a triple, quadruple win, particularly for an aging, less mobile population who can exit this station just steps from the shops and services they need. The potential from WSJ-3b for an outcome similar to the Capitol Hill station and subsequent developments would be a tremendous win for generations to come. They will take it for granted because it will "just work". This would be in contrast to the elevated options and the cursing of their forebears who, perhaps feeling that they had no choice, had to cut corners and built a sub-standard (elevated) imposition on the neighborhood.</p>	<p>Please see response to CCG2 in Table 7-1.</p>
3	<p>WSJ-4 is a lower-impact use of the currently useless BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. If the Avalon station was eliminated, this may be a more equitable access option.</p>	<p>Please see responses to CCG2 and CC2j in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	please coordinate with the Alki Lumber property development projects! And any other planned, large developments. WSJ-1 & WSJ-2 are bad enough in wiping out new housing. Please do not allow the market to permit and build even more massive housing projects, only for them to be halted or worse, demolished the day after they're finished!	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. In addition, Sound Transit notified potentially affected property owners prior to the WSLBE Draft EIS publication in the fall of 2021. Sound Transit also notified potentially affected property owners prior to the publication of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0769

Communication ID	Name	Email
502600	Hai Tran	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Lightrail extension is best for the city, decrease traffice in the future. Any options if fine with me.

#	Comments	Responses
1	Lightrail extension is best for the city, decrease traffice in the future. Any options if fine with me.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0770

Communication ID	Name	Email
502601	Thanh Tran	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Low traffice during construction is the must

#	Comments	Responses
1	Low traffice during construction is the must	Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction period traffic impacts and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0771

Communication ID	Name	Email
502603	Tu Vu	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Any options is great, wonderful to have light rail system in the city, I will try when it done.

#	Comments	Responses
1	Any options is great, wonderful to have light rail system in the city, I will try when it done.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0772

Communication ID	Name	Email
502605	Suu Bui	ttdang74wa@gmail.com

Full Communication (4/27/2022)

I cannot wait to see the new extension open to serve many people in our community. Safety, quick transfer from City to City, low cost, easy to get to and from, on and off.

#	Comments	Responses
1	I cannot wait to see the new extension open to serve many people in our community. Safety, quick transfer from City to City, low cost, easy to get to and from, on and off.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0773

Communication ID	Name	Email
502606	Phu An	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Less pollution, less noise, low traffic

#	Comments	Responses
1	Less pollution, less noise, low traffic	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the Final EIS for more information on air pollution. See Chapter 3, Transportation Environment and Consequences, for more information on changes in traffic during operations and construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0774

Communication ID	Name	Email
502611	Nhu Pham	ttdang74wa@gmail.com

Full Communication (4/27/2022)

I will be on when it open. Safety, low cost, fast speed, and easy to get on and off for disability person is the best.

#	Comments	Responses
1	I will be on when ii open. Safety, low cost, fast speed, and easy to get on and off for disability person is the best.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0775

Communication ID	Name	Email
502613	Chi Tran	ttdang74wa@gmail.com

Full Communication (4/27/2022)

I live in West Seattle, so happy to know that lightrail will open here, Any options is ok with me.

#	Comments	Responses
1	I live in West Seattle, so happy to know that lightrail will open here, Any options is ok with me.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0776

Communication ID	Name	Email
502617	Chi Dong	Ttdang74wa@gmail.com

Full Communication (4/27/2022)

Information share is greatly appreciated. I can't wait to see it completed. Safety, low cost, keep historical zone

#	Comments	Responses
1	Information share is greatly appreciated. I can't wait to see it completed. Safety, low cost, keep historical zone	Thank you for expressing support for the project. Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. See Section 4.16, Historic and Archaeological Resources, of the Final EIS for more information on impacts to historic resources. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0777

Communication ID	Name	Email
502619	Mai Truong	Ttdang74wa@gmail.com

Full Communication (4/27/2022)

I like the idea of extension. Please keep it with low cost, reduce fare, no additional tax in the future.

#	Comments	Responses
1	I like the idea of extension. Please keep it with low cost, reduce fare, no additional tax in the future.	Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 2.9, Project Funding and Cost Comparison, of the Final EIS for more information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0778

Communication ID	Name	Email
503387	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/26/2022)

3.20.3 Mitigation for Indirect Impacts

No mitigation for indirect impacts is anticipated.

Comment: Indirect impacts to the community need to be listed and analyzed for impacts to residents and businesses. If there aren't any, ask community to contribute to the list.

#	Comments	Responses
1	Indirect impacts to the community need to be listed and analyzed for impacts to residents and businesses. If there aren't any, ask community to contribute to the list.	Indirect effects are analyzed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the WSBLE Draft EIS and updated as appropriate in the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, and Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on indirect impacts to the community and businesses. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0779

Communication ID	Name	Email
503502	Paul Tanke	paultanke@gmail.com

Full Communication (4/27/2022)

Please note my comments to the DEIS:

Chapter 4.2.1.3 states that more than a thousand people may be displaced from their residences and commercial enterprises, stores and other services will be demolished and possibly relocated outside of West Seattle. The disruption to neighborhoods and of the greater West Seattle community will be significant, destroying the character unique to this area.

Chapter 4.2.1.7 and 4.2.1.8 greatly understates the housing situation in West Seattle. While Redfin practically shows very little home inventory in West Seattle, the DEIS states: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity."

It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify based on their income or credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base if clients have to travel longer distances to get services.

Chapter 4.2.10 states that the energy related impacts during construction would be short term and not have an adverse effect. Current standards for what are considered sustainable building projects calculate the carbon footprint of both short and long term impacts including the removal and replacement of residences and businesses. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied, but energy consumption during construction has not been taken into account.

Clearly these concerns and many others addressing the true impact of the proposed project have not been adequately addressed and understood by those residing and working in West Seattle.

Paul Tankel RA, LEED AP

Architect/ Campus Planner

2449 55th Ave SW

Seattle, WA98116

#	Comments	Responses
1	<p>Chapter 4.2.1.3 states that more than a thousand people may be displaced from their residences and commercial enterprises, stores and other services will be demolished and possibly relocated outside of West Seattle. The disruption to neighborhoods and of the greater West Seattle community will be significant, destroying the character unique to this area. Chapter 4.2.1.7 and</p> <p>4.2.1.8 greatly understates the housing situation in West Seattle. While Redlin practically shows very little home inventory in West Seattle, the DEIS states: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify based on their income or credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base if clients have to travel longer distances to get services.</p>	<p>Please see responses to CC4.1b, CC4.1c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	Chapter 4.2.10 states that the energy related impacts during construction would be short term and not have an adverse effect. Current standards for what are considered sustainable building projects calculate the carbon footprint of both short and long term impacts including the removal and replacement of residences and businesses. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied, but energy consumption during construction has not been taken into account.	Please see the response to CC4.6a in Table 7-1. Please see Section 4.10, Energy Impacts, of the Final EIS for more information regarding anticipated energy impacts associated with the project during operation and construction.

Comment Submittal 0780

Communication ID	Name	Email
503503	Virginia Johnson	ginji.johnson@gmail.com

Full Communication (4/26/2022)

I am a 77 year old West Seattle resident who has long appreciated the community feel of West Seattle. We are a very densely populated area and our business area provides almost every commodity or service one could wish within walking distance. This is a great benefit to those who live here. The scale of the impact that the proposed light rail links would have in our community is enormous. I have listed some of the impacts as they relate to the DEIS chapters below:

Chapter 2:

There are many changing situations that should require a discussion of mode selection but that discussion is not included in this section, Cost is one factor that requires serious consideration of other alternatives. Since the pandemic, there is much less commuter traffic and it may be moving toward the Eastside rather than downtown and Soda. Rather than being stuck in a plan that is unable to respond to change, I would prefer an option with less costs and a smaller footprint such as a gondola system which could not only meet our transportation requirements but would be perceived as an attraction and amenity in the area.

Chapter 4:

It would displace a large number of businesses and residences at a time when mortgage rate increases as well as lack of supply would make it almost impossible for relocation in this area. The DEIS does not state this accurately.

We are already a community under duress. Two years of detours around the West Seattle bridge closure has had a huge impact on stress. The construction proposed for the West Seattle link would lead to extensive additional closures and details just when we are trying to return to normal. Again, I beg you to do a serious study of the gondola as a West Seattle feeder link. It would displace fewer people and businesses, cost less, and require fewer traffic disturbances than the proposed links.

Thank you for your consideration. Sincerely,

Virginia Johnson

4545 42nd Ave, SW #306

Seattle, WA98116

(206) 938-4643

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>This is a great benefit to those who live here. The scale of the impact that the proposed light rail links would have in our community is enormous. I have listed some of the impacts as they relate to the DEIS chapters below: Chapter 2: There are many changing situations that should require a discussion of mode selection but that discussion is not included in this section, Cost is one factor that requires serious consideration of other alternatives. Since the pandemic, there is much less commuter traffic and it may be moving toward the Eastside rather than downtown and Sodo. Rather than being stuck in a plan that is unable to respond to change, I would prefer an option with less costs and a smaller footprint such as a gondola system which could not only meet our transportation requirements but would be perceived as an attraction and amenity in the area.</p> <p>Chapter 4: It would displace a large number of businesses and residences at a time when mortgage rate increases as well as lack of supply would make it almost impossible for relocation in this area. The DEIS does not state this accurately. We are already a community under duress. Two years of detours around the West Seattle bridge closure has had a huge impact on stress. The construction proposed for the West Seattle link would lead to extensive additional closures and details just when we are trying to return to normal. Again, I beg you to do a serious study of the gondola as a West Seattle feeder link. It would displace fewer people and businesses, cost less, and require fewer traffic disturbances than the proposed links.</p>	<p>Please see responses to CC1a, CC2g, CC4.1b, CC4.1c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 5, Cumulative Impacts, of the Final EIS for discussion of potential cumulative impacts in combination with the West Seattle Bridge closure that occurred from March 2020 to September 2022.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0781

Communication ID	Name	Email
503603	Terrence Whaley	s.whaley@comcast.net

Full Communication (4/26/2022)

I strongly oppose tunnel alterations that take away acreage from the West Seattle Golf Course. The Andover/ Yancy/ Avalon routes are cheaper and do not damage a lovely park and green area.

Sincerely, Terrence Whaley

#	Comments	Responses
1	I strongly oppose tunnel alterations that take away acreage from the West Seattle Golf Course. The Andover/ Yancy/ Avalon routes are cheaper and do not damage a lovely park and green area.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0782

Communication ID	Name	Email
503609	Nancy Nelson	nancynelson2012@gmail.com

Full Communication (4/26/2022)

4.2.6.4.2 Greenhouse gas emissions exceed recommended levels and CO2 emissions in concrete builds are not provided. The environmental impact statement is incomplete.

2.1.2.1.4 Alternative route north of the West Seattle Bridge over the industrial area makes better sense than endangering Native peoples tribal lands and resources.

4.2.9 Ecosystems

4.2.11 Geology and Soils

Destruction of shoreline habitat in an earthquake hazard zone is unthinkable shortsighted.

Finally, a comment: West Seattle is a fragile piece of Seattle's history. The impact of Sound Transit Light Rail is evidenced in Appendix L.4.1 where businesses and residences and lives are listed as expendable in order to serve up another way to get from here to there. Fix the bridge. Fix our roads and sidewalks. Fix our buses.

#	Comments	Responses
1	4.2.6.4.2 Greenhouse gas emissions exceed recommended levels and CO2 emissions in concrete builds are not provided. The environmental impact statement is incomplete.	Please see response to CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the Final EIS for more information on greenhouse gas emissions.
2	2.1.2.1.4 Alternative route north of the West Seattle Bridge over the industrial area makes better sense than endangering Native peoples tribal lands and resources.	Please see response to CCG2 in Table 7-1.
3	4.2.9 Ecosystems 4.2.11 Geology and Soils Destruction of shoreline habitat in an earthquake hazard zone is unthinkable shortsighted.	Please see Section 4.9, Ecosystems, of the Final EIS, for information on ecosystem impacts and proposed mitigation, and Section 4.11, Geology and Soils, for information on seismic hazards and how the project design has accounted for these conditions.
4	Finally, a comment: West Seattle is a fragile piece of Seattle's history. The impact of Sound Transit Light Rail is evidenced in Appendix L.4.1 where businesses and residences and lives are listed as expendable in order to serve up another way to get from here to there	Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. See response to CC4.1b in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0783

Communication ID	Name	Email
503614	Brittney Carter	sheffiec20@gmail.com

Full Communication (4/27/2022)

Hello,

I am a West Seattle resident and would like the gondola alternative to be studied and considered In place of the west Seattle light rail extension.

Chapter 4.2.4.4 in the DEIS does not address the impact the WS Bridge has had on West Seattle over the last 2+ years. With the continued construction for the light rail we are looking at years of additional construction and road closures, not to mention the destruction of many houses and businesses in the area. West Seattle has already had a very difficult 2+ Years, enduring commutes that route all traffic through our neighborhoods and almost doubles our commute time in comparison to the bridge. We are paying Seattle housing prices yet we are so disconnected from the city we avoid going altogether when possible. If the gondola alternative provides an opportunity to connect us to downtown Seattle sooner while avoiding: destruction of homes, destruction of businesses, extended road closures, as well as a reduced cost compared to the light rail (a budget that is already triple the original estimate) then the gondola option is something that needs to be studied and seriously considered.

Brittney Carter

#	Comments	Responses
1	I am a West Seattle resident and would like the gondola alternative to be studied and considered In place of the west Seattle light rail extension. Chapter 4.2.4.4 in the DEIS does not address the impact the WS Bridge has had on West Seattle over the last 2+ years. With the continued construction for the light rail we are looking at years of additional construction and road closures, not to mention the destruction of many houses and businesses in the area. West Seattle has already had a very difficult 2+ Years, enduring commutes that route all traffic through our neighborhoods and almost doubles our commute time in comparison to the bridge. We are paying Seattle housing prices yet we are so disconnected from the city we avoid going altogether when possible. If the gondola alternative provides an opportunity to connect us to downtown Seattle sooner while avoiding: destruction of homes, destruction of businesses, extended road closures, as well as a reduced cost compared to the light rail (a budget that is already triple the original estimate) then the gondola option is something that needs to be studied and seriously considered.	Please see responses to CC2g and CC5b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0784

Communication ID	Name	Email
503695	Deborah Barker	djb124@icloud.com

Full Communication (4/27/2022)

Sound Transit Board of Directors and Sound Transit Staff:

I write to you as a West Seattle resident, a member of the Sound Transit Stakeholder Advisory Group (SAG) from 2018-2019, and a current member of the Sound Transit Community Advisory Group (CAG). In the summer of 2017, as member of the Board of the West Seattle Transportation Coalition (WSTC), I helped plan the first community outreach of the WSBLE in a WSTC Light Rail workshop. This was the first opportunity for the West Seattle community to see what the DEIS issued on January 29, 2022 addresses.

Needless to say, I've been closely following the ST3 WSBLE process for the last 6 years through the SAG and the CAG and through other comment opportunities provided along the way. I've enjoyed connecting with SAG/CAG members throughout the City, associating with dedicated ST staff, and introducing the WSBLE concepts to my community. That includes revealing (literally) to the Avalon/32nd Avenue SW community that a Yancy/Avalon alignment added by the ST Board in October 2019 could end up running through their residential neighborhood. (Introduced Sound Transit staff to the Avalon/32nd Avenue SW community in the spring of 2020).

Thank you for the opportunity to comment on the WSBLE DEIS. I urge the Sound Transit Board to:

- Select a long tunnel alignment into the West Seattle Junction as it is the best option for the existing and future West Seattle. Any elevated alignment within the West Seattle Junction Urban Village is contrary to Community and Comprehensive Plans for this large area. Further, any elevated alignment within West Seattle's Urban Village stands in stark contrast to Ballard's Urban Village tunnel alternative(s). In brief - if Sound Transit tunnels into Ballard's Market Street, Sound Transit must tunnel into the West Seattle Junction - period. WSJ-1 complies with stated purposes and is the ideal solution to station integration within a developed active Urban Village as it allows for premier system access of bicycle and pedestrian connections and multimodal linkages while not endangering economic conditions within the crucial West Seattle Junction.
- Reinstate the Purple line for consideration. Among the many alignments initially floated by ST, the Purple line did something Sound Transit has rarely experienced - it had massive community support because of the following:
 - The Purple line avoided fragile wildlife habitat areas and steep slope critical areas,
 - The Purple line sidestepped the West Seattle Bridge corridor, the Spokane Bridge corridor and Port of Seattle high voltage corridor by crossing the Duwamish River in a less constrained area.
 - The Purple line represented true Environmental Justice as it prevented the destruction of dense affordable residential neighborhoods that are occupied by first-time homeowners and People of Color. (It is assumed that these same residents will be subject to Sound Transit's relocation policies, yet it is doubtful that they will be able to afford to return to their community).

Although the Purple line was perceived as too costly an alternative when the Sound Transit Board removed it from consideration in 2019, the Sound Transit Board must revisit this alignment and evaluate its costs against the current costs of excessive over-engineering, infrastructure disruption, business and residential real estate takings and Environmental Justice offenses.

- Focus on sustainable opportunities for Transit Oriented Development (TOD). Proposed Del5 and Del6 alignments allow for TOD opportunities that feature immediate adjacency to a working steel mill. This robust business has a 24/7 schedule which includes semi-truck deliveries, train car decoupling, heat blasts, steaming geysers, and steel loading. If one wanted to create TOD opportunities that are doomed to failure because no one wants to develop them, this has to be the place.

Fortunately, there is Oe/2a which proposes a centrally located station area, features tracts that are large enough to establish sustainable and equitable TOD projects which could include well-situated commercial uses (i.e.: grocery and restaurants) that are surrounded by dense mixed-income housing. Further, such TOD would certainly comply with goals identified in the Sound Transit's Adopting an Equitable Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019), as referenced in the Purpose and Need of the WSBLE Project. Ideally, Del2a should continue with a low SW Genesee Street guideway and east of Avalon Way SW, enter a tunnel portal to the Junction Station.

Appendix O. Draft EIS Comment Summary and Response to Comments

- Eliminate the Avalon Station and utilize the funds within the Delridge and West Seattle Junction planning areas for optimal TOD opportunities and multimodal integration.

Thank you again for the opportunity to comment on WSBLE DEIS. I charge the Sound Transit Board with honoring your commitment to Sound Transit's strategic priorities which are built upon a commitment to equity and fairness, environmental stewardship, partnerships and the communities you serve - while ensuring parity is maintained for West Seattle and Ballard. Sincerely,

Deb Barker

West Seattle Resident

#	Comments	Responses
1	Select a long tunnel alignment into the West Seattle Junction as it is the best option for the existing and future West Seattle. Any elevated alignment within the West Seattle Junction Urban Village is contrary to Community and Comprehensive Plans for this large area. Further, any elevated alignment within West Seattle's Urban Village stands in stark contrast to Ballard's Urban Village tunnel alternative(s). In brief - if Sound Transit tunnels into Ballard's Market Street, Sound Transit must tunnel into the West Seattle Junction - period. WSJ-1 complies with stated purposes and is the ideal solution to station integration within a developed active Urban Village as it allows for premier system access of bicycle and pedestrian connections and multimodal linkages while not endangering economic conditions within the crucial West Seattle Junction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Reinstate the Purple line for consideration. Among the many alignments initially floated by ST, the Purple line did something Sound Transit has rarely experienced - it had massive community support because of the following: • The Purple line avoided fragile wildlife habitat areas and steep slope critical areas, • The Purple line sidestepped the West Seattle Bridge corridor, the Spokane Bridge corridor and Port of Seattle high voltage corridor by crossing the Duwamish River in a less constrained area. • The Purple line represented true Environmental Justice as it prevented the destruction of dense affordable residential neighborhoods that are occupied by first-time homeowners and People of Color. (It is assumed that these same residents will be subject to Sound Transit's relocation policies, yet it is doubtful that they will be able to afford to return to their community). Although the Purple line was perceived as too costly an alternative when the Sound Transit Board removed it from consideration in 2019, the Sound Transit Board must revisit this alignment and evaluate its costs against the current costs of excessive over-engineering, infrastructure disruption, business and residential real estate takings and Environmental Justice offenses.	Please see responses to CC2h and CC4.1c in Table 7-1.
3	Focus on sustainable opportunities for Transit Oriented Development (TOD). Proposed Del5 and Del6 alignments allow for TOD opportunities that feature immediate adjacency to a working steel mill. This robust business has a 24/7 schedule which includes semi-truck deliveries, train car decoupling, heat blasts, steaming geysers, and steel loading. If one wanted to create TOD opportunities that are doomed to failure because no one wants to develop them, this has to be the place.	Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Fortunately, there is Del2a which proposes a centrally located station area, features tracts that are large enough to establish sustainable and equitable TOD projects which could include well-situated commercial uses (i.e.: grocery and restaurants) that are surrounded by dense mixed-income housing. Further, such TOD would certainly comply with goals identified in the Sound Transit's Adopting an Equitable Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019), as referenced in the Purpose and Need of the WSBLE Project. Ideally, Del2a should continue with a low SW Genesee Street guideway and east of Avalon Way SW, enter a tunnel portal to the Junction Station.	Please see response to CCG2 in Table 7-1. Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.
5	Eliminate the Avalon Station and utilize the funds within the Delridge and West Seattle Junction planning areas for optimal TOD opportunities and multimodal integration.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0785

Communication ID	Name	Email
503697	John Wright	johnwright737@gmail.com

Full Communication (4/27/2022)

?To whom it may concern,

?Of the preferred alternatives, I believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

I further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for your consideration. John Wright

John L Wright I (425) 466-3554 ijohnwright737@gmail.com

#	Comments	Responses
1	?To whom it may concern, ?Of the preferred alternatives, I believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see response to CCG1 in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information about roadway closures, potential impacts, and proposed mitigation. Also see Section 5.4.1, Transportation, in Chapter 5, Cumulative Impacts, of the Final EIS for discussion of cumulative impacts to transportation during construction.

Comment Submittal 0786

Communication ID	Name	Email
503701	Lisa Guthrie	lbsguthrie@gmail.com

Full Communication (4/27/2022)

To whom it may concern:

We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years.

We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for considering these comments.

Lisa Sweeney Guthrie

#	Comments	Responses
1	we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.	Please see response to CCG2, CC4.4a, CC4.5a, and 4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction	Please see response to CCG2 in Table 7.1.
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them	Please see response to CCG1, CC3c, and CC5a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0787

Communication ID	Name	Email
503826	Jack Whisner	jackewhisner@gmail.com

Full Communication (4/27/2022)

errata:

meant east-west in Ballard sentence. thanks

On Wed, Apr 27, 2022 at 11:18 AM Jack Whisner <jackewhisner@gmail.com> wrote: Sound Transit,

Please consider the following comments. This is my third note. I may color outside the lines in this one.

Overall, please strive to consider the overall network travel times, even though the ridership model may not be sensitive enough to forecast different ridership. We should know that minutes matter. In the EIS options, it seemed too little weight was given to the following: the access time of Link passengers as they transfer to and from buses and between the two lines; the deviation times of bus routes that may travel past Link stations onto other markets. These factors could lead the final design to perhaps spend more in up front capital but attract more ridership over the decades. My earlier note included the concept of stations providing a grade separated crossing of busy arterials (e.g., 35th Avenue SW, Delridge Way SW, Elliott Avenue West, West Dravus Street, and NW Market Street. Please make good network choices.

For the access time rationale above and for construction costs, shallow alignments may be better than deep ones. So, even though it does concern the neighborhood activists, please consider a shallow ID station under 5th Avenue South. I expect ST, Seattle, and Metro could mitigate its construction impacts. The long term benefits of improved access and transfers would be well worthwhile. The 4th Avenue South alignment would not attract many riders from the BNSFRR right of way and the viaduct is old and flawed.

In Ballard, please reopen study of a more western alignment that serves the heart of the business district and considers a tunnel. The stations should serve pedestrian centers. ST made a great choice in Roosevelt. I read of a concept that includes a east-west tail track for a station in downtown Ballard.

If the very costly second Link tunnel in downtown Seattle is not done well, should it be done at all? ST3 was approved by the voters; the voters want better transit. (Sound Move was changed significantly in response to fiscal constraints). As ST works to perfect its ST3 project, could Link headway and waits in the DSTT be much shorter? Suppose both the East and South lines are limited to six (or five) minute headway. During the pre-WSBLE period, could a third line be run from the South Forest Street base? SOOT and Metro could provide transit priority and very short headway service in the West Seattle market that now has the South Lander Street overcrossing.

Thank you for considering these comments.

Jack Whisner

8325 11th Avenue NW, 98117

PCO 36-2168

#	Comments	Responses
1	Overall, please strive to consider the overall network travel times, even though the ridership model may not be sensitive enough to forecast different ridership. We should know that minutes matter. In the EIS options, it seemed too little weight was given to the following: the access time of Link passengers as they transfer to and from buses and between the two lines; the deviation times of bus routes that may travel past Link stations onto other markets. These factors could lead the final design to perhaps spend more in up front capital but attract more ridership over the decades.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. The ridership model considers overall network travel times and station access times are an input in the model. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	My earlier note included the concept of stations providing a grade separated crossing of busy arterials (e.g., 35th Avenue SW, Delridge Way SW, Elliott Avenue West, West Dravus Street, and NW Market Street. Please make good network choices.	Please see responses to CC3a and CC3b in Table 7-1. As described in Section 2.1, Build Alternatives, of the Final EIS, Preferred Option WSJ-5b in the West Seattle Junction Segment would have station entrances on either side of 35th Avenue Southwest. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	For the access time rationale above and for construction costs, shallow alignments may be better than deep ones. So, even though it does concern the neighborhood activists, please consider a shallow ID station under 5th Avenue South. I expect ST, Seattle, and Metro could mitigate its construction impacts. The long term benefits of improved access and transfers would be well worthwhile. The 4th Avenue South alignment would not attract many riders from the BNSFRR right of way and the viaduct is old and flawed.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	In Ballard, please reopen study of a more western alignment that serves the heart of the business district and considers a tunnel. The stations should serve pedestrian centers. ST made a great choice in Roosevelt. I read of a concept that includes a east-west tail track for a station in downtown Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	If the very costly second Link tunnel in downtown Seattle is not done well, should it be done at all? ST3 was approved by the voters; the voters want better transit. (Sound Move was changed significantly in response to fiscal constraints). As ST works to perfect its ST3 project, could Link headway and waits in the DSTT be much shorter? Suppose both the East and South lines are limited to six (or five) minute headway. During the pre-WSBLE period, could a third line be run from the South Forest Street base? SOOT and Metro could provide transit priority and very short headway service in the West Seattle market that now has the South Lander Street overcrossing.	Please see response to CC1b in Table 7-1. When the West Seattle Link Extension begins operations, both the 1 Line (Lynnwood to Federal Way) and the 2 Line (Lynnwood to Redmond) will be operating in the existing Downtown Seattle Transit Tunnel. The suggested operations would exceed the tunnel's operational capacity due to the planned headways for the 1 Line and 2 Line and would affect reliability of these two lines.

Comment Submittal 0788

Communication ID	Name	Email
504316	Michael Ruby	mruby@envirometrics.com

Full Communication (4/26/2022)

I urge Sound Transit to consider the following general principles as it reviews the WSBLE Draft EIS and prepares the Final EIS:

1. Among the most important considerations must be the future users of the Link system. They must be able to quickly access the train platform from the surface. The escalators and elevators must be capable of reliably handling the passenger load and must have sufficient alternatives and redundancy that the embarrassing situations that developed on 1 Line in the past few years must not be repeated in the future.
2. Where the users have an opportunity to change to the other Line, they must be able to make the change in a minimum distance and time. In short, the stations must be convenient to the users. This would generally mean using the most shallow possible station location. However, making the cross-over accessible to both north- and south-bound travelers may generally mean that the cross-over tunnel must run either above (onto an existing mezzanine) or below the existing Link station, placing the new Link station above the cross-over tunnel. The station design should start from defining the shortest and least height different cross-over tunnel and then placing the new station relative to the access to the pedestrian tunnel.
3. The next extensions of the WSBLE lines must be considered and the chosen design should enhance those opportunities. It could be expected that the West Seattle line should continue south and the Ballard line should continue north. This suggests that the Ballard line and stations should be located on 15th or 17th Ave NW (the choice depending on the character of the soils that would be tunneled through under the Ship Canal) as this would enable an extension north past Ballard High School to about NW 90th St, where it would curve to the east to meet the 1 Line at Northgate Station. This would fulfill the first rule of transit system design: no isolated, dead end lines; create interconnection and transfer opportunities. The oft-mentioned route along Market-46th -45th to the 1 Line station on Brooklyn Ave NE is not practical due to the topography and should not distract from connecting the Ballard link to Northgate. The also mentioned extension up Aurora Ave N is not practical because of the Coast Guard requirements for a new high level bridge over the Ship Canal and the ability of Metro Rapid Ride to adequately meet the transportation requirements in that corridor.
4. The stations should be designed for easy transfer from Link to the Metro bus system. How to move buses in and out at the station and users back and forth to the feeder buses should be part of the choice of station locations and station design. I have the following comments regarding the Chinatown/International District station alternatives and the Downtown alternatives:
5. Again, shallower is better for Chinatown/ID. Of the alternatives you present, the least offensive is the inline station CID-2a but that station is still too deep. The station approach should be raised so it can be at approximately the same elevation as the existing 1 Line station with the cross-over tunnel running beneath both stations. The tunnel could be further extended west under 4th Ave to allow access to the commuter and AmTrak trains at King St Station.
6. The new line should continue north on 5th Ave and Westlake Ave to about Republican St, where the next station should be located. The way west should be along Mercer so a Lower Queen Anne station could be located as in alternative DT-2. But with a station at Republican St there would not be a need for the station at 6th Ave N. The preferred path north would then continue on SIB-3. It would be necessary for the Prospect St station to be carefully designed to accommodate shuttle buses to the Smith Cove Cruise Ship Terminal for the, no doubt, lost and confused cruise passengers. With regard to the Ballard segment of the new line:
7. The recent ruling by the Coast Guard on the necessary 205 ft height of fixed span bridges almost dictates that it will have to be a tunnel under the Ship Canal.
8. The choice of location for the Ballard station must enhance not just convenience to central Ballard shopping area but ease of connection to various feeder buses that would serve the northwest area. A careful plan of the way buses could interact with the station and where there might be sufficient room to create a seamless transfer between Link and Metro must be a major consideration. With regard to the West Seattle segment of the new line:
9. There are no good alternatives presented for this segment. The problem is the radical topography that must be accommodated. A tunnel under the Duwamish Waterway is not possible so the issue would be which bridge.

Appendix O. Draft EIS Comment Summary and Response to Comments

10. Of the bridge alternatives, the least objectionable is DUW-2 since it could avoid impacts on existing greenbelts and habitats and would avoid horizontal disruptions to navigation. This option connects easily to the DEL-4 option, which would directly connect to the proposed H line Rapid Ride, allowing it to terminate at the Delridge Way station. This option would also connect to the WSJ-3b tunnel proposal.

11. Recognizing that these choices are the best of a bad lot the preferred alternative is an in- depth study of the proposed Skylink gondola, which seems almost tailor-made for the topography of West Seattle and the Duwamish River valley. It is clear a design can be developed meeting all the transit rider objectives of the various link proposals without most of the adverse impacts of the Link options. It has the additional advantage of being able to easily extend branches both north and south from the primary terminus in West Seattle, providing much greater reach throughout West Seattle, perhaps even extending to Morgan Junction and the Fauntleroy ferry terminal. This proposal does not serve the Delridge valley, but the H line will provide an adequate transportation option. A seasoned professional designer of such a gondola facility must be brought on-board, but the delays caused by this additional review are trivial compared to the very late date of anticipated construction of this branch of the Link system. Thank you for your consideration of these comments. Michael Ruby, Ph.D., P.E.

Comments on ST3 DEIS.pdf

#	Comments	Responses
1	I urge Sound Transit to consider the following general principles as it reviews the WSBLE Draft EIS and prepares the Final EIS: Among the most important considerations must be the future users of the Link system. They must be able to quickly access the train platform from the surface. The escalators and elevators must be capable of reliably handling the passenger load and must have sufficient alternatives and redundancy that the embarrassing situations that developed on 1 Line in the past few years must not be repeated in the future.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on travel times, which account for time needed to access the station platform. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Where the users have an opportunity to change to the other Line, they must be able to make the change in a minimum distance and time. In short, the stations must be convenient to the users. This would generally mean using the most shallow possible station location. However, making the cross-over accessible to both north- and south-bound travelers may generally mean that the cross-over tunnel must run either above (onto an existing mezzanine) or below the existing Link station, placing the new Link station above the cross-over tunnel. The station design should start from defining the shortest and least height different cross-over tunnel and then placing the new station relative to the access to the pedestrian tunnel.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>The next extensions of the WSBLE lines must be considered and the chosen design should enhance those opportunities. It could be expected that the West Seattle line should continue south and the Ballard line should continue north. This suggests that the Ballard line and stations should be located on 15th or 17th Ave NW (the choice depending on the character of the soils that would be tunneled through under the Ship Canal) as this would enable an extension north past Ballard High School to about NW 90th St, where it would curve to the east to meet the 1 Line at Northgate Station. This would fulfill the first rule of transit system design: no isolated, dead end lines; create interconnection and transfer opportunities. The oft-mentioned route along Market-46th -45th to the 1 Line station on Brooklyn Ave NE is not practical due to the topography and should not distract from connecting the Ballard link to Northgate. The also mentioned extension up Aurora Ave N is not practical because of the Coast Guard requirements for a new high level bridge over the Ship Canal and the ability of Metro Rapid Ride to adequately meet the transportation requirements in that corridor.</p>	<p>Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
4	<p>The stations should be designed for easy transfer from Link to the Metro bus system. How to move buses in and out at the station and users back and forth to the feeder buses should be part of the choice of station locations and station design.</p>	<p>Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see response to CC3a in Table 7-1. Please also see Section 3.4, Affected Environment and Impacts During Operation – Transit, of the Final EIS for more information on bus transfers. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
5	<p>I have the following comments regarding the Chinatown/International District station alternatives and the Downtown alternatives: Again, shallower is better for Chinatown/ID. Of the alternatives you present, the least offensive is the inline station CID-2a but that station is still too deep. The station approach should be raised so it can be at approximately the same elevation as the existing 1 Line station with the cross-over tunnel running beneath both stations. The tunnel could be further extended west under 4th Ave to allow access to the commuter and AmTrak trains at King St Station.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
6	The new line should continue north on 5th Ave and Westlake Ave to about Republican St, where the next station should be located. The way west should be along Mercer so a Lower Queen Anne station could be located as in alternative DT-2. But with a station at Republican St there would not be a need for the station at 6th Ave N. The preferred path north would then continue on SIB-3. It would be necessary for the Prospect St station to be carefully designed to accommodate shuttle buses to the Smith Cove Cruise Ship Terminal for the, no doubt, lost and confused cruise passengers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	With regard to the Ballard segment of the new line: The recent ruling by the Coast Guard on the necessary 205 ft height of fixed span bridges almost dictates that it will have to be a tunnel under the Ship Canal.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	The choice of location for the Ballard station must enhance not just convenience to central Ballard shopping area but ease of connection to various feeder buses that would serve the northwest area. A careful plan of the way buses could interact with the station and where there might be sufficient room to create a seamless transfer between Link and Metro must be a major consideration.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	There are no good alternatives presented for this segment. The problem is the radical topography that must be accommodated. A tunnel under the Duwamish Waterway is not possible so the issue would be which bridge. Of the bridge alternatives, the least objectionable is DUW-2 since it could avoid impacts on existing greenbelts and habitats and would avoid horizontal disruptions to navigation. This option connects easily to the DEL-4 option, which would directly connect to the proposed H line Rapid Ride, allowing it to terminate at the Delridge Way station. This option would also connect to the WSJ-3b tunnel proposal.	Please see response to CCG2 in Table 7-1.
10	Recognizing that these choices are the best of a bad lot the preferred alternative is an in-depth study of the proposed Skylink gondola, which seems almost tailor-made for the topography of West Seattle and the Duwamish River valley. It is clear a design can be developed meeting all the transit rider objectives of the various link proposals without most of the adverse impacts of the Link options. It has the additional advantage of being able to easily extend branches both north and south from the primary terminus in West Seattle, providing much greater reach throughout West Seattle, perhaps even extending to Morgan Junction and the Fauntleroy ferry terminal. This proposal does not serve the Delridge valley, but the H line will provide an adequate transportation option. A seasoned professional designer of such a gondola facility must be brought on-board, but the delays caused by this additional review are trivial compared to the very late date of anticipated construction of this branch of the Link system.	Please see response to CC2g in Table 7-1.

Comment Submittal 0789

Communication ID	Name	Email
504354	Mare Kennell	mkennell@gmail.com

Full Communication (4/27/2022)

I am a fourth generation West Seattle homeowner who in 2016 voted in favor of light rail construction. The events of the last six years, however, have changed many of parameters of the Sound Transit West Seattle link project. The budget is of major concern; \$73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re-evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary

- the existential threat to people and wildlife is my bigger worry. I have reviewed the 2022 DEIS. I refer to the sections and then make my comments (indented). 4.2.9.3 Sound Transit analyzed the potential long-term impacts of operation of the West Seattle Link Extension Build Alternatives on ecosystem resources in the study area. These impacts would include permanent loss of habitat that is replaced with light rail facilities. Permanent changes in habitat adjacent or nearby the light rail facilities are also considered. Permanent loss of of habitat!

4.2.9.3.1 The West Seattle Link Extension would have longterm impacts on ecosystem resources in the study area. In some areas, the guideway would be within or near existing forested habitat. Vegetation and wildlife habitat within and 15 feet beyond the footprint of the guideway would be permanently converted from forested or scrub/shrub vegetation to light rail. During operation, Sound Transit During operation, Sound Transit would continue to remove "hazard trees" (trees that might cause a hazard to light rail operations) throughout project operations as needed. Removing street trees with trunks larger than 6 inches in diameter during maintenance activities would require coordination with the City of Seattle. I assume this would be some 15 feet on either side. And the forested land destroyed. Who is to monitor the cutting of the trees? Coordination with the City of Seattle must be set up prior to the clear cut.

4.2.9.3.1

Although the potential for adverse effects would be low, operations could impact vegetation and wildlife over the long term. For example, maintenance activities that involve the removal of vegetation during the breeding season could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade guideways would reduce the amount of habitat for small mammal species. Vegetated areas would be changed to impervious surfaces, which increases runoff volumes. However, as described in Section 4.2.8, Water Resources, stormwater from project-related impervious surfaces would receive flow control as required by the City of Seattle and, where appropriate, water quality treatment.

Potential long term effects means forever. You acknowledge the Migratory Bird Treaty Act. Who is going to enforce it?

4.2.9.2.1.

Some species may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements would not affect these species' viability.

Minor localized movements will not affect these species viability? According to whom? Some species may move "further into the greenbelt". Wait, what? Some of the proposed Sound Transit routes remove the greenbelt that runs between Fauntleroy and 32nd Street SW.

4.2.9.6 Mitigation Measures

Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources where practicable and to compensate for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Mitigation for ecosystem impacts is based on a hierarchy of avoiding, minimizing, and compensating for unavoidable adverse impacts. Sound Transit would comply with all applicable laws.

What does "where practicable" mean? Please define. Is Sound Transit anticipating "unavoidable adverse impacts?"

Perhaps to "ensure no net loss of ecosystem" this project should be rethought. Who will make sure that Sound Transit complies with all applicable laws?

4.2.9

Recovery plans for listed salmon identify shallow areas of shoreline as important to migrating salmonids. Guideway columns and pier-protection systems along the shoreline could change the movement patterns of migrating salmon, and navigation lights on the bridge structure could alter the nighttime swimming behavior of juvenile salmonids, which may avoid these areas to avoid potential predation, or seek these areas to feed on prey.

"Recovery plans identify the areas. the columns could endanger the migration which may cause the salmon to be preyed upon." Yes! It is good to identify these areas, but why destroy them in the first place?

4.2.9.6.1

Restricting clearing activities to outside the active bird nesting period, to the extent possible, to comply with the Migratory Bird Treaty Act administered by the United States Fish and Wildlife Service. If avoidance scheduling is infeasible, Sound Transit would work with staff at the United States Fish and Wildlife Service to conduct pre-construction surveys to determine the presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act.

Again, why are you doing this? 4.6.2.9.6.2

Improving stream habitat and riparian function by replanting affected areas with native vegetation would mitigate some unavoidable impacts on stream riparian areas. Replanting near shorelines could improve conditions for juvenile salmonids in the Duwamish Waterway. Wetland enhancement work in the Longfellow Creek wetlands could improve over-water shade to the creek itself, thus improving fish habitat. Fish passage improvements, such as culvert replacements, on Longfellow

Creek could also be considered. Sound Transit would mitigate for impacts on forested vegetation using applicable policies and regulations, and would coordinate with the City of Seattle on tree replacement requirements.

These are very disturbing facts! No real plans for mitigating SOME of these so called "unavoidable" impacts. What are the "applicable policies" and who enforces the City of Seattle Tree Replacement requirements?

I feel great despair reviewing this Sound Transit DEIS. feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. And certainly less disruptive. I would support an independent study of the feasibility of a gondola.

Marilyn Kennell

4022 32nd Avenue SW

Seattle, WA 98126

DEIS STATEMENT II 27 April 2022.pdf

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Sound Transit analyzed the potential long-term impacts of operation of the West Seattle Link Extension Build Alternatives on ecosystem resources in the study area. These impacts would include permanent loss of habitat that is replaced with light rail facilities. Permanent changes in habitat adjacent or nearby the light rail facilities are also considered. Permanent loss of of habitat!</p> <p>4.2.9.3.1 The West Seattle Link Extension would have long-term impacts on ecosystem resources in the study area. In some areas, the guideway would be within or near existing forested habitat. Vegetation and wildlife habitat within and 15 feet beyond the footprint of the guideway would be permanently converted from forested or scrub/shrub vegetation to light rail. During operation, Sound Transit During operation, Sound Transit would continue to remove "hazard trees" (trees that might cause a hazard to light rail operations) throughout project operations as needed. Removing street trees with trunks larger than 6 inches in diameter during maintenance activities would require coordination with the City of Seattle. I assume this would be some 15 feet on either side. And the forested land destroyed. Who is to monitor the cutting of the trees? Coordination with the City of Seattle must be set up prior to the clear cut.</p>	<p>Please see the response to CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the Final EIS for more information on ecosystem impacts and proposed mitigation; as described in this section, City of Seattle approval would be required for tree removal.</p>
2	<p>4.2.9.3.1 Although the potential for adverse effects would be low, operations could impact vegetation and wildlife over the long term. For example, maintenance activities that involve the removal of vegetation during the breeding season could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade guideways would reduce the amount of habitat for small mammal species. Vegetated areas would be changed to impervious surfaces, which increases runoff volumes. However, as described in Section 4.2.8, Water Resources, stormwater from project-related impervious surfaces would receive flow control as required by the City of Seattle and, where appropriate, water quality treatment. Potential long term effects means forever. You acknowledge the Migratory Bird Treaty Act. Who is going to enforce it?</p>	<p>Compliance with the Migratory Bird Treaty Act is discussed in Section 4.9.7, Mitigation Measures, of the Final EIS. See Section 4.8, Water Resources, for more information about changes in impervious surfaces.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>Some species may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements would not affect these species' viability. Minor localized movements will not affect these species viability? According to whom? Some species may move "further into the greenbelt". Wait, what? Some of the proposed Sound Transit routes remove the greenbelt that runs between Fauntleroy and 32nd Street SW.</p>	<p>Please see the response to Comment 1 above. Please see Section 4.9.4, Environmental Impacts of the Build Alternatives during Operation, of the Final EIS for segment-specific impacts.</p>
4	<p>.2.9.6 Mitigation Measures Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources where practicable and to compensate for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Mitigation for ecosystem impacts is based on a hierarchy of avoiding, minimizing, and compensating for unavoidable adverse impacts. Sound Transit would comply with all applicable laws. What does "where practicable" mean? Please define. Is Sound Transit anticipating "unavoidable adverse impacts?" Perhaps to "ensure no net loss of ecosystem" this project should be rethought. Who will make sure that Sound Transit complies with all applicable laws?</p>	<p>Please see Section 6.5, Significant and Unavoidable Adverse Impacts, of the Final EIS for discussion of unavoidable adverse impacts. Sound Transit is required to get applicable federal, state, and local permits, and these regulatory agencies will ensure compliance with permit conditions. Sound Transit reports to the Federal Transit Administration on compliance with mitigation commitments, as required in the Record of Decision. Where practicable means that Sound Transit seeks to avoid impacts on environmentally sensitive areas within the limitations of light rail design requirements and when balanced with impacts on other resources.</p>
5	<p>4.2.9 Recovery plans for listed salmon identify shallow areas of shoreline as important to migrating salmonids. Guideway columns and pier-protection systems along the shoreline could change the movement patterns of migrating salmon, and navigation lights on the bridge structure could alter the nighttime swimming behavior of juvenile salmonids, which may avoid these areas to avoid potential predation, or seek these areas to feed on prey. "Recovery plans identify the areas, the columns could endanger the migration which may cause the salmon to be preyed upon." Yes! It is good to identify these areas, but why destroy them in the first place?</p>	<p>Please see Section 4.9, Ecosystems, of the Final EIS for more information on impacts to fish habitat and proposed mitigation. The design of Preferred Alternative DUW-1a has been modified to avoid guideway columns in the Duwamish Waterway.</p>
6	<p>4.2.9.6.1 Restricting clearing activities to outside the active bird nesting period, to the extent possible, to comply with the Migratory Bird Treaty Act administered by the United States Fish and Wildlife Service. If avoidance scheduling is infeasible, Sound Transit would work with staff at the United States Fish and Wildlife Service to conduct pre-construction surveys to determine the presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act. Again, why are you doing this?</p>	<p>Please see the response to CC4.9b in Table 7-1 of the Final EIS. Please also see Section 4.9, Ecosystems, of the Final EIS for more information on compliance with the Migratory Bird Treaty Act.</p>

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#	Comments	Responses
7	4.6.2.9.6.2 Improving stream habitat and riparian function by replanting affected areas with native vegetation would mitigate some unavoidable impacts on stream riparian areas. Replanting near shorelines could improve conditions for juvenile salmonids in the Duwamish Waterway. Wetland enhancement work in the Longfellow Creek wetlands could improve over-water shade to the creek itself, thus improving fish habitat. Fish passage improvements, such as culvert replacements, on Longfellow Creek could also be considered. Sound Transit would mitigate for impacts on forested vegetation using applicable policies and regulations, and would coordinate with the City of Seattle on tree replacement requirements. These are very disturbing facts! No real plans for mitigating SOME of these so called "unavoidable" impacts. What are the "applicable policies" and who enforces the City of Seattle Tree Replacement requirements?	Please see Appendix N.4, Ecosystems Technical Report, of the Final EIS for a complete list of relevant laws, local ordinances, and guidelines. The City of Seattle is responsible for enforcing their own requirements.
8	I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare.	Please see the response to CCG1 in Table 7-1.
9	I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. And certainly less disruptive. I would support an independent study of the feasibility of a gondola.	Please see the responses to CC1a and CC2g in Table 7-1.

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Comment Submittal 0790

Communication ID	Name	Email
504420	Tomas Soeprono	None provided

Full Communication (4/26/2022)

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

#	Comments	Responses
1	Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.	Thank you for your comment.

Comment Submittal 0791

Communication ID	Name	Email
504463	Conrad Cipoletti	conrad.cipoletti@gmail.com

Full Communication (4/27/2022)

Hello Sound Transit Team,

My name is Conrad and I have many questions and concerns regarding the WSBLE as outlined in the DEIS. Given that some of my concerns about the West Seattle portion have been mentioned in a co-signed letter with fellow community members here in West Seattle (please consider those comments part of my submission), the general inaccessibility of technical planning documents to the public, and that no person could reasonably be expected to respond to the content of all sections of the DEIS, my below questions and comments on the project will have to suffice for now.

1. Section 4.3.1.8 mentions "some water dependent facilities may not be able to be relocated." It does not consider that non-water dependent arts and cultural facilities at Seattle Center would also likely not be able to be relocated, simply that they "could be difficult to relocate." Why are arts and cultural organizations and spaces that are reliant upon being located at the hub that is Seattle Center not considered facilities that may not be able to be relocated? Even if their respective properties are not acquired for construction, it is unreasonable to assume they could all survive the construction period.
2. Section 4.3.2.2 describes the No Build alternative as "slowing the rate of denser development in Seattle." Portions of neighborhoods that would be demolished by construction are already dense (Uptown, etc), and their continued densification would be stymied by construction. Given those conditions, why is No Build considered to slow the rate of density in Seattle?
3. Page 4.3.17-11 describes impacts to Kinnear Park as "at a distance from park amenities;" that the project "would not affect...user experience;" and that "the tunnel portal would remove trees and vegetation from an undeveloped area of the park." Why are the presence of trees and vegetation not themselves considered park amenities? Why is that user experience of enjoying the green space as it exists today considered unaffected? The same holds for alternatives DEL-1a and DEL-1b that would remove vegetation from Longfellow Creek as described in 4.2.5.
4. Section 6.1.3 describes the need for high-capacity transit. Why is light rail the only high- capacity transit mode considered in the DEIS, despite being massively over budget? Additionally, sections 6.1.4 and 6.1.5 describe the need for a multi-modal system. Why is light rail the only mode considered for the WSBLE portion of ST3 when a multi-modal system is desired?
5. Section 6.1.4 considers "multi-modal connectivity" with an equity lens. Why is the project described as creating "greater transit connectivity for transit-dependent populations" without considering the displacement of existing transit-dependent households from project construction? Why is the project described as something that would unequivocally "reduce the transportation cost burden on disadvantaged populations" without considering the cost paid by those populations in current and existing taxes to Sound Transit?
6. Section 6.2.1 claims "the increase in vehicle miles traveled would also result in higher greenhouse gas emissions in comparison to the Build Alternatives." Why is it assumed that, without additional light rail lines, people will drive a vehicle to get around rather than utilize public transportation modes that already exist within the project area? Even more importantly, why is it assumed that vehicle miles traveled would create greenhouse gas emissions higher than those involved in light rail construction? Other than tables like 4.2.6-1, whose numbers I could not verify, where is the evidence to back up that assertion? Chapter 4.2.10 says "the FTA Greenhouse Gas Emissions Estimator was not used;" why wasn't it?
7. In Section 6.6 - Funding, why is a change in high-capacity transit mode not considered as an option to reduce the affordability gap? In Section 6.6 - Displacement of Public Facilities, why is building the project assumed as superior to maintaining the current locations of two large post offices and the Ryerson Bus Base? Project benefits are mentioned throughout the DEIS, but benefits are not mentioned in specific relation to existing public facilities.
8. Section 5.2 states that "when possible, Sound Transit would preserve existing vegetation." Why are additional high-capacity transit modes such as aerial gondola not considered when every light rail alternative involves destruction of green space throughout the project corridor?
9. Table ES-6 describes construction impacts downtown. First, why does the table not estimate the loss in productivity that would result in such closures? Additionally, why is the potential discouragement of transit ridership that could come with years of bus reroutes in the transit core and new limits on streetcar use not considered a negative impact

Appendix O. Draft EIS Comment Summary and Response to Comments

to both productivity and greenhouse gas emissions? Also, Sound Transit cancelled a planned deep First Hill station in 2005. What has changed since that time which makes a deep tunnel adjacent to First Hill viable? Finally, why was the unreasonable platform depth of the new proposed downtown stations not included in table ES-6 and instead included on a subsequent blog post?

10. Section 3.19.4.5 - Safety does not describe safety risks for construction workers associated with working deep beneath ground level. Why is their safety not considered in that section? A worker died during construction of a below-ground system in Beacon Hill.

11. For Figure 4.2.5-5 on page 4.2.5-13, why is the height of the elevated guideways along Genesee as rendered in DEL-1a, DEL-1b, and DEL-3 considered potentially appropriate or at all viable? Figure 2-28 mentions a guideway of 150 feet; does the consideration of such a massive structure not necessitate exploring a change of high-capacity transit mode that can better handle hills?

12. The footnote on page 3 of the Executive Summary states that the "Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." Why not wait until the next regional forecast is available as soon as next year to make more accurate ridership projections? Additionally, tables such as 3-6 evaluate "Peak Hour" traffic. Given the above footnote acknowledging that peak no longer exists in the same way, why base projections on "Peak Hour" numbers?

13. The Frye Commerce Center located at 2414 SW Andover St (Sound Transit ROW WS2470) would be demolished under all alternatives as outlined in Appendix L4.1-14. Profits from the Frye Commerce Center fund free admission to the Frye Art Museum on First Hill. Why are the important equity benefits that come with free access to art for marginalized populations not included in the DEIS? If Sound Transit were to demolish the Frye Commerce Center, would the agency be willing to fund the cost of free admission to the Frye Art Museum to maintain equitable access?

14. Table L4.1-6 identifies property in the Chinatown-International District that may be demolished to make way for any of the four Ballard Link Extension alternatives. How is it equitable to consider demolishing small businesses and community spaces in a marginalized neighborhood?

15. Figure ES-2 provides diagrams of how the light rail would connect to West Seattle, passing over Soda and Harbor Island. Why was only a diagram provided for that portion, and not a visualization, as was done for everything west of Harbor Island? What would this part of the line look like?

Please acknowledge receipt of my comments. I eagerly await your review and response.

Thank you,

Conrad Cipoletti

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#	Comments	Responses
1	the general inaccessibility of technical planning documents to the public, and that no person could reasonably be expected to respond to the content of all sections of the DEIS	Consistent with National Environmental Policy Act regulations (40 Code of Federal Regulations 1500 to 1508), the WSBLE Draft EIS describes the project in a concise way (considering the highly complex nature of the project) and using plain language. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information. Sound Transit also prepared an online readers guide for the WSBLE Draft EIS to help people navigate the document and find more information. The comment period was also extended from the required 45 days to 90 days as a result of public requests to have additional time to review and provide input.
2	Section 4.3.1.8 mentions "some water dependent facilities may not be able to be relocated." It does not consider that non-water dependent arts and cultural facilities at Seattle Center would also likely not be able to be relocated, simply that they "could be difficult to relocate." Why are arts and cultural organizations and spaces that are reliant upon being located at the hub that is Seattle Center not considered facilities that may not be able to be relocated? Even if their respective properties are not acquired for construction, it is unreasonable to assume they could all survive the construction period.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Section 4.3.2.2 describes the No Build alternative as "slowing the rate of denser development in Seattle." Portions of neighborhoods that would be demolished by construction are already dense (Uptown, etc), and their continued densification would be stymied by construction. Given those conditions, why is No Build considered to slow the rate of density in Seattle?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
4	<p>Page 4.3.17-11 describes impacts to Kinnear Park as "at a distance from park amenities;" that the project "would not affect...user experience;" and that "the tunnel portal would remove trees and vegetation from an undeveloped area of the park." Why are the presence of trees and vegetation not themselves considered park amenities? Why is that user experience of enjoying the green space as it exists today considered unaffected? The same holds for alternatives DEL-1a and DEL- 1b that would remove vegetation from Longfellow Creek as described in 4.2.5.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
5	<p>Section 6.1.3 describes the need for high-capacity transit. Why is light rail the only high-capacity transit mode considered in the DEIS, despite being massively over budget? Additionally, sections 6.1.4 and 6.1.5 describe the need for a multi-modal system. Why is light rail the only mode considered for the WSBLE portion of ST3 when a multi-modal system is desired?</p>	<p>The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 1.3, Planning History of West Seattle Link Extension Corridor, of the Final EIS for more information on past planning in this corridor.</p>
6	<p>Section 6.1.4 considers "multi-modal connectivity" with an equity lens. Why is the project described as creating "greater transit connectivity for transit-dependent populations" without considering the displacement of existing transit-dependent households from project construction? Why is the project described as something that would unequivocally "reduce the transportation cost burden on disadvantaged populations" without considering the cost paid by those populations in current and existing taxes to Sound Transit?</p>	<p>Please see Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.</p>
7	<p>Section 6.2.1 claims "the increase in vehicle miles traveled would also result in higher greenhouse gas emissions in comparison to the Build Alternatives." Why is it assumed that, without additional light rail lines, people will drive a vehicle to get around rather than utilize public transportation modes that already exist within the project area? Even more importantly, why is it assumed that vehicle miles traveled would create greenhouse gas emissions higher than those involved in light rail construction? Other than tables like 4.2.6-1, whose numbers I could not verify, where is the evidence to back up that assertion? Chapter 4.2.10 says "the FTA Greenhouse Gas Emissions Estimator was not used;" why wasn't it?</p>	<p>Please see Section 4.6, Air Quality, and Section 4.10, Energy Impacts, of the West Seattle Link Extension Final EIS for updated air quality and energy analyses. As stated in the WSBLE Draft EIS, the Federal Transit Administration's Greenhouse Gas Estimator was not used for the energy analysis in the WSBLE Draft EIS because it did not provide outputs for energy usage. An updated version of this model was released in April 2022 that does provide outputs for energy usage, and this was used for the West Seattle Link Extension Final EIS energy analysis.</p>
8	<p>Section 6.6 - Funding, why is a change in high-capacity transit mode not considered as an option to reduce the affordability gap?</p>	<p>See the response to Comment 5 above.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
9	In Section 6.6 - Displacement of Public Facilities, why is building the project assumed as superior to maintaining the current locations of two large post offices and the Ryerson Bus Base? Project benefits are mentioned throughout the DEIS, but benefits are not mentioned in specific relation to existing public facilities.	Section 6.6, Areas of Controversy and Issues to be Resolved, discusses areas of controversy and issues to be resolved for some WSBLE Draft EIS alternatives. It does not include a conclusion that the project is superior to other resources impacted by these alternatives. Please see Section 4.14, Public Services, Safety, and Security, of the West Seattle Link Extension Final EIS for information on any impacts and benefits to existing public resources. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
10	Section 5.2 states that "when possible, Sound Transit would preserve existing vegetation." Why are additional high-capacity transit modes such as aerial gondola not considered when every light rail alternative involves destruction of green space throughout the project corridor?	Please see the response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
11	Table ES-6 describes construction impacts downtown. First, why does the table not estimate the loss in productivity that would result in such closures?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Additionally, why is the potential discouragement of transit ridership that could come with years of bus reroutes in the transit core and new limits on streetcar use not considered a negative impact to both productivity and greenhouse gas emissions?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Also, Sound Transit cancelled a planned deep First Hill station in 2005. What has changed since that time which makes a deep tunnel adjacent to First Hill viable? Finally, why was the unreasonable platform depth of the new proposed downtown stations not included in table ES-6 and instead included on a subsequent blog post?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	Section 3.19.4.5 - Safety does not describe safety risks for construction workers associated with working deep beneath ground level. Why is their safety not considered in that section? A worker died during construction of a below-ground system in Beacon Hill.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	For Figure 4.2.5-5 on page 4.2.5-13, why is the height of the elevated guideways along Genesee as rendered in DEL-1a, DEL-1b, and DEL-3 considered potentially appropriate or at all viable? Figure 2-28 mentions a guideway of 150 feet; does the consideration of such a massive structure not necessitate exploring a change of high-capacity transit mode that can better handle hills?	Please see the responses to CC2e and CC4.5a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
16	<p>The footnote on page 3 of the Executive Summary states that the "Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long- range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." Why not wait until the next regional forecast is available as soon as next year to make more accurate ridership projections?</p> <p>Additionally, tables such as 3-6 evaluate "Peak Hour" traffic. Given the above footnote acknowledging that peak no longer exists in the same way, why base projections on "Peak Hour" numbers?</p>	<p>Please see the response to CC1a in Table 7-1.</p>
17	<p>The Frye Commerce Center located at 2414 SW Andover St (Sound Transit ROW WS2470) would be demolished under all alternatives as outlined in Appendix L4.1-14. Profits from the Frye Commerce Center fund free admission to the Frye Art Museum on First Hill. Why are the important equity benefits that come with free access to art for marginalized populations not included in the DEIS? If Sound Transit were to demolish the Frye Commerce Center, would the agency be willing to fund the cost of free admission to the Frye Art Museum to maintain equitable access?</p>	<p>Please see the response to CC4.1a in Table 7-1. The property owner of Frye Commerce Center would receive compensation for the acquired property and would be free to re-invest that money into another property for the same purpose.</p>
18	<p>Table L4.1-6 identifies property in the Chinatown-International District that may be demolished to make way for any of the four Ballard Link Extension alternatives. How is it equitable to consider demolishing small businesses and community spaces in a marginalized neighborhood?</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
19	<p>Figure ES-2 provides diagrams of how the light rail would connect to West Seattle, passing over Soda and Harbor Island. Why was only a diagram provided for that portion, and not a visualization, as was done for everything west of Harbor Island? What would this part of the line look like?</p>	<p>Please see Section 4.5, Visual and Aesthetic Resources, for a description of the visual analysis methodology and how locations for visual simulations were selected.</p>

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Comment Submittal 0792

Communication ID	Name	Email
504889	Cynthia McCamish	mcclan5@comcast.net

Full Communication (4/27/2022)

Hello,

I request my comments below be registered regarding the Draft Environmental Impact Statement for extending light rail to West Seattle and Ballard.

ES.3.1.1.2. Duwamish Segment

The elevated options that will run over top of Pigeon Hill (and not illustrated) will be very unsightly and not appropriate for the height of the hill not to mention the steep climb that will be necessary for the rail cars. For that reason I believe the Northern Crossing DUW-2 option is best.

ES.3.1.1.4. West Seattle Junction Segment

If you must bring light rail to the West Seattle Junction (why wasn't a High Point option offered) one of the tunnel alternatives must be used. The elevated options are too destructive be considered.

Beacon Hill's tunnel works well. We'd prefer tunnel options because is no available land on the peninsula for the large number of residences and businesses that you need to accommodate by relocation.

ES.4 Avoidance, Minimization, and Mitigation Measures

I am wondering how the Master Plan assists West Seattle commuters during construction of this project. It has been proven we need more viable options in and out of West Seattle. How about another low level pivoting bridge from Harbor Ave thru Harbor Island to First Ave almost duplicating what the current low level bridge provides and providing a flow of traffic to SoDo.

Thank you for reading and logging my concerns.

Cynthia McCamish

4601 SW Stevens

Seattle WA 98116

#	Comments	Responses
1	ES.3.1.1.2. Duwamish Segment The elevated options that will run over top of Pigeon Hill (and not illustrated) will be very unsightly and not appropriate for the height of the hill not to mention the steep climb that will be necessary for the rail cars. For that reason I believe the Northern Crossing DUW-2 option is best.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix N.2, Visual and Aesthetics Technical Report, for visual simulations of views from and of Pigeon Point for Preferred Alternative DUW-1a and Option DUW-1b.
2	ES.3.1.1.4. West Seattle Junction Segment If you must bring light rail to the West Seattle Junction (why wasn't a High Point option offered) one of the tunnel alternatives must be used. The elevated options are too destructive be considered. Beacon Hill's tunnel works well. We'd prefer tunnel options because is no available land on the peninsula for the large number of residences and businesses that you need to accommodate by relocation.	Please see response to CCG2 and CC1c in Table 7-1.

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#	Comments	Responses
3	ES.4 Avoidance, Minimization, and Mitigation Measures I am wondering how the Master Plan assists West Seattle commuters during construction of this project. It has been proven we need more viable options in and out of West Seattle. How about another low level pivoting bridge from Harbor Ave thru Harbor Island to First Ave almost duplicating what the current low level bridge provides and providing a flow of traffic to SoDo.	Please see Section 3.11, Construction Impacts, of the Final EIS for more information on roadway closures, detours, and proposed mitigation.

Comment Submittal 0793

Communication ID	Name	Email
504894	Scott Bonjukian	scott.bonjukian@hotmail.com

Full Communication (4/27/2022)

Hello,

My general comments follow.

First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.

Build the system to maximize ridership. Design a good rider experience and ridership should follow.

Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus for long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus for long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth.

Construction impacts are important but shouldn't solely determine a 100-year investment. It is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

My station-specific comments follow.

West Seattle Junction - Please move forward with the Medium Tunnel 41st Avenue Station alternative. It is appropriately in the heart of the neighborhood, has the least displacement impacts, and it is relatively affordable. I live nearby and would use this station all the time for shopping, to go to entertainment and recreation designations, and to commute to work. I like how this station is centrally located between multiple grocery stores, existing apartment buildings, and many other

shops and activities. Please avoid further advancement of the Fauntleroy Way elevated station, which has a ridiculous proposal to demolish a newly built multifamily buildings at a very cost and displacing hundreds of residents. The station should also be futureproofed to future extensions to the south, very frequent headways such as less than 2 minutes, and higher passenger loads.

Avalon - I prefer the retained cut alternative of the Avalon station (WSJ-5), because it is the option that fits with the Junction tunnel station, it is the best option for bus transfers (near the corner of Avalon and 35th), and it doesn't require any third part funding. I like that the station would be close to the surface and easy to access. I oppose any notion of cutting this station, since the walkshed would not really overlap with the Junction given the distance and the uncomfortable pedestrian environment of Fauntleroy Way, and the fact that there is a lot of housing and businesses immediately around the proposed location. This station was also promised to the ST3 voters. I would likely also this station a lot because I live nearby. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.

Delridge - The best alternative is Elevated Andover Station Lower Height Alternative (DEL-6). This pairs with the best retained cut Avalon station and it is much cheaper than the preferred alternative. It's not the greatest location, though, and I encourage further study of possible alignments to get the station was close to Delridge Avenue as possible, preferably over the street itself, to ease bus transfers and minimize property takings. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.

Sodo - The best alternative here is a Mixed Profile station (SoDo-2) that avoids demolishing the post office facility and saves the Sodo busway, by moving the station further north. Demolishing the post office is a needless expense and would have major impacts from disrupting an essential public service that supports the Seattle community. Also the pedestrian overpass of 5th Avenue South appears unnecessary, so that use of the post office property appears a low value add. The Sodo busway is an amazing transit facility, and transit-only right-of-way is a rare and precious commodity that needs to be preserved forever. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.

Chinatown-International District - The shallow 4th Avenue alternative (CID-2a) makes the most sense because it has the least community impacts and it integrates well with the surrounding transportation and transit network. Avoid the deep 4th Avenue option because it creates unacceptable passenger movement times between the platform and the surface and transferring between lines; I would personally be very loathe to use any deep station because of the length of time it would take the traverse. I like the idea for an underground community market to create business activity and provide retail and serves to travelers. The shallow 4th Avenue option should be studied for an even shallower option than shown in the drawings, nearly level with the existing station, to make passenger access and transfers easier, faster, and less reliant on mechanical conveyance. Consider placing the station over the existing transit tunnel instead of underneath it, to help achieve a shallower Midtown station adjacent. Passenger transfer times must be much less than 4.5 minutes. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Midtown -Although I like the idea of utilizing freeway right-of-way and bringing a station as close to First Hill as possible, the 6th Avenue alternative interferes with historic Freeway Park and creates significant complexity with the ongoing project to lid Interstate 5 in this location (more info on City of Seattle website, see 2020 feasibility study: <https://www.seattle.gov/opcd/ongoing-initiatives/lid-i-5-feasibility-study#whatwhy>). The 5th Avenue station alternative (DT-2) is superior because it has a more established walkshed with important uses in the area like the central library and it apparently will be a less deep station, but it could be shallower (it appears that being 140' deep or less could allow escalators to be feasible). A more shallow station at Chinatown-International District (see comment above) should help this station become much more shallow, easier to access, and have less reliance on mechanical conveyance systems. Build in ample elevator redundancy and make the elevators connect the surface to the platform as closely and directly as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Westlake - There are development plans on the station site for the 6th Avenue alternative, so the 5th Avenue alternative (DT-1) is really the only way to go. Again, the station needs to be made as shallow as possible to allow easier passenger transfers and less reliance on mechanical conveyance systems. Study ways to improve ease of use and redundancy in elevators and escalators, and find ways to make access and transfers as fast as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Denny - The alternative located at Denny Way and Westlake Avenue (DT-1) is superior and should be selected; the option is shallower and better connected to other transit. I would definitely use this station a lot because of its central location and connection to the Route 8 bus. The station should be studied to be as shallow as possible, in sync with the adjoining stations, and have robust vertical conveyance. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

South Lake Union -The Harrison Street alternative (DT-1) is the less bad option included. But both the alternatives at Harrison Street and Mercer Street bad station locations surrounded by major roads and highways, with almost nothing to walk to or TOD opportunities. I would probably never use this station because it doesn't connect to anything. Explain why a more central station location around the intersection of Westlake Avenue and Republican Street was not studied - and then go back to the drawing board and study a station in that location that actually serves the central core of the South Lake Union neighborhood. I would use a more central station access to South Lake Union Park, MOHAI, and businesses in the area. If sharp turns are needed, there is precedent for that at Westlake Station where trains have to slow down anyway as they approach the station. The South Lake Union station also should be designed as shallow as possible to minimize passenger movement times, and the station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Seattle Center - The Republican Street station alternative (DT-1) is far superior because it is shallower, it would be easier to passengers to navigate, and it is much more central to all of the destinations and activities at Seattle Center. I would use this station a lot to access Climate Pledge Arena, the Armory, the Space Needle, and the many events and festivals that take place at Seattle Center. I would be less happy to utilize a station location on Mercer Street, which is on the edge of the campus and involves a very busy and uncomfortable street for pedestrians. I sympathize with concerns raised about potential tenant disruptions at Republican Street, and perhaps one way to mitigate this is by locating the station slightly further east by the International Fountain. Sound Transit should work to mitigate

Appendix O. Draft EIS Comment Summary and Response to Comments

impacts to arts organizations to the extent possible, but ultimately please look out long-term about what is best for ridership and access over the future life of the system (100 years and more). The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.

Smith Cove - The preferred alternative of Galer Street (SIB-1) makes sense due to the cost advantage and the good connections to the neighborhoods, the major office campus there, and the Elliot Bay Trail. The other station location alternatives have considerable impacts to the Queen Anne greenbelt. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.

Interbay - The Retained Cut 17th Avenue Station (IBB-2a) is the best alternative because it sets up a better connection to Ballard. But also please go back to studying to advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b) and a slimmed down 15th Avenue Elevated Station [IBB- 3]. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.

Ballard - Explain why a central Ballard option (such as on 17th, 20th, or 22nd Avenue) has not been studied. Then, please reopen a study on that option so that a station that actually serves the center of the neighborhood is considered. I would be hesitant to use a 15th Avenue or 14th Avenue station because those stations are nowhere near the restaurants and business that bring me to Ballard. A 15th or 14th Avenue station is as far as away from the heart of Ballard as Pioneer Square is from Westlake. If located in a tunnel at 15th Avenue (IBB-2b), which would be preferred among the two currently, a station entrance must be located on the west side of 15th Avenue. The best Ship Canal Crossing alternative is a fixed-high bridge because it avoids reliability problems that a drawbridge presents. Remove a moveable bridge from consideration. If a taller bridge is not possible due to Coast Guard considerations, then a tunnel is better option that might end up costing the same (e.g. 20th Avenue Station/Thorndyke Tunnel Portal alignment). The Ballard station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Thank you,

Scott Bonjukian

3213 Harbor Avenue SW,

Seattle, WA98126

#	Comments	Responses
1	<p>First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.</p> <p>Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.</p>	<p>For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>Build the system to maximize ridership. Design a good rider experience and ridership should follow.</p>	<p>Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see response to CC3a in Table 7.1 in Chapter 7, Comment Summary, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

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#	Comments	Responses
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus for long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus for long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. It is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	West Seattle Junction - Please move forward with the Medium Tunnel 41st Avenue Station alternative. It is appropriately in the heart of the neighborhood, has the least displacement impacts, and it is relatively affordable. I live nearby and would use this station all the time for shopping, to go to entertainment and recreation designations, and to commute to work. I like how this station is centrally located between multiple grocery stores, existing apartment buildings, and many other shops and activities.	Please see responses to CCG2 and CC2i in Table 7-1.
8	Please avoid further advancement of the Fauntleroy Way elevated station, which has a ridiculous proposal to demolish a newly built multifamily buildings at a very cost and displacing hundreds of residents. The station should also be futureproofed to future extensions to the south, very frequent headways such as less than 2 minutes, and higher passenger loads.	Please see responses to CC2d and CC4.1b in Table 7-1.

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#	Comments	Responses
9	<p>Avalon - I prefer the retained cut alternative of the Avalon station (WSJ-5), because it is the option that fits with the Junction tunnel station, it is the best option for bus transfers (near the corner of Avalon and 35th), and it doesn't require any third part funding. I like that the station would be close to the surface and easy to access. I oppose any notion of cutting this station, since the walkshed would not really overlap with the Junction given the distance and the uncomfortable pedestrian environment of Fauntleroy Way, and the fact that there is a lot of housing and businesses immediately around the proposed location. This station was also promised to the ST3 voters. I would likely also this station a lot because I live nearby. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>Please see responses to CCG2 and CC2j in Table 7-1.</p>
10	<p>Delridge - The best alternative is Elevated Andover Station Lower Height Alternative (DEL-6). This pairs with the best retained cut Avalon station and it is much cheaper than the preferred alternative. It's not the greatest location, though, and I encourage further study of possible alignments to get the station was close to Delridge Avenue as possible, preferably over the street itself, to ease bus transfers and minimize property takings. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>Please see response to CCG2 in Table 7-1.</p>
11	<p>Sodo - The best alternative here is a Mixed Profile station (SoDo-2) that avoids demolishing the post office facility and saves the Sodo busway, by moving the station further north. Demolishing the post office is a needless expense and would have major impacts from disrupting an essential public service that supports the Seattle community. Also the pedestrian overpass of 5th Avenue South appears unnecessary, so that use of the post office property appears a low value add. The Sodo busway is an amazing transit facility, and transit-only right-of-way is a rare and precious commodity that needs to be preserved forever. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>Please see responses to CCG2 and CC3f in Table 7-1.</p>

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#	Comments	Responses
12	<p>Chinatown-International District - The shallow 4th Avenue alternative (CID-2a) makes the most sense because it has the least community impacts and it integrates well with the surrounding transportation and transit network. Avoid the deep 4th Avenue option because it creates unacceptable passenger movement times between the platform and the surface and transferring between lines; I would personally be very loathe to use any deep station because of the length of time it would take the traverse. I like the idea for an underground community market to create business activity and provide retail and serves to travelers. The shallow 4th Avenue option should be studied for an even shallower option than shown in the drawings, nearly level with the existing station, to make passenger access and transfers easier, faster, and less reliant on mechanical conveyance. Consider placing the station over the existing transit tunnel instead of underneath it, to help achieve a shallower Midtown station adjacent. Passenger transfer times must be much less than 4.5 minutes. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
13	<p>Midtown -Although I like the idea of utilizing freeway right-of-way and bringing a station as close to First Hill as possible, the 6th Avenue alternative interferes with historic Freeway Park and creates significant complexity with the ongoing project to lid Interstate 5 in this location (more info on City of Seattle website, see 2020 feasibility study: https://www.seattle.gov/opcd/ongoing-initiatives/lid-i-5-feasibility-study#whatwhy). The 5th Avenue station alternative (DT-2) is superior because it has a more established walkshed with important uses in the area like the central library and it apparently will be a less deep station, but it could be shallower (it appears that being 140' deep or less could allow escalators to be feasible). A more shallow station at Chinatown- International District (see comment above) should help this station become much more shallow, easier to access, and have less reliance on mechanical conveyance systems. Build in ample elevator redundancy and make the elevators connect the surface to the platform as closely and directly as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
14	<p>Westlake - There are development plans on the station site for the 6th Avenue alternative, so the 5th Avenue alternative (DT-1) is really the only way to go. Again, the station needs to be made as shallow as possible to allow easier passenger transfers and less reliance on mechanical conveyance systems. Study ways to improve ease of use and redundancy in elevators and escalators, and find ways to make access and transfers as fast as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

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#	Comments	Responses
15	<p>Denny- The alternative located at Denny Way and Westlake Avenue (DT-1) is superior and should be selected; the option is shallower and better connected to other transit. I would definitely use this station a lot because of its central location and connection to the Route 8 bus. The station should be studied to be as shallow as possible, in sync with the adjoining stations, and have robust vertical conveyance. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
16	<p>South Lake Union -The Harrison Street alternative (DT-1) is the less bad option included. But both the alternatives at Harrison Street and Mercer Street bad station locations surrounded by major roads and highways, with almost nothing to walk to or TOD opportunities. I would probably never use this station because it doesn't connect to anything. Explain why a more central station location around the intersection of Westlake Avenue and Republican Street was not studied - and then go back to the drawing board and study a station in that location that actually serves the central core of the South Lake Union neighborhood. I would use a more central station access to South Lake Union Park, MOHAI, and businesses in the area. If sharp turns are needed, there is precedent for that at Westlake Station where trains have to slow down anyway as they approach the station.</p> <p>The South Lake Union station also should be designed as shallow as possible to minimize passenger movement times, and the station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
17	<p>Seattle Center - The Republican Street station alternative (DT-1) is far superior because it is shallower, it would be easier to passengers to navigate, and it is much more central to all of the destinations and activities at Seattle Center. I would use this station a lot to access Climate Pledge Arena, the Armory, the Space Needle, and the many events and festivals that take place at Seattle Center. I would be less happy to utilize a station location on Mercer Street, which is on the edge of the campus and involves a very busy and uncomfortable street for pedestrians. I sympathize with concerns raised about potential tenant disruptions at Republication Street, and perhaps one way to mitigate this is by locating the station slightly further east by the International Fountain. Sound Transit should work to mitigate impacts to arts organizations to the extent possible, but ultimately please look out long-term about what is best for ridership and access over the future life of the system (100 years and more). The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
18	Smith Cove-The preferred alternative of Galer Street (SIB-1) makes sense due to the cost advantage and the good connections to the neighborhoods, the major office campus there, and the Elliot Bay Trail. The other station location alternatives have considerable impacts to the Queen Anne greenbelt. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	Interbay - The Retained Cut 17th Avenue Station (IBB-2a) is the best alternative because it sets up a better connection to Ballard. But also please go back to studying to advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3]. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	Ballard - Explain why a central Ballard option (such as on 17th, 20th, or 22nd Avenue) has not been studied. Then, please reopen a study on that option so that a station that actually serves the center of the neighborhood is considered. I would be hesitant to use a 15th Avenue or 14th Avenue station because those stations are nowhere near the restaurants and business that bring me to Ballard. A 15th or 14th Avenue station is as far as away from the heart of Ballard as Pioneer Square is from Westlake.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
21	If located in a tunnel at 15th Avenue (IBB-2b), which would be preferred among the two currently, a station entrance must be located on the west side of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
22	The best Ship Canal Crossing alternative is a fixed-high bridge because it avoids reliability problems that a drawbridge presents. Remove a moveable bridge from consideration. If a taller bridge is not possible due to Coast Guard considerations, then a tunnel is better option that might end up costing the same (e.g. 20th Avenue Station/Thorndyke Tunnel Portal alignment). The Ballard station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0794

Communication ID	Name	Email
504959	Melissa Boender	ttboender@hotmail.com

Full Communication (4/27/2022)

To whom it may concern,

My husband and I were both born and raised in West Seattle and have lived here most of our adult life.

We strongly believe that the alternative WSJ-1 should not advance due to its negative impact of increased noise, vibration, shadow and cost, as well as the loss of green space and natural habitats.

We feel that the tunnel alternatives should be advanced with further study to mitigate long term road closures and traffic impacts, as well as lowering the number of displaced homes and businesses.

Thank you for considering these comments. Sincerley,

-Melissa Boender

#	Comments	Responses
1	We strongly believe that the alternative WSJ-1 should not advance due to its negative impact of increased noise, vibration, shadow and cost, as well as the loss of green space and natural habitats. We feel that the tunnel alternatives should be advanced with further study to mitigate long term road closures and traffic impacts, as well as lowering the number of displaced homes and businesses.	Please see response to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see also Section 3.11, Construction Impacts, of the Final EIS for more information on traffic impacts from construction period roadway closures.

Comment Submittal 0795

Communication ID	Name	Email
504973	Robert Stack	stack@nwlink.com; rstack777@gmail.com

Full Communication (4/26/2022)

Dear Sound Transit:

My family and I own over 5 acres of IG land adjacent to Sodo Station which is currently rented to a dozen industrial tenants. Most of them will be displaced with anything that is built. Given this Sodo Station will become a major transfer point in the system, it behooves your agency to build what best will work for mass transit riders, and the neighborhood.

As a major Sodo stakeholders, we have actively participated in ST Board and Committee meetings offering testimony. From those meetings over the last 3 years, we came away with many critiques of your agency's process and lack of transparency. As with past public comments, it's likely these letters from the public will be disregarded in favor of building merely the cheapest set of tracks possible.

When the first Preferred Alternative came out several years ago, it involved tracks to / from West Seattle at elevation. That idea was abandoned to lay tracks at grade with overpasses at Lander and Holgate in theory, to get the Station area closer to foot traffic at S. Lander. Sometime after the first three design iterations were hashed out in public meetings, ST designers came out with completely different designs namely 1a, 1b, and 2 which eluded all initial public comment until offered up in the recent DEIS. Much of the public missed early stage comment opportunity which may have shaped a different Draft design.

In fact, I gathered signatures from owners and tenants of over 5 Million Sq. Ft. of nearby Sodo properties all adamantly opposed to overpasses in their final form and the construction that goes with it. Easy to see lands blocked by overpasses are less desirable. Major business costs will accrue with 2 year detours south to Spokane Street and north to Holgate/Royal Brougham and there's been no assurance these business costs will be reflected in an EIS. Yet Project Manager Cathel Ridge testifies to the Board that he shows "strong support" for those overpass designs. No research was done by ST to ascertain public desires. No Soda BIA members were contacted nor any of my tenants. At another ST Board meeting, we caught Staff handing out , mid-meeting, an altered Agenda with vital comments not made available to the public in time for comment. The altered and deceitful notes became matter of record.

Basic mass transit planning includes reliance on intermodal transfer ability. Eliminating the E-3 Busway is at odds with Metro's desires and counterproductive to better ridership.

The latest plans show virtually no accommodation for parking and awkward access for car, Uber, bus passengers. Successful stations need to accommodate car parking since there is no residential activity in Sodo to provide foot traffic. Why not copy what works like the SeaTac parking garage to enhance ridership? Our properties with bare land for parking have been a vital resource for commuters to downtown (pre-Covid) and especially for relieving parking demand during games and concerts at nearby stadiums. Why not include large parking garage and make it a revenue source? If you continue the absurd notion of "taking" the USPS Terminal Annex Station and Garage, why not make it a parking source for light rail riders? But then you never really asked the Post Office about taking their property who missed this detail?

My early suggestion at a Charrette held years ago was for an all-elevated station at Lander. ST knows how to build elevated track, it eliminates costly and unpopular overpasses and keeps the majority of travelers, trucks and commerce flowing smoothly at ground level. The Soda BIA has correctly commented that current designs will impair for years or kill many Seattle businesses forever with no improvement in mobility for the 90%+ of travelers who still require cars, trucks and bus service.

I could go on but your agency will do what it wants, regardless of what is best for each neighborhood. and it will doom Sodo Station to mediocrity and a low ridership, but moreover, doom the businesses of Soda to massive costs and delays all to serve a small fraction of the traveling public at forever subsidized cost to taxpayers. You could do better.

Robert Stack

Rainier Pacific Co.

2201 Sixth Ave. S.

Seattle WA. 98134

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>As with past public comments, it's likely these letters from the public will be disregarded in favor of building merely the cheapest set of tracks possible. When the first Preferred Alternative came out several years ago, it involved tracks to/ from West Seattle at elevation. That idea was abandoned to lay tracks at grade with overpasses at Lander and Holgate in theory, to get the Station area closer to foot traffic at S. Lander. Sometime after the first three design iterations were hashed out in public meetings, ST designers came out with completely different designs namely 1a, 1b, and 2 which eluded all initial public comment until offered up in the recent DEIS. Much of the public missed early stage comment opportunity which may have shaped a different Draft design. In fact, I gathered signatures from owners and tenants of over 5 Million Sq. Ft. of nearby Sodo properties all adamantly opposed to overpasses in their final form and the construction that goes with it. Easy to see lands blocked by overpasses are less desirable. Major business costs will accrue with 2 year detours south to Spokane Street and north to Holgate/Royal Brougham and there's been no assurance these business costs will be reflected in an EIS. Yet Project Manager Cathel Ridge testifies to the Board that he shows "strong support" for those overpass designs. No research was done by ST to ascertain public desires. No Sodo BIA members were contacted nor any of my tenants. At another ST Board meeting, we caught Staff handing out, mid-meeting, an altered Agenda with vital comments not made available to the public in time for comment. The altered and deceitful notes became matter of record.</p>	<p>Please see the response to CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information.</p>
2	<p>Basic mass transit planning includes reliance on intermodal transfer ability. Eliminating the E-3 Busway is at odds with Metro's desires and counterproductive to better ridership.</p>	<p>Please see the responses to CC3e and CC3f in Table 7-1.</p>
3	<p>The latest plans show virtually no accommodation for parking and awkward access for car, Uber, bus passengers. Successful stations need to accommodate car parking since there is no residential activity in Sodo to provide foot traffic. Why not copy what works like the SeaTac parking garage to enhance ridership? Our properties with bare land for parking have been a vital resource for commuters to downtown (pre-Covid) and especially for relieving parking demand during games and concerts at nearby stadiums. Why not include large parking garage and make it a revenue source? If you continue the absurd notion of "taking" the USPS Terminal Annex Station and Garage, why not make it a parking source for light rail riders? But then you never really asked the Post Office about taking their property who missed this detail?</p>	<p>Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit-supportive land uses. The Federal Transit Administration and Sound Transit have coordinated with the U.S. Postal Service throughout development of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>My early suggestion at a Charrette held years ago was for an all-elevated station at Lander. ST knows how to build elevated track, it eliminates costly and unpopular overpasses and keeps the majority of travelers, trucks and commerce flowing smoothly at ground level. The Sodo BIA has correctly commented that current designs will impair for years or kill many Seattle businesses forever with no improvement in mobility for the 90%+ of travelers who still require cars, trucks and bus service.</p>	<p>Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, for information on the double elevated alternative in SODO and why it was not carried forward.</p>
5	<p>I could go on but your agency will do what it wants, regardless of what is best for each neighborhood and it will doom Sodo Station to mediocrity and a low ridership, but moreover, doom the businesses of Sodo to massive costs and delays all to serve a small fraction of the traveling public at forever subsidized cost to taxpayers. You could do better.</p>	<p>Your opposition to the project has been noted.</p>

Comment Submittal 0796

Communication ID	Name	Email
504978	Advocacy Active	active_public@emailuser.net

Full Communication (4/26/2022)

Overall:

The West Seattle - Ballard Link Extension must:

1. Integrate with substantially revised public transit (e.g., METRO) schedules to synchronize with future Link schedules and accommodate ridership needs and routes, particularly in underserved areas, and avoid pedestrians crossing major roadways; and,
2. Minimize station sizes and time required for transit riders to arrive at Link boarding platforms.

In addition, the dEIS should

Further study an earlier proposed tunnel alternative from an Interbay station near W Dravus St. to either a 20th (preferred) or 17th Avenue NW Ballard Station (via a Thorndyke Portal); and, Conduct assessment(s) for continuing the Downtown Segment's proposed tunnel beyond the Seattle Center and lower Queen Anne and all the way to Ballard, with stations, as planned, at South Interbay (W Galer St.), Interbay (W Dravus St.) and Ballard (15th, 17th or 20th Ave. NW), so as to:

preserve Seattle's open spaces and view corridors; and, avoid material and lengthy traffic delays and disruptions (as well as road closures), construction noise, residential and business displacements, and the resulting significant above-grade infrastructure.

And, in accordance with the Nov. 2020 Ballard Interbay Regional Transit Study, take into account any plans for retrofit and/or reconstruction of the W Dravus (BRG-045 over BNSF railways) and W Emerson (BRG-046) viaducts.

Station-specific:

- W Galer St. (SIB-1) I provides the best access to Seattle's Port and Smith Cove shipping terminals. as well as the whole of South Interbay. The following improvements would address a number of SIB-1 drawbacks:
- a guideway tunnel under Elliott Ave. W;
- an at-grade (alternatively, below-grade) Smith Cove station (to eliminate high-span guideways over existing civil infrastructure, namely the W Galer St. flyover and Magnolia Bridge); and,
- Transit stops located directly at the Smith Cove Station (and west of Elliott) to avoid riders having to cross Elliott Ave. W for transfers and connections.
- 17th Ave. W- retained cut (IBB-2b) I offers best proximity to communities east and west of BNSF railyards. Station location and transit connectivity:
- should not require riders to cross W Dravus St.;
- function as segue to preferred wsble Ship Canal Tunnel enroute to Ballard; and,
- provide emergency access for the Magnolia peninsula in the event of bridge failure.
- 15th Ave. NW-tunnel (IBB-2b) I will best serve Ballard's Urban Village population and medical and historical centers. As a below-grade station, it avoids many of the undesirable attributes of an elevated alternative. However, a more optimal location for the Ballard station is west of 15th Ave.

W. As such, the dEIS should reopen and further study a previously assessed station, specifically, the 20th Ave. NW Tunnel -Thorndyke Portal in view of ST's 2021 re-alignment process due to significantly increased costs in securing rights-of-way and acquiring property rights for elevated alternatives in the dEIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	Integrate with substantially revised public transit (e.g., METRO) schedules to synchronize with future Link schedules and accommodate ridership needs and routes, particularly in underserved areas, and avoid pedestrians crossing major roadways; and,	Please see responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Minimize station sizes and time required for transit riders to arrive at Link boarding platforms.	Please see response to CC2f in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Further study an earlier proposed tunnel alternative from an Interbay station near W Dravus St. to either a 20th (preferred) or 17th Avenue NW Ballard Station (via a Thorndyke Portal);	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Conduct assessment(s) for continuing the Downtown Segment's proposed tunnel beyond the Seattle Center and lower Queen Anne and all the way to Ballard, with stations, as planned, at South Interbay (W Galer St.), Interbay (W Dravus St.) and Ballard (15th, 17th or 20th Ave. NW), so as to: preserve Seattle's open spaces and view corridors; and, avoid material and lengthy traffic delays and disruptions (as well as road closures), construction noise, residential and business displacements, and the resulting significant above-grade infrastructure.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	And, in accordance with the Nov. 2020 Ballard Interbay Regional Transit Study, take into account any plans for retrofit and/or reconstruction of the W Dravus (BRG-045 over BNSF railways) and W Emerson (BRG-046) viaducts.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	W Galer St. (SIB-1) I provides the best access to Seattle's Port and Smith Cove shipping terminals, as well as the whole of South Interbay. The following improvements would address a number of SIB-1 drawbacks: • a guideway tunnel under Elliott Ave. W; • an at-grade (alternatively, below- grade) Smith Cove station (to eliminate high-span guideways over existing civil infrastructure, namely the W Galer St. flyover and Magnolia Bridge); and, • Transit stops located directly at the Smith Cove Station (and west of Elliott) to avoid riders having to cross Elliott Ave. W for transfers and connections.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	17th Ave. W- retained cut (IBB-2b) I offers best proximity to communities east and west of BNSF railyards. Station location and transit connectivity: • should not require riders to cross W Dravus St.; function as segue to preferred wsble Ship Canal Tunnel enroute to Ballard; and, • provide emergency access for the Magnolia peninsula in the event of bridge failure. • 15th Ave. NW - tunnel (IBB-2b) I will best serve Ballard's Urban Village population and medical and historical centers. As a below-grade station, it avoids many of the undesirable attributes of an elevated alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0797

Communication ID	Name	Email
505023	Charlie Able	charliemable@gmail.com

Full Communication (4/26/2022)

To Sound Transit and the Board of Directors,

I am a West Seattle resident and member of the Sound Transit Community Advisory Group. I have closely followed the process of ST3 for nearly five years and participated in almost every community event during that period. I am also a member of the West Seattle Bridge Community Task Force and founding member of the EAG Neighborhood Coalition in the Junction.

I greatly appreciate the opportunity to participate in this process, both as a member of the CAG and through the ability to comment on the WSBLE Draft Environmental Impact Statement.

The WSBLE extension offers an incredible opportunity for West Seattle, and I strongly support bringing well-designed public transit to our neighborhoods. As an architect and designer, I believe public transit to be the bedrock of any thriving city and can think of few endeavors more worthy of our time, energy, and resources.

I strongly advise the board to select a long tunnel alignment for the simple reason that it is the single-best option for the future of West Seattle.

- While there are plenty of precedents for above-ground light rail around the country, there are very few cities that utilize such a configuration through the heart of residential neighborhoods.
- Disruption to the current neighborhood fabric through the demolition of existing housing and introduction of 100-plus-foot tall guideways (an inevitable result of the neighborhood's dramatic topography) will be severe.
- It is inevitable that the neighborhoods of West Seattle will continue to grow and density. We do not have arterial boulevards like MLK in south Seattle that can accommodate both light rail and multi-lane traffic. So, any above-ground option proposed by Sound Transit will result in the loss of valuable real estate and act as a deterrent for surrounding development due to the undesirable views and noise.
- As the most recent pricing analyses have shown, the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound Transit projections. I believe the qualitative benefits of this tunnel option far outweighs the negatives and will pay dividends to the neighborhoods of West Seattle for the decades to come.

Please, do not be tempted by quick and easy alternatives whose strongest attribute is cost savings today. Light rail is a generational decision. The options chosen will be in place for decades.

Support and build something the entire community can be proud to pass on to future generations.

Thank you again for this opportunity. I sincerely hope you will take the time to listen to those members of the community who will be impacted the most by this process, as future Sound Transit Riders, potential neighbors to Sound Transit infrastructure, or potential victims of displacement.

All the best, Charlie Able

P. S. The following represents additional commentary related to the DEIS and process.

Delridge Station:

- The options which made it into the DEIS for the Delridge station all severely impact the Delridge neighborhood in
- Loss of single-family homes
- Homes not demolished are in close proximity to 100+ foot tall guideway
- All station options from a walkshed perspective are limited in service to north Delridge rather than the heart of Delridge
- Both Avalon and Junction areas received the benefit of tunnel analysis while no tunnel options were considered in the DEIS for Delridge; this does not appear equitable

Appendix O. Draft EIS Comment Summary and Response to Comments

Avalon Station:

- The station proximity of the three stations in West Seattle is comparable to the downtown stations, which is the only other location in the sound transit network with this kind of station density, and West Seattle is obviously not as dense (and is never projected to be as dense) as downtown.
- The ridership projections for the Avalon station grossly underperform the other two West Seattle stations and by their own projections would be the station with the lowest ridership in the entire Sound Transit Network.
- More than 2/3 of the projected Avalon walkshed is captured by the Junction or Delridge station walksheds. The Avalon Station lies within the Junction walkshed, making it completely redundant. Sound Transit has also acknowledged that network ridership would not change without the Avalon Station.
- The Avalon Station adds significant cost as well as slows train service, further lowering potential ridership for other stations in the area.
- I would strongly encourage Sound Transit to permanently "postpone" the Avalon Station, shifting all related cost-savings towards a long-tunnel option.

Future Planning:

- Because a public process involving the Seattle Planning Department will not occur until stations and routes are selected, metrics are inherently quantitative and do not receive the discussion and feedback allowing them to also be viewed through a qualitative lens. For example, no part of the process asks which station location works better for future neighborhood planning aspirations.
- Sound Transit has not presented any real vision for what southern expansion of the light rail network would involve. Selection of options if the Junction without understanding how Sound Transit intends to proceed south seems very shortsighted and highly prone to limited expansion options in the future.

220426_DEIS Comments_Charlie Able.pdf

#	Comments	Responses
1	The WSBLE extension offers an incredible opportunity for West Seattle, and I strongly support bringing well-designed public transit to our neighborhoods. As an architect and designer, I believe public transit to be the bedrock of any thriving city and can think of few endeavors more worthy of our time, energy, and resources.	Thank you for expressing support for the West Seattle Link Extension.
2	I strongly advise the board to select a long tunnel alignment for the simple reason that it is the single-best option for the future of West Seattle. • While there are plenty of precedents for above- ground light rail around the country, there are very few cities that utilize such a configuration through the heart of residential neighborhoods. • Disruption to the current neighborhood fabric through the demolition of existing housing and introduction of 100-plus-foot tall guideways (an inevitable result of the neighborhood's dramatic topography) will be severe. • It is inevitable that the neighborhoods of West Seattle will continue to grow and densify. We do not have arterial boulevards like MLK in south Seattle that can accommodate both light rail and multi-lane traffic. So, any above-ground option proposed by Sound Transit will result in the loss of valuable real estate and act as a deterrent for surrounding development due to the undesirable views and noise. • As the most recent pricing analyses have shown, the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound Transit projections. I believe the qualitative benefits of this tunnel option far outweighs the negatives and will pay dividends to the neighborhoods of West Seattle for the decades to come. Please, do not be tempted by quick and easy alternatives whose strongest attribute is cost savings today. Light rail is a generational decision. The options chosen will be in place for decades. Support and build something the entire community can be proud to pass on to future generations.	Please see responses to CCG2, CCG3, CC2c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>Delridge Station: • The options which made it into the DEIS for the Delridge station all severely impact the Delridge neighborhood in o Loss of single-family homes o Homes not demolished are in close proximity to 100+ foot tall guideway o All station options from a walkshed perspective are limited in service to north Delridge rather than the heart of Delridge • Both Avalon and Junction areas received the benefit of tunnel analysis while no tunnel options were considered in the DEIS for Delridge; this does not appear equitable</p>	<p>Please see responses to CC4.4a and CC4.5a in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for more information. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for more information tunnel considerations and alternative development for the Delridge Segment. A tunnel under the Delridge valley was not analyzed due to technical feasibility issues related to the impractical tunnel length and depth that would have been required under the Duwamish Waterway. In order to meet the operation grade requirements for light rail, the tunnel would need to begin in the SODO Segment to be deep enough to go under the Duwamish Waterway at the necessary depth and under the Delridge valley. The tunnel and station would then be over 200 feet deep and have a much greater cost in the West Seattle Junction Segment because of the variation in topography along the corridor in West Seattle. In addition, poor soil conditions in both the SODO and Duwamish segments would require continuous ground improvements along the alignment and require the depth of the tunnel under the Duwamish Waterway to be approximately 300 feet deep to avoid ground improvements in the waterway. These ground improvements would require property acquisition or easements along the length of the tunnel, which could result in greater business displacements.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>Avalon Station: • The station proximity of the three stations in West Seattle is comparable to the downtown stations, which is the only other location in the sound transit network with this kind of station density, and West Seattle is obviously not as dense (and is never projected to be as dense) as downtown. • The ridership projections for the Avalon station grossly underperform the other two West Seattle stations and by their own projections would be the station with the lowest ridership in the entire Sound Transit Network. • More than 2/3 of the projected Avalon walkshed is captured by the Junction or Delridge station walksheds. The Avalon Station lies within the Junction walkshed, making it completely redundant. Sound Transit has also acknowledged that network ridership would not change without the Avalon Station. • The Avalon Station adds significant cost as well as slows train service, further lowering potential ridership for other stations in the area. • I would strongly encourage Sound Transit to permanently "postpone" the Avalon Station, shifting all related cost- savings towards a long-tunnel option.</p>	<p>Please see responses to CC2j in Table 7-1.</p>
5	<p>Because a public process involving the Seattle Planning Department will not occur until stations and routes are selected, metrics are inherently quantitative and do not receive the discussion and feedback allowing them to also be viewed through a qualitative lens. For example, no part of the process asks which station location works better for future neighborhood planning aspirations.</p>	<p>Please see Section 4.2, Land Use, of the Final EIS for more information on consistency with approved city plans.</p>
6	<p>Sound Transit has not presented any real vision for what southern expansion of the light rail network would involve. Selection of options if the Junction without understanding how Sound Transit intends to proceed south seems very shortsighted and highly prone to limited expansion options in the future.</p>	<p>Please see response to CC2d in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0798

Communication ID	Name	Email
505652	Anonymous	None provided

Full Communication (4/26/2022)

The West Seattle and Ballard Link will be a great help and opportunity for people moving both ways. It can move people faster and conveniently. It can avoid traffic and delay going home, going work & any other purpose of one's trip.

I am grateful that this will soon be built and can be an ease to one's burden of traveling.

#	Comments	Responses
1	The West Seattle and Ballard Link will be a great help and opportunity for people moving both ways. It can move people faster and conveniently. It can avoid traffic and delay going home, going work & any other purpose of one's trip. I am grateful that this will soon be built and can be an ease to one's burden of traveling.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0799

Communication ID	Name	Email
505660	Amanda Kim	None provided

Full Communication (4/26/2022)

- Lack of other major languages:
 - Tagalog
 - Ethiopian languages
 - Korean

ENG Comment from Interim tabling_20220427 7.pdf

#	Comments	Responses
1	<ul style="list-style-type: none">• Lack of other major languages: Tagalog Ethiopian languages Korean	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on meeting translation and the languages that project materials have been translated into, including Khmer, Somali, and Korean. Language blocks on Sound Transit's notices and literature include Tagalog and Korean. Please also see Appendix F for information on how languages were selected for language blocks and transcreation for the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0800

Communication ID	Name	Email
505661	Amanda B	None provided

Full Communication (4/26/2022)

- Noise
- Displacement

#	Comments	Responses
1	<ul style="list-style-type: none">• Noise• Displacement	Please see responses to CC4.1a and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0801

Communication ID:	Name	Email
501921	Taylor Knowles	taylorknowles@gmail.com

Full Communication (4/27/2022)

Regarding the West Seattle Junction station location: I am incredibly excited for light rail to arrive in West Seattle but we cannot gain transit access at the expense of our community identity. The elevated alternatives would completely disrupt the neighborhoods along the alignment in numerous ways, both in the short term, with negative effects of construction, as well as long term, with permanent displacement and visual impacts.

Between the West Seattle Bridge closure and the COVID-19 pandemic, the past few years have brought serious infrastructure frustration, countless business closures, and forced resident displacement to West Seattle. On the heels of all this, selecting an elevated alignment alternative that would potentially displace more than three times the number of residents and businesses as a tunnel alternative, as well as bring several years of surface level construction impacts, would be incredibly onerous on West Seattle residents. Plus, with a spike in employees working from home, daytime construction noise would be more impactful than ever.

Please consider this comment a strong vote in support of seeking partner funding and moving forward with Alternative WSJ-3a.

#	Comments	Responses
1	I am incredibly excited for light rail to arrive in West Seattle but we cannot gain transit access at the expense of our community identity. The elevated alternatives would completely disrupt the neighborhoods along the alignment in numerous ways, both in the short term, with negative effects of construction, as well as long term, with permanent displacement and visual impacts. Between the West Seattle Bridge closure and the COVID-19 pandemic, the past few years have brought serious infrastructure frustration, countless business closures, and forced resident displacement to West Seattle. On the heels of all this, selecting an elevated alignment alternative that would potentially displace more than three times the number of residents and businesses as a tunnel alternative, as well as bring several years of surface level construction impacts, would be incredibly onerous on West Seattle residents. Plus, with a spike in employees working from home, daytime construction noise would be more impactful than ever. Please consider this comment a strong vote in support of seeking partner funding and moving forward with Alternative WSJ-3a.	Please see responses to CCG2, CC4.1b, CC4.4a, CC4.7a, and CC5b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0802

Communication ID:	Name	Email
501932	Brian Ruff	ruffseven@yahoo.com

Full Communication (4/27/2022)

Regarding the West Seattle Extension:

- The Avalon station is unnecessary and should be deleted from the preferred alternative plan. Its deletion would allow a lower elevation for the Delridge station, thereby saving costs and increasing accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.
- The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction!
- I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Heights.

#	Comments	Responses
1	The Avalon station is unnecessary and should be deleted from the preferred alternative plan. Its deletion would allow a lower elevation for the Delridge station, thereby saving costs and increasing accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction!	Please see responses to CC1c, CC3a, and CCEJ1 in Table 7-1. Please see the following sections of the West Seattle Link Extension Final EIS: Section 4.4, Social Resources, Community Facilities, and Neighborhoods, for more information on social resources, including the deli-mart, and Section 3.11, Construction Impacts, for more information on construction related road closures.
3	I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Height	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0803

Communication ID:	Name	Email
501933	Karen Corsica	kcorsica@comcast.net

Full Communication (4/27/2022)

I've lived in West Seattle since 2004 and I fully support adding light rail to our community. However, elevated solutions are both an eye sore and displace too many businesses and residents. I am writing to advocate for underground solutions as so many other communities have. If I read this correctly, I believe underground solutions require third party funding. My question is: in other communities where tunnels are used, did those also require third party funding? It's been tough these last two years of the WS bridge being down to not feel like second class citizens. The city has done a terrible job managing this disastrous situation. Please help WS residents feel their lives matter and prioritize a solution that is least disruptive to our community and find the funding. Thank you.

#	Comments	Responses
1	I've lived in West Seattle since 2004 and I fully support adding light rail to our community.	Thank you for expressing support for the West Seattle Link Extension.
2	elevated solutions are both an eye sore and displace too many businesses and residents. I am writing to advocate for underground solutions as so many other communities have. If I read this correctly, I believe underground solutions require third party funding. My question is: in other communities where tunnels are used, did those also require third party funding? It's been tough these last two years of the WS bridge being down to not feel like second class citizens. The city has done a terrible job managing this disastrous situation. Please help WS residents feel their lives matter and prioritize a solution that is least disruptive to our community and find the funding.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0804

Communication ID:	Name	Email
501938	Lisa Zerkowitz	asilzerk@comcast.net

Full Communication (4/27/2022)

- The best long-term option for West Seattle is to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). This option is the only one that will alleviate significant and irreversible impacts on the neighborhoods and environment that is in the path and around the proposed light rail.
- I fully support the removal of the Avalon Station. The cost savings in doing so can help support the costs of the long tunnel. Additionally, the need to purchase properties will be decreased, also allowing extra funds to migrate towards a long tunnel. An Avalon Station would be so close to the Junction Station, and with only 1200 riders projected, it seems like a waste when removing it could shift funding towards a rail line that would be immensely less impactful on residents, businesses, and the natural environment. And yet it would still serve the community. Residents in and around Avalon can walk to the Junction station easily - if you look around this community, lots of folks are walking to Trader Joe's, Whole Foods, and the gym. For those that cannot walk, buses go there as well. Community members who are on the East side of Avalon Way can easily access the Delridge Station. Our city is so hyper focused on bike lanes and removing vehicles, we should also be encouraging those who can walk, to walk. If Avalon cannot be removed, then it should be an underground station, otherwise this location at the entrance to West Seattle will be greatly compromised.
- I believe the Delridge station closest to Nucor is problematic. It seems like a poor walk shed and wouldn't allow for transit-orientated development so close to the steel mill and the city/state building nearby that has offices for the foster care system. It also seems like a poor location for buses to terminate. DEL-2a or DEL-4 appear to be more user-friendly locations and it is ideal to have a lower guideway for folks who live and work adjacent to this area.
- Please study additional long tunnel alternatives. Perhaps with the removal of Avalon Station, and less property acquisition, a long tunnel might not require 3rd party funding. Property values continue to increase each month, so that is also a barrier to going above ground. Perhaps the Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel East of Avalon would allow lower guideway and cost savings. And finally, the Pigeon Point Tunnel alternative (appendix M) would place the Delridge station in a better location and reduce property acquisition costs.

#	Comments	Responses
1	The best long-term option for West Seattle is to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). This option is the only one that will alleviate significant and irreversible impacts on the neighborhoods and environment that is in the path and around the proposed light rail.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I fully support the removal of the Avalon Station. The cost savings in doing so can help support the costs of the long tunnel. Additionally, the need to purchase properties will be decreased, also allowing extra funds to migrate towards a long tunnel. An Avalon Station would be so close to the Junction Station, and with only 1200 riders projected, it seems like a waste when removing it could shift funding towards a rail line that would be immensely less impactful on residents, businesses, and the natural environment. And yet it would still serve the community. Residents in and around Avalon can walk to the Junction station easily - if you look around this community, lots of folks are walking to Trader Joe's, Whole Foods, and the gym. For those that cannot walk, buses go there as well. Community members who are on the East side of Avalon Way can easily access the Delridge Station. Our city is so hyper focused on bike lanes and removing vehicles, we should also be encouraging those who can walk, to walk. If Avalon cannot be removed, then it should be an underground station, otherwise this location at the entrance to West Seattle will be greatly compromised.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	I believe the Delridge station closest to Nucor is problematic. It seems like a poor walk shed and wouldn't allow for transit-orientated development so close to the steel mill and the city/state building nearby that has offices for the foster care system. It also seems like a poor location for buses to terminate. DEL-2a or DEL-4 appear to be more user-friendly locations and it is ideal to have a lower guideway for folks who live and work adjacent to this area.	Please see response to CCG2 in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for more information on transit access to the Delridge Station, and Section 4.2, Land Use, for more information on transit-oriented development.
4	Please study additional long tunnel alternatives. Perhaps with the removal of Avalon Station, and less property acquisition, a long tunnel might not require 3rd party funding. Property values continue to increase each month, so that is also a barrier to going above ground. Perhaps the Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel East of Avalon would allow lower guideway and cost savings. And finally, the Pigeon Point Tunnel alternative (appendix M) would place the Delridge station in a better location and reduce property acquisition costs.	Please see responses to CCG2, CC2c, and CC2h in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0805

Communication ID:	Name	Email
501942	Timothy Wright	t.max.wright@gmail.com

Full Communication (4/27/2022)

I am a resident of the Avalon neighborhood in West Seattle. I think that the light rail between Delridge station and Avalon station should utilize a tunnel. This is important to maintain the walkability of the region and ensure future development. There are few examples of modern transit systems that are building elevated lines through residential areas, because it ultimately reduces future opportunities and restricts mobility.

Also, Andover station (Del 5 and Del 6) is badly designed and should not merit further examination.

It is poorly places compared to the other options in Delridge.

#	Comments	Responses
1	I am a resident of the Avalon neighborhood in West Seattle. I think that the light rail between Delridge station and Avalon station should utilize a tunnel. This is important to maintain the walkability of the region and ensure future development. There are few examples of modern transit systems that are building elevated lines through residential areas, because it ultimately reduces future opportunities and restricts mobility. Also, Andover station (Del 5 and Del 6) is badly designed and should not merit further examination. It is poorly places compared to the other options in Delridge.	Please see responses to CCG2 and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0806

Communication ID:	Name	Email
501951	Mary Tran	maryetran1994@gmail.com

Full Communication (4/27/2022)

I am always an advocate for extending public transit. Seattle really has the potential to be like the BART or METRO. However, many businesses, majority are BIPOC small owned business, will be impacted by this decision. What is the city doing to ensure that one of our more diverse neighborhoods in King County are not financially impacted by this decision. The businesses that are being demolished for this transit build, are they going to be provided new spaces for business (without putting money from their own pockets?). Is the health of the people being considered provided that the construction will impact air quality? I'm unsure if equity was really examined, at least for BIPOC folx, during the planning of this transit expansion. I hope that further thought is being addressed after reading this comment.

#	Comments	Responses
1	I am always an advocate for extending public transit. Seattle really has the potential to be like the BART or METRO. However, many businesses, majority are BIPOC small owned business, will be impacted by this decision. What is the city doing to ensure that one of our more diverse neighborhoods in King County are not financially impacted by this decision. The businesses that are being demolished for this transit build, are they going to be provided new spaces for business (without putting money from their own pockets?). Is the health of the people being considered provided that the construction will impact air quality? I'm unsure if equity was really examined, at least for BIPOC folx, during the planning of this transit expansion. I hope that further thought is being addressed after reading this comment.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0807

Communication ID:	Name	Email
501961	Shannon Saulter	saulter.shannon@gmail.com

Full Communication (4/27/2022)

Thank you for opening up the floor to comments. As a West Seattle neighbor who is at risk of displacement, my comment is to spare the Avalon Way station's construction and instead consider that area already bustling with the West Seattle bridge and bus use. If it is not completely necessary, please consider the cost savings to do away with the Avalon station and plenty a bus route can compensate. While most neighborhoods that have a stop only have one, surely West Seattle can suffice with two. My family and I have established our roots in this community and in the neighborhood school and have saved for many years to obtain a forever home. This home will celebrate its centennial in less than a decade. A tidbit that-in a time of forward planning-deserves its acknowledgement; to celebrate and cultivate what has lasted the test of time; to ponder the perch from where our home sits, with Mt. Rainier popping up from the skyline, Delridge and down and uphill away and downtown lighting up the evening sky. What would happen to our mature cherry trees that line both sides of the street along Genesee? Thank you for listening. While your team's projects are highly complicated and technical, please consider this comment as an opt to simplify.

#	Comments	Responses
1	my comment is to spare the Avalon Way station's construction and instead consider that area already bustling with the West Seattle bridge and bus use. If it is not completely necessary, please consider the cost savings to do away with the Avalon station and plenty a bus route can compensate. While most neighborhoods that have a stop only have one, surely West Seattle can suffice with two. My family and I have established our roots in this community and in the neighborhood school and have saved for many years to obtain a forever home. This home will celebrate its centennial in less than a decade. A tidbit that-in a time of forward planning-deserves its acknowledgement; to celebrate and cultivate what has lasted the test of time; to ponder the perch from where our home sits, with Mt. Rainier popping up from the skyline, Delridge and down and uphill away and downtown lighting up the evening sky.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	What would happen to our mature cherry trees that line both sides of the street along Genesee?	Please see response to CC4.9a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0808

Communication ID:	Name	Email
501978	Nikkie Jabro	kristina.jabro@gmail.com

Full Communication (4/27/2022)

Light rail is needed in West Seattle, however displacement of people, apartments, condos, businesses, etc. is not. A tunnel would be much preferred over an above ground and worse - elevated train.

SW Avalon Way would especially suffer since it is lined with apartments and condos, some of which are fairly affordable with easy access to the rest of the city. Most of these apartments and condos include underground parking which is so hard to come by in new builds.

I can only foresee if we did anything but a tunnel, it would cause more harm in the long-term.

#	Comments	Responses
1	Light rail is needed in West Seattle, however displacement of people, apartments, condos, businesses, etc. is not. A tunnel would be much preferred over an above ground and worse - elevated train. SW Avalon Way would especially suffer since it is lined with apartments and condos, some of which are fairly affordable with easy access to the rest of the city. Most of these apartments and condos include underground parking which is so hard to come by in new builds. I can only foresee if we did anything but a tunnel, it would cause more harm in the long-term.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0809

Communication ID:	Name	Email
501984	ANNE Noonan	noonanderson@comcast.net

Full Communication (4/27/2022)

I am very concerned about the effect of Del 5 and Del 6 on Transitional Resources.

That organization needs to operate as a campus, just as many hospitals do. If the three buildings can remain operating together TR can continue their great work for the community.

Please consider their circumstances in your design plans. Thank you.

#	Comments	Responses
1	I am very concerned about the effect of Del 5 and Del 6 on Transitional Resources. That organization needs to operate as a campus, just as many hospitals do. If the three buildings can remain operating together TR can continue their great work for the community. Please consider their circumstances in your design plans. Thank you.	Please see response CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0810

Communication ID:	Name	Email
501990	Bryan Green	greenbryanp@gmail.com

Full Communication (4/27/2022)

In Ballard: prefer 14th Ave Tunnel option [IBB-2a]

In Smith Cove: South Interbay Segment - Prospect Street Station/ Central Interbay Alternative [SIB-3]

Downtown: 5th/Harrison [DT-1]

In CID [CID-1b]

In Socio: choose the Mixed Profile Station [SoDo-2]

In West Seattle, Avalon, and Delridge: Build WSJ-5 with a South Crossing Alternative These have the least effects on residents who will be utilizing the transportation the most

#	Comments	Responses
1	In Ballard: prefer 14th Ave Tunnel option [IBB-2a]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	In Smith Cove: South Interbay Segment - Prospect Street Station/ Central Interbay Alternative [SIB- 3]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Downtown: 5th/Harrison [DT-1]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	In CID: [CID-1b]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	In Sodo: choose the Mixed Profile Station [SoDo-2]	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
6	In West Seattle, Avalon, and Delridge: Build WSJ-5 with a South Crossing Alternative	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0811

Communication ID:	Name	Email
501992	Pearl Dubry	pearldubry@comcast.net

Full Communication (4/27/2022)

I do not approve of light rail as I think it will destroy too many neighborhoods. I believe improved transit system would serve the area better. I also do not think 3 stations or elevated track should be considered.

#	Comments	Responses
1	I do not approve of light rail as I think it will destroy too many neighborhoods. I believe improved transit system would serve the area better. I also do not think 3 stations or elevated track should be considered.	Your opposition to the project is noted. Please see response to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail, and further information on mode has been added to Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0812

Communication ID:	Name	Email
502004	Rachel Tanner	rlinneag@yahoo.com

Full Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. As a parent of a preschooler, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. Quality child care is already difficult to find, which has been worsened by the pandemic. While I am excited about the expansion and support mass transit efforts the last thing we should be doing is displacing child care programs that provide this type of high-quality early learning opportunities our children and parents desperately need. This is one of the best and most affordably preschools in the area. The cost of the relocation would drive up the tuition cost and make it unaffordable for many families and leave us without care.. Please consider all other alternatives.

#	Comments	Responses
1	I am commenting regarding the Delridge segment of the West Seattle Link extension. As a parent of a preschooler, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. Quality child care is already difficult to find, which has been worsened by the pandemic. While I am excited about the expansion and support mass transit efforts the last thing we should be doing is displacing child care programs that provide this type of high-quality early learning opportunities our children and parents desperately need. This is one of the best and most affordably preschools in the area. The cost of the relocation would drive up the tuition cost and make it unaffordable for many families and leave us without care.. Please consider all other alternatives.	Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0813

Communication ID:	Name	Email
502012	Emrys Harper	emryshp@gmail.com

Full Communication (4/27/2022)

ES.3.1.1.1. SODO Segment: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

ES.3.1.1.3. Delridge Segment: Study improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

ES.3.1.1.4. West Seattle Junction Segment: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

ES.3.1.2.2. Chinatown/International District Segment: Prefer 4th Avenue Shallow Alternative (CID- 1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.

ES.3.1.2.3. Downtown Segment: 5th Avenue Station [DT-1). Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Westlake Avenue Station [DT-1). Update vertical conveyances and aim shallower. Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

ES.3.1.2.4 South Interbay Segment: Preferred Galer Street Station [SI8-1).

ES.3.1.2.5. Interbay/Ballard Segment: Advance and refine Thorndyke Retained Cut [I88-2a/I88- 2b) and a slimmed down 15th Avenue Elevated Station [I88-3). Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	ES.3.1.1.1. SODO Segment: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	ES.3.1.1.3. Delridge Segment: Study improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
3	West Seattle Junction Segment: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings	Please see response to CCG2 in Table 7-1.
4	Chinatown/International District Segment: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	Downtown Segment: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	South Interbay Segment: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Interbay/Ballard Segment: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [188-3]. Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Jettison the moveable bridge.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0814

Communication ID:	Name	Email
502013	David Shorten	shortenda@gmail.com

Full Communication (4/27/2022)

I think sound transit should prioritize transit quality, location (e.g., I'd prefer the more western alignment in Ballard), and time to completion over business impacts, in particular wrt to station depth, distance between stations, and cut and cover vs tunneling. Additionally, the existing at grade light rail is miserable, we should never build like that again.

#	Comments	Responses
1	I think sound transit should prioritize transit quality, location (e.g., I'd prefer the more western alignment in Ballard), and time to completion over business impacts, in particular wrt to station depth, distance between stations, and cut and cover vs tunneling. Additionally, the existing at grade light rail is miserable, we should never build like that again.	Please see responses to CCG3, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit continues to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0815

Communication ID:	Name	Email
502025	Linda Seltzer	lseltzer@alumni.princeton.edu

Full Communication (4/27/2022)

I hope that you will keep tourism and day trips in mind and design bus routes to stop at beaches during the summer and at large city or county parks. This also includes waterfront restaurant areas. People need transit to leisure activities, not just work and shopping, especially the ability to take children to beaches and parks when they live in an apartment.

#	Comments	Responses
1	I hope that you will keep tourism and day trips in mind and design bus routes to stop at beaches during the summer and at large city or county parks. This also includes waterfront restaurant areas. People need transit to leisure activities, not just work and shopping, especially the ability to take children to beaches and parks when they live in an apartment.	Thank you for your comment; however, this is beyond the scope of the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0816

Communication ID:	Name	Email
502030	Christa Zinke	czinke@zagmail.gonzaga.edu

Full Communication (4/27/2022)

Regarding the West Seattle Extension:

- The Avalon station is an unnecessary expense that should be removed from the preferred alternative plan. This would allow for the lowering of the Delridge station. A lowered Delridge station decreases not only the costs, but allows for greater accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.
- The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction!
- I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Heights.

#	Comments	Responses
1	The Avalon station is an unnecessary expense that should be removed from the preferred alternative plan. This would allow for the lowering of the Delridge station. A lowered Delridge station decreases not only the costs, but allows for greater accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.	Please see responses to CC2j and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe).	Please see responses to CCG2, CC2d, and CCEJ1 in Table 7-1.
3	Please ensure that access to the bridge via Delridge is kept open during construction!	Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for information on construction road closures.
4	I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Heights.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0817

Communication ID:	Name	Email
502037	Chris Porter	clporter11@mac.com

Full Communication (4/27/2022)

It is not abundantly clear which communities will undergo the greater impact. to bring light rail to West Seattle. There is still tremendous concern about habitat, and riparian intrusion to get this to wrk, as will as tree mitigation. Like Ballard, West Seattle has a abundant tee canopy. Also, what is the most significant impact on salmon waterways. The Duwamish river is a reminder to us all what happens when the environment is ignored, but being thoughtful about and honest about the true environmental impact is important. The district that is impacted by light railing advancing to Wes Seattle has requested an impact study of a gondola - the is just one example of the community concern around light rail in and out of West Seattle. Also, is there true equity in service, that is to say do communities of color have a similar level of access to light rail, and have we not overburden these communities with the impact to bring light rail to West Seattle.

#	Comments	Responses
1	It is not abundantly clear which communities will undergo the greater impact. to bring light rail to West Seattle. There is still tremendous concern about habitat, and riparian intrusion to get this to wrk, as will as tree mitigation. Like Ballard, West Seattle has a abundant tee canopy. Also, what is the most significant impact on salmon waterways. The Duwamish river is a reminder to us all what happens when the environment is ignored, but being thoughtful about and honest about the true environmental impact is important.	Please see response to CC4.9a and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, for more information on ecosystem impacts and proposed mitigation.
2	The district that is impacted by light railing advancing to Wes Seattle has requested an impact study of a gondola - the is just one example of the community concern around light rail in and out of West Seattle. Also, is there true equity in service, that is to say do communities of color have a similar level of access to light rail, and have we not overburden these communities with the impact to bring light rail to West Seattle.	Please see response to CC2g in Table 7-1. Please see Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0818

Communication ID:	Name	Email
502045	Kimberly Decker	kimberly_malone@outlook.com

Full Communication (4/27/2022)

I think this is an excellent plan - please proceed with speed! Do not consider additional amendments to the current plan that will delay progress.

#	Comments	Responses
1	I think this is an excellent plan - please proceed with speed! Do not consider additional amendments to the current plan that will delay progress.	Thank you for expressing support for the project. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0819

Communication ID:	Name	Email
502050	Karin Bauer	bauer.karinm@gmail.com

Full Communication (4/27/2022)

I prefer DEL-2a or DEL-1a that routes the line on the south edge of SW Genesee St (i.e. through the golf course).

#	Comments	Responses
1	I prefer DEL-2a or DEL-1a that routes the line on the south edge of SW Genesee St (i.e. through the golf course).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0820

Communication ID:	Name	Email
502069	Michelle Nelson	shellienelsondesigns@msn.com

Full Communication (4/27/2022)

Hi,

As a resident of over 20 years on 42nd Ave SW, I feel if you are NOT going to give West Seattle a tunnel, you must have your elevated stations on a main arterial like Fauntleroy Way and/or Delridge. PLEASE do not disrupt our beautiful neighborhoods with UGLY, ELEVATED CONCRETE STRUCTURES! That is not acceptable! We want a TUNNEL! We deserve a TUNNEL. The environmental impact on our city neighborhoods should be kept to a minimal. Our homes and properties should be kept intact. You have taken away everything that makes this city functional.

Please don't take away our neighborhoods. Sincerely,

Michelle Nelson

#	Comments	Responses
1	<p>As a resident of over 20 years on 42nd Ave SW, I feel if you are NOT going to give West Seattle a tunnel, you must have your elevated stations on a main arterial like Fauntleroy Way and/or Delridge. PLEASE do not disrupt our beautiful neighborhoods with UGLY, ELEVATED CONCRETE STRUCTURES! That is not acceptable! We want a TUNNEL! We deserve a TUNNEL. The environmental impact on our city neighborhoods should be kept to a minimal. Our homes and properties should be kept intact. You have taken away everything that makes this city functional.</p> <p>Please don't take away our neighborhoods.</p>	<p>Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0821

Communication ID:	Name	Email
502074	Suzanne Tedesko	zoons4@gmail.com

Full Communication (4/27/2022)

The short tunnel, 41st Avenue Station is my preference. I strongly favor one of the tunnel options. Every other comparable Seattle neighborhood has built light rail underground. An elevated rail system would bring unwanted noise and ugliness and totally and unnecessarily degrade what is now a very nice residential family neighborhood. The option also would appear to have the least impact on existing businesses and homes.

Thank you, Suzanne Tedesko

#	Comments	Responses
1	The short tunnel, 41st Avenue Station is my preference. I strongly favor one of the tunnel options. Every other comparable Seattle neighborhood has built light rail underground. An elevated rail system would bring unwanted noise and ugliness and totally and unnecessarily degrade what is now a very nice residential family neighborhood. The option also would appear to have the least impact on existing businesses and homes.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0822

Communication ID:	Name	Email
502079	Linda Rieland	lindacwa@aol.com

Full Communication (4/27/2022)

The current trains in use are horribly uncomfortable for children and short people! These were clearly designed by men and they have not been able to think of anyone else but their own needs.

The trains in Switzerland and Italy are wonderful, why can't our trains be designed after those? For God's sake FIX the seating!

#	Comments	Responses
1	The current trains in use are horribly uncomfortable for children and short people' These were clearly designed by men and they have not been able to think of anyone else but their own needs. The trains in Switzerland and Italy are wonderful, why can't our trains be designed after those? For God's sake FIX the seating!	Thank you for your comment; however, this is beyond the scope of the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0823

Communication ID:	Name	Email
502089	jacqueline koch	jacqueline@waptus.com

Full Communication (4/27/2022)

I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. We need these facilities and services now more than ever.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed.

While we desperately need rail, these options are not viable options for our community

#	Comments	Responses
1	I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. We need these facilities and services now more than ever. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. While we desperately need rail, these options are not viable options for our community	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0824

Communication ID:	Name	Email
502137	Gregory Moy	gmoy_17@gmail.com

Full Communication (4/27/2022)

I oppose the station options as they currently exist. The EIS must include and prioritize plans that minimize disruptions to existing homes, businesses, and cultural hubs.

#	Comments	Responses
1	I oppose the station options as they currently exist. The EIS must include and prioritize plans that minimize disruptions to existing homes, businesses, and cultural hubs.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0825

Communication ID:	Name	Email
502144	Ben Antonius	ben.antonius@gmail.com; ben@dnda.org

Full Communication (4/27/2022)

For the Delridge Segment, we encourage you to choose the Dakota Street Station Lower Height (DEL-2a) or Delridge Way Station Lower Height (DEL-4). My 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. Impact on this creek should be avoided at all costs.

In contrast, the loss of "parkland" on the south side of Genesee is from the West Seattle Golf Course, which has neither environmental nor local community benefit. Indeed, golf courses are of such low environmental value that any mitigation for impacts to the course might actually be a net ecological gain. The discussed impacts on rendering the golf course "less desirable" to play are wildly inconsequential in comparison to effects on a salmonid-bearing stream and are costs that would anyway be borne by the most privileged members of society who can afford to pay exorbitant prices for access to a private (yet subsidized) city park.

As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Despite being labeled a Delridge station, the station options are all so far north as to be in the watershed of only a small fraction of the Delridge community. As a result, usage of this station will be highly dependent on intermodal transit from Central and South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should provide an accessible transfer experience, inclusive of transit riders of all abilities.

For similar reasons as stated above, the Andover Street Station options should be excluded entirely -- as it is scarcely in the Delridge neighborhood at all and serves virtually nobody in the community.

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.

In International District, my priority is simply to avoid any deep bore stations that will be dependent on elevators and lengthen the time to access the station. Thus, the shallow cut-and-cover options should be the priority.

#	Comments	Responses
1	For the Delridge Segment, we encourage you to choose the Dakota Street Station Lower Height (DEL-2a) or Delridge Way Station Lower Height (DEL-4). My 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. Impact on this creek should be avoided at all costs. In contrast, the loss of "parkland" on the south side of Genesee is from the West Seattle Golf Course, which has neither environmental nor local community benefit. Indeed, golf courses are of such low environmental value that any mitigation for impacts to the course might actually be a net ecological gain. The discussed impacts on rendering the golf course "less desirable" to play are wildly inconsequential in comparison to effects on a salmonid-bearing stream and are costs that would anyway be borne by the most privileged members of society who can afford to pay exorbitant prices for access to a private (yet subsidized) city park.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, for more information on ecosystem impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Despite being labeled a Delridge station, the station options are all so far north as to be in the watershed of only a small fraction of the Delridge community. As a result, usage of this station will be highly dependent on intermodal transit from Central and South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should provide an accessible transfer experience, inclusive of transit riders of all abilities.	Please see responses to CCEJ1 and CCEJ2 in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
3	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Despite being labeled a Delridge station, the station options are all so far north as to be in the watershed of only a small fraction of the Delridge community. As a result, usage of this station will be highly dependent on intermodal transit from Central and South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should provide an accessible transfer experience, inclusive of transit riders of all abilities. For similar reasons as stated above, the Andover Street Station options should be excluded entirely – as it is scarcely in the Delridge neighborhood at all and serves virtually nobody in the community. 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.	Please see responses to CCG2 and CC3a in Table 7-1.
4	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.	Please see response to CC3b in Table 7-1.
5	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.	See Section 4.9, Ecosystems, for more information on ecosystem impacts and proposed mitigation. Where possible, Sound Transit avoids and minimizes impacts. Where adverse impacts cannot be avoided, the Final EIS identifies potential mitigation measures to mitigate the impacts. The mitigation measures will be refined through final design and permitting.
6	In International District, my priority is simply to avoid any deep bore stations that will be dependent on elevators and lengthen the time to access the station. Thus, the shallow cut-and-cover options should be the priority.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0826

Communication ID:	Name	Email
502162	Henry PAN	henrypan_1@gmail.com

Full Communication (4/27/2022)

You got to do a better evaluation works!

#	Comments	Responses
1	You got to do a better evaluation works!	Please see responses to CCG1 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0827

Communication ID:	Name	Email
502173	Tanya Hurst	TanyaHurst@gmail.com

Full Communication (4/27/2022)

I support the no build alternative' What was voted on in 2016 does not apply now. We do not need loss of business and housing and building would sadly eliminate so much of the West Seattle area we know and love. No more building of light rail or tunnels in West Seattle.

#	Comments	Responses
1	I support the no build alternative' What was voted on in 2016 does not apply now. We do not need loss of business and housing and building would sadly eliminate so much of the West Seattle area we know and love. No more building of light rail or tunnels in West Seattle.	Your opposition to the project is noted. Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0828

Communication ID:	Name	Email
502175	Andrea Bennett	bennetts10@comcast.net

Full Communication (4/27/2022)

Thanks for reviewing the following: 1. In a perfect world everyone would take the light rail. But although I have a car and can easily get to the light rail, my elderly neighbors do not. And my neighbors with small children need to use a stroller. It is much, much easier for them to take one bus (such as for example, the 522. But it no longer goes downtown - why? it stops at Roosevelt Station now. I'm guessing people with a car will now drive downtown instead of taking a bus to Northgate or Roosevelt, it's way faster) than a bus to the light rail. By removing and shortening bus lines you are making downtown and the rest of Seattle inaccessible to elderly, families with small children, disabled individuals who find it difficult to use public transit. Why punish them? Why not install light rail but continue with bus service? Now people without cars have to take several buses and now their commute time is increased. Why punish them? Buses are great, please continue and reinstall bus service throughout Seattle. Other cities complement their light rail with great bus service. Seattle can do this too. Thanks for your time.

#	Comments	Responses
1	Thanks for reviewing the following: 1. In a perfect world everyone would take the light rail. But although I have a car and can easily get to the light rail, my elderly neighbors do not. And my neighbors with small children need to use a stroller. It is much, much easier for them to take one bus (such as for example, the 522. But it no longer goes downtown - why? it stops at Roosevelt Station now. I'm guessing people with a car will now drive downtown instead of taking a bus to Northgate or Roosevelt, it's way faster) than a bus to the light rail. By removing and shortening bus lines you are making downtown and the rest of Seattle inaccessible to elderly, families with small children, disabled individuals who find it difficult to use public transit. Why punish them? Why not install light rail but continue with bus service? Now people without cars have to take several buses and now their commute time is increased. Why punish them? Buses are great, please continue and reinstall bus service throughout Seattle. Other cities complement their light rail with great bus service. Seattle can do this too. Thanks for your time.	Please see responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0829

Communication ID:	Name	Email
502178	Devon McAslan	devon_m111@yahoo.com

Full Communication (4/27/2022)

I'll start with four basic observations that inform my more detailed comments below.

1. The entirety of these light rail expansions should be in a tunnel. This is the perhaps the more expensive option, but in the long-run, this will be the best option for the region. A majority of the proposed lines are already in tunnels and perhaps certain parts can be elevated instead (EG Duwamish), but in general, I fully support a tunnel for the entire length of the extensions.
2. Displace noone. While some disruptions are inevitable, this project should strive to displace no homes. This can be achieved primarily by using tunnel options for the entirety of the project. But as is, the number of homes and properties that become unbuildable is too many.
3. Place stations in the most central areas in a neighborhood. This mainly applies to the main stations in both Ballard and West Seattle where they are proposed in places that aren't the center of the neighborhood. Also in South Lake Union. A main principle should be to place stations where the most destinations are. If build in tunnels, stations should be easily built into the public right of way and not require entire buildings to be demolished for the tunnel entrances. This is how subways were built 100 years ago and they work perfectly (and they are still built like this in many other cities).
4. Make transfers easy. Since Westlake and CID are the main transfer points in this proposal, these stations need to be build in a way that connect seamlessly to the existing stations. Without seamless transfers, riders will be forever frustrated and it will turn away riders who don't want to spend the time to transfer.

Now some specific comments on the different segments:

Downtown. A tunnel is great. That being said, the transfers between the lines need to be as efficient as possible. This means having the new Westlake station and new CID station as close to the existing ones as possible. A one block differences between the existing line and the new one isn't terrible, so either the 4th or 5th Ave options seem good, but only with the shallow option. A deep station will only increase overall travel time, which is less desirable.

In South Lake Union, the station being north of Denny Way seems preferable, but why isn't there an option for this station to be on Westlake north of Denny Way?? A station on Mercer and 8th also seems preferable as does the station on Mercer and Queen Anne. So generally, the DT2 option seems better north of Westlake. but at Westlake. the DT-1 option is preferable.

The south Interbay segment begs the question why. Obviously, the right of way acquisition is likely the main reason and not the overall utility of the route to anyone who lives near it. In general, I wish the line would turn north on Queen Anne Ave and have a stop in the Queen Anne neighborhood core before then proceeding under the bay to a stop in Fremont. then on to Ballard. This seems far more useful to people who would actually benefit from the light rail than the current proposal through Interbay. This route provides little added benefit.

That being said. since the Interbay route is the decided option, it makes little difference which one is chosen. The option on 15th is perhaps a bit more preferable, but again, this should be a tunnel and not elevated. Therefore IBB-2a is by far the preferred option for this route. The current preferred option is the worst of all the options. It places the station further away from the center of the Ballard commercial center and is a bridge. And if the Coast Guard pushes the requirement for this bridge to be even higher than proposed, this will become an even more expensive option than the tunnel will likely be. So, my preferred option (of existing options) is for the IBB-3 stop at Dravus connecting to option IBB-2b. But a station in Ballard at Market and 20th street would make even more sense as this is the center of the neighborhood. If this connected from Fremont, the alignment would be easy to achieve. Additionally, a tunnel (or even bridge) crossing in Fremont would likely be easier since the water crossing is much less. But short of this major change, a tunnel under Salmon Bay makes the most sense, preferably to a station west of 15th Ave. Since the tunnel option is only projected to cost 100-200 million more than the bridge, it doesn't make much sense why this isn't the preferred option. We're already investing billions in the light rail expansion. so lets do it right... 200 million \$ more is a small price to pay for a significantly better option.

On to SODO and Duwamish Segments: After the station in SODO, elevating this section of track makes sense, particularly as there are no stations. Any of the options seem fine for these segments.

Appendix O. Draft EIS Comment Summary and Response to Comments

Delridge: Why are all the options so tall? In most cities with elevated rail, its a couple stories above the ground... maybe 30 feet. So why is the lowest option putting the station 60 feet above ground? It seems there could be a way to lower this more and perhaps reduce the cost of construction.

DEL-3 is my preferred placement of the station, but at a lower height than currently proposed. The light rail station should not be the tallest thing around. If they could achieve this in NYC 100 years ago, we can do it today in Seattle. This would then go into a tunnel to West Seattle Junction. This makes DEL-2a the best option, although perhaps with the station at the placement of option DEL-3. This is of course assuming that a shallow tunnel here has been completely ruled out, which I still think would be preferable. A tunnel option even here would prevent the displacement of several dozen homes and enable this area to densify more and become a more vibrant commercial hub centered on the station. Displacing noone should be a main goal of this project. And at the very least. minimizing this.

Lastly, West Seattle Junction: The best option here is WSJ-3b, with the station at 42nd and Alaska St. Of course, why the station isn't planned for California St is beyond me since this is the main commercial street in the neighborhood. This alignment would also make future extensions down California more attractive. I imagine part of the problem has to do with Sound Transit needing to build stations under property and not under the street as it done in nearly every other city. The public right of way has plenty of space for tunnels under it, and if needed, entrances can be built in the right of way as they are in NYC or any other major city. The way Sound Transit builds makes stations more expensive and take up valuable space that could instead be used for housing. Here I'm thinking particularly of the terrible Capital Hill station placement where the stations take up valuable space instead of being more integrated into the public right of way. In any case, a tunnel option in West Seattle Junction is highly preferred and should be as shallow as possible. And if possible, ST should explore placement of the station on California, not on 42nd Ave.

#	Comments	Responses
1	I'll start with four basic observations that inform my more detailed comments below. The entirety of these light rail expansions should be in a tunnel. This is the perhaps the more expensive option, but in the long-run, this will be the best option for the region. A majority of the proposed lines are already in tunnels and perhaps certain parts can be elevated instead (EG Duwamish), but in general, I fully support a tunnel for the entire length of the extensions.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Displace noone. While some disruptions are inevitable, this project should strive to displace no homes. This can be achieved primarily by using tunnel options for the entirety of the project. But as is, the number of homes and properties that become unbuildable is too many.	Please see response to CCG4.1b in Table 7-1.
3	Place stations in the most central areas in a neighborhood. This mainly applies to the main stations in both Ballard and West Seattle where they are proposed in places that aren't the center of the neighborhood. Also in South Lake Union. A main principle should be to place stations where the most destinations are. If build in tunnels, stations should be easily built into the public right of way and not require entire buildings to be demolished for the tunnel entrances. This is how subways were built 100 years ago and they work perfectly (and they are still built like this in many other cities).	Please see response to CC2f in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Make transfers easy. Since Westlake and CID are the main transfer points in this proposal, these stations need to be build in a way that connect seamlessly to the existing stations. Without seamless transfers, riders will be forever frustrated and it will turn away riders who don't want to spend the time to transfer.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on station access. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Now some specific comments on the different segments: Downtown. A tunnel is great. That being said, the transfers between the lines need to be as efficient as possible. This means having the new Westlake station and new CID station as close to the existing ones as possible. A one block differences between the existing line and the new one isn't terrible, so either the 4th or 5th Ave options seem good, but only with the shallow option. A deep station will only increase overall travel time, which is less desirable.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	In South Lake Union, the station being north of Denny Way seems preferable, but why isn't there an option for this station to be on Westlake north of Denny Way?? A station on Mercer and 8th also seems preferable as does the station on Mercer and Queen Anne. So generally, the DT2 option seems better north of Westlake, but at Westlake, the DT-1 option is preferable.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	The south Interbay segment begs the question why. Obviously, the right of way acquisition is likely the main reason and not the overall utility of the route to anyone who lives near it. In general, I wish the line would turn north on Queen Anne Ave and have a stop in the Queen Anne neighborhood core before then proceeding under the bay to a stop in Fremont, then on to Ballard. This seems far more useful to people who would actually benefit from the light rail than the current proposal through Interbay. This route provides little added benefit.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	That being said, since the Interbay route is the decided option, it makes little difference which one is chosen. The option on 15th is perhaps a bit more preferable, but again, this should be a tunnel and not elevated. Therefore IBB-2a is by far the preferred option for this route.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
9	<p>The current preferred option is the worst of all the options. It places the station further away from the center of the Ballard commercial center and is a bridge. And if the Coast Guard pushes the requirement for this bridge to be even higher than proposed, this will become an even more expensive option than the tunnel will likely be. So, my preferred option (of existing options) is for the IBB-3 stop at Dravus connecting to option IBB-2b. But a station in Ballard at Market and 20th street would make even more sense as this is the center of the neighborhood. If this connected from Fremont, the alignment would be easy to achieve. Additionally, a tunnel (or even bridge) crossing in Fremont would likely be easier since the water crossing is much less. But short of this major change, a tunnel under Salmon Bay makes the most sense, preferably to a station west of 15th Ave. Since the tunnel option is only projected to cost 100-200 million more than the bridge, it doesn't make much sense why this isn't the preferred option. We're already investing billions in the light rail expansion, so lets do it right ... 200 million \$ more is a small price to pay for a significantly better option.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
10	<p>On to SODO and Duwamish Segments: After the station in SODO, elevating this section of track makes sense, particularly as there are no stations. Any of the options seem fine for these segments.</p>	<p>Please see response to CCG2 in Table 7-1.</p>
11	<p>Delridge: Why are all the options so tall? In most cities with elevated rail, its a couple stories above the ground... maybe 30 feet. So why is the lowest option putting the station 60 feet above ground? It seems there could be a way to lower this more and perhaps reduce the cost of construction. DEL-3 is my preferred placement of the station, but at a lower height than currently proposed. The light rail station should not be the tallest thing around. If they could achieve this in NYC 100 years ago, we can do it today in Seattle. This would then go into a tunnel to West Seattle Junction. This makes DEL-2a the best option, although perhaps with the station at the placement of option DEL-3. This is of course assuming that a shallow tunnel here has been completely ruled out, which I still think would be preferable. A tunnel option even here would prevent the displacement of several dozen homes and enable this area to density more and become a more vibrant commercial hub centered on the station. Displacing noone should be a main goal of this project. And at the very least, minimizing this.</p>	<p>Please see responses to CCG2 and CC2e in Table 7-1.</p>
12	<p>Lastly, West Seattle Junction: The best option here is WSJ-3b, with the station at 42nd and Alaska St. Of course, why the station isn't planned for California St is beyond me since this is the main commercial street in the neighborhood. This alignment would also make future extensions down California more attractive. I imagine part of the problem has to do with Sound Transit needing to build stations under property and not under the street as it done in nearly every other city. The public right of way has plenty of space for tunnels under it, and if needed, entrances can be built in the right of way as they are in NYC or any other major city. The way Sound Transit builds makes stations more expensive and take up valuable space that could instead be used for housing. Here I'm thinking particularly of the terrible Capital Hill station placement where the stations take up valuable space instead of being more integrated into the public right of way. In any case, a tunnel option in West Seattle Junction is highly preferred and should be as shallow as possible. And if possible, ST should explore placement of the station on California, not on 42nd Ave.</p>	<p>Please see responses to CCG2, CC2d, and CC2i in Table 7-1.</p>

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Comment Submittal 0830

Communication ID:	Name	Email
502184	Julieann Donohue	julieannndonohue206@gmail.com

Full Communication (4/27/2022)

Please do whatever you can to save Alki Beach Academy from being pulled from our community.

Quality childcare is difficult to obtain in West Seattle and up to possibly 275 children will be displaced.

This center serves a major need in our Community

#	Comments	Responses
1	Please do whatever you can to save Alki Beach Academy from being pulled from our community. Quality childcare is difficult to obtain in West Seattle and up to possibly 275 children will be displaced. This center serves a major need in our Community	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0831

Communication ID:	Name	Email
502214	Bryce Kolton	brycekolton@live.com

Full Communication (4/27/2022)

Thank you for all your hard work! I'll try to keep my comments brief and to the point. Overall, I want to see TOD and quick-transfer focus and believe it's important we prioritize those options. Moving south to north:

Junction station

I prefer studying and continuing forward with the WSJ-5 option, with additional study for an elevated station that could reduce costly property takings.

Avalon station

I support continuing forward with avalon as a retained cut station. I do not support removing avalon from the study as there is considerable opportunity for TOD and the rezoning of the nearby golf course. I support WSJ-5 and DEL-6

Delridge

I support DEL-6 which has a superior transfer opportunity to the many commuters using the station from buses. I also support studying any alternatives that can work with WSJ-5

SODO Station

I see SODO as one of three important transfer stations (along with Westlake and ID/C). Prioritizing a quick and easy transfer experience is paramount. I support the mixed profile station and studying how to avoid the costly post office from needing acquisition. I also like that the mixed profile keeps the SODO busway open and allows SODO Station to be a highly useful transfer station.

ID/C

ID/C will be an important station for transfers from Bellevue headed towards SeaTac, and SeaTac headed towards Bellevue. Long transfers are unacceptable. The ID/C has held the short end of the stick for many generations with regards to construction impacts from megaprojects. However, the need of a one hundred plus year investment necessitate that we make this vital transfer location quick and easy for riders. I support CID-2a, but with tracks swapped so that the two southbound platforms are closer to one another. I also support additional study for a 4th Ave option if and only if it can be made as shallow as the current trains (and have southbound trains aligned as closely as possible to one another). I love the idea of a community space in the old Union Station.

Midtown

I prefer options that are as shallow as possible, placed on 5th Ave. The depth of the station will encourage elevator use, which should be redundant and plentiful.

Westlake

The platform should prioritize easy and quick transfers between the two lines, which will also bring the station closer to the surface and make access quicker. Preferred options are simply too deep right now. Since the station will 'X' the existing station, transfers should be pretty easy in either direction. I support 5th Ave alignment.

Denny

I prefer studying DT-1 with potential streetcar mitigation. If the impact to the streetcar cannot be mitigated, I still support moving forward with a cut and cover option alobe Westlake Ave.

SLU

This station does not have great options due to highway 99. I prefer Harrison for better bus integration, but would like to see the agency study a centralized SLU station closer to Westlake Ave or 9th Ave and Republican. Shifting the station east of 99 improves ridership.

Seattle Center

The republican Street station is clearly the best for accessing Seattle Center and the stadium. I support moving forward with mitigation for the street's performing arts groups as possible.

Smith Cove

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I do not support the Prospect stations as they are too far south and too close to the greenbelt. support the northern SIB-1 Alignment which brings the station closer to potentially redevelopable land in Interbay, and could get ridership from the ship terminals.

Ballard and Interbay

I value a westerly aligned Ballard station with tunnel as the best option to move forward. 15th Ave W is a MAJOR impediment to walking, biking and rolling. A 15th and Market Station would suffer from a very undesirable streetscape, and not serve Ballard core. As the tunnel options have improved in viability, I urge the agency to study a station sited on 20th or 17th Aves. Such a station would allow for a potential East Ballard station in future expansions. Interbay station is less important than getting Ballard right.

Thank you!!

#	Comments	Responses
1	Thank you for all your hard work! I'll try to keep my comments brief and to the point. Overall, I want to see TOD and quick-transfer focus and believe it's important we prioritize those options.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on transit-oriented development.
2	Junction station I prefer studying and continuing forward with the WSJ-5 option, with additional study for an elevated station that could reduce costly property takings.	Please see response to CCG2 in Table 7-1.
3	Avalon station I support continuing forward with avalon as a retained cut station. I do not support removing avalon from the study as there is considerable opportunity for TOD and the rezoning of the nearby golf course. I support WSJ-5 and DEL-6	Please see response to CCG2 and CC2j in Table 7-1.
4	Delridge I support DEL-6 which has a superior transfer opportunity to the many commuters using the station from buses. I also support studying any alternatives that can work with WSJ-5	Please see response to CCG2 in Table 7-1.
5	SODO Station I see SODO as one of three important transfer stations (along with Westlake and ID/C). Prioritizing a quick and easy transfer experience is paramount. I support the mixed profile station and studying how to avoid the costly post office from needing acquisition. I also like that the mixed profile keeps the SODO busway open and allows SODO Station to be a highly useful transfer station.	Please see response to CCG2 and CC3a in Table 7-1. Please see Section 4.14, Public Services, Safety, and Security, of the West Seattle Link Extension Final EIS for more information on potential impacts to the U.S. Postal Service facility. Please see Chapter 2, Alternatives Considered, to learn more about refinements to the SODO Segment alternatives.
6	ID/C ID/C will be an important station for transfers from Bellevue headed towards SeaTac, and SeaTac headed towards Bellevue. Long transfers are unacceptable. The ID/C has held the short end of the stick for many generations with regards to construction impacts from megaprojects. However, the need of a one hundred plus year investment necessitate that we make this vital transfer location quick and easy for riders. I support CID-2a, but with tracks swapped so that the two southbound platforms are closer to one another.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
7	I also support additional study for a 4th Ave option if and only if it can be made as shallow as the current trains (and have southbound trains aligned as closely as possible to one another). I love the idea of a community space in the old Union Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Midtown I prefer options that are as shallow as possible, placed on 5th Ave. The depth of the station will encourage elevator use, which should be redundant and plentiful.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Westlake The platform should prioritize easy and quick transfers between the two lines, which will also bring the station closer to the surface and make access quicker. Preferred options are simply too deep right now. Since the station will 'X' the existing station, transfers should be pretty easy in either direction. I support 5th Ave alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Denny I prefer studying DT-1 with potential streetcar mitigation. If the impact to the streetcar cannot be mitigated, I still support moving forward with a cut and cover option alobe Westlake Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	SLU This station does not have great options due to highway 99. I prefer Harrison for better bus integration, but would like to see the agency study a centralized SLU station closer to Westlake Ave or 9th Ave and Republican. Shifting the station east of 99 improves ridership.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Seattle Center The republican Street station is clearly the best for accessing Seattle Center and the stadium. I support moving forward with mitigation for the street's performing arts groups as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Smith Cove I do not support the Prospect stations as they are too far south and too close to the greenbelt. I support the northern SIB-1 Alignment which brings the station closer to potentially redevelopable land in Interbay, and could get ridership from the ship terminals.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	Ballard and Interbay I value a westerly aligned Ballard station with tunnel as the best option to move forward. 15th Ave Wis a MAJOR impediment to walking, biking and rolling. A 15th and Market Station would suffer from a very undesirable streets cape, and not serve Ballard core. As the tunnel options have improved in viability, I urge the agency to study a station sited on 20th or 17th Aves. Such a station would allow for a potential East Ballard station in future expansions. Interbay station is less important than getting Ballard right.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0832

Communication ID:	Name	Email
502215	Marcy L Miller	marcylmiller@gmail.com

Full Communication (4/27/2022)

To Sound Transit and the Board of Directors,

I am a West Seattle resident and member of the Sound Transit Community Advisory Group (GAG). My family and I have lived in the Avalon neighborhood for 18 years. For the past several years, I have been working with others in my area to coalesce residents within our neighborhood and between neighborhoods in West Seattle in order to take a global--versus "NIMBY"--approach to advocate for a design of ST3 that best serves all of West Seattle, factoring in environmental impacts, aesthetics, cost, rider experience, neighborhood experience, the values promoted in the Racial Equity Toolkit, and ideal station design including TOD.

I strongly advise the board to select a long tunnel alignment with a portal beginning east of Avalon. This is the single best option for the future of West Seattle.

West Seattle is not alone in prioritizing and advocating for light rail to be tunneled as has been seen historically from other neighborhoods in Seattle through the evolution in West Seattle so I'm sure this priority comes as no surprise to Sound Transit Staff or the Board. In all conversations, the primary opposing factor seems to be cost. Given that the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound, I urge the Board to not make decisions fueled by cost-savings (that can be mitigated in other ways with levers like delaying the project) resulting in an inferior design choice. This project is too big and has too long-lasting impacts to deliver a sub standard product. Please do it right versus cheap.

As part of the DEIS process, I would like Sound Transit to respond to the following:

1. Ensuring they are getting feedback from the community of riders from South Delridge, White Center and Burien. While Sound Transit staff does report on their outreach efforts (e.g. they attended so many farmers markets or passed out fliers, etc.) there still is a significant dearth of input from the ridership community in the southern areas who will be likely be required to utilize the Delridge station once the line to Ballard is complete. These southern communities have a greater percentage of BIPOC residents than are in the northern geographical areas of West Seattle. It is concerning they have no representative voice on the GAG nor has Sound Transit seemed to connect with these residents in a robust fashion in other ways. Their voice is critical and it's disappointing, especially with all of the focus on the Racial Equity Toolkit that at this late in the process, this has to be called out in a DEIS response letter.
2. Differentiate between North Delridge/Youngstown input versus South Delridge participant input (if/when finally obtained) when reported by Sound Transit in their communications and presentations. For those not familiar with the area, it is critical to understand that there may be differences between the make up of the two residential populations and interests. Both are important to have voice but one should not be considered representative of the other.
3. Score and present the proposed designs of the Delridge Station options based upon the ideals set forth for "ideal" station design, rider experience especially as related to bus transfer, quantity and quality of TOD, and within the lens of the Racial Equity Toolkit.
4. Ensuring voice and opportunity for advocacy is balanced among groups and geographical areas (e.g. are environmental groups getting equal access, information, and elevation as the Port and Golf Course advocates are.)

As part of the Cost Savings Process:

1. I encourage Sound Transit and the Board to consider permanently postponing the Avalon Station to allow for overall better design for West Seattle (e.g. Long Tunnel). If West Seattle gives up a station, they should receive a "win" for the design refinement.
2. I encourage Sound Transit to be EXTREMELY clear in all presentations what is a cost savings and what is a design refinement and not to combine those within presentations to the public or to the board. If they are suggesting a design refinement, they need to be clear what the design flaw is they are trying to correct, the correction, and the implication of that correction on displacements in other areas, etc.
3. I do not support additional money spent on trying to correct design flaws of the Andover station (Del 5 and 6) given that I believe it has insurmountable design challenges resulting in its far north location and that it is situated

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so close to a steel mill. It does not meet the Racial Equity Toolkit's values, does not afford quality TOD, nor is it integrated with the rest of Youngstown, near the Community Center and the stairs leading to Pigeon Point.

Regards, M Miller

4051 32nd Ave SW Avalon Neighborhood

#	Comments	Responses
1	I strongly advise the board to select a long tunnel alignment with a portal beginning east of Avalon. This is the single best option for the future of West Seattle. West Seattle is not alone in prioritizing and advocating for light rail to be tunneled as has seen historically from other neighborhoods in Seattle through the evolution in West Seattle so I'm sure this priority come as no surprise to Sound Transit Staff or the Board. In all conversations, the primary opposing factor seems to be cost. Given that the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound, I urge the Board to not make decisions fueled by cost- savings (that can be mitigated in other ways with levers like delaying the project) resulting in an inferior design choice. This project is too big and has too long-lasting impacts to deliver a sub standard product. Please do it right versus cheap.	Please see response to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Ensuring they are getting feedback from the community of riders from South Delridge, White Center and Burien. While Sound Transit staff does report on their outreach efforts (e.g. they attended so many farmers markets or passed out fliers, etc.) there still is a significant dearth of input from the ridership community in the southern areas who will be likely be required to utilize the Delridge station once the line to Ballard is complete. These southern communities have a greater percentage of BIPOC residents than are in the northern geographical areas of West Seattle. It is concerning they have no representative voice on the CAG nor has Sound Transit seemed to connect with these residents in a robust fashion in other ways. Their voice is critical and it's disappointing, especially with all of the focus on the Racial Equity Toolkit that at this late in the process, this has to be called out in a DEIS response letter. Differentiate between North Delridge/Youngstown input versus South Delridge participant input (if/when finally obtained) when reported by Sound Transit in their communications and presentations. For those not familiar with the area, it is critical to understand that there may be differences between the make up of the two residential populations and interests. Both are important to have voice but one should not be considered representative of the other. Score and present the proposed designs of the Delridge Station options based upon the ideals set forth for "ideal" station design, rider experience especially as related to bus transfer, quantity and quality of TOD, and within the lens of the Racial Equity Toolkit. Ensuring voice and opportunity for advocacy is balanced among groups and geographical areas (e.g. are environmental groups getting equal access, information, and elevation as the Port and Golf Course advocates are.)	Please see responses to CC3a and CCEJ1 in Table 7-1. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, and Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the project, including targeted outreach to populations who would be accessing the Delridge Station from the south.
3	I encourage Sound Transit and the Board to consider permanently postponing the Avalon Station to allow for overall better design for West Seattle (e.g. Long Tunnel). If West Seattle gives up a station, they should receive a "win" for the design refinement.	Please see response to CC2j in Table 7-1.

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#	Comments	Responses
4	I encourage Sound Transit to be EXTREMELY clear in all presentations what is a cost savings and what is a design refinement and not to combine those within presentations to the public or to the board. If they are suggesting a design refinement, they need to be clear what the design flaw is they are trying to correct, the correction, and the implication of that correction on displacements in other areas, etc.	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for information on alternative refinements studied in the Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums; attended community events; presented to community organizations; and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F of the Final EIS for more information.
5	I do not support additional money spent on trying to correct design flaws of the Andover station (Del 5 and 6) given that I believe it has insurmountable design challenges resulting in its far north location and that it is situated so close to a steel mill. It does not meet the Racial Equity Toolkit's values, does not afford quality TOD, nor is it integrated with the rest of Youngstown, near the Community Center and the stairs leading to Pigeon Point.	Please see response to CCG2 in Table 7-1.

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Comment Submittal 0833

Communication ID:	Name	Email
502224	DR. ARUN JHAVERI	arunjhaverihome@q.com

Full Communication (4/27/2022)

1. As the former First Mayor of the newly incorporated Sustainable City of Burien (1992-1998), I was an elected member of both PSRC and the King County Transportation Committee that established a Vision and Planning for the Regional Public Transport System including the future Sound Transit. Thus, I am familiar with the remarkable transit development occurring in our region. As a long-time resident of Burien (since 1967), I am looking forward to the next phase of Sound Transit extension to Burien from West Seattle within 5 years.
2. The DRAFT EIS for this project appears to meet the Federal Guidelines as well as Local and Regional Environmental Impacts requirements. However, I feel strongly that ADDITIONAL focus is required to Expand the Impacts of Global Climate Change and Local/Regional priority concerns of people with Socio/Economic/Cultural Diversity Impacts vis-a-vis Poor and Disadvantaged 3. Every effort must be made by the Sound Transit to honor and value the Local/Regional Transit/Environmental/Public Transportation/Public Health/Public Safety Plans/Regulations/Laws/Ordinances with the Draft EIS
3. Finally, I would be honored to be part of the next phase of Sound Transit Development impacting Burien, as a Former Mayor and current Citizen. Please contact me by Phone (206- 243-2102 (home)/206-920-4851 (cell) or by E:Mail (arunjhaverihome@q.com). I look forward to hearing from you soon. Thanks. Dr. Arun Jhaveri, Burien, Washington/USA

#	Comments	Responses
1	I am looking forward to the next phase of Sound Transit extension to Burien from West Seattle within 5 years.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The DRAFT EIS for this project appears to meet the Federal Guidelines as well as Local and Regional Environmental Impacts requirements. However, I feel strongly that ADDITIONAL focus is required to Expand the Impacts of Global Climate Change and Local/Regional priority concerns of people with Socio/Economic/Cultural Diversity Impacts vis-a-vis Poor and Disadvantaged 3. Every effort must be made by the Sound Transit to honor and value the Local/Regional Transit/Environmental/Public Transportation/Public Health/Public Safety Plans/Regulations/Laws/Ordinances with the Draft EIS	As described in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, Sound Transit will comply with all applicable regulations.

Comment Submittal 0834

Communication ID:	Name	Email
502225	Scott Stroup	scott.stroup@gmail.com

Full Communication (4/27/2022)

To Whom It May Concern:

My daughter attends Alki Beach Academy in the Frye Commerce Center at 2414 SW Andover Street in West Seattle. I have learned that some of Sound Transit's proposed options for the West Seattle Link extension would require the relocation of Alki Beach Academy, which I vehemently oppose!

Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor is also the lowest-income and most racially diverse zip code on the peninsula and includes some of the lowest opportunity areas in the area. Removing Alki Beach Academy from this community would impose a disproportionate impact on an already low-opportunity area.

Child care is already in short supply and has only been worsened by the pandemic. We should not be displacing programs that provide the type of high-quality early learning opportunities our children desperately need!

Additionally, stations further south on Delridge would provide a more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact).

As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. This is especially true for high-quality early learning services that help our young children develop the social and academic skills for future success.

Alki Beach Academy serves a large population of this area's children and provides high quality care and education that I have not seen elsewhere. It also does it at a cost that is lower than other day care providers. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

I would be happy to answer any questions you may have. You may contact me on my cell phone at 509-630-0925 or email at scott.stroup@gmail.com.

Thank you!

Sincerely, Scott Stroup

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>My daughter attends Alki Beach Academy in the Frye Commerce Center at 2414 SW Andover Street in West Seattle. I have learned that some of Sound Transit's proposed options for the West Seattle Link extension would require the relocation of Alki Beach Academy, which I vehemently oppose! Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor is also the lowest-income and most racially diverse zip code on the peninsula and includes some of the lowest opportunity areas in the area. Removing Alki Beach Academy from this community would impose a disproportionate impact on an already low-opportunity area. Child care is already in short supply and has only been worsened by the pandemic. We should not be displacing programs that provide the type of high-quality early learning opportunities our children desperately need!</p> <p>Additionally, stations further south on Delridge would provide a more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. This is especially true for high- quality early learning services that help our young children develop the social and academic skills for future success. Alki Beach Academy serves a large population of this area's children and provides high quality care and education that I have not seen elsewhere. It also does it at a cost that is lower than other day care providers. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.</p>	<p>Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0835

Communication ID:	Name	Email
502226	James Newell	james.f.newell@gmail.com

Full Communication (4/27/2022)

It has come to my attention that the upcoming transit changes may impact a critical part of the West Seattle community, Alki Beach Academy. We have two children at ASA and would be unable to function as a family without their tremendous help. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact).

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least \$1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

#	Comments	Responses
1	<p>It has come to my attention that the upcoming transit changes may impact a critical part of the West Seattle community, Alki Beach Academy. We have two children at ABA and would be unable to function as a family without their tremendous help. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high- quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least \$1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.</p>	<p>Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0836

Communication ID:	Name	Email
502229	Roxanne Murdock	roxsalandanan@gmail.com

Full Communication (4/27/2022)

After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St).

Alki Beach Academy as it is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle.

Additionally, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Thank you for your consideration.

-Roxanne

#	Comments	Responses
1	I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy as it is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle. Additionally, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0837

Communication ID:	Name	Email
502235	Ryan Reese	reeseproperties@gmail.com; ryanreese@pikeplacefish.com

Full Communication (4/27/2022)

West Seattle - I think it would be ideal to keep the loading/unloading platforms from encroaching too closely into the neighborhood residential zones. Keeping the stations on main arterials like Delridge, Fauntleroy Way, SW Alaska St, Avalon etc makes sense to me. It appears a few of the Junction options may terminate very closely or into some neighborhood residential zones.

#	Comments	Responses
1	West Seattle - I think it would be ideal to keep the loading/unloading platforms from encroaching too closely into the neighborhood residential zones. Keeping the stations on main arterials like Delridge, Fauntleroy Way, SW Alaska St, Avalon etc makes sense to me. It appears a few of the Junction options may terminate very closely or into some neighborhood residential zones.	Please see response to CC2f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0838

Communication ID:	Name	Email
502236	Benjamin Messing	benmessing814@gmail.com

Full Communication (4/27/2022)

This structure implementation is unethically located. This will only negatively impact residents, communities, businesses and more. This will block access to essential streets for local residents for up to 11 years, demolish successful businesses for no reason, and provide extremely harmful environmental effects. Stop this project.

#	Comments	Responses
1	This structure implementation is unethically located. This will only negatively impact residents, communities, businesses and more. This will block access to essential streets for local residents for up to 11 years, demolish successful businesses for no reason, and provide extremely harmful environmental effects. Stop this project.	Your opposition to the project has been noted. Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction impacts related to road closures and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0839

Communication ID:	Name	Email
502238	My La	mtwoferl@hotmail.com

Full Communication (4/27/2022)

The impact to the surrounding business and communities would be detrimental.

#	Comments	Responses
1	The impact to the surrounding business and communities would be detrimental.	Please see responses to CC4.3b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.3, Economics, of the Final EIS for more information on impacts to businesses. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0840

Communication ID:	Name	Email
502257	Molly Spetalnick	spetalnickm@gmail.com

Full Communication (4/27/2022)

General:

Prioritize shallow stations when tunneling to improve passenger experience. These stations are an investment in the future of our city, and ridership will be linked to how enjoyable, clear, safe, and easy passengers find it to ride transit. Override this strategy only if community engagement determines that the deep underground options are absolutely necessary to preserve key community functions.

Eliminate options greater than 120' deep. Elevator only options should not be considered unless all shallower options are technically infeasible or are determined by community engagement to be infeasible for the community due to displacements.

Community engagement should be prioritized for feedback in areas that have been historically underrepresented in infrastructure projects. Key areas for community engagement include the CID and Delridge. among others.

Provide plazas sized to accommodate crowds in areas with major event centers. Integrate bus access directly adjacent to the station with awnings.

Show depth of each underground station alternative within future comparisons to allow clear comparison between the rider experience in each option.

Ballard:

Prioritize underground/tunnel options (IBB-2a and IBB-2b) rather than raised guideway options in order to allow Ballard retail to thrive and new housing opportunities to remain appealing. An elevated guideway will limit the long term viability of the neighborhood as a safe, livable emerging density center.

CID:

Prioritize local community in TOD opportunities through priority programs.

Prioritize community businesses in retail TOD opportunities.

SODO:

Coordinate with the City to make a shallow option plausible. The pedestrian experience requires escalators, and an elevator only station would be a mistake in an area that serves the high pedestrian volumes that stadiums produce.

Realize the full potential of Union Station through easy connections to Union Station and programming of the station. Prioritize community businesses and active uses.

West Seattle:

Continue to pursue tunnel options and to seek ways to avoid displacements through minor alignment shifts. Prioritize options that could continue south in the future. Continue study of options WSJ-3a and WSJ-3b. to minimize displacements. Consider WSJ-3b as a potential preferred alternative due to tunneling and avoidance of Seattle Housing Authority residences.

Clarify depths of WSJ-3a and WSJ-3b in documentation. Midtown/Westlake/SLU/Denny:

Pursue joint development opportunities to integrate into the fabric of downtown without limiting development potential and activity near stations.

Prioritize shallow stations anywhere possible. Seek engineering solutions that allow shallower stations. Prioritize the pedestrian experience and clear wayfinding opportunities.

Displacements:

Sound Transit currently provides displacement mitigation support for owners and renters with some support for displaced business owners. Make displacement mitigation more robust for businesses in a manner that acknowledges workers who do not own the businesses. Study whether past displacement mitigation has actually allowed businesses to remain in their communities/neighborhoods and if it has allowed them to maintain continuous employment for staff. If not, provide greater support to displaced businesses in partnership with the City.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Prioritize shallow stations when tunneling to improve passenger experience. These stations are an investment in the future of our city, and ridership will be linked to how enjoyable, clear, safe, and easy passengers find it to ride transit. Override this strategy only if community engagement determines that the deep underground options are absolutely necessary to preserve key community functions. Eliminate options greater than 120' deep. Elevator only options should not be considered unless all shallower options are technically infeasible or are determined by community engagement to be infeasible for the community due to displacements.</p>	<p>Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>Community engagement should be prioritized for feedback in areas that have been historically underrepresented in infrastructure projects. Key areas for community engagement include the CID and Delridge, among others.</p>	<p>Throughout the environmental review process, Sound Transit has hosted public open houses and forums; attended community events; presented to community organizations; and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS and Appendix G, Environmental Justice, for more information on engagement of low-income populations and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
3	<p>Provide plazas sized to accommodate crowds in areas with major event centers.</p>	<p>Thank you for your comment. Station design does consider ridership volumes and the potential for event crowds. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
4	<p>Integrate bus access directly adjacent to the station with awnings.</p>	<p>This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the King County Metro Transit and the City of Seattle on this topic as design advances. Please see response to CC3a in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	Show depth of each underground station alternative within future comparisons to allow clear comparison between the rider experience in each option.	Please see Appendix J, Conceptual Design Drawings, of the Final EIS for more information on depth of stations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Ballard: Prioritize underground/tunnel options (IBB-2a and IBB-2b) rather than raised guideway options in order to allow Ballard retail to thrive and new housing opportunities to remain appealing. An elevated guideway will limit the long term viability of the neighborhood as a safe, livable emerging density center.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	CID: Prioritize local community in TOD opportunities through priority programs. Prioritize community businesses in retail TOD opportunities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	SODO: Coordinate with the City to make a shallow option plausible. The pedestrian experience requires escalators, and an elevator only station would be a mistake in an area that serves the high pedestrian volumes that stadiums produce.	Please see response to CCG2 in Table 7-1. The SODO Station would be above grade for all SODO Segment alternatives, and none would have elevator-only access.
9	Realize the full potential of Union Station through easy connections to Union Station and programming of the station. Prioritize community businesses and active uses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	West Seattle: Continue to pursue tunnel options and to seek ways to avoid displacements through minor alignment shifts. Prioritize options that could continue south in the future. Continue study of options WSJ-3a and WSJ-3b. to minimize displacements. Consider WSJ-3b as a potential preferred alternative due to tunneling and avoidance of Seattle Housing Authority residences. Clarify depths of WSJ-3a and WSJ-3b in documentation.	Please see responses to CCG2 and CC2d in Table 7-1. Please see Appendix J of the Final EIS for more information on station depths for tunnel stations.
11	Midtown/Westlake/SLU/Denny: Pursue joint development opportunities to integrate into the fabric of downtown without limiting development potential and activity near stations. Prioritize shallow stations anywhere possible. Seek engineering solutions that allow shallower stations. Prioritize the pedestrian experience and clear wayfinding opportunities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Displacements: Sound Transit currently provides displacement mitigation support for owners and renters with some support for displaced business owners. Make displacement mitigation more robust for businesses in a manner that acknowledges workers who do not own the businesses. Study whether past displacement mitigation has actually allowed businesses to remain in their communities/neighborhoods and if it has allowed them to maintain continuous employment for staff. If not, provide greater support to displaced businesses in partnership with the City.	Please see responses to CC4.1a and CC4.3b in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0841

Communication ID:	Name	Email
502274	Max Markham	mlmarkham03@gmail.com

Full Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy (ABA) in the Frye Commerce Center (2414 SW Andover St). ABA is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city.

My wife and I nearly needed to move out of state to be closer to family in helping raise our children when we were not able to find childcare until the owner of ABA reached out about a last minute opening they had in the program. The need for childcare in the city is extreme and limiting many other parents from participating in the workforce and any light rail option that would move ABA out of West Seattle would cause a great disruption of hundreds of young families.

As a member of the West Seattle community I am asking that ABA not be relocated as the move of this program does not sound financially feasible with costs escalating into 7 figures and a great deal of time to coordinate.

Thanks,

#	Comments	Responses
1	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy (ABA) in the Frye Commerce Center (2414 SW Andover St). ABA is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. My wife and I nearly needed to move out of state to be closer to family in helping raise our children when we were not able to find childcare until the owner of ABA reached out about a last minute opening they had in the program. The need for childcare in the city is extreme and limiting many other parents from participating in the workforce and any light rail option that would move ABA out of West Seattle would cause a great disruption of hundreds of young families. As a member of the West Seattle community I am asking that ABA not be relocated as the move of this program does not sound financially feasible with costs escalating into 7 figures and a great deal of time to coordinate.	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0842

Communication ID:	Name	Email
502281	Sam Sherwood	samsherwood3341@gmail.com

Full Communication (4/27/2022)

Tunnel please!

#	Comments	Responses
1	Tunnel please!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0843

Communication ID:	Name	Email
502283	Nina Luo	ninahyluo@gmail.com

Full Communication (4/27/2022)

The light rail extension's negative impacts to local residents and businesses far outweigh its benefits. The sheer amount of time it would take to complete this, especially considering implications of decreased air quality and years of disruptive construction noise, should make the transit board reconsider. There must be another approach that is less disruptive to the local communities.

#	Comments	Responses
1	The light rail extension's negative impacts to local residents and businesses far outweigh its benefits. The sheer amount of time it would take to complete this, especially considering implications of decreased air quality and years of disruptive construction noise, should make the transit board reconsider. There must be another approach that is less disruptive to the local communities.	Your opposition to the project has been noted. Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0844

Communication ID:	Name	Email
502295	Bob Gillespie	Gillespie1000@msn.com

Full Communication (4/27/2022)

I and other building owners around the SODO light rail station are unanimous in our support for the mixed profile option. We have made our case in testimony on four occasions before the full board when alignments were first being discussed. At-grade for both lines means jobs lost for businesses around 5th and Lander. Construction of an overpass means businesses relocated and supply chains of vital construction products (tools, safety equipment, welding supplies) in the market interrupted for years at a time. Thank you.

#	Comments	Responses
1	I and other building owners around the SODO light rail station are unanimous in our support for the mixed profile option. We have made our case in testimony on four occasions before the full board when alignments were first being discussed. At-grade for both lines means jobs lost for businesses around 5th and Lander. Construction of an overpass means businesses relocated and supply chains of vital construction products (tools, safety equipment, welding supplies) in the market interrupted for years at a time.	Please see responses to CCG2 and CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0845

Communication ID:	Name	Email
502311	Zaria ali	zaria245@gmail.com

Full Communication (4/27/2022)

This project is destructive to the communities and culture in these areas. It does a disservice to the people who have worked hard for years to build their homes and businesses in these neighborhoods.

#	Comments	Responses
1	This project is destructive to the communities and culture in these areas. It does a disservice to the people who have worked hard for years to build their homes and businesses in these neighborhoods.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0846

Communication ID:	Name	Email
502330	Brandon Vu	bdvu778@aim.com

Full Communication (4/27/2022)

Too much impact on the community. Do not follow through with this, please.

#	Comments	Responses
1	Too much impact on the community. Do not follow through with this, please.	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0847

Communication ID:	Name	Email
502331	Adrian Will-Orrego	willorrego.a@gmail.com

Full Communication (4/27/2022)

Please keep Avalon station. More apartment buildings and denser housing options are going up in that area every day. If we have to have the super deep stations can we at least have escalators and elevators.

Also, the gondola idea is a disingenuous attempt to delay light rail to preserve "neighborhood character." It's really gross. Do better West Seattle.

#	Comments	Responses
1	Please keep Avalon station. More apartment buildings and denser housing options are going up in that area every day. If we have to have the super deep stations can we at least have escalators and elevators.	Please see responses to CC2j and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, the gondola idea is a disingenuous attempt to delay light rail to preserve "neighborhood character." It's really gross. Do better West Seattle.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0848

Communication ID:	Name	Email
502342	Peter Fleetwood	pfleet77@yahoo.com

Full Communication (4/27/2022)

I would prefer that sound transit doesn't remove the Avalon stop in order to accommodate the Avalon residents as well as the people commuting on the 35th Ave SW bus to the Avalon stop. If you do, find a way for those people to get to link in a timely manner.

Other than that, just build it, tunnel or no tunnel, just get it done.

#	Comments	Responses
1	I would prefer that sound transit doesn't remove the Avalon stop in order to accommodate the Avalon residents as well as the people commuting on the 35th Ave SW bus to the Avalon stop. If you do, find a way for those people to get to link in a timely manner. Other than that, just build it, tunnel or no tunnel, just get it done.	Please see responses to CCG4 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0849

Communication ID:	Name	Email
502343	Marianne Weber	weberdpa@gmail.com

Full Communication (4/27/2022)

It is RIDICULOUS that we are quibbling about the particulars of a light rail system that won't benefit West Seattle for FIFTEEN years. I'll be retired by then and will no longer need efficient public transportation to get downtown every day. PLEASE consider the Skylink option which could be up and running in 2-3 years. This project is moving way too slowly for all of the growth in WS.

#	Comments	Responses
1	It is RIDICULOUS that we are quibbling about the particulars of a light rail system that won't benefit West Seattle for FIFTEEN years. I'll be retired by then and will no longer need efficient public transportation to get downtown every day. PLEASE consider the Skylink option which could be up and running in 2-3 years. This project is moving way too slowly for all of the growth in WS.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0850

Communication ID:	Name	Email
502367	Christina Ramos	christinaramos1@yahoo.com

Full Communication (4/27/2022)

Please do not use the Genesee for the light rail route. It will be very disruptive to the surrounding neighborhood. There is a community center, a very active park, and active bus stops nearby. A light rail would take away from the community feel in this area. It would start to have a more urban feel and create noise pollution.

People love West Seattle because it still has a neighborhood and family safe area. A light rail would drastically change the atmosphere and the safety of the families. Countless people walk up the Genesee hill to exercise, walk their dogs, and get to local stores. Why would anyone want to walk underneath a light rail station? Families don't want to raise their kids near a light station. You will see families move out of the area if you build the light rail station on Genesee. I can guarantee that. The question is what kind of culture do you want to create in West Seattle?

#	Comments	Responses
1	<p>Please do not use the Genesee for the light rail route. It will be very disruptive to the surrounding neighborhood. There is a community center, a very active park, and active bus stops nearby. A light rail would take away from the community feel in this area. It would start to have a more urban feel and create noise pollution. People love West Seattle because it still has a neighborhood and family safe area. A light rail would drastically change the atmosphere and the safety of the families.</p> <p>Countless people walk up the Genesee hill to exercise, walk their dogs, and get to local stores. Why would anyone want to walk underneath a light rail station? Families don't want to raise their kids near a light station. You will see families move out of the area if you build the light rail station on Genesee. I can guarantee that. The question is what kind of culture do you want to create in West Seattle?</p>	<p>Please see responses to CCG2, CC3b, CC4.4a, and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0851

Communication ID:	Name	Email
502368	Lauren Schlosser	Ls7pd33@gmail.com

Full Communication (4/27/2022)

I live in Fairmont Park and would be negatively affected by the above ground link extension. I highly support the underground option or the gondala/skylink. Concerns are noise, impact on houses/ neighborhood, social impact, property values, and the overall eyesore it would be to a now beautiful quiet Seattle neighborhood.

#	Comments	Responses
1	I live in Fairmont Park and would be negatively affected by the above ground link extension. I highly support the underground option or the gondala/skylink. Concerns are noise, impact on houses/ neighborhood, social impact, property values, and the overall eyesore it would be to a now beautiful quiet Seattle neighborhood.	Please see responses to CCG2 and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0852

Communication ID:	Name	Email
502369	Sheila Addison	elusis@gmail.com

Full Communication (4/27/2022)

1. Please, just build this thing. Please ignore the "gondola" people.
2. I live just a couple of blocks from Alaska Junction. I would prefer tunneling options to reduce area noise in the long run. The quiet here is a really important part of the quality of life. I lived next to a highway and a BART station in Oakland CA for 13 years and know how loud above- ground trains can be. I have also spent many long stretches of time in London, and New York, and of course in SF. Buried stations are fine - you just have to keep the escalators and elevators running, please don't repeat the mistakes so many others have made here.
3. But if it takes some above-ground options to get us connected to downtown by rail, with infrastructure set up to get rail further south in the next expansion, by all means do it.
4. If there's any way to take out that whole golf course, just do it. Waste of water, full of lawn chemicals, accessible only by the upper middle class and richer. Better to take that than housing. Put a station on top of it and call it a day.
5. Please do plan for the future. Including for ever-growing populations over here.

#	Comments	Responses
1	Please, just build this thing. Please ignore the "gondola" people.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I live just a couple of blocks from Alaska Junction. I would prefer tunneling options to reduce area noise in the long run. The quiet here is a really important part of the quality of life. I lived next to a highway and a BART station in Oakland CA for 13 years and know how loud above-ground trains can be. I have also spent many long stretches of time in London, and New York, and of course in SF. Buried stations are fine - you just have to keep the escalators and elevators running, please don't repeat the mistakes so many others have made here. But if it takes some above-ground options to get us connected to downtown by rail, with infrastructure set up to get rail further south in the next expansion, by all means do it.	Please see responses to CCG2 and CC2d in Table 7-1. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website.
3	If there's any way to take out that whole golf course, just do it. Waste of water, full of lawn chemicals, accessible only by the upper middle class and richer. Better to take that than housing. Put a station on top of it and call it a day.	Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for discussion of alternatives considered that would use the golf course property.
4	Please do plan for the future. Including for ever-growing populations over here	Please see response to CC2d in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0853

Communication ID:	Name	Email
502372	Deidre McCormack	deidremccormack@yahoo.com

Full Communication (4/27/2022)

Hello,

In my opinion the LightRail route to West Seattle should go up to the Alaska Junction (alaska and California) and not stop at Fauntleroy. Within a block or two such as the version at 42nd. I would also like to know if it's a possibility to then extend it south down to White Center? That's a higher poverty area where public transportation is needed and it would be great if we could take light rail from there to downtown.

Thanks!

#	Comments	Responses
1	In my opinion the LightRail route to West Seattle should go up to the Alaska Junction (alaska and California) and not stop at Fauntleroy. Within a block or two such as the version at 42nd.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I would also like to know if it's a possibility to then extend it south down to White Center? That's a higher poverty area where public transportation is needed and it would be great if we could take light rail from there to downtown.	Please see response to CC2d and CCEJ1 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0854

Communication ID:	Name	Email
502374	Marybeth Coghill	marybethsc@gmail.com

Full Communication (4/27/2022)

As a lifetime resident, third generation in West Seattle - each and every proposal of the West Seattle light rail has been heartbreaking to see. The potential routing would be incredibly destructive to the landscape of the community. A towering light rail as you enter West Seattle will only be an eye sore in an already over-developed area. I don't believe the final product will be worthwhile or beneficial to the primary issue of commuter traffic. The pandemic has broadly changed how people work as many people are now working from home. Those who don't either drive because they have no other choice because of their route/lifestyle, or take advantage of our bus system, which has been cut due to the pandemic. Bring back the bus system, fix the West Seattle bridge, and reconsider the light rail entirely. The light rail should not enter West Seattle and stop in the junction. Perhaps it stops at Spokane Street under the bridge and ends there. Obtain land on Harbor Island and build a car park for commuters. From there commuters can take advantage of shuttles or buses to the junction/Delridge. Do no destroy West Seattle with the Light Rail.

#	Comments	Responses
1	<p>each and every proposal of the West Seattle light rail has been heartbreaking to see. The potential routing would be incredibly destructive to the landscape of the community. A towering light rail as you enter West Seattle will only be an eye sore in an already over-developed area. I don't believe the final product will be worthwhile or beneficial to the primary issue of commuter traffic. The pandemic has broadly changed how people work as many people are now working from home.</p> <p>Those who don't either drive because they have no other choice because of their route/lifestyle, or take advantage of our bus system, which has been cut due to the pandemic. Bring back the bus system, fix the West Seattle bridge, and reconsider the light rail entirely. The light rail should not enter West Seattle and stop in the junction. Perhaps it stops at Spokane Street under the bridge and ends there. Obtain land on Harbor Island and build a car park for commuters. From there commuters can take advantage of shuttles or buses to the junction/Delridge. Do no destroy West Seattle with the Light Rail.</p>	<p>Your opposition to the project has been noted. Please see responses to CC1a and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0855

Communication ID:	Name	Email
502377	Mark Onnen	bagpiper.onnen@gmail.com

Full Communication (4/27/2022)

I implore you to ignore the baying and crying of NIMBYs on both sides of the political spectrum whose "feedback" causes much-needed infrastructure to languish on planning boards for years, leading to projects going ridiculously and needlessly over budget.

This expansion of the station, making it the heart of the Sound's entire transit network, will likely make it the most important transit stop in the entire state. Any temporary disruptions caused by construction to local businesses are a small price to pay for getting this right. as we will be stuck with whatever the final layout ends up being for decades, if not longer.

The central placement of the station, its accessibility to people of all levels of ability, and its ability to provide fast, frequent, reliable service far exceed any other matters in importance.

Link Light Rail is one of the best things ever to happen to this city. I use it almost every day and my job would literally not be possible without it.

#	Comments	Responses
1	I implore you to ignore the baying and crying of NIMBYs on both sides of the political spectrum whose "feedback" causes much-needed infrastructure to languish on planning boards for years, leading to projects going ridiculously and needlessly over budget. This expansion of the station, making it the heart of the Sound's entire transit network, will likely make it the most important transit stop in the entire state. Any temporary disruptions caused by construction to local businesses are a small price to pay for getting this right, as we will be stuck with whatever the final layout ends up being for decades, if not longer. The central placement of the station, its accessibility to people of all levels of ability, and its ability to provide fast, frequent, reliable service far exceed any other matters in importance. Link Light Rail is one of the best things ever to happen to this city. I use it almost every day and my job would literally not be possible without it.	Thank you for expressing support for the project. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, efficiency, and passenger experience. A response to this comment will also be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0856

Communication ID:	Name	Email
502381	Nicholas Haskell	haskell.nicholas@gmail.com

Full Communication (4/27/2022)

On the topic of the 'West Seattle Junction Segment Alternatives, West Seattle Link Extension' (ES- 22) I would like to comment in favor of any of the tunnel-based options, but specifically 'Medium Tunnel 41st Avenue Station (WSJ-5)'. WSJ-5 would place the Junction station close enough to the Alaska Junction without having to remove a significant amount of our residential and business neighbors around 41st and/or 42nd, who, if removed, would likely have to move out of the area entirely because of the increasing costs of housing and rent in the neighborhood.

#	Comments	Responses
1	On the topic of the 'West Seattle Junction Segment Alternatives, West Seattle Link Extension' (ES- 22) I would like to comment in favor of any of the tunnel-based options, but specifically 'Medium Tunnel 41st Avenue Station (WSJ-5)'. WSJ-5 would place the Junction station close enough to the Alaska Junction without having to remove a significant amount of our residential and business neighbors around 41st and/or 42nd, who, if removed, would likely have to move out of the area entirely because of the increasing costs of housing and rent in the neighborhood.	Please see response to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0857

Communication ID:	Name	Email
502382	Lauren Fox	fox.laurenm@gmail.com

Full Communication (4/27/2022)

This comment is on the topic of the West Seattle Junction Segment Alternatives, for the West Seattle Link Extension. I am in favor of any of the tunnel-based options, but specifically the "Medium Tunnel 41st Avenue Station Alternative (WSJ-5)" for the proposed West Seattle Junction LightRail segment.

A tunnel option (vs elevated train) for the West Seattle segment of the LightRail would be highly preferable because it would:

- Have less operational noise and vibration.
- Displace fewer residential homes and businesses.
- Have a smaller social impact on the integrity of the neighborhood.

#	Comments	Responses
1	This comment is on the topic of the West Seattle Junction Segment Alternatives, for the West Seattle Link Extension. I am in favor of any of the tunnel-based options, but specifically the "Medium Tunnel 41st Avenue Station Alternative (WSJ-5)" for the proposed West Seattle Junction LightRail segment. A tunnel option (vs elevated train) for the West Seattle segment of the LightRail would be highly preferable because it would: Have less operational noise and vibration. Displace fewer residential homes and businesses. Have a smaller social impact on the integrity of the neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0858

Communication ID:	Name	Email
502395	C Le	cindehHH@gmail.com

Full Communication (4/27/2022)

Please do not erase historical and cultural buildings/projects/monuments!

#	Comments	Responses
1	Please do not erase historical and cultural buildings/projects/monuments!	Please see Section 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS for more information on impacts to historic properties. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0859

Communication ID:	Name	Email
502397	C Le	cindehHH@gmail.com

Full Communication (4/27/2022)

Also, please have the air around these buildings to be safe for those living there and the environment.

#	Comments	Responses
1	Also, please have the air around these buildings to be safe for those living there and the environment.	Please see Section 4.6, Air Quality, of the West Seattle Link Extension Final EIS for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0860

Communication ID:	Name	Email
502410	Linda Braddock	lindareifel@hotmail.com; gary.reifel@gmail.com

Full Communication (4/27/2022)

I recommend the No Build Solution. With 680,000 tons of carbon to build it would take 100 years to offset! All this while disturbing the aesthetics of West Seattle neighborhoods and inviting crime and homelessness under the elevated tracks.

#	Comments	Responses
1	I recommend the No Build Solution. With 680,000 tons of carbon to build it would take 100 years to offset! All this while disturbing the aesthetics of West Seattle neighborhoods and inviting crime and homelessness under the elevated tracks.	Your opposition to the West Seattle Link Extension has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0861

Communication ID:	Name	Email
502425	Kelsey Mangan	kelsey.endres@gmail.com

Full Communication (4/27/2022)

Please do not choose an option that requires Alki Beach Academy to move or close. It serves a crucial role in the West Seattle community and really shines as a safe and loving school for our small children.

#	Comments	Responses
1	Please do not choose an option that requires Alki Beach Academy to move or close. It serves a crucial role in the West Seattle community and really shines as a safe and loving school for our small children.	Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0862

Communication ID:	Name	Email
502426	Ryan Schmies	schmiesdesign@icloud.com

Full Communication (4/27/2022)

Eliminate the Avalon station please. Unnecessary expense. Use the money to build underground.

#	Comments	Responses
1	Eliminate the Avalon station please. Unnecessary expense. Use the money to build underground.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0863

Communication ID:	Name	Email
502437	KP	rackem11@hotmail.com

Full Communication (4/27/2022)

Please, please, please go with Option 4.

Underground stations that don't have actual stairs as a backup for when escalators/elevators (inevitably) fail or there's an actual emergency are both infuriating and dangerous. This happened at the Husky Stadium station a few years ago and the anger/disbelief was palpable; there was practically a riot. How had nobody planned for a simple mechanical failure that could block everybody from using the station? If the escalator was broken, why couldn't we just use it as stairs, at our own risk, as they do in other cities? Wasn't this supposed to be a fancy, brand-new transit system? People were berating the poor employees who were posted there just to turn them away, it was awful. I was lucky enough to be able to cross the street and take a bus that got me to my destination on Cap Hill in 35 min; others didn't have that option and spent hours standing in an epic line, getting nowhere, even though the rail was running right underneath their feet. I'll admit I even currently avoid the Beacon Hill station for this reason, as well--it just doesn't feel safe to not even have an escalator.

Additionally, Option 4's shorter underground walkways would also be/feel much safer, requiring fewer patrols of safety officers, etc. Keeping both rail stations as close together as possible just makes more sense.

I say this even as an occasional customer of Joe's Bar and Grill, which is truly an iconic neighborhood institution in a rapidly gentrifying city that's shuttering too many of its historic dive bars. Please give the displaced businesses the money they need to find new space nearby. Maybe enough so Joe's could move into the J&M Cale's old space...or anything other than just closing up shop for good.

Thanks very much for your careful consideration.

#	Comments	Responses
1	Please, please, please go with Option 4. Underground stations that don't have actual stairs as a backup for when escalators/elevators (inevitably) fail or there's an actual emergency are both infuriating and dangerous. This happened at the Husky Stadium station a few years ago and the anger/disbelief was palpable; there was practically a riot. How had nobody planned for a simple mechanical failure that could block everybody from using the station? If the escalator was broken, why couldn't we just use it as stairs, at our own risk, as they do in other cities? Wasn't this supposed to be a fancy, brand-new transit system? People were berating the poor employees who were posted there just to turn them away, it was awful. I was lucky enough to be able to cross the street and take a bus that got me to my destination on Cap Hill in 35 min; others didn't have that option and spent hours standing in an epic line, getting nowhere, even though the rail was running right underneath their feet. I'll admit I even currently avoid the Beacon Hill station for this reason, as well--it just doesn't feel safe to not even have an escalator. Additionally, Option 4's shorter underground walkways would also be/feel much safer, requiring fewer patrols of safety officers, etc. Keeping both rail stations as close together as possible just makes more sense. I say this even as an occasional customer of Joe's Bar and Grill, which is truly an iconic neighborhood institution in a rapidly gentrifying city that's shuttering too many of its historic dive bars. Please give the displaced businesses the money they need to find new space nearby. Maybe enough so Joe's could move into the J&M Cale's old space...or anything other than just closing up shop for good.	Please see responses to CCG2 and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0864

Communication ID:	Name	Email
502446	Matthew Rayermann	matthew.rayermann@gmail.com

Full Communication (4/27/2022)

The building of ST3 is a once in a generation opportunity. We have to get it right and getting it right means building a transit system which is optimized for transit. Transfer times between lines, station entrances, and other modes of transit should be minimized. Trains should not be routinely stopped by anything other than a station. Stations should be built where people are, or there needs to be concrete plans for up-zoning the land around them. Lines should be set up for expansion.

All of this specifically means:

1. Building a truly shallow station in the CID
2. Not building a moving bridge to Ballard
3. Building the Ballard station on the west side of 15th, or entrances on both sides of 15th
4. Building many reliable, fast, and frequent elevators/escalators, especially at any stations which have to be built deep
5. Leave room for expansion East<->West in North Seattle

Construction only lasts a few years, while the lines laid last down can last for 100s of years, but only if they are placed in the right spot. Otherwise we will have wasted all of our time and money for naught.

#	Comments	Responses
1	The building of ST3 is a once in a generation opportunity. We have to get it right and getting it right means building a transit system which is optimized for transit. Transfer times between lines, station entrances, and other modes of transit should be minimized. Trains should not be routinely stopped by anything other than a station. Stations should be built where people are, or there needs to be concrete plans for up-zoning the land around them. Lines should be set up for expansion.	Please see response to CC3a, and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	Building a truly shallow station in the CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Not building a moving bridge to Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Building the Ballard station on the west side of 15th, or entrances on both sides of 15th	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Building many reliable, fast, and frequent elevators/escalators, especially at any stations which have to be built deep	Please see response to CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Leave room for expansion East<->West in North Seattle	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0865

Communication ID:	Name	Email
502449	Rachel Mishra	rachelemishra@gmail.com; roxydox@gmail.com

Full Communication (4/27/2022)

I'd like to recommend that the Sound Transit Board adopt WSJ-5 as its preferred route. That seems to be the winner across the board since it is less expensive and impacts fewer residences.

Thank you for your consideration. Rachel Mishra

4426 38th Ave SW

#	Comments	Responses
1	I'd like to recommend that the Sound Transit Board adopt WSJ-5 as its preferred route. That seems to be the winner across the board since it is less expensive and impacts fewer residences.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0866

Communication ID:	Name	Email
502452	Marcia Kato	katmart@gmail.com; marcia@q.com

Full Communication (4/27/2022)

Regarding WS Link Extension:

Stations:

The Avalon station is unneeded. As planned, it is less than 1 mile (.8 mi. from the Junction station and .7 mile from the Delridge station). The area between stations is very walkable with sidewalks and pedestrian amenities.

WS Stadium and WS Golf Course are located close to the proposed Avalon station, but the stadium is used minimally by private schools. The golf course and stadium have a large parking lot that serves both facilities.

The Delridge station is most functional sited near SW Genessee St. (DEL-1a to 4). DEL-2a and DEL4 are preferred. Locating the station near Youngstown Cultural Center, SW Youth & Family Services, and the Delridge Community Center, Skate Park & Playfield ensures that light rail will serve the community well. These facilities are hubs for the less affluent "east side" of West Seattle, particularly for underserved youth and families. None of these facilities has a large parking lot, so users rely on public transportation. Siting the Delridge station farther north (DEL-5 or -6) would be a blatant disregard of the practical needs of our community.

Alignment

Based on the need for siting the Delridge station close to community hubs, I firmly support the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5).

#	Comments	Responses
1	The Avalon station is unneeded. As planned, it is less than 1 mile (.8 mi. from the Junction station and .7 mile from the Delridge station). The area between stations is very walkable with sidewalks and pedestrian amenities. WS Stadium and WS Golf Course are located close to the proposed Avalon station, but the stadium is used minimally by private schools. The golf course and stadium have a large parking lot that serves both facilities.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Delridge station is most functional sited near SW Genessee St. (DEL-1a to 4). DEL-2a and DEL4 are preferred. Locating the station near Youngstown Cultural Center, SW Youth & Family Services, and the Delridge Community Center, Skate Park & Playfield ensures that light rail will serve the community well. These facilities are hubs for the less affluent "east side" of West Seattle, particularly for underserved youth and families. None of these facilities has a large parking lot, so users rely on public transportation. Siting the Delridge station farther north (DEL-5 or -6) would be a blatant disregard of the practical needs of our community.	Please see response to CCG2 in Table 7-1. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
3	Based on the need for siting the Delridge station close to community hubs, I firmly support the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0867

Communication ID:	Name	Email
502453	Nick Wingfield	wingfield@gmail.com

Full Communication (4/27/2022)

I voted for Sound Transit 3 and am a passionate believer that bringing light rail to West Seattle, among other neighborhoods, is an important thing to do. I'm also a big believer that creating-and preserving-as much housing as possible is critical for keeping Seattle affordable for all people.

For that reason, the tunnel options currently being considered for West Seattle are the only logical choice for light rail, in my view. The destruction of homes necessitated by the elevated options, along with those that would be destroyed by a later extension of elevated light rail southward towards Burien, would be a setback to the lives of West Seattleites and to housing affordability in this city. World class city's like New York and Paris have figured this problem out already: Put the trains underground.

Respectfully, Nick Wingfield

#	Comments	Responses
1	I voted for Sound Transit 3 and am a passionate believer that bringing light rail to West Seattle, among other neighborhoods, is an important thing to do. I'm also a big believer that creating-and preserving-as much housing as possible is critical for keeping Seattle affordable for all people. For that reason, the tunnel options currently being considered for West Seattle are the only logical choice for light rail, in my view. The destruction of homes necessitated by the elevated options, along with those that would be destroyed by a later extension of elevated light rail southward towards Burien, would be a setback to the lives of West Seattleites and to housing affordability in this city. World class city's like New York and Paris have figured this problem out already: Put the trains underground.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0868

Communication ID:	Name	Email
502457	Joseph Story	bikersea@gmail.com

Full Communication (4/27/2022)

Dear Reviewer:

Attached are my comments on the West Seattle-Ballard Link Extension DEIS. I have provided my comments as a resident of the Mt. Baker neighborhood in Southeast Seattle.

Overall Organization

Given how this alternative presents two segments opening at least 10 years apart. I believe that the DEIS should be republished into two DEIS documents. The content of many sections already has been divided this way. The choice to combine the details into one large document makes it unwieldy to review and respond. There is nothing inherent in the project that requires that it be one large DEIS.

The certification of this DEIS will be particularly cumbersome as a large document. With two DEIS documents, the West Seattle segment could achieve certification with less addenda to address inadequacies in this DEIS version and legal challenges that may result in the overall DEIS. In this way, the West Seattle Link Extension may be able to begin construction sooner.

Chapter 1: Purpose and Need**Section 1.2.2.2. Downtown Seattle Transit Tunnel Capacity Constraints**

This section does not present the capacity constraints of the Downtown Seattle Transit Tunnel. Instead, it attributes the addition of a second tunnel to a study not presented in the DEIS. Because the second tunnel is a substantial part of the expense of this project, this assumption needs to be clearly verified. As this is also listed at Need #2 throughout the document, explanation of this need is expected! In this way, I find the current document flawed and incomplete.

By using the data found in the supporting documents, it appears that the Downtown Seattle Transit

Tunnel is not constrained as stated in the Purpose and Need. One source of the capacity constraints data is found in the Transportation Technical Report Appendix N1. In this report, it presents an overcrowding of rail lines in the current Downtown Seattle Transit Tunnel. However, this overcrowding is presented at an assumption of three minute headways or 20 trains an hour in the peak direction. Sound Transit has indicated on Page 292 that an average of 892 and 865 riders would be on overcrowded trains at these three minute headways. If the headway was reduced to two minutes, those trains would appear to have 595 or 575 average riders per train, leaving 295 to 275 standing riders. If more frequent trains were assumed (2 minutes rather than 3 minutes), the available capacity per train appears to offer 4 square feet per person at the peak hour in the peak direction, meaning that an adequate Level of Service D would be attained if all the trains were in the current Downtown Seattle Transit Tunnel. In other words, there is quantitative evidence in the DEIS that contradicts the stated Purpose and Need #2.

Further, the allocation of trains in the peak direction should be balanced. Currently trains are forecast to run to West Seattle every 6 minutes during peak periods, however, the aggregate ridership on the West Seattle segment is not high enough to warrant this frequency. Thus, some trains in the current Downtown Seattle Transit Tunnel should continue to run into Southeast Seattle, as this segment is the most susceptible to overcrowding.

Chapter 2: Alternatives Considered

The alternatives presented in this DEIS are inadequate and do not cover the range of alternatives anticipated in a DEIS for new rail corridors. In particular, DEIS for new rail transit corridors typically include an examination of different rail technologies. One technology in particular, automated trains such as those planned for the Ontario Line in Toronto, affords a higher level of service frequency than is proposed here as well as would allow for smaller stations to be built along the corridor (resulting in substantial cost saving). To provide this, the corridor operational plan would have to be revised so that the West Seattle-Ballard segments would be served by this line rather than by mixing it with the current 1 Line. Changing to a more frequent, automated rail line would save costs for the system and provide more frequent service for the riders.

Another alternative not considered was a different service configuration of the current 1 Line from Southeast Seattle into its current alignment through Downtown to UW and North Seattle. Because of this omission, all alternatives result in significantly longer travel times from Southeast Seattle into Downtown and points along the 1 Line today. This is not

only due to the excessive amount of time to complete a transfer required given the vertical distance and horizontal distance between the current station and the proposed new station, but the proposed new stations are substantially deeper so that even most Downtown destinations will take longer to reach in the Build alternatives than in the No Build alternative. As Southeast Seattle contains a large low-income population as well as many residents and businesses of various ethnic groups include East Asians, every current Build alternative would make places in the Chinatown-International District area more difficult and longer to reach than the current line offers today.

Another alternative not considered was to operate the Ballard to Downtown segment as a stand-alone automated rail line, with West Seattle and Southeast Seattle lines both using the existing tracks in SODO and through the current Downtown Seattle Transit Tunnel. A line that ends at Westlake would allow for station elevations at Westlake to be shallower, and possibly at the same level as the southbound platform.

Finally, there are not alternatives presented at SODO to allow for same-direction cross-platform

transfers. Instead, every alternative requires making vertical level changes at this station. Since the vertical elevations are more pronounced at Westlake and Chinatown-International District Stations the SODO station is the most logical place to provide same direction cross platform transfers between 1 Line and 3 Line. With a cross platform transfer, riders must simply go between 20 to 25 feet on the same level (less than 10 seconds), and riders would not have to walk to then queue at escalators, stairs or elevators located at the ends of the platforms. This would reduce the transfer time at SODO from as long as 3 minutes to a less than 10 seconds. This is an appropriate mitigation for the added time required for existing 1 Line riders to have to use new deeper stations in the proposed system presented in every alternative.

A simple refinement of the SODO station layouts and nearby track configurations would enable same direction cross platform transfers. A substantial amount of grade crossings already must be built between the proposed West Seattle branch and the central Operations and Maintenance Facility (OMF). The current track configuration is for tracks to be operated in a northbound-southbound-northbound-southbound pattern. This makes it difficult to provide switching between tracks. If the tracks were configured with the northbound trains on the east and the southbound trains on the west (the tracks headed to Southeast Seattle as the westmost of the four tracks, with a new connection to the existing tracks at the OMF), or the northbound trains at ground level and the southbound trains on an elevated level, track switching will be much easier to accomplish.

Switches are particularly important if a train must stop due to a service disruption, meaning that hundreds of riders would need to transfer from one train to another.

At several times in the alternatives development process, I have made both written and verbal comments at public meetings to explain why same-direction cross-platforms are needed at SODO and how it can be accomplished. However, no changes were ever made in the subsequent versions. Now, with the recent revealing of how much longer and more difficult transfers will be at Westlake and International District - Chinatown Stations, I again request that this design refinement be made.

A technical note is that I have not found any explanation of forecasted rail line transfer volumes by direction. Instead, broad references suggest that transfers occur at one of three stations but there is no indication of how many will be transferring from and to which line in which direction. Without these details, it is not known how much importance needs to be placed on making transfers more seamless and on the same level. The aggregate time delay added for Southeast Seattle riders should be documented as a negative impact.

Chapter 6: Alternatives Evaluation

The presented alternatives in the DEIS focus on the construction of the project, but not the operation of the project. By omitting the impacts to the operation of the revised system, it fails to complete a disclosure of all the impacts that will arise from the proposed alternatives.

In particular, the residents of Southeast Seattle are negatively affected by the proposed rerouting of the 1 Line from the current tunnel to the new, much deeper one because of the resulting additional travel time and transfer time. Southeast Seattle is a community of many lower-income individuals and transit-dependent people as well as a number of ethnic groups that will have long transit travel times as a result of this operational change. The report is silent on this negative impact, and this should be mitigated in some way, by either providing cross-platform transfers at SODO and/or interlining some or all of the current trains to and from Southeast Seattle into the existing Downtown Seattle Transit Tunnel. Without analyzing the operational impacts to Southeast Seattle, this DEIS is incomplete in the disclosure of impacts and consideration of these mitigation actions as required by NEPA and FTA.

Need #4 states that the WSBLE project is supposed to improve multi-modal connectivity for transit-

dependent residents, low-income people and communities of color. However, accessibility and connectivity in all project alternatives are SIGNIFICANTLY WORSE THAN THE NO-BUILD ALTERNATIVE for these demographic groups that reside or rely on destinations in Southeast Seattle because of the added travel time and effort to use the

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proposed new stations in the proposed operational configurations. The access times between the street and platform are longer Downtown by at least 2 to 4 more minutes, while the total travel time to reach UW (not only the academic campus but the medical center), Capitol Hill (Seattle Central College) and other points in North Seattle will increase by 5 to 8 minutes using the current transfer-averse station designs. As a trip from Columbia City to Capitol Hill using Line today is 21 minutes and will increase to 26 to 29 minutes, this is a 24 to 38 percent increase in travel time as an example! If the SODO station is redesigned for same-direction cross-platform transfers, this delay could be reduced to only 22 minutes if trains are scheduled to arrive at SODO Station at about the same time, and become a much less significant impact. Similarly, accessing destination from the new Chinatown-International District platforms will add 2 to 4 minutes to every trip once leaving the train.

You may contact me to ask me for clarification on my comments.

Thanks in advance for responding to my comments,

Joseph Story bikersea@gmail.com 4124 Cascadia Ave S Seattle WA 98118-1331

(206) 829-9561

#	Comments	Responses
1	<p>Given how this alternative presents two segments opening at least 10 years apart, I believe that the DEIS should be republished into two DEIS documents. The content of many sections already has been divided this way. The choice to combine the details into one large document makes it unwieldy to review and respond. There is nothing inherent in the project that requires that it be one large DEIS. The certification of this DEIS will be particularly cumbersome as a large document.</p> <p>With two DEIS documents, the West Seattle segment could achieve certification with less addenda to address inadequacies in this DEIS version and legal challenges that may result in the overall DEIS. In this way, the West Seattle Link Extension may be able to begin construction sooner.</p>	<p>Please see Chapter 1, Purpose and Need for the West Seattle Link Extension, in the West Seattle Link Extension Final EIS for a discussion of separating the environmental processes for the West Seattle Link Extension and Ballard Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>Chapter 1: Purpose and Need Section 1.2.2.2. Downtown Seattle Transit Tunnel Capacity Constraints This section does not present the capacity constraints of the Downtown Seattle Transit Tunnel. Instead, it attributes the addition of a second tunnel to a study not presented in the DEIS. Because the second tunnel is a substantial part of the expense of this project, this assumption needs to be clearly verified. As this is also listed at Need #2 throughout the document, explanation of this need is expected! In this way, I find the current document flawed and incomplete. By using the data found in the supporting documents, it appears that the Downtown Seattle Transit Tunnel is not constrained as stated in the Purpose and Need. One source of the capacity constraints data is found in the Transportation Technical Report Appendix N1. In this report, it presents an overcrowding of rail lines in the current Downtown Seattle Transit Tunnel. However, this overcrowding is presented at an assumption of three minute headways or 20 trains an hour in the peak direction. Sound Transit has indicated on Page 292 that an average of 892 and 865 riders would be on overcrowded trains at these three minute headways. If the headway was reduced to two minutes, those trains would appear to have 595 or 575 average riders per train, leaving 295 to 275 standing riders. If more</p>	<p>Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

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#	Comments	Responses
	<p>frequent trains were assumed (2 minutes rather than 3 minutes), the available capacity per train appears to offer 4 square feet per person at the peak hour in the peak direction, meaning that an adequate Level of Service D would be attained if all the trains were in the current Downtown Seattle Transit Tunnel. In other words, there is quantitative evidence in the DEIS that contradicts the stated Purpose and Need #2. Further, the allocation of trains in the peak direction should be balanced. Currently trains are forecast to run to West Seattle every 6 minutes during peak periods, however, the aggregate ridership on the West Seattle segment is not high enough to warrant this frequency. Thus, some trains in the current Downtown Seattle Transit Tunnel should continue to run into Southeast Seattle, as this segment is the most susceptible to overcrowding.</p>	
3	<p>Chapter 2: Alternatives Considered The alternatives presented in this DEIS are inadequate and do not cover the range of alternatives anticipated in a DEIS for new rail corridors. In particular, DEIS for new rail transit corridors typically include an examination of different rail technologies. One technology in particular, automated trains such as those planned for the Ontario Line in Toronto, affords a higher level of service frequency than is proposed here as well as would allow for smaller stations to be built along the corridor (resulting in substantial cost saving). To provide this, the corridor operational plan would have to be revised so that the West Seattle-Ballard segments would be served by this line rather than by mixing it with the current 1 Line. Changing to a more frequent, automated rail line would save costs for the system and provide more frequent service for the riders.</p>	<p>The 40 Code of Federal Regulations 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project, which resulted in evaluation of a reasonable range of alternatives consistent with 40 Code of Federal Regulations 1502.14. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 1.3, Planning History of West Seattle Link Extension Corridor, of the Final EIS for more information on past planning in this corridor. A variety of tunnel configurations and alignments were considered during Sound Transit 3 planning, but the system plan approved included separate lines and splitting the existing 1 Line to maintain reliability and balance ridership between the two downtown transit tunnels. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

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#	Comments	Responses
4	<p>Another alternative not considered was a different service configuration of the current 1 Line from Southeast Seattle into its current alignment through Downtown to UW and North Seattle. Because of this omission, all alternatives result in significantly longer travel times from Southeast Seattle into Downtown and points along the 1 Line today. This is not only due to the excessive amount of time to complete a transfer required given the vertical distance and horizontal distance between the current station and the proposed new station, but the proposed new stations are substantially deeper so that even most Downtown destinations will take longer to reach in the Build alternatives than in the No Build alternative. As Southeast Seattle contains a large low-income population as well as many residents and businesses of various ethnic groups include East Asians, every current Build alternative would make places in the Chinatown-International District area more difficult and longer to reach than the current line offers today.</p>	<p>Although some trips that currently occur on the 1 Line might increase due to transfers, others would decrease, and overall reliability and frequency would increase for all trips. Additional destinations would also be served, thus increasing the number of people served by high-capacity transit overall. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
5	<p>Another alternative not considered was to operate the Ballard to Downtown segment as a stand-alone automated rail line, with West Seattle and Southeast Seattle lines both using the existing tracks in SODO and through the current Downtown Seattle Transit Tunnel. A line that ends at Westlake would allow for station elevations at Westlake to be shallower, and possibly at the same level as the southbound platform.</p>	<p>A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
6	<p>Finally, there are not alternatives presented at SODO to allow for same-direction cross-platform transfers. Instead, every alternative requires making vertical level changes at this station. Since the vertical elevations are more pronounced at Westlake and Chinatown-International District Stations, the SODO station is the most logical place to provide same direction cross platform transfers between 1 Line and 3 Line. With a cross platform transfer, riders must simply go between 20 to 25 feet on the same level (less than 10 seconds), and riders would not have to walk to then queue at escalators, stairs or elevators located at the ends of the platforms. This would reduce the transfer time at SODO from as long as 3 minutes to a less than 10 seconds. This is an appropriate mitigation for the added time required for existing 1 Line riders to have to use new deeper stations in the proposed system presented in every alternative. A simple refinement of the SODO station layouts and nearby track configurations would enable same direction cross platform transfers. A substantial amount of grade crossings already must be built between the proposed West Seattle branch and the central Operations and Maintenance Facility (OMF). The current track configuration is for tracks to be operated in a northbound-southbound-northbound-southbound pattern. This makes it difficult to provide switching between tracks. If the tracks were configured with the northbound trains on the east and the southbound</p>	<p>Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design, and Section 2.1, Build Alternatives, of the Final EIS for a description of refinements to the preferred alternative in the SODO Segment between the WSBLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit will continue to be evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.</p>

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#	Comments	Responses
	<p>trains on the west (the tracks headed to Southeast Seattle as the westmost of the four tracks, with a new connection to the existing tracks at the OMF), or the northbound trains at ground level and the southbound trains on an elevated level, track switching will be much easier to accomplish. Switches are particularly important if a train must stop due to a service disruption, meaning that hundreds of riders would need to transfer from one train to another. At several times in the alternatives development process, I have made both written and verbal comments at public meetings to explain why same-direction cross-platforms are needed at SODO and how it can be accomplished. However, no changes were ever made in the subsequent versions. Now, with the recent revealing of how much longer and more difficult transfers will be at Westlake and International District - Chinatown Stations, I again request that this design refinement be made.</p>	
7	<p>A technical note is that I have not found any explanation of forecasted rail line transfer volumes by direction. Instead, broad references suggest that transfers occur at one of three stations but there is no indication of how many will be transferring from and two which line in which direction. Without these details, it is not known how much importance needs to be placed on making transfers more seamless and on the same level. The aggregate time delay added for Southeast Seattle riders should be documented as a negative impact.</p>	<p>Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS presents station of mode of access for each station, including the number of transfers from other transit (bus and light rail). The level of information discussed was used as part of planning and design, but is not necessary for determining impacts. A response to this comment related to travel time from Southeast Seattle will be provided as part of the environmental review process for the Ballard Link Extension.</p>
8	<p>Chapter 6: Alternatives Evaluation The presented alternatives in the DEIS focus on the construction of the project, but not the operation of the project. By omitting the impacts to the operation of the revised system, it fails to complete a disclosure of all the impacts that will arise from the proposed alternatives. In particular, the residents of Southeast Seattle are negatively affected by the proposed rerouting of the 1 Line from the current tunnel to the new, much deeper one because of the resulting additional travel time and transfer time. Southeast Seattle is a community of many lower-income individuals and transit-dependent people as well as a number of ethnic groups that will have long transit travel times as a result of this operational change. The report is silent on this negative impact, and this should be mitigated in some way, by either providing cross-platform transfers at SODO and/or interlining some or all of the current trains to and from Southeast Seattle into the existing Downtown Seattle Transit Tunnel. Without analyzing the operational impacts to Southeast Seattle, this DEIS is incomplete in the disclosure of impacts and consideration of these mitigation actions as required by NEPA and FTA. Need #4 states that the WSBLE project is supposed to improve multi-modal connectivity for transit-dependent residents, low-income people and communities of color. However,</p>	<p>With build out of the Sound Transit 3 plan, riders on the 1 Line will still be able to access Downtown Seattle stations. The need for these riders to transfer will depend on their destination, and not all riders will need to transfer. Please see Appendix G, Environmental Justice, of the Final EIS for more information on benefits and impacts to low-income populations and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

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#	Comments	Responses
	<p>accessibility and connectivity in all project alternatives are SIGNIFICANTLY WORSE THAN THE NO-BUILD ALTERNATIVE for these demographic groups that reside or rely on destinations in Southeast Seattle because of the added travel time and effort to use the proposed new stations in the proposed operational configurations. The access times between the street and platform are longer Downtown by at least 2 to 4 more minutes, while the total travel time to reach UW (not only the academic campus but the medical center), Capitol Hill (Seattle Central College) and other points in North Seattle will increase by 5 to 8 minutes using the current transfer-averse station designs. As a trip from Columbia City to Capitol Hill using Line today is 21 minutes and will increase to 26 to 29 minutes, this is a 24 to 38 percent increase in travel time as an example! If the SODO station is redesigned for same-direction cross-platform transfers, this delay could be reduced to only 22 minutes if trains are scheduled to arrive at SODO Station at about the same time, and become a much less significant impact. Similarly, accessing destination from the new Chinatown-International District platforms will add 2 to 4 minutes to every trip once leaving the train.</p>	

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Comment Submittal 0869

Communication ID:	Name	Email
502460	Sharon Hoover	tinynurse@hotmail.com

Full Communication (4/27/2022)

We much prefer the longer tunnel alternative into the junction to preserve the look and feel of our thriving business community. I also believe we need to keep all three stations to allow access to more citizens.

#	Comments	Responses
1	We much prefer the longer tunnel alternative into the junction	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	to preserve the look and feel of our thriving business community. I also believe we need to keep all three stations to allow access to more citizens.	Please see response to CC2j in Table 7-1.

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Comment Submittal 0870

Communication ID:	Name	Email
502770	Mamie Rockafellar	mamie.rockafellar@gmail.com

Full Communication (4/28/2022)

Dear Sound Transit:

Regarding the Draft EIS for the West Seattle & Ballard Link Extension project:

I sincerely hope you will reject proposed alternative routes DEL-5 and DEL-6. These two routes would have severe negative effects on a non-profit which for 45 years has provided housing and ongoing services to indigent mentally ill King County residents.

While I strongly support expansion of light rail services to West Seattle, I equally strongly oppose disrupting services so important to our region, especially in these times of dramatically increased homelessness. You might as well propose running the routes through Lincoln Park!

Please instead choose routings that leave these important services intact and easily accessible. We need BOTH expanded light rail and continuing easy access to vital community services. Surely your planners can accommodate both.

Hopefully,

Mamie H Rockafellar

#	Comments	Responses
1	I sincerely hope you will reject proposed alternative routes DEL-5 and DEL-6. These two routes would have severe negative effects on a non-profit which for 45 years has provided housing and ongoing services to indigent mentally ill King County residents. While I strongly support expansion of light rail services to West Seattle, I equally strongly oppose disrupting services so important to our region, especially in these times of dramatically increased homelessness. You might as well propose running the routes through Lincoln Park' Please instead choose routings that leave these important services intact and easily accessible. We need BOTH expanded light rail and continuing easy access to vital community services. Surely your planners can accommodate both.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0871

Communication ID:	Name	Email
504138	Linda Braddock	lindareifel@hotmail.com; gary.reigel@gmail.com

Full Communication (4/28/2022)

Hello ST3 team,

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had they been they shared with voters at the outset ST3 would not have been supported. This message communicated with ST3 planners during the community outreach events.

Make the tunnel option the preferred option for West Seattle.

#	Comments	Responses
1	Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had they been they shared with voters at the outset ST3 would not have been supported. This message communicated with ST3 planners during the community outreach events. Make the tunnel option the preferred option for West Seattle.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0872

Communication ID:	Name	Email
504153	Alexandra Reifel	lexi.reifel@gmail.com

Full Communication (4/28/2022)

Hello ST3 team,

Make the tunnel option the preferred design for ST3 for West Seattle.

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.

Thank you,

Lexi Reifel

Mobile: 425-301-1221

lexi.reifel@gmail.com

#	Comments	Responses
1	Make the tunnel option the preferred design for ST3 for West Seattle. Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0873

Communication ID:	Name	Email
504155	Stephen Pettis	spettis1@gmail.com

Full Communication (4/28/2022)

Please do not eliminate any stations in the proposal. Planning for a dense, walkable future throughout the region is both wise and necessary.

All below-grade stations should be as shallow as possible, especially the midtown station. Reducing travel and transfer times should be a priority to ensure the best experience for riders.

My preferred station options are:

INTERBAY: Thorndyke Retained Cut (IBB-2a/IBB-2b); SEATTLE CENTER: Republican Street Station

SOUTH LAKE UNION: Please study additional options, the current ones are too far west

DENNY: Westlake Ave Station (DT-1) WESTLAKE: 5TH Ave Station (DT-1)

CHINATOWN/INTERNATIONAL DISTRICT: 4th Avenue Shallow Alternative (CID-1a), please study cut and cover over downtown transit tunnel

SODO: Mixed Profile Station (SoDo-2)

#	Comments	Responses
1	Please do not eliminate any stations in the proposal. Planning for a dense, walkable future throughout the region is both wise and necessary. All below-grade stations should be as shallow as possible, especially the midtown station. Reducing travel and transfer times should be a priority to ensure the best experience for riders.	Please see responses to CC2j, CC3a, and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	My preferred station options are: INTERBAY: Thorndyke Retained Cut (IBB-2a/IBB-2b); SEATTLE CENTER: Republican Street Station SOUTH LAKE UNION: Please study additional options, the current ones are too far west DENNY: Westlake Ave Station (DT-1) WESTLAKE: 5TH Ave Station (DT-1) CHINATOWN/INTERNATIONAL DISTRICT: 4th Avenue Shallow Alternative (CID-1a), please study cut and cover over downtown transit tunnel SODO: Mixed Profile Station (SoDo-2)	Please see response to CCG2 in Table 7-1. A response to this comment related to the Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0874

Communication ID:	Name	Email
504169	Daniel O'Brien	dhasegawa3@gmail.com

Full Communication (4/28/2022)

To whom it may concern,

I am a resident of 4847 California Avenue SW. This is a condominium building located on the west side of California Avenue at the intersection of California and Hudson. Although the building is not in the direct path of the preferred alternative elevated 41st/42nd station, myself and many residents of the building have concerns that the building of an elevated light rail line could significantly impact the livability of our building. Our unit, including the bedroom, face east across California Avenue, so I am concerned that sound from an elevated light-rail line could significantly impact our quality of life. My understanding is that a short tunnel route to the Alaska junction has been considered that could have a similar cost to the preferred alternative elevated 41st/42nd station. I would request that Sound Transit carefully consider this short-tunnel option as it may reduce the impact to residents in our building. I think this option also warrants further consideration because any expansion of the West Seattle light-rail line further South in the future would potentially displace

thousands of residents along California Avenue if the elevated route were continued and significantly impact the livability of thousands of other residence who live in apartments, condos, and townhouses along California Ave. Thank you for your time and consideration.

Best,

Dan O'Brien

#	Comments	Responses
1	concerns that the building of an elevated light rail line could significantly impact the livability of our building. Our unit, including the bedroom, face east across California Avenue, so I am concerned that sound from an elevated light-rail line could significantly impact our quality of life. My understanding is that a short tunnel route to the Alaska junction has been considered that could have a similar cost to the preferred alternative elevated 41st/42nd station. I would request that Sound Transit carefully consider this short-tunnel option as it may reduce the impact to residents in our building. I think this option also warrants further consideration because any expansion of the West Seattle light-rail line further South in the future would potentially displace thousands of residents along California Avenue if the elevated route were continued and significantly impact the livability of thousands of other residence who live in apartments, condos, and townhouses along California Ave.	Please see responses to CCG2, CC2d, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0875

Communication ID:	Name	Email
504183	Marina Hooker	marina.h096@hotmail.com

Full Communication (4/28/2022)

I think this is a waste of time and money there's already a link in the area and this will be a disaster for the people who already live here. Don't destroy this community.

#	Comments	Responses
1	I think this is a waste of time and money there's already a link in the area and this will be a disaster for the people who already live here. Don't destroy this community.	Your opposition to the project has been noted.

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Comment Submittal 0876

Communication ID:	Name	Email
504195	Don Goodwin	D5Goodwin@Comcast.net

Full Communication (4/28/2022)

Any new roadway or train coming into or out of West Seattle needs to be in a tunnel. It was a mistake and disrespectful to the community that Sound Transit Line down Martin Luther King Jr Way S, was above ground. The rail is above ground because it is a poorer neighborhood, and no one was watching out for the underrepresented citizens. It is still said "What side of the tracks do you live on"

#	Comments	Responses
1	Any new roadway or train coming into or out of West Seattle needs to be in a tunnel. It was a mistake and disrespectful to the community that Sound Transit Line down Martin Luther King Jr Way S, was above ground. The rail is above ground because it is a poorer neighborhood, and no one was watching out for the underrepresented citizens. It is still said "What side of the tracks do you live on"	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0877

Communication ID:	Name	Email
504231	Lynn Phan	lynnphan1234@gmail.com

Full Communication (4/28/2022)

I am writing in strong opposition to the DEL-5 & DEL-6 proposals of the West Seattle Link light rail extension plan. I am writing to advocate for Transitional Resources, an organization that supports many marginalized members of our community, as they will be directly impacted by these light rail plans. I am writing on behalf of the many voices that are not able to.

Transitional Resources provides behavioral healthcare and supportive housing services to some of our most vulnerable populations. Their services meet the unique needs to serve individuals struggling with severe mental illnesses, and range from residential treatment to crisis diversion to intensive case management to vocational services. Transitional Resources gives them hope, opportunity, and a chance for recovery. Their model of care relies on multiple buildings that are in close proximity to one another, in order for the TR staff to provide the necessary support to clients. The proposed route for DEL-5 & DEL-6 directly cuts through the area in which a few of these buildings are located (Rise at SW Yancy Street, and properties at 2988 & 2980) and would drastically disrupt the ability to continue to provide such care. We are in the midst of mental health crisis, and to take away one more lifeline will do a huge disservice, not only to the individuals, but to the community at large. If anything, we need to have more places like TR, not take away places like TR.

I am, always have been, and always will be, a passionate supporter of the light rail project and access to a robust public transit system. And as someone who seldom speaks up when it comes to these kinds of things, I feel compelled to speak up now. Please reconsider another alternative other than the DEL-5 & DEL-6 plans. Thank you for your time and consideration.

#	Comments	Responses
1	<p>I am writing in strong opposition to the DEL-5 & DEL-6 proposals of the West Seattle Link light rail extension plan. I am writing to advocate for Transitional Resources, an organization that supports many marginalized members of our community, as they will be directly impacted by these light rail plans. I am writing on behalf of the many voices that are not able to. Transitional Resources provides behavioral healthcare and supportive housing services to some of our most vulnerable populations. Their services meet the unique needs to serve individuals struggling with severe mental illnesses, and range from residential treatment to crisis diversion to intensive case management to vocational services. Transitional Resources gives them hope, opportunity, and a chance for recovery. Their model of care relies on multiple buildings that are in close proximity to one another, in order for the TR staff to provide the necessary support to clients. The proposed route for DEL-5 & DEL-6 directly cuts through the area in which a few of these buildings are located (Rise at SW Yancy Street, and properties at 2988 & 2980) and would drastically disrupt the ability to continue to provide such care. We are in the midst of mental health crisis, and to take away one more lifeline will do a huge disservice, not only to the individuals, but to the community at large. If anything, we need to have more places like TR, not take away places like TR. I am, always have been, and always will be, a passionate supporter of the light rail project and access to a robust public transit system.</p>	<p>Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0878

Communication ID:	Name	Email
504239	Eric Baekeloo	boekeloo.eric@gmail.com

Full Communication (4/28/2022)

The light rail must make it easy and convient for riders to easily transfer between modes of transit. Reducing the impact of climate change requires Seattle to expand public transit ridership. The only way that will happen is if it is convient.

#	Comments	Responses
1	The light rail must make it easy and convient for riders to easily transfer between modes of transit. Reducing the impact of climate change requires Seattle to expand public transit ridership. The only way that will happen is if it is convient.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0879

Communication ID:	Name	Email
504241	Alan Fung	alanfung1994@hotmail.com

Full Communication (4/28/2022)**A. General Comments**

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

B. Detailed Comments

1. West Seattle Link
 - a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.
 - b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.
 - c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].
 - d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.
2. Ballard Link
 - a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

Appendix O. Draft EIS Comment Summary and Response to Comments

- b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.
- d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.
- e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.
- f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.
- g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].
- h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].
- i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	<p>First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.</p> <p>Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.</p>	<p>For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up</p>	<p>Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>

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#	Comments	Responses
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
8	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.	Please see response to CCG2 in Table 7-1.
9	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
10	d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1.

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#	Comments	Responses
11	a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	g. Smith Cove- Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station!Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0880

Communication ID:	Name	Email
504247	MK McCullough	mareka9@msn.com

Full Communication (4/28/2022)

Re: West Seattle Tunnel Options:

Choice: #1 - (#3) - 41st Avenue tunnel. #2 (Option #4 - tunnel)

if tunnel can not be built then the least impactful location is along Fauntleroy (option #1)

The raised platforms are grossly out of scale for the West Seattle neighborhood. Approaches will dominate the area, wipe out residential, block out light & views. especially if built closer to California Ave.

Re: International District. Don't wipe out more of the existing commercial area.

#	Comments	Responses
1	Re: West Seattle Tunnel Options: Choice: #1 - (#3) - 41st Avenue tunnel. #2 (Option #4 - tunnel) if tunnel can not be built then the least impactful location is along Fauntleroy (option #1) The raised platforms are grossly out of scale for the West Seattle neighborhood. Approaches will dominate the area, wipe out residential, block out light & views. especially if built closer to California Ave.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Re: International District. Don't wipe out more of the existing commercial area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0881

Communication ID:	Name	Email
504249	Cam Miller	cameron.sidney.miller@gmail.com

Full Communication (4/28/2022)

Hi, I'm Cam. Seattle resident for 10 years, city employee, and transit enthusiast. I'm here to echo the thoughts of others, mostly Seattle Transit Blog, who have made extensive recommendations to help Sound Transit provide the most equitable and effective light rail expansion. To summarize some of their key findings, they include moving the Ballard station further west towards the already dense, walkable, and beautiful town center. Although many, such as myself, would like to see a future East-West line going through here, and would like to see a version of our current ST3 Ballard station that accommodates that future possibility, we still need to make sure that we're building in the heart of the neighborhood NOW rather than waiting for a future that might never come. Stations need to be shallower, especially the new very important IDC station, which should also avoid bulldozing businesses by going on 4th ave. Any "South Lake Union" station should actually be in South Lake Union. The full write up is here: <https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/>

I hate to "make perfect the enemy of good" but we really only have one shot at this. I think I speak for many when I say taking the time to make sure every avenue is explored to the full extent, and to try and avoid drastic compromises is worth it. I realize that this plan gets more expensive each day we wait, but personally I'm willing to sacrifice time and money to get the world class transit system Seattle deserves, and is long overdue for.

Now, to echo Seattle Bike Blog, another way to ensure this new system works well for more people, and improves our environment, is to make cycling a central focus of the project from Day 1. Biking and taking the train should not just be allowed but encouraged, in order to make the greenest and most efficient transportation system we can. Bike lane connections, large, free (or cheap) bike lockers, room for bicycles on trains, actually functioning bike rails to get bikes in and out of stations, these are of the upmost importance if we're serious about making this a green project. We should be building large, ride-in-and-park bike garages like you see in the Netherlands. In this way, the stations could become a central hub for all things cycling in a neighborhood - they should support this even beyond just supporting people who are riding the train; the whole neighborhood regardless of ridership status should see this as a beacon of bike infrastructure and green living, and then perhaps other places will follow suit.

Thank you for your time. Let's make this new line the best it can be. I can't wait to start riding.

-Cam Miller

#	Comments	Responses
1	Hi, I'm Cam. Seattle resident for 10 years, city employee, and transit enthusiast. I'm here to echo the thoughts of others, mostly Seattle Transit Blog, who have made extensive recommendations to help Sound Transit provide the most equitable and effective light rail expansion. To summarize some of their key findings, they include moving the Ballard station further west towards the already dense, walkable, and beautiful town center. Although many, such as myself, would like to see a future East-West line going through here, and would like to see a version of our current ST3 Ballard station that accommodates that future possibility, we still need to make sure that we're building in the heart of the neighborhood NOW rather than waiting for a future that might never come.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Stations need to be shallower, especially the new very important IDC station, which should also avoid bulldozing businesses by going on 4th ave.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	Any "South Lake Union" station should actually be in South Lake Union. The full write up is here: https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I hate to "make perfect the enemy of good" but we really only have one shot at this. I think I speak for many when I say taking the time to make sure every avenue is explored to the full extent, and to try and avoid drastic compromises is worth it. I realize that this plan gets more expensive each day we wait, but personally I'm willing to sacrifice time and money to get the world class transit system Seattle deserves, and is long overdue for.	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the West Seattle Link Extension Final EIS, for more information on studies of alternatives completed between the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Now, to echo Seattle Bike Blog, another way to ensure this new system works well for more people, and improves our environment, is to make cycling a central focus of the project from Day 1. Biking and taking the train should not just be allowed but encouraged, in order to make the greenest and most efficient transportation system we can. Bike lane connections, large, free (or cheap) bike lockers, room for bicycles on trains, actually functioning bike rails to get bikes in and out of stations, these are of the upmost importance if we're serious about making this a green project. We should be building large, ride-in-and-park bike garages like you see in the Netherlands. In this way, the stations could become a central hub for all things cycling in a neighborhood - they should support this even beyond just supporting people who are riding the train; the whole neighborhood regardless of ridership status should see this as a beacon of bike infrastructure and green living, and then perhaps other places will follow suit.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0882

Communication ID:	Name	Email
504254	Jonathan Dubman	jon@dubman.com

Full Communication (4/28/2022)

Communication (4/28/2022)

- Cancel West Seattle Link

West Seattle would be better served with frequent and more direct BRT service that leverages the SR 99 tunnel and does not require a transfer to serve the majority of trips to downtown. The West Seattle Bridge and SR 99 provide nearly continuous transit priority already. Sound Transit should study transit trips that serve SLU and the north end of downtown via the SR 99 tunnel and Republican Street exits. The Delridge neighborhood should be saved as-is instead of largely destroyed to build a guideway and a giant elevated station. The climate impact of building West Seattle Link will be a net negative; Sound Transit should make this calculation. At what point in the future does West Seattle Link become a net positive for the climate versus a well-designed BRT network?

- The second downtown tunnel is redundant and counterproductive

Sound Transit has already granted that headways as short as 90 seconds in the downtown Seattle transit tunnel (DSTT) are achievable with additional investments. Even with some temporary construction impacts, it must be tremendously cheaper and more climate friendly to leverage the existing DSTT rather than construct a second, parallel tunnel that serves the same or similar station locations.

It must be possible to get West Seattle trains in the existing tunnel, even though West Seattle Link should really be cancelled, as suggested above. The constructability issue is on the north. There is an engineering solution that allows for a southbound track to merge in from Ballard just north and east of Westlake Station (near the Pine Street ramp off 1-5). There is also an engineering solution for a new southbound split between Westlake and the University Street Station that then continues west to 2nd Ave., goes north to Virginia, and east to Denny/Minor to serve a station there. Sound Transit should investigate asymmetric routing options for Ballard Link that take advantage of this that do not require a northbound split.

Sound Transit should also look into a stub line from Ballard that terminates or loops back at Westlake.

The Center City Connector Streetcar should be completed to add additional north-south capacity through downtown. Stations at the surface are much more accessible than deep stations which makes the streetcar more appropriate for short downtown trips than Link.

All configurations that introduce deep station transfers between lines in the downtown section are worse than the status quo for many, many trips. All transfers should be made at the same platform if possible.

- The "SLU" station should be moved to the east

Consolidating stations in SLU is a bad idea. SLU and Denny Triangle deserve two stations, but Westlake/Denny and SR 99 / Harrison are really too close.

SR 99 / Harrison is a bad location for a station. The station vicinity is lower density. The Gates campus and ventilation stacks for SR 99 are hostile to pedestrians. SR 99 bus transfers are of low value because the bus service on SR 99 goes downtown, as does Link. A better location for this station is further east, in a more pedestrian friendly area, closer to the center of employment density.

- The Denny station should be moved to the east

Sound Transit should forego serving Westlake/Denny which is already a short, level walk from Westlake Station, or a short ride on the existing streetcar. This station is much better located around Denny/Minor. Note that Virginia street makes a straight shot from 2nd Ave. to Denny/Minor in public ROW the entire way.

- 14th Ave. is not in Ballard

14th Ave. is actually in the West Woodland neighborhood of Seattle, not in Ballard. There must be a station entrance on the west side of 15th Ave., preferably around 20th Ave., to serve Ballard well. The West Woodland area is lower density with many new townhomes and no major employment.

thank you

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	Cancel West Seattle Link West Seattle would be better served with frequent and more direct BRT service that leverages the SR 99 tunnel and does not require a transfer to serve the majority of trips to downtown. The West Seattle Bridge and SR 99 provide nearly continuous transit priority already. Sound Transit should study transit trips that serve SLU and the north end of downtown via the SR 99 tunnel and Republican Street exits. The Delridge neighborhood should be saved as-is instead of largely destroyed to build a guideway and a giant elevated station.	Your opposition to the West Seattle Link Extension has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode. The mode identified was light rail, and further information on mode has been added to Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS.
2	The climate impact of building West Seattle Link will be a net negative; Sound Transit should make this calculation. At what point in the future does West Seattle Link become a net positive for the climate versus a well-designed BRT network?	Please see response to CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	The second downtown tunnel is redundant and counterproductive Sound Transit has already granted that headways as short as 90 seconds in the downtown Seattle transit tunnel (DSTT) are achievable with additional investments. Even with some temporary construction impacts, it must be tremendously cheaper and more climate friendly to leverage the existing DSTT rather than construct a second, parallel tunnel that serves the same or similar station locations. It must be possible to get West Seattle trains in the existing tunnel, even though West Seattle Link should really be cancelled, as suggested above. The constructability issue is on the north. There is an engineering solution that allows for a southbound track to merge in from Ballard just north and east of Westlake Station (near the Pine Street ramp off 1-5). There is also an engineering solution for a new southbound split between Westlake and the University Street Station that then continues west to 2nd Ave., goes north to Virginia, and east to Denny/Minor to serve a station there. Sound Transit should investigate asymmetric routing options for Ballard Link that take advantage of this that do not require a northbound split.	Please see response to CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Sound Transit should also look into a stub line from Ballard that terminates or loops back at Westlake.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	The Center City Connector Streetcar should be completed to add additional north-south capacity through downtown. Stations at the surface are much more accessible than deep stations which makes the streetcar more appropriate for short downtown trips than Link. All configurations that introduce deep station transfers between lines in the downtown section are worse than the status quo for many, many trips. All transfers should be made at the same platform if possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
6	The "SLU" station should be moved to the east Consolidating stations in SLU is a bad idea. SLU and Denny Triangle deserve two stations, but Westlake/Denny and SR 99 / Harrison are really too close. SR 99 / Harrison is a bad location for a station. The station vicinity is lower density. The Gates campus and ventilation stacks for SR 99 are hostile to pedestrians. SR 99 bus transfers are of low value because the bus service on SR 99 goes downtown, as does Link. A better location for this station is further east, in a more pedestrian friendly area, closer to the center of employment density.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	The Denny station should be moved to the east Sound Transit should forego serving Westlake/Denny which is already a short, level walk from Westlake Station, or a short ride on the existing streetcar. This station is much better located around Denny/Minor. Note that Virginia street makes a straight shot from 2nd Ave. to Denny/Minor in public ROW the entire way.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	14th Ave. is not in Ballard 14th Ave. is actually in the West Woodland neighborhood of Seattle, not in Ballard. There must be a station entrance on the west side of 15th Ave., preferably around 20th Ave., to serve Ballard well. The West Woodland area is lower density with many new townhomes and no major employment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0883

Communication ID:	Name	Email
504258	Martin Haskins	MartinHaskins78@gmail.com

Full Communication (4/28/2022)

Please don't sacrifice the rider experience for short term cost savings that may or may not materialize. Think of the generations of residents, some who could benefit from this system 50 to 100 years from now if it is built in a way that can save the rider time, is convenient to use, and helps give people access for destinations people travel to. Build stations that are within walking distance of the central core of neighborhoods and business districts. Build the station next to Denny Street and Thomas Street in South Lake Union, next to California Avenue (42nd Ave SW) in West Seattle, at 4th Avenue in Chinatown that is shallow (at minimal disruption to business and housing here), and West of 15th Avenue in Ballard. In Ballard reopen study of 20th Ave Portal or at least do elevated or tunnel 15th Avenue but no deep tunnel there and no 14th Avenue station to nowhere). Build stations that aren't so deep below 100 feet that they will take ten minutes to exit from the train platform. Don't penalize the potential rider by making it take longer to go to their central destination.

#	Comments	Responses
1	Please don't sacrifice the rider experience for short term cost savings that may or may not materialize. Think of the generations of residents, some who could benefit from this system 50 to 100 years from now if it is built in a way that can save the rider time, is convenient to use, and helps give people access for destinations people travel to. Build stations that are within walking distance of the central core of neighborhoods and business districts. Build the station next to Denny Street and Thomas Street in South Lake Union, next to California Avenue (42nd Ave SW) in West Seattle, at 4th Avenue in Chinatown that is shallow (at minimal disruption to business and housing here), and West of 15th Avenue in Ballard. In Ballard reopen study of 20th Ave Portal or at least do elevated or tunnel 15th Avenue but no deep tunnel there and no 14th Avenue station to nowhere). Build stations that aren't so deep below 100 feet that they will take ten minutes to exit from the train platform. Don't penalize the potential rider by making it take longer to go to their central destination.	Please see responses to CC2i, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0884

Communication ID:	Name	Email
504313	Martin Westerman	mtatart@seanet.com; info@westseattlelc.org; artartart@seanet.com
504313	Joyce Hengesbach	joycehen@hotmail.com
504313	Terese Machmiller	temachmiller@gmail.com
504313	Conrad Cipoletti	conrad.cipoletti@gmail.com
504313	Martin Pagel	mjpgael@gmail.com
504313	James Boyle	greenleaf.boyle@icloud.com
504313	Joe Drovetto	temachmiller@gmail.com

Full Communication (4/28/2022)

West Seattle DEIS Citizen Comments Structure of the DEIS Project

Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.

Environmental Impact

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle.

- Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates.
- While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years.
- Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS.
- The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements?
- Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way.

A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry/academic organization at the University of Washington.

Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be

attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction.

Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.

The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Equity

Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations.

The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval.

If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from I.D. / SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction.

Transit Mode Selection

Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine.

When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high-capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City.

Commute patterns

It is also not clear yet exactly how the pandemic and other factors have changed commute patterns. The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak lime trips to more of a distribution of trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns.

Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS. Peak capacity is the number that is used as the "capacity requirement" for a transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between \$3 billion and \$4.7 billion. This range is double to triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020.

Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained?

At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Transit Time The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus.

Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios. By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.

Pedestrian and Bicycle Trails

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4. Waterway Impact Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SDOT.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.
- Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is

"consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide[®]H.

Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.

- Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)

Ecosystems

Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental.

The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point.

While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area.

Again, the DEIS should have considered transit technologies which are more compatible and friendly of the environment and unique geographical challenges of West Seattle.

Geology and Soil

Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.

Martin Pagel, Joyce Hengesbach, Martin Westerman, Terese Machmiller, Conrad Cipoletti, James Boyle, and Joe Drovetto - Many of us submitted comments as individuals and would like these group comments recorded as part of our respective submissions. As such, please include the following emails in your response to our comments: mjpagel@gmail.com, joycehen@hotmail.com, artartart@seanet.com, temachmiller@gmail.com, conrad.cipoletti@gmail.com, greenleaf.boyle@icloud.com, and snosprings@yahoo.com

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.</p>	<p>Please see Chapter 1.3, Planning History of West Seattle Link Extension Corridor, of the West Seattle Link Extension Final EIS for more information about the environmental review being separated for the projects.</p>
2	<p>Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle. • Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. • While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years. • Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS. • The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements?</p> <p>Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way. A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit,</p> <p>Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic</p> <p>organization at the University of Washington. Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction. Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.</p>	<p>Please see responses to CC4.6a and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.3, Regional Context and Travel, of the Final EIS for more information on changes in vehicle miles traveled; Section 4.6, Air Quality, for updated air quality analysis; Section 4.10, Energy Impacts, for updated energy analysis; and Section 4.9, Ecosystems, for updated ecosystem impact analysis and proposed mitigation.</p>

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3	<p>The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.</p>	<p>Please see response to CC2g in Table 7-1.</p>
4	<p>Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from I.D. I SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction.</p>	<p>Please see responses to CC1c and CCEJ1 in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information about impacts and benefits to low-income populations and communities of color. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode was identified as light rail.</p>
5	<p>Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine. When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high-capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City. Commute patterns It is also not clear yet exactly how the pandemic and other factors have changed commute patterns. The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak time trips to more of a distribution of trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns. Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS. Peak capacity is the number that is used as the "capacity requirement" for a</p>	<p>Please see responses to CC1a, CC1b, and CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information, and Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.</p>

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	<p>transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between \$3 billion and \$4.7 billion. This range is double to triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained? At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction.</p>	
6	<p>The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus. Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios. By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.</p>	<p>Please see response to CC2g in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on travel times.</p>
7	<p>The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4.</p>	<p>Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information on nonmotorized facilities and proposed mitigation. Please see Section 3.11, Construction Impacts, for more information on transportation impacts during construction and proposed mitigation.</p>

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8	<p>Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SOOT.</p>	<p>Please see Section 4.9, Ecosystems, of the Final EIS for more information on the impacts of in-water columns. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for more information on public involvement and Tribal consultation. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.</p>
9	<p>Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives:</p> <ul style="list-style-type: none"> • Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle. • Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions. 	<p>Please see responses to CC4.1a, CC4.1b, and CC4.1c in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on the property acquisition and business relocation process.</p>

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#	Comments	Responses
10	Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
11	Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
12	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
13	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide H. Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.
14	Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
		Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in Appendix N.2 of the West Seattle Link Extension Final EIS.
15	Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)	See Appendix N.2, Visual and Aesthetic Resources, of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.
16	Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies which are more compatible and friendly of the environment and unique geographical challenges of West Seattle	Please see responses to CC4.9a, CC4.9b, and CC4.11a in Table 7-1. Please see Appendix N4, Ecosystems Technical Report, for more information on migratory birds, including great blue heron and osprey, as well as other ecosystem impacts and proposed mitigation.
17	Again, the DEIS should have considered transit technologies which are more compatible and friendly of the environment and unique geographical challenges of West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.	Please see response to CC2g in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic vulnerability and how the project design has accounted for this.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0885

Communication ID:	Name	Email
504317	Claudia Hirschey	Claudiahirschey@comcast.net; scrivanich@msn.com

Full Communication (4/28/2022)

Claudia Hirschey Draft EIS Comment

In the purpose and need statement, there are the following sentences. "WSBLE would connect employment opportunities in Downtown Seattle to existing light rail lines and light rail extensions currently under construction in King, Pierce, and Snohomish counties, where more affordable housing is available. Improving mobility in the WSBLE corridor will help improve access to employment and educational opportunities for communities of color and low-income people around the region."

These sentences may or may not be accurate. An analysis using data is required to make this claim. Such data is not sourced in the DEIS. The second sentence, in particular, appears to be a qualitative analysis that claims by definition, that an expanded HCT system is equitably reaching communities of color and low-income simply because the system is expanded.

A quantitative analysis is requested with the data documented and transparent. First, a definition of the communities of color and low-income should be defined with census data and other standard data, and the definition provided. Current measures should be carefully considered such as health disparities.

Second, affordable housing should be defined. These communities should then be mapped with GIS tools. Next, define access to Sound Transit services. Access to the West Seattle Ballard Link extensions is defined as 0.5 miles from the station and 0.5 miles from bus transit that serves the station. The bike shed is greater than the walkshed, but a relatively small number of riders. Access to Sound Transit service is then overlaid onto the defined communities mapped and the affordable housing mapped. The GIS tool would then be used to define the number of residents in the defined communities and the number of affordable housing units reached relative to all populations and housing in the West Seattle to Ballard Link Extension access area and relative to the total Sound Transit service access area.

For transparency exceptions or reasonableness should be discussed in the text. This includes rider travel time greater than one hour accounting for walk time to transit and transfers; employment destinations with work hours outside Sound Transit core service hours (may not be able to quantify but need to disclose), and the real or perceived concerns with personal safety. Real and perceived safety concerns are important to all communities.

Claudia S. Hirschey

#	Comments	Responses
1	In the purpose and need statement, there are the following sentences. "WSBLE would connect employment opportunities in Downtown Seattle to existing light rail lines and light rail extensions currently under construction in King, Pierce, and Snohomish counties, where more affordable housing is available. Improving mobility in the WSBLE corridor will help improve access to employment and educational opportunities for communities of color and low-income people around the region." These sentences may or may not be accurate. An analysis using data is required to make this claim. Such data is not sourced in the DEIS. The second sentence, in particular, appears to be a qualitative analysis that claims by definition, that an expanded HCT system is equitably reaching communities of color and low-income simply because the system is expanded. A quantitative analysis is requested with the data documented and transparent. First, a definition of the communities of color and low-income should be defined with census data and other standard data, and the definition provided. Current measures should be carefully considered such as health disparities. Second, affordable housing should be defined. These communities should then be mapped with GIS tools. Next, define access to Sound Transit services. Access to the West Seattle Ballard Link extensions is defined as 0.5 miles from the station and 0.5 miles from bus	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, in the West Seattle Link Extension Final EIS for updated information regarding the need for the project. See Appendix G, Environmental Justice, of the Final EIS for a definition, description, and mapping of minority and low-income populations and anticipated impacts and benefits to these populations.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>transit that serves the station. The bike shed is greater than the walkshed, but a relatively small number of riders. Access to Sound Transit service is then overlaid onto the defined communities mapped and the affordable housing mapped. The GIS tool would then be used to define the number of residents in the defined communities and the number of affordable housing units reached relative to all populations and housing in the West Seattle to Ballard Link Extension access area and relative to the total Sound Transit service access area. For transparency exceptions or reasonableness should be discussed in the text. This includes rider travel time greater than one hour accounting for walk time to transit and transfers; employment destinations with work hours outside Sound Transit core service hours (may not be able to quantify but need to disclose), and the real or perceived concerns with personal safety. Real and perceived safety concerns are important to all communities.</p>	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0886

Communication ID:	Name	Email
504473	Chris Bragg	cbragg9@yahoo.com

Full Communication (4/28/2022)

Chris Bragg Draft EIS Comment

Manager DEIS Comments,

Add White Center and Burien to 2032!

Chris Bragg cbragg9@yahoo.com 9030 18th Ave SW

Seattle, Washington 98106

#	Comments	Responses
1	Add White Center and Burien to 2032!	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0887

Communication ID:	Name	Email
504599	Richard Ellison	climbwall@msn.com

Full Communication (4/28/2022)

Richard Ellison Draft EIS Comment

From: Richard Ellison, 8003 28th Ave NE, Seattle, WA98115 climbwall@msn.com

I request and extension to the comment period so others and myself can do a more thorough analysis. I have only found out about this deadline today.

I am greatly disturbed by the difficulty to find an accurate assessment of the number of trees to be lost in the building of any action alternatives. Vague phrases as that trees will be removed and there will be visual impacts are not sufficient.

"The project would remove trees and vegetation as necessary, which would make a visible change. Where possible and consistent with light rail operation and maintenance needs, the removed trees and vegetation would be replaced. Section 4.2.5 discusses potential visual impacts and mitigation.

How many exceptional or significant trees will be removed for each alternative. The analysis looks at small areas, gives vague statements, claims mitigations will be done without any details given, and assumes there will be therefore no impact.

All alternatives would require removal of or disturbance to street trees. Several alternatives would also require removal of native trees and other existing vegetation within habitat biodiversity areas. During construction, removing street trees with trunks larger than 6 inches in diameter or any trees in critical areas would require coordination with the City of Seattle. Some of these trees could be removed entirely; others would be replaced with the same or similar trees.

Construction of Alternatives SIB-2 and SIB-3 would require removing trees and other vegetation in the Queen Anne Greenbelt, and wildlife would be disturbed by construction noise. These effects on wildlife are expected to be minimal, as wildlife in the greenbelt is already habituated to noise and migration barriers are already present. The slope drains installed in the hillside could disturb vegetation and soil along the toe of the slope, where they would initially be only 5 to 10 feet underground.

Alternative SIB-3 would have permanent impacts along the western edge of the greenbelt, where it would be in a retained cut for the Smith Cove Station. The guideway transitions from elevated to at-grade in this vicinity. This alternative would remove trees along much of the western edge of the greenbelt north of the Smith Cove Station.

This piece meal approach is problematic without

#	Comments	Responses
1	I request and extension to the comment period so others and myself can do a more thorough analysis. I have only found out about this deadline today.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am greatly disturbed by the difficulty to find an accurate assessment of the number of trees to be lost in the building of any action alternatives. Vague phrases as that trees will be removed and there will be visual impacts are not sufficient. "The project would remove trees and vegetation as necessary, which would make a visible change. Where possible and consistent with light rail operation and maintenance needs, the removed trees and vegetation would be replaced. Section 4.2.5 discusses potential visual impacts and mitigation. " How many exceptional or significant trees will be removed for each alternative. The analysis looks at small areas, gives vague statements, claims mitigations will be done without any details given, and assumes there will be therefore no impact. All alternatives would require removal of or	Please see responses to CC4.5b and CC4.9a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	disturbance to street trees. Several alternatives would also require removal of native trees and other existing vegetation within habitat biodiversity areas. During construction, removing street trees with trunks larger than 6 inches in diameter or any trees in critical areas would require coordination with the City of Seattle. Some of these trees could be removed entirely; others would be replaced with the same or similar trees.	
3	Construction of Alternatives SIB-2 and SIB-3 would require removing trees and other vegetation in the Queen Anne Greenbelt, and wildlife would be disturbed by construction noise. These effects on wildlife are expected to be minimal, as wildlife in the greenbelt is already habituated to noise and migration barriers are already present. The slope drains installed in the hillside could disturb vegetation and soil along the toe of the slope, where they would initially be only 5 to 10 feet underground. Alternative SIB-3 would have permanent impacts along the western edge of the greenbelt, where it would be in a retained cut for the Smith Cove Station. The guideway transitions from elevated to at-grade in this vicinity. This alternative would remove trees along much of the western edge of the greenbelt north of the Smith Cove Station. This piece meal approach is problematic	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0888

Communication ID:	Name	Email
504609	Lexi Reifel	gary.reifel@gmail.com; lexi.reifel@gmail.com

Full Communication (4/28/2022)

Make the tunnel option the preferred design for ST3 for West Seattle.

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.

Thank you,

Lexi Reifel
Mobile: 425-301-1221
lexi.reifel@gmail.com

Gary Reifel
Mobile: 206-601-1051
gary.reifel@gmail.com

#	Comments	Responses
1	Make the tunnel option the preferred design for ST3 for West Seattle. Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0889

Communication ID:	Name	Email
504610	Linda Braddock	lindareifel@hotmail.com; gary.reifel@gmail.com

Full Communication (4/28/2022)

Linda Braddock Draft EIS Comment

Hello ST3 team,

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.

Make the tunnel option the preferred design for ST3 for West Seattle.

Linda Braddock Mobile: 206-601-1051

linda.reifel@hotmail.com

#	Comments	Responses
1	Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported. Make the tunnel option the preferred design for ST3 for West Seattle.	Please see response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0890

Communication ID:	Name	Email
504611	Prag Mishra	prag.mishra@yahoo.com

Full Communication (4/28/2022)

Prag Mishra Draft EIS Comment

The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit was over its budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit will not exploit this opportunity to appropriate large to medium parcels, razing people's homes and gardens on them, rezoning and subdividing the lots, and selling them to builders after they have built their line for a net profit.

#	Comments	Responses
1	The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit was over its budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit will not exploit this opportunity to appropriate large to medium parcels, razing people's homes and gardens on them, rezoning and subdividing the lots, and selling them to builders after they have built their line for a net profit.	Please see responses to CCG2, CCG4, and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Comment Submittal 0891

Communication ID:	Name	Email
504619	John Lyon	r2-jl@hotmail.com

Full Communication (4/28/2022)

John Lyon Draft EIS Comment

Hello!

I am writing to comment on the West Seattle/ Ballard Link project.

In terms of ridership potential and driving sustainable urban environments, this project is the single most important element of the entire ST3 program. Unfortunately, current plans as outlined in the draft EIS are woefully inadequate for this critical segment.

Before examining each segment of the project in detail, I would like to outline the general principle by which I believe alternatives for such a project must be judged:

Above all else, the project must build good transit. This means prioritizing users of the completed system as the most important stakeholder. Remember that construction pain is temporary but a poorly built system will pain Seattleites for 100 years or more.

Considering this principle presents several general-case actionable imperatives, which can be applied to most project decisions:

- All proposed stations must be built, not cut
- Stations must be located centrally, as close as possible to their intended destinations and activity hubs
- Stations must minimize vertical circulation. Tunneled stations must be as shallow as possible.
- Transfers must be short and fast. Vertical circulation involved in transfers must be even shorter than that required to exit the station.
- Once in the system, trains must come as frequently and regularly as possible. With these principles established, we can analyze each station area individually. **BALLARD**

This is probably the most critical non-transfer station of the project. Unfortunately all currently studied alternatives fail to serve the core of the Ballard urban center by at least half a mile. The best location for a Ballard station is along 20th Ave just north of Market St. The proposed 14th Ave station misses this critical juncture by as much as two entire Link stations downtown, and 15th is only slightly better. No current alternative is acceptable, and the final EIS must study a 20th Ave station.

The Ship Canal crossing is also a critical component of the system. A drawbridge is likely to cause unacceptable loss of system reliability, and a fixed bridge is (per recent Coast Guard decision) required to be too high to support a Ballard station with reasonable vertical circulation. A tunnel seems to be necessary in this instance.

INTERBAY

In addition to supporting the Ballard tunnel discussed above, the Thorndyke retained cut station discussed in alternative IBB-2 provides good access to marine industry at Fishermen's Terminal and convenient bus connection on both Emerson and 15th.

SMITH COVE

While all Smith Cove options presented are acceptable, SIB-1 (Galar St) benefits from existing pedestrian infrastructure to help offset the height of the elevated facility and provides good connections to both the Smith Cove cruise terminal and the Expedia campus.

SEATTLE CENTER

While neither Seattle Center station proposal is particularly good, the Mercer St station is both unacceptably deep and significantly further from Seattle Center activities. The Republican Ave station is the only acceptable alternative, although further work should be done to reduce the depth of this station and, if possible, mitigate impacts on Seattle Center area theater groups.

SOUTH LAKE UNION

Appendix O. Draft EIS Comment Summary and Response to Comments

All proposed South Lake Union stations miss the South Lake Union urban cluster almost as bad as Ballard. Both proposals additionally dump riders in the middle of a freeway interchange immediately upon exiting the station. Neither proposal is acceptable.

A station in the vicinity of Westlake or Terry Avenues would actually serve South Lake Union and allow a shallower crossing of SR-99 further removed from its tunnel infrastructure.

DENNY

While either location is broadly acceptable Westlake provides better access to major employment centers. This station is mystifyingly deep and should be as shallow as possible, ideally at cut-and-cover depth. WESTLAKE

While 5th Ave is the significantly superior location for Westlake Station, everything else about the DT-1 proposal is unacceptable. This station should be built in the style of the transfer stations in the Washington DC Metro, with the new platform crossing directly (~15 - 20 feet) below the existing and escalators directly from both existing platforms to the new center platform. This presents the ability to leverage the existing partial station box on 5th (currently used for escalators between mezzanine and platform levels), especially if short, frequent trains are used on this line as discussed later.

MIDTOWN

Consider using a side platform station or very slightly diagonal elevators to provide direct elevator access between street and platform levels.

INTERNATIONAL DISTRICT/ CHINATOWN

This is the single most critical station in the project due to its location as not just a transfer station but the station allowing transfers not only between the two Link trunks but also Sounder access and the junction between the 1 and 2 lines. The station must be built holistically, connecting all modes with seamless transfer experiences. Unfortunately, none of the current alternatives do this.

This station CANNOT be a deep level station, and of the possible location for shallow stations 4th Ave seems the preferable choice. Unfortunately even the 4th Ave Shallow alternative is significantly too deep to allow seamless transfers. A better option would put the new platform underneath an extended 4th Ave viaduct at the same level as the mainline rail tracks. From there, a transfer tunnel could be dug underneath the Sounder platform, the new Link platform, and the existing Link platforms to allow the quickest possible transfers.

SODO

As the junction of trains headed to West Seattle and Tacoma this is another station where transfer experience is a critical concern. This transfer is best facilitated by the mixed profile (SODO-2) alternative, which has the additional benefit of preserving the SODO busway, which provides a critical connection for disadvantaged communities in south Seattle.

Car overpasses at Lander and Holgate should NOT be constructed with transit dollars from ST3. If it is of such critical importance to save car drivers from waiting 30 seconds for a Link train to pass it should come out of the car-focused budget of SOOT or WSDOT.

DUWAMISH CROSSING

The planned rebuild of the West Seattle Bridge provides opportunity for cost reduction by eliminating the need for a separate structure for light rail trains. This opportunity should be taken to the fullest extent.

WEST SEATTLE

This is the area I am least qualified to comment on, but I do have two areas of concern: First, that no station should be cut from this segment, and second on the extreme amount of housing that is suggested to be torn down to accommodate elevated rail tracks. The low density suburban style nature of West Seattle land use already makes this the lowest impact segment of the project, and removing housing only exacerbates this problem. Elevated tracks should be built within the street right-of-way in the style of the Chicago L. If this cannot be accomplished then alternate modes of service should be considered to West Seattle, such as surface Bus Rapid Transit or a gondola such as the one proposed by West Seattle Skylink.

CONSIDER AUTOMATED LIGHT METRO

While studied and built as one project, current plans are to operate the West Seattle and Ballard branches as separate lines on the final Link network. Doing so would require technical compatibility with the rest of the Link network.

Appendix O. Draft EIS Comment Summary and Response to Comments

If, however, the West Seattle and Ballard branches are combined into a discreet operating line, however, great benefit could be achieved by swapping lengthy LRV trains for short, hyper-frequent automated light metro in the style of the Vancouver, BC Skytrain. This would have multiple significant benefits:

-Automation would reduce operating costs for the lifetime of the line

-This style of train can be cost effectively run at frequencies significantly greater than the current Link network. This makes turn-up-and-go travel significantly more attractive for users of the line.

-Increased frequencies mean the line could maintain the same capacity with significantly shorter trains. This in turn enables much smaller stations (as short as 150 feet), significantly reducing construction costs and enabling station placement that would be impossible with the ~400 foot trains of the rest of the Link network.

Due to the overwhelming potential benefits of this arrangement, it should be studied in the final EIS and not merely written off.

Operationally, this could be accomplished with 1 line trains short turning at Northgate using the existing pocket track and 2 line trains continuing to Everett. This would minimize the increase in line length over the existing ST3 operations plan.

Thank you for taking the time to carefully consider my feedback. I realize most of it has been less than complimentary, and appreciate your willingness to listen to make this project the best it could possibly be.

Sincerely, John Lyon

#	Comments	Responses
1	Before examining each segment of the project in detail, I would like to outline the general principle by which I believe alternatives for such a project must be judged: Above all else, the project must build good transit. This means prioritizing users of the completed system as the most important stakeholder. Remember that construction pain is temporary but a poorly built system will pain Seattleites for 100 years or more. Considering this principle presents several general-case actionable imperatives, which can be applied to most project decisions: -All proposed stations must be built, not cut -Stations must be located centrally, as close as possible to their intended destinations and activity hubs -Stations must minimize vertical circulation. Tunneled stations must be as shallow as possible. -Transfers must be short and fast. Vertical circulation involved in transfers must be even shorter than that required to exit the station. -Once in the system, trains must come as frequently and regularly as possible.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, efficiency of transfers, and passenger experience. Please see responses to CC2f and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for a description of train frequency. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	BALLARD This is probably the most critical non-transfer station of the project. Unfortunately all currently studied alternatives fail to serve the core of the Ballard urban center by at least half a mile. The best location for a Ballard station is along 20th Ave just north of Market St. The proposed 14th Ave station misses this critical juncture by as much as two entire Link stations downtown, and 15th is only slightly better. No current alternative is acceptable, and the final EIS must study a 20th Ave station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	The Ship Canal crossing is also a critical component of the system. A drawbridge is likely to cause unacceptable loss of system reliability, and a fixed bridge is (per recent Coast Guard decision) required to be too high to support a Ballard station with reasonable vertical circulation. A tunnel seems to be necessary in this instance.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	INTERBAY In addition to supporting the Ballard tunnel discussed above, the Thorndyke retained cut station discussed in alternative IBB-2 provides good access to marine industry at Fishermen's Terminal and convenient bus connection on both Emerson and 15th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	SMITH COVE While all Smith Cove options presented are acceptable, SIB-1 (Galar St) benefits from existing pedestrian infrastructure to help offset the height of the elevated facility and provides good connections to both the Smith Cove cruise terminal and the Expedia campus.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	SEATTLE CENTER While neither Seattle Center station proposal is particularly good, the Mercer St station is both unacceptably deep and significantly further from Seattle Center activities. The Republican Ave station is the only acceptable alternative, although further work should be done to reduce the depth of this station and, if possible, mitigate impacts on Seattle Center area theater groups.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	SOUTH LAKE UNION All proposed South Lake Union stations miss the South Lake Union urban cluster almost as bad as Ballard. Both proposals additionally dump riders in the middle of a freeway interchange immediately upon exiting the station. Neither proposal is acceptable. A station in the vicinity of Westlake or Terry Avenues would actually serve South Lake Union and allow a shallower crossing of SR-99 further removed from its tunnel infrastructure.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	DENNY While either location is broadly acceptable Westlake provides better access to major employment centers. This station is mystifyingly deep and should be as shallow as possible, ideally at cut-and-cover depth.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	WESTLAKE While 5th Ave is the significantly superior location for Westlake Station, everything else about the DT-1 proposal is unacceptable. This station should be built in the style of the transfer stations in the Washington DC Metro, with the new platform crossing directly (~15 - 20 feet) below the existing and escalators directly from both existing platforms to the new center platform. This presents the ability to leverage the existing partial station box on 5th (currently used for escalators between mezzanine and platform levels), especially if short, frequent trains are used on this line as discussed later.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	MIDTOWN Consider using a side platform station or very slightly diagonal elevators to provide direct elevator access between street and platform levels.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
11	<p>INTERNATIONAL DISTRICT/ CHINATOWN This is the single most critical station in the project due to its location as not just a transfer station but the station allowing transfers not only between the two Link trunks but also Sounder access and the junction between the 1 and 2 lines. The station must be built holistically, connecting all modes with seamless transfer experiences.</p> <p>Unfortunately, none of the current alternatives do this. This station CANNOT be a deep level station, and of the possible location for shallow stations 4th Ave seems the preferable choice. Unfortunately even the 4th Ave Shallow alternative is significantly too deep to allow seamless transfers. A better option would put the new platform underneath an extended 4th Ave viaduct at the same level as the mainline rail tracks. From there, a transfer tunnel could be dug underneath the Sounder platform, the new Link platform, and the existing Link platforms to allow the quickest possible transfers.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
12	<p>SODO As the junction of trains headed to West Seattle and Tacoma this is another station where transfer experience is a critical concern. This transfer is best facilitated by the mixed profile (SODO-2) alternative, which has the additional benefit of preserving the SODO busway, which provides a critical connection for disadvantaged communities in south Seattle.</p>	<p>Please see response to CCG2 in Table 7-1.</p>
13	<p>Car overpasses at Lander and Holgate should NOT be constructed with transit dollars from ST3. If it is of such critical importance to save car drivers from waiting 30 seconds for a Link train to pass it should come out of the car-focused budget of SOOT or WSDOT.</p>	<p>Please see Chapter 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on the Lander Street grade separation, and Chapter 3.8, Affected Environment and Impacts During Operation - Safety, for more information on safety. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
14	<p>DUWAMISH CROSSING The planned rebuild of the West Seattle Bridge provides opportunity for cost reduction by eliminating the need for a separate structure for light rail trains. This opportunity should be taken to the fullest extent.</p>	<p>The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
15	<p>WEST SEATTLE This is the area I am least qualified to comment on, but I do have two areas of concern: First, that no station should be cut from this segment, and second on the extreme amount of housing that is suggested to be torn down to accommodate elevated rail tracks. The low density suburban style nature of West Seattle land use already makes this the lowest impact segment of the project, and removing housing only exacerbates this problem. Elevated tracks should be built within the street right-of-way in the style of the Chicago L. If this cannot be accomplished then alternate modes of service should be considered to West Seattle, such as surface Bus Rapid Transit or a gondola such as the one proposed by West Seattle Skylink.</p>	<p>Please see responses to CC2g, CC2j, and CC4.1b in Table 7-1.</p>
16	<p>CONSIDER AUTOMATED LIGHT METRO While studied and built as one project, current plans are to operate the West Seattle and Ballard branches as separate lines on the final Link network. Doing so would require technical compatibility with the rest of the Link network. If, however, the West Seattle and Ballard branches are combined into a discreet operating line, however, great benefit could be achieved by swapping lengthy LRV trains for short, hyper-frequent automated light metro in the style of the Vancouver, BC Skytrain. This would have multiple significant benefits: -Automation would reduce operating costs for the lifetime of the line -This style of train can be cost effectively run at frequencies significantly greater than the current Link network. This makes turn-up-and-go travel significantly more attractive for users of the line. -Increased frequencies mean the line could maintain the same capacity with significantly shorter trains. This in turn enables much smaller stations (as short as 150 feet), significantly reducing construction costs and enabling station placement that would be impossible with the -400 foot trains of the rest of the Link network. Due to the overwhelming potential benefits of this arrangement, it should be studied in the final EIS and not merely written off. Operationally, this could be accomplished with 1 line trains short turning at Northgate using the existing pocket track and 2 line trains continuing to Everett. This would minimize the increase in line length over the existing ST3 operations plan.</p>	<p>Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0892

Communication ID:	Name	Email
504872	Steve Lorentzen	stevelorentzen@comcast.net

Full Communication (4/28/2022)

Steve Lorentzen Draft EIS Comment

Please put the link light rail system through the tunnel. I think that is WSB3-A

#	Comments	Responses
1	Please put the link light rail system through the tunnel. I think that is WSB3-A	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0893

Communication ID:	Name	Email
504880	Michael Clark	aandm.knives@gmail.com

Full Communication (4/28/2022)

Dear city council

I am writing you regarding the light rail project that is potentially going to affect Blade gallery at 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980. Blade gallery is a big part of my small business and it would be a extremely detrimental to my business if they taken out by this light rail project.

Thank you for your time Mike Clark

683 high st n monmouth OR 97361 360 703 8036

#	Comments	Responses
1	I am writing you regarding the light rail project that is potentially going to affect Blade gallery at 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980. Blade gallery is a big part of my small business and it would be a extremely detrimental to my business if they taken out by this light rail project.	Your concern regarding the potential displacement of BladeGallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0894

Communication ID:	Name	Email
504934	Marc Cornell	jiggzey@verizon.net

Full Communication (4/28/2022)

Marc Cornell Draft EIS Comment

I have been informed that BladeGallery/Epicurean Edge may be forced out of business due to an eminent domain taking of their property for your proposed light rail system. While I recognize the importance of mass transit improvements for both citizen convenience and the environment, losing a rare and valuable resource like Epic Edge will be great loss to consumers and the general public not only in the Seattle area, but to people like me around the world that have enjoyed the unique business and services that Epic Edge provides.

Epic Edge has informed its customer base that losing their brick and mortar location may cause them to cease operations. This would be a great loss that will unlikely be replaced by any other business.

I would encourage you to find an alternate solution to the light rail system that would not only allow your system to proceed, but allow Epic Edge to remain at its current location to continue to serve the public. Small businesses like Epic Edge need the protection of government to allow them to compete in today's highly volatile business environment. We all know businesses that have suffered and closed due to Covid. Let's not lose another viable business that's an asset to the Seattle community and to the Epic Edge community across the country and around the globe.

Regards, Marc Cornell

12403 Triton Springs Drive

Midlothian, VA23114 804-218-5462

#	Comments	Responses
1	I have been informed that BladeGallery/Epicurean Edge may be forced out of business due to an eminent domain taking of their property for your proposed light rail system. While I recognize the importance of mass transit improvements for both citizen convenience and the environment, losing a rare and valuable resource like Epic Edge will be great loss to consumers and the general public not only in the Seattle area, but to people like me around the world that have enjoyed the unique business and services that Epic Edge provides. Epic Edge has informed its customer base that losing their brick and mortar location may cause them to cease operations. This would be a great loss that will unlikely be replaced by any other business. I would encourage you to find an alternate solution to the light rail system that would not only allow your system to proceed, but allow Epic Edge to remain at its current location to continue to serve the public. Small businesses like Epic Edge need the protection of government to allow them to compete in today's highly volatile business environment. We all know businesses that have suffered and closed due to Covid. Let's not lose another viable business that's an asset to the Seattle community and to the Epic Edge community across the country and around the globe.	Your concern regarding the potential displacement of BladeGallery is noted. Please also see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0895

Communication ID:	Name	Email
504939	Karen Guevara	guevara.karen@ymail.com

Full Communication (4/28/2022)

Karen Guevara Draft EIS Comment

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else.

Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business:

As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.

As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees - about 40% fewer than other alternatives.

As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives

As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives - about 90% fewer than other alternatives.

As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin - less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.

As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.

As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.

Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No.

Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative.

As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources.

Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.

Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

Appendix O. Draft EIS Comment Summary and Response to Comments

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households.

BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down - resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889- 5980.

Thank you for your consideration,

Karen Guevara

BladeGallery Inc. Customer

Home address: 1008 Ironsides Ave., Melbourne, FL, 32940 Email: guevara.karen@Ymail.com

Phone: 803-257-7795

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees - about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives - about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin - less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.</p>	<p>Please see responses to CCG2, CCG3, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of historic resources on individual properties is determined in consultation with the State Historic Preservation Officer. Please see Sections 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS. Although Alternative DUW-2 would not require relocation at Fire Station 14, the same is true for Alternative DUW-1a and Option DUW-1b. And although Alternative DUW-2 would have no permanent impact to parks and recreational resources, other impacts to resources were compared. Please see Chapter 6, Alternatives Evaluation, of the West Seattle Link Extension Final EIS, for more information meeting the project purpose and need.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0896

Communication ID:	Name	Email
504989	Russell Chapin	russell10407@gmail.com

Full Communication (4/28/2022)

Russell Chapin Draft EIS Comment

Manager DEIS Comments,

Greetings and thank you in advance for your time with this comment.

While much of the proposed development of light rail expansion gives reason to be optimistic, there are several extremely frustrating and concerning issues that must be addressed.

To start, the construction of stations and their connecting rails should not, CANNOT be so heavily postponed - waiting 10-20 years for transit that should have existed 5+ years ago is nonsensical and devastating to our future transit woes. This process must be expedited to the greatest safely possible degree.

Offering a greater, expanded, and robust rail transit network is the most direct, easiest, and economically beneficial answer. There is simply no better solution, and there is a need for a present and imminent solution. People need to stop tunnel visioning on the price tag, and realize that having a society is expensive and that the required infrastructure is not optional. We will and must come together to pay for what we need.

Do not eliminate any stations from expansion plans. Make stations shallow for accessibility and improved transfer times between the varied modes of transportation.

Also, in order to future proof our growing system, we must design for expandability as recommended by Seattle Subway:

- (1) South Lake Union must be designed to accommodate future expansion to the north (up SR- 99/Aurora) and to the east (replacing the King County Metro 8 line).
- (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you again. Please do not let this critical moment go to waste. Our society is damaged by stagnation and we must act in favor of its future.

Russell Chapin russell10407@gmail.com 12812 60th LN S

Seattle, Washington 98178

#	Comments	Responses
1	To start, the construction of stations and their connecting rails should not, CANNOT be so heavily postponed - waiting 10-20 years for transit that should have existed 5+ years ago is nonsensical and devastating to our future transit woes. This process must be expedited to the greatest safely possible degree. Offering a greater, expanded, and robust rail transit network is the most direct, easiest, and economically beneficial answer. There is simply no better solution, and there is a need for a present and imminent solution. People need to stop tunnel visioning on the price tag, and realize that having a society is expensive and that the required infrastructure is not optional. We will and must come together to pay for what we need.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	Do not eliminate any stations from expansion plans. Make stations shallow for accessibility and improved transfer times between the varied modes of transportation.	Please see responses to CC2j and CC2k in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize the efficiency of transfers between light rail lines and other modes of transportation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	<p>Also, in order to future proof our growing system, we must design for expandability as recommended by Seattle Subway: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).</p> <p>(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City)</p> <p>and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.</p>	Please see response to CC2d in Table 7-1. A response to this comment related to future extensions from Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0897

Communication ID:	Name	Email
504990	James S McIntosh	northernlightvisions@centurylink.net jimm@allaboardwashington.org McIntoshJamesSWC01@CenturyLink.Net

Full Communication (4/28/2022)

Communication (4/28/2022) James McIntosh Draft EIS Comment

General Comments

- Tunneling vs. Bridges

In areas involving neighborhoods I favor tunneling as much as possible as opposed to overhead bridges. This especially includes the routing to Market Street in Ballard and to the Alaska Junction in West Seattle.

In general, overhead trackage works in industrial areas or areas away from neighborhoods, but in areas where people will be living near the overhead trackage, the overhead tracks and bridges are not wanted.

There have been many heated neighborhood discussions regarding bridges and overhead tracks. I do remember a public hearing in the early days of ST Phase 1 where several bridge options were being considered over Lake Union. There was quite a bit of public outcry against those bridges.

With overhead bridges there could be long protracted neighborhood battles which would only delay the project and run up the costs.

Pretty Bridge or Not - Nobody wants bridges in their front yard.

Bridges ultimately have proven not to be as reliable as tunnels over time in our region. There have been several bridge collapses and failures. There are also Navigation concerns. There is always the possibility that a large boat can run into a bridge or pier causing long bridge closures and expensive repairs. This too has happened in our region in the past.

While tunneling has traditionally been a more expensive option, the cost of tunneling seems to be coming down.

I would highly encourage Sound Transit to look at all the possible sources of funding - Federal, State and Local - in order to meet the cost of additional tunneling. This especially applies to Ballard and West Seattle.

- Retained Cut Stations

Retained Cut stations are ideal in the hilly terrain as is found on several sections of the line including Interbay and West Seattle. These open-air box stations can be located in transitional locations where overhead tracks will enter into tunnels going into the hills. The stations provide an open-air environment for the riding public while at the same time providing limited access routing for the trains. The Retained Cut 17th Avenue Station in Interbay and Retained Cut Avalon Station in West Seattle are examples of this.

Alignment Recommendations

Here are my Alignment recommendations. Since I do live in Magnolia, I will be going from north to south.

- Ballard - Interbay

I favor the Tunnel 14th Avenue Station (Preferred alternative with third-party funding) option. There is great Transit Oriented Development potential in the neighborhood just east of the Ballard Bridge.

Sound Transit should work with King County Metro and the City of Seattle to develop very frequent- 5-to-7-minute electric trolley service on Market Street between downtown Ballard and the new 14th Ave Link station.

A bit of History is that an old streetcar line once ran on 14th Ave. W. Early streetcars ran on an old Ballard Bridge on 14th Ave. W. with various routings going as far back as the late 1800s.

Bus routes in Ballard, Magnolia, Queen Anne, and other areas could be re-worked serving the new Link stations in Ballard and Interbay.

- 17th Avenue Station in Interbay

I favor the Retained Cut 17th Avenue Station in Interbay.

- Prospect Street Station

A Sounder North connection should be developed at Prospect Street where people can transfer to and from the Sounder trains. Sounder North should be upgraded with service in both directions and mid-day and week-end service.

Busses using the station from Magnolia and elsewhere should have safe curbside connections at Prospect Street Station.

- Seattle Center

The Seattle Center and Lower Queen Anne neighborhood is an active area with close-in urban living, a major Activity Center and where public transportation can continue to be developed.

- Sixth and Mercer Alignment

I favor the Sixth and Mercer alignment. This would allow for a station to be located closest in to the Lower Queen Anne neighborhood, and situated beneath Mercer Street between First Ave. N. and Queen Anne Ave. N. The Lower Queen Anne neighborhood is one of the highest densely populated neighborhoods in all of Seattle and with its close-in features, attractions and closeness to the water is very popular. The Mercer Street station location, between First Ave. N. and Queen Anne Ave. N. would offer extremely good connections to north/ south and other local busses.

- Continued Operation of Seattle Center Monorail

The Seattle Center Monorail connects two major activity centers, the Seattle Center and the Westlake Center and does it well. The Monorail is in good working order.

As well, it is of Historic Transportation interest and is on the National Register of Historic Places. The Seattle Center Monorail is a unique tourist attraction visited by people from all over the world. The Seattle Center is a major Arts, Cultural and Activity center in the Northwest. The Monorail can sustainably carry 12,000 passengers an hour and with restoration of the Center Platform at the Westlake Station complex it could carry even more.

This will offer two choices of travel to Seattle Center and Lower Queen Anne. For travel to the heart of the Seattle Center it would be the Monorail. For Lower Queen Anne and Seattle Center West it would be Ballard Link. The Mercer Street station location would be a two and a half block walk from the west side entrance of the Climate Pledge Arena.

Sound Transit should work with the City of Seattle on the continued operation of the Seattle Center Monorail.

- Midtown Station

Since this station is to be built in a location involving steep hills, access to it will have to involve many level entryways and elevators and escalators. If the station is built under 6th Ave., then entrances with level walkways should be built on 5th Ave to allow access to this station.

- International District Station

This location is the major transportation hub for the region. People will be transferring between Amtrak, Sounder, the two Link lines, streetcars, busses, and taxis. There must be a good pedestrian concourse between King Street, Union - the current International District station, and the new Link station. It could be either an overhead or underground concourse. If underground, it should be more than just another concrete underground walkway. It should be well lit, sound dampened, secure and provide a pleasant environment. This would provide an efficient way for accessing the various sections in this multi-station complex.

Sound Transit should work with Amtrak, King County Metro, the City of Seattle and other governmental agencies in the development and operation of this multi-station complex.

- West Seattle

I favor alternatives that involve tunneling between Avalon, the Alaska Junction and beyond.

Not being from West Seattle though, I am not as familiar with the details or the possible routes and station locations, so I will divert to West Seattle people who know more about their own neighborhood.

The Retained Cut Avalon Station appears to be a good alternative.

The Tunnel 42nd Avenue Station (Preferred alternative with third-party funding) does seem like a workable option.

Appendix O. Draft EIS Comment Summary and Response to Comments

- Conclusion

The West Seattle - Ballard Link Line will be a valuable link in our regions overall transportation system. I will be looking forward to further community involvement in the development of this line.

These comments on the West Seattle - Ballard Link Draft Environmental Impact Statement are here-by submitted.

Thank you for the opportunity to comment.

Sincerely, James McIntosh Magnolia

#	Comments	Responses
1	Tunneling vs. Bridges In areas involving neighborhoods I favor tunneling as much as possible as opposed to overhead bridges. This especially includes the routing to Market Street in Ballard and to the Alaska Junction in West Seattle. In general, overhead trackage works in industrial areas or areas away from neighborhoods, but in areas where people will be living near the overhead trackage, the overhead tracks and bridges are not wanted. There have been many heated neighborhood discussions regarding bridges and overhead tracks. I do remember a public hearing in the early days of ST Phase 1 where several bridge options were being considered over Lake Union. There was quite a bit of public outcry against those bridges. With overhead bridges there could be long protracted neighborhood battles which would only delay the project and run up the costs. Pretty Bridge or Not - Nobody wants bridges in their front yard. Bridges ultimately have proven not to be as reliable as tunnels over time in our region. There have been several bridge collapses and failures. There are also Navigation concerns. There is always the possibility that a large boat can run into a bridge or pier causing long bridge closures and expensive repairs. This too has happened in our region in the past. While tunneling has traditionally been a more expensive option, the cost of tunneling seems to be coming down. I would highly encourage Sound Transit to look at all the possible sources of funding - Federal, State and Local - in order to meet the cost of additional tunneling. This especially applies to Ballard and West Seattle.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.9, Affected Environment and Impacts During Operation - Navigation, of the West Seattle Link Extension Final EIS for more information on navigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Ballard - Interbay I favor the Tunnel 14th Avenue Station (Preferred alternative with third-party funding) option. There is great Transit Oriented Development potential in the neighborhood just east of the Ballard Bridge. Sound Transit should work with King County Metro and the City of Seattle to develop very frequent - 5-to-7-minute electric trolley service on Market Street between downtown Ballard and the new 14th Ave Link station. A bit of History is that an old streetcar line once ran on 14th Ave. W. Early streetcars ran on an old Ballard Bridge on 14th Ave. W. with various routings going as far back as the late 1800s. Bus routes in Ballard, Magnolia, Queen Anne, and other areas could be re-worked serving the new Link stations in Ballard and Interbay.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	17th Avenue Station in Interbay I favor the Retained Cut 17th Avenue Station in Interbay.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Prospect Street Station A Sounder North connection should be developed at Prospect Street where people can transfer to and from the Sounder trains. Sounder North should be upgraded with service in both directions and mid-day and week-end service. Susses using the station from Magnolia and elsewhere should have safe curbside connections at Prospect Street Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Seattle Center The Seattle Center and Lower Queen Anne neighborhood is an active area with close-in urban living, a major Activity Center and where public transportation can continue to be developed. ?Sixth and Mercer Alignment I favor the Sixth and Mercer alignment. This would allow for a station to be located closest in to the Lower Queen Anne neighborhood, and situated beneath Mercer Street between First Ave. N. and Queen Anne Ave. N. The Lower Queen Anne neighborhood is one of the highest densely populated neighborhoods in all of Seattle and with its close-in features, attractions and closeness to the water is very popular. The Mercer Street station location, between First Ave. N. and Queen Anne Ave. N. would offer extremely good connections to north / south and other local busses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Continued Operation of Seattle Center Monorail The Seattle Center Monorail connects two major activity centers, the Seattle Center and the Westlake Center and does it well. The Monorail is in good working order. As well, it is of Historic Transportation interest and is on the National Register of Historic Places. The Seattle Center Monorail is a unique tourist attraction visited by people from all over the world. The Seattle Center is a major Arts, Cultural and Activity center in the Northwest. The Monorail can sustainably carry 12,000 passengers an hour and with restoration of the Center Platform at the Westlake Station complex it could carry even more. This will offer two choices of travel to Seattle Center and Lower Queen Anne. For travel to the heart of the Seattle Center it would be the Monorail. For Lower Queen Anne and Seattle Center West it would be Ballard Link. The Mercer Street station location would be a two and a half block walk from the west side entrance of the Climate Pledge Arena. Sound Transit should work with the City of Seattle on the continued operation of the Seattle Center Monorail.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Midtown Station Since this station is to be built in a location involving steep hills, access to it will have to involve many level entryways and elevators and escalators. If the station is built under 6th Ave., then entrances with level walkways should be built on 5th Ave to allow access to this station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
8	<p>International District Station This location is the major transportation hub for the region. People will be transferring between Amtrak, Sounder, the two Link lines, streetcars, busses, and taxis.</p> <p>There must be a good pedestrian concourse between King Street, Union - the current International District station, and the new Link station. It could be either an overhead or underground concourse. If underground, it should be more than just another concrete underground walkway. It should be well lit, sound dampened, secure and provide a pleasant environment. This would provide an efficient way for accessing the various sections in this multi- station complex. Sound Transit should work with Amtrak, King County Metro, the City of Seattle and other governmental agencies in the development and operation of this multi-station complex.</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>
9	<p>West Seattle I favor alternatives that involve tunneling between Avalon, the Alaska Junction and beyond. Not being from West Seattle though, I am not as familiar with the details or the possible routes and station locations, so I will divert to West Seattle people who know more about their own neighborhood.</p>	<p>Please see response to CCG2 in Table 7-1.</p>
10	<p>The Retained Cut Avalon Station appears to be a good alternative</p>	<p>Please see response to CCG2 in Table 7-1.</p>
11	<p>The Tunnel 42nd Avenue Station (Preferred alternative with third-party funding) does seem like a workable option.</p>	<p>Please see response to CCG2 in Table 7-1.</p>
12	<p>The West Seattle - Ballard Link Line will be a valuable link in our regions overall transportation system. I will be looking forward to further community involvement in the development of this line.</p>	<p>Thank you for expressing support for the project.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0898

Communication ID:	Name	Email
505134	Erica Mahony	erica.mahony@gmail.com

Full Communication (4/28/2022)

Erica Mahony voicemail Draft EIS comment

Hi, Erica Mahony, 3229 Southwest Genesee Street in Seattle, Washington, 98126. And, I can also be reached via e-mail, Erica.Mahony@gmail.com. Regarding the West Seattle neighborhood DEIS letter. I know this is closing tomorrow. I'm a recent widower. My home was vandalized where there were six broken windows a couple of Mondays back starting at 1:30 in the morning. I resided on Southwest Genesee Street for, goodness, going on 18 years. My husband and I have reclaimed this property. It was an estate sale, it was built in 1925. It's no longer Maybury, but living right at the bridge deck, where the bridge has been shut down, how the neighborhood has changed over the years. I would love to just drive a stake in the ground and just say, You know what? It's kind of like Up. I know you can't buy your view, but it would be nice not to be forced out of eminent domain. So in regard to the plan proposal, I am way behind when my neighborhood off of Southwest Avalon and Southwest Genesee 32nd Avenue Southwest did a walk through, I was dealing with actually ensuring that my house was safe and sound with the elements and..

#	Comments	Responses
1	You know what? It's kind of like Up. I know you can't buy your view, but it would be nice not to be forced out of eminent domain.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0899

Communication ID:	Name	Email
505506	William Gerdes	William.Gerdes.154986133@p2a.co

Full Communication (4/28/2022)

William Gerdes WSBLE Draft EIS Comment

Ahoy Esteemed Sound Transistors!

Including real bicycle amenities in light rail is a force-multiplier of dollars already spent.

Bicycle amenities include:

- Ample space on rail cars for different types of bicycles and cyclists.
- Effective connections to rail platforms for bicycles, including runnels, multiple elevators, and relaxed rules on who can use escalators.
- Varied, generous, secure, covered bike parking close to the station, including charging stations for electric bike users.
- Real, safe, protected connections between the stations and their surrounding neighborhoods which prioritize the ease and safety of pedestrians and bicyclists accessing the station over those of single occupancy motor vehicle users.

There isn't one kind of transit user. Nor is there one kind of cyclist. There are families and individuals, commuters and recreational users, cargo cyclists to racers, tall/short, strong and less so, those who would/should/need to bring their bikes on the trains, and those who can't/won't.

In the past, Sound Transit has treated cyclists as second class users. Secure bike parking has been inadequate and expensive. Most parking has been uncovered (it's Seattle, c'mon!), and has only been oriented to a limited size and shape of bike. Access to platforms has been ridiculous, with few runnels, broken, slow, and over-used elevators, and unnecessarily paternal rules about using an escalator with your bike. And space in railcars has been ridiculously limited and only suited to a particular style/weight of bike and very strong users who can lift those bikes on/off the available hooks.

I can speak from the experience of using bikes on other rail systems in other parts of the world, that Sound Transit's approach has been for the most part completely backwards and unpleasant. We need to leverage the dollars we've already spent to support green, healthy connections. We don't have time to dilly dally.

Yours, William

Regards, William Gerdes

4285 95th Ave SE Mercer Island, WA 98040

#	Comments	Responses
1	Including real bicycle amenities in light rail is a force-multiplier of dollars already spent. Bicycle amenities include: --Ample space on rail cars for different types of bicycles and cyclists. --Effective connections to rail platforms for bicycles, including runnels, multiple elevators, and relaxed rules on who can use escalators. --Varied, generous, secure, covered bike parking close to the station, including charging stations for electric bike users. --Real, safe, protected connections between the stations and their surrounding neighborhoods which prioritize the ease and safety of pedestrians and bicyclists accessing the station over those of single occupancy motor vehicle users. There isn't one kind of transit user. Nor is there one kind of cyclist. There are families and individuals, commuters and recreational users, cargo cyclists to racers, tall/short, strong and less so, those who would/should/need to bring their bikes on the trains, and those who can't/won't. In the past, Sound Transit has	Please see responses to CC3a and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Each station would have a dedicated bicycle storage area. Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes, and folding bicycles on trains. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>treated cyclists as second class users. Secure bike parking has been inadequate and expensive. Most parking has been uncovered (it's Seattle, c'mon!), and has only been oriented to a limited size and shape of bike. Access to platforms has been ridiculous, with few runnels, broken, slow, and over-used elevators, and unnecessarily paternal rules about using an escalator with your bike. And space in railcars has been ridiculously limited and only suited to a particular style/weight of bike and very strong users who can lift those bikes on/off the available hooks. I can speak from the experience of using bikes on other rail systems in other parts of the world, that Sound Transit's approach has been for the most part completely backwards and unpleasant. We need to leverage the dollars we've already spent to support green, healthy connections. We don't have time to dilly dally.</p>	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0900

Communication ID:	Name	Email
505507	Aaron Epstein	aaron.epstein.501689939@p2a.co

Full Communication (4/28/2022)

Aaron Epstein WSBLE Draft EIS Comment

Hi,

Biking is my main way of getting from Wallingford to anywhere else. However, if I need to get further than a few miles, I rely on buses or light rail. If these don't go exactly where I need, my bike can get me the rest of the way. Light rail and bike are complimentary and crucial for each other's success, at least for me. I know from using Caltrain how easy it can be (bike cars with seating near the bikes). Please make sure it's easy for me to bring my bike on the train.

Thanks!

Regards, Aaron Epstein

4455 Interlake Ave N Seattle, WA98103

#	Comments	Responses
1	Light rail and bike are complimentary and crucial for each other's success, at least for me. I know from using Caltrain how easy it can be (bike cars with seating near the bikes). Please make sure it's easy for me to bring my bike on the train.	Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes, and folding bicycles on trains.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0901

Communication ID:	Name	Email
503223	Kat Beame	katherine.beame@gmail.com

Full Communication (4/28/2022)

My concern is largely with the options closest to Highland park and Delridge and ensuring that they allow for easy walking, biking and busing for residents of the south east portion of West Seattle. I am concerned that certain alternate options do not service this area well because of their position closer to the junction. I also do not understand why portions of the golf course owned by the city is not being used to mitigate house purchase costs and allow for the houses already there to stay.

Seems like a missed opportunity.

#	Comments	Responses
1	My concern is largely with the options closest to Highland park and Delridge and ensuring that they allow for easy walking, biking and busing for residents of the south east portion of West Seattle. I am concerned that certain alternate options do not service this area well because of their position closer to the junction.	Please see responses to CC3a and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I also do not understand why portions of the golf course owned by the city is not being used to mitigate house purchase costs and allow for the houses already there to stay. Seems like a missed opportunity.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension for discussion of why an alternative through the West Seattle Golf Course was not studied in the EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0902

Communication ID:	Name	Email
503232	Elizabeth Armstrong	brianne.armstrong@gmail.com

Full Communication (4/28/2022)

I am a property owner on 41st Avenue that will be directly impacted by several of the proposed alternative options for the light rail. I have major concerns of WSJ-1, which would put the light rail directly elevated above (or closely above) my home, greatly impacting ability to rent property in this area. WSJ-5 would require that my home be demolished altogether. This is also a significant concern to me given that I (and my neighbors) will have no control over the independent appraiser selected, nor can we say at this time what the market rate will be at the time of assessment. This places an incredibly unfair disadvantage to homeowners and removes their ability to exercise any discretion over the longevity of their own assets. Further, my home is also a duplex which houses two families. Many of the homes on 41st Avenue (and other direct paths) are the same. Housing, especially rental housing, is already in shortage. Removing housing is irresponsible and will have a direct impact on the vibrancy of the Alaska Junction, and the businesses who desperately rely on residents of this area to support their businesses. I urge Sound Transit to consider this and place emphasis on WSJ-3a or WSJ-3b as the preferred solutions. Thank you

#	Comments	Responses
1	I am a property owner on 41st Avenue that will be directly impacted by several of the proposed alternative options for the light rail. I have major concerns of WSJ-1, which would put the light rail directly elevated above (or closely above) my home, greatly impacting ability to rent property in this area. WSJ-5 would require that my home be demolished altogether. This is also a significant concern to me given that I (and my neighbors) will have no control over the independent appraiser selected, nor can we say at this time what the market rate will be at the time of assessment. This places an incredibly unfair disadvantage to homeowners and removes their ability to exercise any discretion over the longevity of their own assets. Further, my home is also a duplex which houses two families. Many of the homes on 41st Avenue (and other direct paths) are the same. Housing, especially rental housing, is already in shortage. Removing housing is irresponsible and will have a direct impact on the vibrancy of the Alaska Junction, and the businesses who desperately rely on residents of this area to support their businesses.	Please see responses to CCG2, CC4.1a, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I urge Sound Transit to consider this and place emphasis on WSJ-3a or WSJ-3b as the preferred solutions.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0903

Communication ID:	Name	Email
503233	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

How will property owners be made whole on lost and irreplaceable signage income? Our potentially affected properties have billboards based specifically on their location that generate revenue streams that will immediately dry up if our property is taken. Billboards cannot just be moved, neither practically nor legally within the City of Seattle. The DEIS has not addressed this.

#	Comments	Responses
1	How will property owners be made whole on lost and irreplaceable signage income? Our potentially affected properties have billboards based specifically on their location that generate revenue streams that will immediately dry up if our property is taken. Billboards cannot just be moved, neither practically nor legally within the City of Seattle. The DEIS has not addressed this.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Billboards are considered part of a property and property owners and businesses would be compensated as described in CC4.1a.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0904

Communication ID:	Name	Email
503238	Richard Atalig	richisland32@yahoo.com

Full Communication (4/28/2022)

I strongly oppose the whole WSBLE light rail project and am in favor of the NO BUILD ALTERNATIVE.

#	Comments	Responses
1	I strongly oppose the whole WSBLE light rail project and am in favor of the NO BUILD ALTERNATIVE.	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0905

Communication ID:	Name	Email
503244	Janet Jones	wsjanet@msn.com

Full Communication (4/28/2022)

This comment refers to page 58 of the executive Summary, Next Steps, Environmental Impact Statement Alternatives. Preferred alternatives are:

Meet mass transport needs with Metro bus and Water Taxi by investing in existing infrastructure -

No to light rail in West Seattle. It is also noted that concrete is an environmentally unfriendly building material.

#	Comments	Responses
1	This comment refers to page 58 of the executive Summary, Next Steps, Environmental Impact Statement Alternatives. Preferred alternatives are: Meet mass transport needs with Metro bus and Water Taxi by investing in existing infrastructure - No to light rail in West Seattle. It is also noted that concrete is an environmentally unfriendly building material.	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0906

Communication ID:	Name	Email
503246	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

Our long-term tenants built their businesses around their proximity to the Port of Seattle as well as suppliers and complementary businesses in the neighborhood. These conditions cannot be simply recreated in a different location, putting these decades-old businesses in jeopardy if they are forced to relocate. The DEIS does not explain how Port of Seattle and neighborhood-dependent businesses can possibly continue to operate their location-specific and location-dependent businesses elsewhere if forced to relocate.

#	Comments	Responses
1	Our long-term tenants built their businesses around their proximity to the Port of Seattle as well as suppliers and complementary businesses in the neighborhood. These conditions cannot be simply recreated in a different location, putting these decades-old businesses in jeopardy if they are forced to relocate. The DEIS does not explain how Port of Seattle and neighborhood-dependent businesses can possibly continue to operate their location-specific and location-dependent businesses elsewhere if forced to relocate.	Please see responses to CC4.1d and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0907

Communication ID:	Name	Email
503250	Abdy Farid	af.1@comcast.net; af12.tennis@gmail.com

Full Communication (4/28/2022)

As a residence of the West Seattle's Alaska Junction Neighborhood, I would like to voice my support for the "Medium Tunnel 41st Avenue Station/ Andover Street Station Lower Height" alternative. I believe this option may have the least impact on the existing residential and business properties, does not impact parks and it cost the least among the other alternatives.

In addition, I believe there will be a merit to eliminate the proposed SW Avalon Way Station to get a more seamless and longer tunnel, which benefits the entire Sound Transit line. Lower Delridge station height, lower guideway along SW Genesee Street, and a better location for the Junction station at SW Alaska Street and 41st Avenue SW.

Furthermore, the elimination of the Avalon station may provide savings into a tunnel with a station on Bank of America property at the corner of SW Alaska Street/ 41st Avenue SW.

#	Comments	Responses
1	As a residence of the West Seattle's Alaska Junction Neighborhood, I would like to voice my support for the "Medium Tunnel 41st Avenue Station/ Andover Street Station Lower Height" alternative. I believe this option may have the least impact on the existing residential and business properties, does not impact parks and it cost the least among the other alternatives.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In addition, I believe there will be a merit to eliminate the proposed SW Avalon Way Station to get a more seamless and longer tunnel, which benefits the entire Sound Transit line. Lower Delridge station height, lower guideway along SW Genesee Street, and a better location for the Junction station at SW Alaska Street and 41st Avenue SW. Furthermore, the elimination of the Avalon station may provide savings into a tunnel with a station on Bank of America property at the corner of SW Alaska Street/ 41st Avenue SW.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0908

Communication ID:	Name	Email
503261	Ian Stern	ibstern7@gmail.com

Full Communication (4/28/2022)

I personally think that interlining throughout the current DSTT should be studied and considered. The current alternatives for a second downtown tunnel involve extremely deep stations with overly elaborate mezzanines that will be very inconvenient for riders. Investing in better signalling and upgrading signage, vertical conveyances and possibly adding center platforms would all greatly improve the experience for riders.

If it's truly necessary to build a second downtown tunnel, stations should be as shallow as possible in order to minimize ingress/egress times, especially at CID and Westlake. If elevators are the only way to reach the platforms, there should be as small of a mezzanine as possible, and would ideally drop riders onto the platform directly.

SODO Station is going to be one, if not the most important transfer stations throughout the system. A cross-platform interchange should be studied to improve transfer times and UX.

#	Comments	Responses
1	I personally think that interlining throughout the current DSTT should be studied and considered. The current alternatives for a second downtown tunnel involve extremely deep stations with overly elaborate mezzanines that will be very inconvenient for riders. Investing in better signalling and upgrading signage, vertical conveyances and possibly adding center platforms would all greatly improve the experience for riders.	Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If it's truly necessary to build a second downtown tunnel, stations should be as shallow as possible in order to minimize ingress/egress times, especially at CID and Westlake. If elevators are the only way to reach the platforms, there should be as small of a mezzanine as possible, and would ideally drop riders onto the platform directly.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	SODO Station is going to be one, if not the most important transfer stations throughout the system. A cross-platform interchange should be studied to improve transfer times and UX.	Please see Appendix J, Conceptual Plan Set, for details of the SODO Station design, and Section 2.1, Build Alternatives, for a description of refinements to the preferred alternative in the SODO Segment between the WSBLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit will continue to evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0909

Communication ID:	Name	Email
503262	Jon Wright	jon.wright@spudboy.com

Full Communication (4/28/2022)

Please do whatever it takes to expedite delivery of light rail service to West Seattle. The sooner it gets here, the sooner the community starts realizing the benefits.

This is the first time Sound Transit is running service through existing residential neighborhoods. Please take care to minimize the disruption in West Seattle during construction and once built. Tunneling wherever possible will reduce the impact.

For the sake of station accessibility, please minimize station heights and depths.

During construction, please be mindful of West Seattle's limited ingress/egress options and minimize cutting West Seattle off from the rest of the world.

When siting stations, please maximize walksheds and transit-oriented development.

#	Comments	Responses
1	Please do whatever it takes to expedite delivery of light rail service to West Seattle. The sooner it gets here, the sooner the community starts realizing the benefits.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	This is the first time Sound Transit is running service through existing residential neighborhoods. Please take care to minimize the disruption in West Seattle during construction and once built. Tunneling wherever possible will reduce the impact.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	For the sake of station accessibility, please minimize station heights and depths.	Please see responses to CC2e and CC2k in Table 7-1.
4	During construction, please be mindful of West Seattle's limited ingress/egress options and minimize cutting West Seattle off from the rest of the world.	Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction traffic impacts and proposed mitigation.
5	When siting stations, please maximize walksheds and transit-oriented development.	Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on station access by mode. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on transit-oriented development

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0910

Communication ID:	Name	Email
503263	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

Our properties have been developed specifically for our long-term tenants and their very specific business needs and around their custom, irreplaceable equipment. The equipment relocation costs, if even technically feasible would far exceed the amounts listed in the DEIS.

(Real Property Acquisitions and Relocation Policy, Sec. 9.4)

#	Comments	Responses
1	Our properties have been developed specifically for our long-term tenants and their very specific business needs and around their custom, irreplaceable equipment. The equipment relocation costs, if even technically feasible would far exceed the amounts listed in the DEIS. (Real Property Acquisitions and Relocation Policy, Sec. 9.4)	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The WSBLE Draft EIS referred to the Real Property Acquisitions and Relocation Policy, which is available online at www.soundtransit.org . Section 9.4 of the policy refers to re-establishment expenses, which are different than moving expenses. Section 9.1 of the policy addresses moving expenses, but it does not establish a specific limit for moving expenses.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0911

Communication ID:	Name	Email
503266	Jeff Stiles	stilesjm1@gmail.com

Full Communication (4/28/2022)

The 42nd and 41st Street tunnel options are my preferred terminus for the line. Cut and cover or bored station.

#	Comments	Responses
1	The 42nd and 41st Street tunnel options are my preferred terminus for the line. Cut and cover or bored station.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0912

Communication ID:	Name	Email
503272	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

Our tenant's employees are dependent on mass transit. The DEIS shows the elimination of the SODO Busway, either permanently or for a minimum of 10 years. Even if our properties are spared, how will transit-dependent employees get to work? Rerouting buses will only worsen traffic and lengthen commutes, and no additional transit will be built to benefit the SODO neighborhood.

#	Comments	Responses
1	Our tenant's employees are dependent on mass transit. The DEIS shows the elimination of the SODO Busway, either permanently or for a minimum of 10 years. Even if our properties are spared, how will transit-dependent employees get to work? Rerouting buses will only worsen traffic and lengthen commutes, and no additional transit will be built to benefit the SODO neighborhood.	Please see response to CC3f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0913

Communication ID:	Name	Email
503274	Mason Luvera	masonl@me.com

Full Communication (4/28/2022)

As a resident of the Youngstown area, I'm very excited - yet concerned - about the construction of light rail in West Seattle. I ask Sound Transit to take into consideration the following when determining the final preferred alternative:

If a route along SW Genesee Street is chosen, choosing to locate the tracks on the north side of the road (as illustrated in option DEL-1b) makes little sense. The north side is home to many townhomes, single-family residences and apartment buildings that house quite a few people across the income and cultural spectrum of the neighborhood. This would create unnecessary disruption and displacement. Placing the tracks on the south side of Genesee Street would instead put them within the West Seattle Golf Course, which is a much more suitable choice - the Golf Course, while a nice amenity, can much more easily loose land for this public use.

I strongly ask Sound Transit not to choose any alternative that includes the loss of a roadway connection between 30th Ave SW and SW Genesee Street (such as Option DEL-2b). This is a vital pedestrian and vehicle intersection that allows for easy access to the Alaska Junction from the neighborhood. The neighborhood should not loose access to this connection, as it will create strong negative impacts on accessibility and walkability to the Alaska Junction.

Myself and my neighbors are also deeply concerned about the impacts of a higher-height elevated track, as illustrated in the current preferred alternative (DEL-1a). Placing massive concrete pillars towering 150 feet into the air will dramatically alter the feeling and health of the neighborhood. This is a diverse community with much of the area's only remaining affordable housing stock - it doesn't deserve to feel entrapped underneath massive concrete infrastructure. These tracks will also stand directly between the southern sun and the Youngstown area, creating massive shadows on homes and blocking light throughout much of the year. Many of us are gravely concerned about losing this natural light, and I'm not aware of any discussion on these impacts being had in the process so far. An alternative that's lower to the ground (like DEL-2a or DEL-4) would help mitigate this and create a much more livable environment in the neighborhood.

From a resident's perspective, alternatives DEL-5 and DEL-6 make the most sense. They place the tracks closer to current industrial use of the area and do not bisect the diverse residential streets of the neighborhood. It would be much less disruptive and harmful to the residents of Youngstown to have the tracks follow a path around the neighborhood (instead of dividing it) while still providing for easy access to stations at Andover Street and Avalon.

I remain very excited to see this system expand to West Seattle, but I am also concerned about the convoluted nature of the public engagement process so far. To the layperson, a "draft environmental impact statement" does not translate to "see what the potential designs may do to the neighborhood" - I ask Sound Transit to more clearly communicate the designs and their potential impacts as well as create a clearer website experience for those who are seeking to know the basics about these potential designs and what they mean for the area. It should be clear and digestible, and easily accessed from the web. Right now, you have to download the 30mb document and scroll for pages to even see renderings.

Thank you for reviewing my comments. I strongly urge Sound Transit to not choose an alternative that has tall elevated tracks along SW Genesee Street and instead choose one that better maintains the health, livability and environment of the Youngstown neighborhood.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>I'm very excited - yet concerned - about the construction of light rail in West Seattle. I ask Sound Transit to take into consideration the following when determining the final preferred alternative: If a route along SW Genesee Street is chosen, choosing to locate the tracks on the north side of the road (as illustrated in option DEL-1b) makes little sense. The north side is home to many townhomes, single-family residences and apartment buildings that house quite a few people across the income and cultural spectrum of the neighborhood. This would create unnecessary disruption and displacement. Placing the tracks on the south side of Genesee Street would instead put them within the West Seattle Golf Course, which is a much more suitable choice - the Golf Course, while a nice amenity, can much more easily loose land for this public use. I strongly ask Sound Transit not to choose any alternative that includes the loss of a roadway connection between 30th Ave SW and SW Genesee Street (such as Option DEL-2b). This is a vital pedestrian and vehicle intersection that allows for easy access to the Alaska Junction from the neighborhood. The neighborhood should not loose access to this connection, as it will create strong negative impacts on accessibility and walkability to the Alaska Junction.</p>	<p>Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, for more information on road closures and change in connectivity.</p>
2	<p>Myself and my neighbors are also deeply concerned about the impacts of a higher-height elevated track, as illustrated in the current preferred alternative (DEL-1a). Placing massive concrete pillars towering 150 feet into the air will dramatically alter the feeling and health of the neighborhood. This is a diverse community with much of the area's only remaining affordable housing stock - it doesn't deserve to feel entrapped underneath massive concrete infrastructure. These tracks will also stand directly between the southern sun and the Youngstown area, creating massive shadows on homes and blocking light throughout much of the year. Many of us are gravely concerned about losing this natural light, and I'm not aware of any discussion on these impacts being had in the process so far. An alternative that's lower to the ground (like DEL-2a or DEL-4) would help mitigate this and create a much more livable environment in the neighborhood.</p>	<p>Please see responses to CC4.5a and CC2e in Table 7-1.</p>
3	<p>From a resident's perspective, alternatives DEL-5 and DEL-6 make the most sense. They place the tracks closer to current industrial use of the area and do not bisect the diverse residential streets of the neighborhood. It would be much less disruptive and harmful to the residents of Youngstown to have the tracks follow a path around the neighborhood (instead of dividing it) while still providing for easy access to stations at Andover Street and Avalon.</p>	<p>Please see response to CCG2 in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>I remain very excited to see this system expand to West Seattle, but I am also concerned about the convoluted nature of the public engagement process so far. To the layperson, a "draft environmental impact statement" does not translate to "see what the potential designs may do to the neighborhood" - I ask Sound Transit to more clearly communicate the designs and their potential impacts as well as create a clearer website experience for those who are seeking to know the basics about these potential designs and what they mean for the area. It should be clear and digestible, and easily accessed from the web. Right now, you have to download the 30mb document and scroll for pages to even see renderings.</p>	<p>Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension Project. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0914

Communication ID:	Name	Email
503275	Gina Karaba	ginakaraba@hotmail.com

Full Communication (4/28/2022)

Please direct these comments to appendix M. The current preferred light rail option Del-3 and Del- 4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance. the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown.

Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.

#	Comments	Responses
1	The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance	Please see responses to CCG2, CC3c, CC3d, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown. Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.	Please see response to CC2h in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0915

Communication ID:	Name	Email
503277	Laurie Sander	seattlesander@gmail.com

Full Communication (4/28/2022)

I'm a homeowner in Pigeon Point and opposed to the DUW 1a plan (described in Figure ES-10 on page 22 of the Draft EIS Executive Summary), which would not only require the demolition of the homes of many of my neighbors, but would also have a catastrophic impact on our local heron rookery. It would also destroy shared green space and the few retail businesses we have within walking distance of our neighborhood.

Also: as someone who already finds the 120 bus to be a very convenient and quick way to get downtown, a light rail station at or north of Andover makes zero sense.

I 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). I am opposed to putting a 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 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. Thank you.

#	Comments	Responses
1	opposed to the DUW 1a plan (described in Figure ES-10 on page 22 of the Draft EIS Executive Summary), which would not only require the demolition of the homes of many of my neighbors, but would also have a catastrophic impact on our local heron rookery. It would also destroy shared green space and the few retail businesses we have within walking distance of our neighborhood.	Please see responses to CCG2, CC4.4a, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also; as someone who already finds the 120 bus to be a very convenient and quick way to get downtown, a light rail station at or north of Andover makes zero sense. I 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). I am opposed to putting a 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 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.	Please see responses to CCG2, CC3a, CCEJ1, and CCEJ2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0916

Communication ID:	Name	Email
503279	Gina Karaba	ginakaraba@hotmail.com

Full Communication (4/28/2022)

Responding to the DEIS draft. Please direct these comments to appendix M. The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance. the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before.

New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown.

Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.

#	Comments	Responses
1	The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance.	Please see responses to CCG2, CC3c, CC3d, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown. Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.	Please see response to CC2h in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0917

Communication ID:	Name	Email
503283	Andrew Johnson	andrewmfjohnson@gmail.com

Full Communication (4/28/2022)

Thank you again for the opportunity to comment on the draft DEIS for the proposed West Seattle Ballard Link Extension. I previously commented my strong opposition to the DEL-5 and DEL-6 alignments and SW Andover St Station, which will be tremendously damaging to the Delridge and Avalon Neighborhoods and not properly serve those communities nor others to the south that are expected to connect there. It has since been emphasized to me that "No Build" is also an alternative, which I had not fully appreciated. Having now looked more widely at cost-benefit of the WSBLE based on the DEIS details I wish to add a comment strongly in favor of the No Build alternative. The most prominent reasons for this are detailed below:

1. Transit Time Benefit and Reduction in Car Traffic is not significant enough to offset the environmental impact of the WSE construction and operation.

- The carbon cost of construction is estimated between 158,067 and 614,461 tons while the annual carbon saving from reduced vehicle traffic is estimated as only 10,941 (and only once connected to downtown in 2037 at the earliest). Indeed vehicle hours are expected to be reduced by just 0.1% (Table 3-2). This means it will take 42-168 years simply to break-even on the carbon cost of this project. Furthermore, the need to change trains at SODO in order to reach beyond the Delridge-West Seattle area, represents a major obstacle in benefiting transit times. Existing Rapid Bus C and G lines serve downtown in an impressive 30 minutes and the proposed benefit is likely just an 8 minute reduction, which could well be less when transfers, up multiple escalators to the elevated rail stations are considered. This is simply not adequate to offset the cost, environmental and community impacts.

2. Equity. Those most in need of improved public transport systems are generally underserved communities far more prominent in areas South, such as George Town, South Park, Burien and White Center. This proposed extension seems to put the wealthy, whiter community of West Seattle before those more deserving. Furthermore, a route to those neighborhoods could be envisaged running along existing transit routes along the Duwamish water way, which is much flatter and easier terrain for mass transit construction than West Seattle. In light of the awakening in racial justice that has occurred since ST3 was agreed it is time to reconsider whether the WSBLE is truly an equitable policy.

3. An estimated total cost of up to \$4 billion dollars (Chapter 2.8.2.1.1) in a high inflation economy with a city experiencing massive budget and policy shortfalls is simply too much to spend for the marginal gains detailed in the DEIS. As a further vote would be required to increase the budget from the \$1.7 billion originally earmarked it is time to seriously consider whether this project is cost-effective.

I support further research of alternative options, such as the SkyLink Gondola that may provide some additional transit benefits and a lower environmental and economic cost.

#	Comments	Responses
1	I previously commented my strong opposition to the DEL-5 and DEL-6 alignments and SW Andover St Station, which will be tremendously damaging to the Delridge and Avalon Neighborhoods and not properly serve those communities nor others to the south that are expected to connect there.	Please see responses to CCG2, CC3a, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	It has since been emphasized to me that "No Build" is also an alternative, which I had not fully appreciated. Having now looked more widely at cost-benefit of the WSBLE based on the DEIS details I wish to add a comment strongly in favor of the No Build alternative. The most prominent reasons for this are detailed below: Transit Time Benefit and Reduction in Car Traffic is not significant enough to offset the environmental impact of the WSE construction and operation. The carbon cost of construction is estimated between 158,067 and 614,461 tons while the annual carbon saving from reduced vehicle traffic is estimated as only 10,941 (and only once connected to downtown in 2037 at the earliest). Indeed vehicle	Please see responses to CC1c, CC2g, and CC4.6a in Table 7-1. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>hours are expected to be reduced by just 0.1% (Table 3-2). This means it will take 42-168 years simply to break-even on the carbon cost of this project. Furthermore, the need to change trains at SODO in order to reach beyond the Delridge- West Seattle area, represents a major obstacle in benefiting transit times. Existing Rapid Bus C and G lines serve downtown in an impressive 30 minutes and the proposed benefit is likely just an 8 minute reduction, which could well be less when transfers, up multiple escalators to the elevated rail stations are considered. This is simply not adequate to offset the cost, environmental and community impacts. Equity. Those most in need of improved public transport systems are generally underserved communities far more prominent in areas South, such as George Town, South Park, Burien and White Center. This proposed extension seems to put the wealthy, whiter community of West Seattle before those more deserving. Furthermore, a route to those neighborhoods could be envisaged running along existing transit routes along the Duwamish water way, which is much flatter and easier terrain for mass transit construction than West Seattle. In light of the awakening in racial justice that has occurred since ST3 was agreed it is time to reconsider whether the WSBLE is truly an equitable policy. An estimated total cost of up to \$4 billion dollars (Chapter 2.8.2.1.1) in a high inflation economy with a city experiencing massive budget and policy shortfalls is simply too much to spend for the marginal gains detailed in the DEIS. As a further vote would be required to increase the budget from the \$1.7 billion originally earmarked it is time to seriously consider whether this project is cost-effective.</p>	<p>Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0918

Communication ID:	Name	Email
503296	Ryan Cousins	clorinth@gmail.com

Full Communication (4/28/2022)

Dear Sound Transit,

I'd like to start off by saying that I'm a new public transit enthusiast and would be using the Light Rail daily when it expands to West Seattle. As a resident of Pigeon Point. I'd like to express my opinion based on the facts and research listed in the EIS Executive Summary.

I'm in favor of the North Crossing (DUW-2) as it has the least amount of impact to our Pigeon Point community with no residents displaced, least impact to employees in the surrounding area, lowest levels of noise and visual impacts, and reduced environmental impact to the Duwamish Waterway and the Great Blue Herons nesting on the northeast corner who call Pigeon Point their home.

While this is a more expensive option, it can be offset by DEL-6 and WSJ-5. (Table ES-2, page ES-18)

Similarly, I'm supportive of the Andover Street Station Lower Height Alternative (DEL-6) because of the least amount of impact to residents, employees, and visuals/noise comparatively. This station would have the least impact on the surrounding North Delridge neighborhood. This Stations alternative's height is reduced to 90ft instead of the preferred alternative's proposed 120ft station. Which would be a visual dominance on the surrounding neighborhoods. It's also the cheapest option. (Table ES-3, page ES-18)

The West Seattle Junction Segment's Medium Tunnel 41st Avenue Station Alternative (WSJ-5) appears to be the best choice with its tunnel below the West Seattle Junction, having the least amount of impact on residents, businesses, and employees. This option has the minimal impact on noise, visuals, historic districts, and parks, and costs less than its alternatives. (Table ES-4, page ES-23)

With all of the above options combined, the total cost (\$3 billion) would be in the middle of the estimated range of the preferred alternative routes (\$2.7 - \$3.3 billion).

Sound Transit's decisions shouldn't be based on money alone since these designs will have a lasting impact on Pigeon Point and West Seattle communities for generations to come. Please consider the impacts to our neighbors homes, employees, visual/noise levels, and the environment.

Thank you for taking the time to read my comment. I look forward to seeing light rail in West Seattle!

Ryan Cousins

#	Comments	Responses
1	I'm in favor of the North Crossing (DUW-2) as it has the least amount of impact to our Pigeon Point community with no residents displaced, least impact to employees in the surrounding area, lowest levels of noise and visual impacts, and reduced environmental impact to the Duwamish Waterway and the Great Blue Herons nesting on the northeast corner who call Pigeon Point their home. While this is a more expensive option, it can be offset by DEL-6 and WSJ-5. (Table ES-2, page ES-18)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I'm supportive of the Andover Street Station Lower Height Alternative (DEL-6) because of the least amount of impact to residents, employees, and visuals/noise comparatively. This station would have the least impact on the surrounding North Delridge neighborhood. This Stations alternative's height is reduced to 90ft instead of the preferred alternative's proposed 120ft station. Which would be a visual dominance on the surrounding neighborhoods. It's also the cheapest option.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	West Seattle Junction Segment's Medium Tunnel 41st Avenue Station Alternative (WSJ-5) appears to be the best choice with its tunnel below the West Seattle Junction, having the least amount of impact on residents, businesses, and employees. This option has the minimal impact on noise, visuals, historic districts, and parks, and costs less than its alternatives.	Please see response to CCG2 in Table 7-1.
4	With all of the above options combined, the total cost (\$3 billion) would be in the middle of the estimated range of the preferred alternative routes (\$2.7 - \$3.3 billion). Sound Transit's decisions shouldn't be based on money alone since these designs will have a lasting impact on Pigeon Point and West Seattle communities for generations to come. Please consider the impacts to our neighbors homes, employees, visual/noise levels, and the environment.	Please see response to CCG3 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0919

Communication ID:	Name	Email
503299	Danielle Devier	danielle.devier@gmail.com

Full Communication (4/28/2022)

Greetings,

I am a resident of the north Delridge neighborhood and I'm writing to support for the Duwamish Waterway North Crossing Alternative (DUW-2) because it has the least impact to the heron rookeries near the West Seattle Bridge, and the wetlands in that same area (Appendix N4, Ecosystem Resources Map, page 28)

I'm also writing to support the alternatives which utilize SW Genesee St in the Delridge segment, DEL- 1 thru DEL-4, because it appears that this location is better connected to the bicycle master plan, shown in map 4-10 in Appendix N-4G, and it may also afford easier pedestrian access to a larger number of neighborhood residents as compared to the SW Andover St alternatives, DEL-5 and DEL-6.

Thanks you for the opportunity to comment on this Draft EIS.

Sincerely,

Danielle Devier

#	Comments	Responses
1	I am a resident of the north Delridge neighborhood and I'm writing to support for the Duwamish Waterway North Crossing Alternative (DUW-2) because it has the least impact to the heron rookeries near the West Seattle Bridge, and the wetlands in that same area (Appendix N4, Ecosystem Resources Map, page 28)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I'm also writing to support the alternatives which utilize SW Genesee St in the Delridge segment, DEL- 1 thru DEL-4, because it appears that this location is better connected to the bicycle master plan, shown in map 4-10 in Appendix N-4G, and it may also afford easier pedestrian access to a larger number of neighborhood residents as compared to the SW Andover St alternatives, DEL-5 and DEL-6.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0920

Communication ID:	Name	Email
503301	Rachel Sun	rach.sunnn@gmail.com

Full Communication (4/28/2022)

please do not move forward with this expansion! funds would be so much more productive if allocated elsewhere, this expansion is unnecessary and harmful to small businesses and our unhoused neighbors.

#	Comments	Responses
1	please do not move forward with this expansion! funds would be so much more productive if allocated elsewhere, this expansion is unnecessary and harmful to small businesses and our unhoused neighbors.	Your opposition to the project has been noted.

Comment Submittal 0921

Communication ID:	Name	Email
503306	Sally Crone	samacgr@yahoo.com

Full Communication (4/28/2022)

I am commenting on the DEIS for Sound Transit, specifically the West Seattle extension. While I've reviewed the DEIS and many of the Conceptual Design drawings and other items included in the DEIS, I do not have a comprehensive understanding of which WS station options can be combined with the others. I also attended the public online meeting on March 30, 2022

I recognize that West Seattle does not have the density of other Seattle areas, but much of that has changed in the recent past. The light rail proposed should reflect the developing character of the area; West Seattle is not a sprawling suburb. Many of the sections/ elevations that I have seen in the concept documents show light rail lines that are 70 feet in the air. That's taller than many of the surrounding West Seattle buildings and is more in character with the light rail lines running along 1-5 (to Mountlake Terrace) and 509/599 (to Tukwila and the airport). If denser areas like Capitol Hill and the Li-district have tunnel routes with correspondingly scaled stations, I believe the West Seattle neighborhood should as well, recognizing the increasing density and development in the area.

Regarding the density of West Seattle, many of the Delridge options greatly impact the neighborhood to the north of SW Genesee St, west of Delridge Way SW, and east of SW Avalon Way. This area has many single family lots that have been upzoned to more dense zoning. Many of these properties have been redeveloped in recent years. Where there was once a single family home, there are 8 townhomes; this is the case throughout the neighborhood. During the March 30, 2022 public meeting, I asked, specifically, when were the housing displacements calculated, before or after all of this recent development? This question was not answered during the meeting.

The Viaduct was removed from the West Seattle waterfront. While it was primarily due to the highway's structural deterioration and inability to withstand significant seismic events, it was also considered an improvement to the urban environment of the waterfront. West Seattle's densest commercial areas will suffer with a looming concrete structure through the active areas. I recognize that some redevelopment in that area would be improved by a light rail station, the remaining character of the West Seattle junction will be changed drastically with light rail lines above. Likewise, many of the concepts depict a light rail line 50 feet in the air, running alongside the golf course, and alongside of North Delridge's best and most used parks, with skate parks, wading pool, playground, and community center.

The three West Seattle stations, so closely sited, do not make sense. I support the recommendations to remove the Avalon station, in order to allow a tunnel option (and additional funding) to move forward. DEL-5 and DEL-6 offer options to site the station such that the walk area of an Avalon station could easily access the Delridge station.

While there is a light rail station proposed for North Delridge, the light rail line is not positioned to extend further south. It will not serve the larger Delridge and White Center community. Those coming from South Delridge areas will use the bus, currently 120, but a future Rapid Ride line, which has prompted many improvements in the area. This bus is very fast and efficient. The last stop in North Delridge is in close proximity to the proposed Delridge stations. It is the last stop before heading downtown. Because downtown Seattle is less than 10 minutes away from that last stop at Delridge and Andover, I don't believe that many riders will make the choice to transition to light rail.

Transitioning to light rail will require them to change light rail trains in SoDo to even get downtown. That light rail option will not be preferable over the fast bus access to downtown (changing from a bus, to a light rail, to another light rail, to make a trip that can be done in 10 minutes if you stay on the bus????) I've headed downtown from the last stop of the current 120 and it is very efficient and fast. The Rapid Line C is very similar. There are Metro stops nearest the proposed Avalon light rail station; beyond that stop, it is a very quick ride to downtown.

While I am not speaking for the office, I am sharing my opinions specifically about the impacts to our office. I work in a professional architecture office at the intersection of Delridge and Andover. It will be difficult for Sound Transit to find a comparable office location. Our office was constructed in 2004, and is still a very new building, in good condition. Ironically, our site was chosen for its proximity for a future monorail station. Our office reflects our architecture firm's design character and aesthetic. Three-quarters of the employees in our office live in the West Seattle area. Our office is also well positioned, near the West Seattle Bridge, to access the highway, to head to sites of our many clients in the region. In addition to our small architecture firm, there are three other professional offices in the building, with many other employees who live in the West Seattle area.

I support DEL-5 and DEL-6, a tunnel, and a station near the West Seattle junction that respects the scale and character of the junction. I do not support an Avalon station.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	I am commenting on the DEIS for Sound Transit, specifically the West Seattle extension. While I've reviewed the DEIS and many of the Conceptual Design drawings and other items included in the DEIS, I do not have a comprehensive understanding of which WS station options can be combined with the others. I also attended the public online meeting on March 30, 2022.	The table with the information requested was Table 2-1 in Chapter 2, Alternatives Considered, of the WSBLE Draft EIS. This table has been updated in the West Seattle Link Extension Final EIS to reflect modified alternatives.
2	The light rail proposed should reflect the developing character of the area; West Seattle is not a sprawling suburb. Many of the sections/ elevations that I have seen in the concept documents show light rail lines that are 70 feet in the air. That's taller than many of the surrounding West Seattle buildings and is more in character with the light rail lines running along 1-5 (to Mountlake Terrace) and 509/599 (to Tukwila and the airport). If denser areas like Capitol Hill and the U-district have tunnel routes with correspondingly scaled stations, I believe the West Seattle neighborhood should as well, recognizing the increasing density and development in the area.	Please see responses to CCG2, CC2e, and CC2f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Regarding the density of West Seattle, many of the Delridge options greatly impact the neighborhood to the north of SW Genesee St, west of Delridge Way SW, and east of SW Avalon Way. This area has many single family lots that have been upzoned to more dense zoning. Many of these properties have been redeveloped in recent years. Where there was once a single family home, there are 8 townhomes; this is the case throughout the neighborhood. During the March 30, 2022 public meeting, I asked, specifically, when were the housing displacements calculated, before or after all of this recent development? This question was not answered during the meeting.	The summary of parcels affected is an estimate based on conceptual design to provide for comparison of alternatives and will be updated as the project design is refined. In addition, properties that are currently vacant or underdeveloped may be developed during completion of the West Seattle Final EIS or later, before project construction begins. Displacements reported in the Final EIS are determined upon property use and conditions observed at the time of analysis (the earliest field observations were conducted in Spring 2020; the most recent field observations were conducted in Autumn 2022). Therefore, the number and type of displacements may vary between what is included in the Final EIS and what is ultimately required. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans.
4	The Viaduct was removed from the West Seattle waterfront. While it was primarily due to the highway's structural deterioration and inability to withstand significant seismic events, it was also considered an improvement to the urban environment of the waterfront. West Seattle's densest commercial areas will suffer with a looming concrete structure through the active areas. I recognize that some redevelopment in that area would be improved by a light rail station, the remaining character of the West Seattle junction will be changed drastically with light rail lines above. Likewise, many of the concepts depict a light rail line 50 feet in the air, running alongside the golf course, and	Please see responses to CC2e and CC4.4a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	alongside of North Delridge's best and most used parks, with skate parks, wading pool, playground, and community center.	
5	The three West Seattle stations, so closely sited, do not make sense. I support the recommendations to remove the Avalon station, in order to allow a tunnel option (and additional funding) to move forward. DEL-5 and DEL-6 offer options to site the station such that the walk area of an Avalon station could easily access the Delridge station.	Please see response to CC2j in Table 7-1.
6	While there is a light rail station proposed for North Delridge, the light rail line is not positioned to extend further south. It will not serve the larger Delridge and White Center community. Those coming from South Delridge areas will use the bus, currently 120, but a future Rapid Ride line, which has prompted many improvements in the area. This bus is very fast and efficient. The last stop in North Delridge is in close proximity to the proposed Delridge stations. It is the last stop before heading downtown. Because downtown Seattle is less than 10 minutes away from that last stop at Delridge and Andover, I don't believe that many riders will make the choice to transition to light rail. Transitioning to light rail will require them to change light rail trains in SoDo to even get downtown. That light rail option will not be preferable over the fast bus access to downtown (changing from a bus, to a light rail, to another light rail, to make a trip that can be done in 10 minutes if you stay on the bus????) I've headed downtown from the last stop of the current 120 and it is very efficient and fast. The Rapid Line C is very similar. There are Metro stops nearest the proposed Avalon light rail station; beyond that stop, it is a very quick ride to downtown.	Please see response to CCG2 and CC3e in Table 7-1. Please see Section 2.1, Build Alternatives, of the Final EIS for operation of the project once the Ballard Link Extension is built, which will allow riders from West Seattle to continue through downtown and continue north to Lynnwood and Everett without a transfer.
7	It will be difficult for Sound Transit to find a comparable office location. Our office was constructed in 2004, and is still a very new building, in good condition. Ironically, our site was chosen for its proximity for a future monorail station. Our office reflects our architecture firm's design character and aesthetic. Three-quarters of the employees in our office live in the West Seattle area. Our office is also well positioned, near the West Seattle Bridge, to access the highway, to head to sites of our many clients in the region. In addition to our small architecture firm, there are three other professional offices in the building, with many other employees who live in the West Seattle area.	Please see response to CC4.1a in Table 7-1.

Comment Submittal 0922

Communication ID:	Name	Email
503320	Stephen Elliott	sellriott@bet-r.com

Full Communication (4/28/2022)

Greetings:

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

Below are my concerns regarding the WSBLE Draft Environmental Impact Statement.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES- 18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle.

It appears to us that DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle.

Most Favored Options:

1. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options.
2. DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0;
3. DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course.
3. DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.

We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home the business that supports my family and all my peer's and business neighbor's families. business, and has provided hundreds of folks jobs over the years.

Forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES- 18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It appears to us that DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. Most Favored Options: DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18- the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. 2. DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0; DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.</p>	<p>Please see response to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.</p>
2	<p>We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home the business that supports my family and all my peer's and business neighbor's families. busines, and has provided hundreds of folks jobs over the years. Forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.</p>	<p>Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0923

Communication ID:	Name	Email
503322	Loni Rains	lonirains@gmail.com

Full Communication (4/28/2022)

Hi there!

As one who voted for the transit centers to be built I couldn't be more excited about this endeavor to a more accessible and sustainable place! This recent issue on whether to add the railways to SODO or our international district however is concerning to say the least. I would like to advise against building further into our Chinatown/ International district for numerous reasons.

Per your charts in the proposal it was stated that 600+ businesses and homes would be demolished during construction in the International District, vs only 200 businesses in SODO. While neither are convenient, especially with having to move a large mail center, I do believe that with our current climate and with homelessness being rampant in our city that demolishing homes that people can actually afford is one of the worst mistakes you could make. Not to mention that this one of the last cultural hubs largely unaffected by the large tech companies in the area as well as the people who have moved here in search of these better jobs.

While SODO is beneficial to our commerce it is also to note that to get into the area by anything other than cars is ridiculous. 4th Ave close to HWY 509 for instance, while technically walkable, isn't convenient for travel unless in a motorized vehicle. Walkways there have construction, a large road that could be potentially unsafe for pedestrians and bikes, and not to mention the bus system comes infrequently. You would not only be saving a tight community of people from having their entire livelihood demolished, but would also be improving a different part of Seattle in a way it really needed to be improved.

Please think of our people when making this decision. We can't put money in your pockets with intense lobbying, but you were put into office to assist in making our area a wonderful place. appreciate you listening, and hope that you will make the right decision!

#	Comments	Responses
1	As one who voted for the transit centers to be built I couldn't be more excited about this endeavor to a more accessible and sustainable place!	Thank you for expressing support for the project.
2	I would like to advise against building further into our Chinatown/ International district for numerous reasons.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Per your charts in the proposal it was stated that 600+ businesses and homes would be demolished during construction in the International District, vs only 200 businesses in SODO. While neither are convenient, especially with having to move a large mail center, I do believe that with our current climate and with homelessness being rampant in our city that demolishing homes that people can actually afford is one of the worst mistakes you could make. Not to mention that this one of the last cultural hubs largely unaffected by the large tech companies in the area as well as the people who have moved here in search of these better jobs.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Sections 4.1, Acquisitions, Displacements, and Relocations, and 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on residential and business displacements and economic impacts. A station in SODO would be constructed as part of the West Seattle Link Extension, while a station serving the Chinatown-International District would be constructed as part of the Ballard Link Extension, which will undergo additional separate environmental documentation. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	<p>While SODO is beneficial to our commerce it is also to note that to get into the area by anything other than cars is ridiculous. 4th Ave close to HWY 509 for instance, while technically walkable, isn't convenient for travel unless in a motorized vehicle. Walkways there have construction, a large road that could be potentially unsafe for pedestrians and bikes, and not to mention the bus system comes infrequently. You would not only be saving a tight community of people from having their entire livelihood demolished, but would also be improving a different part of Seattle in a way it really needed to be improved.</p>	<p>Please see response to CC3a and CC3b in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0924

Communication ID:	Name	Email
503329	Scott Stemper	scott@stemperac.com

Full Communication (4/28/2022)

#	Comments	Responses
1	<p>We ask you to consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. In addition, Options DEL-5 and DEL- 6 would disrupt the fewest amount of residential and commercial properties - both of which are limited in West Seattle; our business would face great hardship if we had to leave West Seattle.</p> <p>Additionally, DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, both of these options have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. And, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.</p>	<p>Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.</p>
2	<p>We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment. It is designed and built to last even in a changing climate.</p>	<p>Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0925

Communication ID:	Name	Email
503331	Cinda Stenger	cstenger49@gmail.com

Full Communication (4/28/2022)

I believe if the public had known 1) how many people would be displaced 2) how expensive this project would be 2) environmental impacts we would NOT have voted for bringing light rail into West Seattle. Please face the fact that the elevation gain from the port to the Junction is UNFEASIBLE. Scrape this project! We are no longer supporting it NOW THAT WE KNOW. Find property along West Marginal Way (does Alaska Marine Line really need all that space? Displacing a business or two is way more feasible then displacing all the homes) to put a station along there, then run EV shuttles all around WS to bring people to the station.

#	Comments	Responses
1	I believe if the public had known 1) how many people would be displaced 2) how expensive this project would be 2) environmental impacts we would NOT have voted for bringing light rail into West Seattle. Please face the fact that the elevation gain from the port to the Junction is UNFEASIBLE. Scrape this project! We are no longer supporting it NOW THAT WE KNOW. Find property along West Marginal Way (does Alaska Marine Line really need all that space? Displacing a business or two is way more feasible then displacing all the homes) to put a station along there, then run EV shuttles all around WS to bring people to the station.	Your opposition to the West Seattle Link Extension Project has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, for more information on the need for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0926

Communication ID:	Name	Email
503342	Dennis Noland	dennisnoland@comcast.net; Dennis@shiftpoint.biz

Full Communication (4/28/2022)

As many of the Sound Transit staff and Board Members know, I have been a staunch advocate of selecting the Yancy/Andover alternative, connecting to a light rail route that then follows/parallels the automobile arterial of Avalon Way.

Sound Transit's two stated objections to the Yancy/Andover route are the Delridge station location and the truck traffic going in and out of Nucor Steel

Both objections can be ameliorated:

1. The station location could be moved 600 feet to the west, onto Andover. Here it would be adjacent to open land (surface parking lots) that can be made into a transit hub and TOD. If I am recalling correctly, Metro shared estimates 80 to 85 percent of light rail riders using the Delridge station will result from/to bus transfers.

2. The truck entrance for Nucor can be moved to the northeast corner of the Nucor property where trucks can enter and leave the Nucor plant on lower Spokane Street. This move would eliminate truck traffic interference with the Delridge Sound Transit station. This access alternative was looked at by a team consisting of Sound Transit representatives, Metro, The City of Seattle, and Walter Reese, an executive at Nucor Steel. The solution was deemed workable. The two parties that would need to work out the details of this solution are: 1. The City of Seattle and 2. Nucor. I'd like to see housing in Youngstown preserved. Youngstown is a vibrant, growing community.

Nothing stands still. Starting in 2017 and during the years following, Youngstown sprang to life. Approximately 100 homes were built in a two-block area; all this, during the time light rail options were being studied. Many of these homes are squarely in the path of the two preferred alternatives. Youngstown is a vibrant mix of the old and the new; it remains relatively affordable when compared to other parts of Seattle.

Please respect these families and homeowners and choose Yancy/Andover as the line to be built. Respectfully,
Dennis Noland

#	Comments	Responses
1	Yancy/Andover alternative, connecting to a light rail route that then follows/parallels the automobile arterial of Avalon Way. Sound Transit's two stated objections to the Yancy/Andover route are the Delridge station location and the truck traffic going in and out of Nucor Steel Both objections can be ameliorated: The station location could be moved 600 feet to the west, onto Andover. Here it would be adjacent to open land (surface parking lots) that can be made into a transit hub and TOD. If I am recalling correctly, Metro shared estimates 80 to 85 percent of light rail riders using the Delridge station will result from/to bus transfers. The truck entrance for Nucor can be moved to the northeast corner of the Nucor property where trucks can enter and leave the Nucor plant on lower Spokane Street. This move would eliminate truck traffic interference with the Delridge Sound Transit station. This access alternative was looked at by a team consisting of Sound Transit representatives, Metro, The City of Seattle, and Walter Reese, an executive at Nucor Steel. The solution was deemed workable. The two parties that would need to work out the details of this solution are: 1. The City of Seattle and 2. Nucor. I'd like to see housing in Youngstown preserved. Youngstown is a vibrant, growing community. Nothing stands still. Starting in 2017 and during the years following, Youngstown sprang to life. Approximately 100 homes were built in a two-block area; all this, during the time light rail options were being studied. Many of these homes are squarely in the path of the two preferred alternatives. Youngstown is a vibrant mix of the old and the new; it remains relatively affordable when compared to other parts of Seattle. Please respect these families and homeowners and choose Yancy/Andover as the line to be built.	Please see responses to CCG2, CC3a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for more information on changes to the preferred alternative related to Nucor Steel access. See Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, for a discussion of impacts to freight mobility and access.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0927

Communication ID:	Name	Email
503549	Bill Mccambridge	mccfam43@gmail.com

Full Communication (4/28/2022)

Bill Mccambridge Draft EIS Comment

To whom it may concern

Thank you for the opportunity to comment on this very important topic. I support the idea of light rail coming to West Seattle.

My Family have been active in the WS community for over 100 years.

My Great Grandfather established Alki Lumber in 1921. He supplied building materials to the community around Alki Beach. The West Seattle Ferry terminal became Alki Lumber's first home when the ferry service ended. 36th Avenue Southwest and SW. Avalon Way became their permanent location and serving West Seattle and the Seattle community.

Alki Lumber's contributions to the west Seattle community our second to none.

The Avalon Station is very important connection location for moving the community in and out of West Seattle.

Our families plan to develop the Alki Lumber property is perfect for connection to an Avalon station for light rail.

Please consider only the WSJ-3 Line. While this consideration is the more costly plan, it keeps West Seattle less disrupted. WSJ-1 is NOT the way to go!

Keep the West Seattle Community

Whole. Please don't ruin West Seattle with WSJ -1s ugly scar.

Sincerely

Bill Mccambridge

Grandson of Bill Sweeney Nephew of Jim Sweeney

Son of Lorraine Sweeney Mccambridge

Sent from my iPhone

#	Comments	Responses
1	The Avalon Station is very important connection location for moving the community in and out of West Seattle. Our families plan to develop the Alki Lumber property is perfect for connection to an Avalon station for light rail. Please consider only the WSJ-3 Line. While this consideration is the more costly plan, it keeps West Seattle less disrupted. WSJ-1 is NOT the way to go ! Keep the West Seattle Community Whole. Please don't ruin West Seattle with WSJ -1s ugly scar.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0928

Communication ID:	Name	Email
503637	Tom Ternes	tom.ternes.311294785@p2a.co

Full Communication (4/28/2022)

Tom Ternes Draft EIS Comment

Please, please integrate bicycle commuting in your planning for Sound transit.

I spend about half of each year living in Medellin, Colombia. We from the US consider Colombia to be a "third world" country but it has a first class metro. Every station is connected to a bike path and every station has an attended corral where bikes can be safely stored.

I am always amazed at how many people in Medellin use bikes to get that "last mile" to and from the metro system. This is not an accident--it is because the city consciously incorporated bikes into its transit planning.

If a "third world" city like Medellin can do it, so can a "world class" city like Seattle.

Thank you,

Tom

Regards, Tom Ternes

215 20th Ave E

Seattle, WA98112

#	Comments	Responses
1	Please, please integrate bicycle commuting in your planning for Sound transit. I spend about half of each year living in Medellin, Colombia. We from the US consider Colombia to be a "third world" country but it has a first class metro. Every station is connected to a bike path and every station has an attended corral where bikes can be safely stored. I am always amazed at how many people in Medellin use bikes to get that "last mile" to and from the metro system. This is not an accident--it is because the city consciously incorporated bikes into its transit planning. If a "third world" city like Medellin can do it, so can a "world class" city like Seattle.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0929

Communication ID:	Name	Email
503654	Kimberly Kinchen	kimberly.kinchen@gmail.com

Full Communication (4/28/2022)

Kimberly Kinchen Draft EIS Comment

Good morning,

On April 21, I sent the following email to the Board:

"Good morning.

The elevator at Barbara Bailey Way and Nagle remains nonfunctioning. Thus inaccessible for those who may be carrying heavier goods, suitcases, strollers, bikes, or mobility devices such as wheelchairs. There is not even prominent signage directing people to accessible working entrances.

I write the board because even as Sound Transit remains unable to keep elevators and escalators in working order, you are considering putting future stations incredibly far underground. In addition to ST's questionable track record on "vertical conveyance" it's a huge time sink to have to wait for elevators for deep stations. Do you find it reasonable to wait 5 minutes to get on or off the freeway at all hours, as a baseline? This is the baseline you'd create for link riders.

I hope it's obvious why the board needs to act promptly to fix current issues as well as plan for a future system that prioritizes riders much much better.

Thank you."

Although this was not a formal comment on the DEIS, staff surmised correctly it was related. But instead of simply including in it formal comments about the DEIS, which I think would not have taken more of SoundTransit's time or my own time, I was emailed back (see the forward below) and provided this address to make "formal" comment to. It's these many seemingly minor barriers in the comment and public engagement process that cumulatively create significant barriers to participation, and cultivate cynicism.

We desperately need climate-friendly transportation options. That means making it easier to ride transit and making it easier to ask for transit that serves existing transit-reliant riders better, which in turn invites more people to ride. And it also means making it easier to participate in the public comment process.

Thank you.

Kimberly Kinchen

transittrekker.com

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>The elevator at Barbara Bailey Way and Nagle remains nonfunctioning. Thus inaccessible for those who may be carrying heavier goods, suitcases, strollers, bikes, or mobility devices such as wheelchairs. There is not even prominent signage directing people to accessible working entrances. I write the board because even as Sound Transit remains unable to keep elevators and escalators in working order, you are considering putting future stations incredibly far underground. In addition to ST's questionable track record on "vertical conveyance" it's a huge time sink to have to wait for elevators for deep stations. Do you find it reasonable to wait 5 minutes to get on or off the freeway at all hours, as a baseline? This is the baseline you'd create for link riders. I hope it's obvious why the board needs to act promptly to fix current issues as well as plan for a future system that prioritizes riders much much better. Thank you."</p> <p>Although this was not a formal comment on the DEIS, staff surmised correctly it was related. But instead of simply including in it formal comments about the DEIS, which I think would not have taken more of Sound Transit's time or my own time, I was emailed back (see the forward below) and provided this address to make "formal" comment to. It's these many seemingly minor barriers in the comment and public engagement process that cumulatively create significant barriers to participation, and cultivate cynicism. We desperately need climate-friendly transportation options. That means making it easier to ride transit and making it easier to ask for transit that serves existing transit-reliant riders better, which in turn invites more people to ride. And it also means making it easier to participate in the public comment process.</p>	<p>Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process (including how to formally submit comments on the Draft EIS) and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information. Sound Transit generally refers applicable comments received during the WSBLE Draft EIS comment period to that comment box. We apologize that did not occur in this instance and appreciate you forwarding the comments.</p>

Comment Submittal 0930

Communication ID:	Name	Email
503656	Joe Boomgard-Zagrodnik	joejoezz@gmail.com

Full Communication (4/28/2022)

Joe Boomgard-Zagrodnik Draft EIS Comment

Dear Sound Transit Board,

We are a family located at 4009 32nd Ave SW which is directly in the path of the "Medium Tunnel" alternative (DEL-6/WSJ-5). We strongly support the letter that we submitted on behalf of the Avalon neighborhood and our recommendations are reflected in that letter. In short, there is a strong consensus to select a long tunnel alternative with a portal to the east of Avalon Way. In this letter we wanted to give some additional context.

Our family is established in West Seattle. We have performed extensive renovations on our house to fit our needs. Our one-year-old daughter is enrolled in daycare in West Seattle. We have extended family living next door to us, a single mother and her 9-year-old daughter who attends Lafayette Elementary School. We are surrounded by our support network of close friends and neighbors. We are one block from a C-line stop that we use to commute. Given the difficulty of finding a replacement home that matches these attributes, forced relocation would lead to significant emotional and financial hardship. All 60+ of our neighbors who have signed the letter have similar stories to tell about how their lives will be upended if they are displaced by WSBL construction.

The Avalon neighborhood has a history of being fragmented by large-scale transportation projects. In the early 1960s, a freeway ramp was constructed from 35th and Fauntleroy to the Spokane St drawbridge. Dozens of homes were demolished, SW Andover St was permanently closed west of SW 32nd St, and the Avalon/Belvidere neighborhood was permanently split into two pieces. The destruction of homes and businesses for freeway construction is now widely considered to have been a mistake.

The proposed elevated alternatives amount to doubling down on the mistake that was made sixty years ago. All of the elevated alternatives will result in the demolition of dozens of homes in the Avalon neighborhood and a further fracturing of the neighborhood into pieces.

Fortunately, the board can make an easy choice to bring fast, rapid transit to our neighborhood while avoiding unnecessary demolition and relocation. Longer tunnel options offer additional advantages including a lower guideway over Longfellow Creek and a lower height of the Delridge Station. Therefore, we recommend the following:

(1) We request that Sound Transit study a longer tunnel alternative along the Yancy-Avalon routing, with a tunnel portal located to the east of Avalon Way and to the north of Yancy St. Combined with the removal of the Avalon Station, we expect that this alternative will be cost competitive with the Medium Tunnel/41st St alternative.

(2) We request that the preferred tunnel alternative be considered without the Avalon Station, to avoid the excessive cost of two underground stations.

(3) We recommend that the Sound Transit board select a long tunnel preferred alternative.

(4) We support an underground Avalon Station, but recognize that it is the most logical component to drop, especially given the overlapping walkshed with the Junction station.

Signed,

Joe + Beth Boomgard-Zagrodnik

4009 32nd Ave SW

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>We are a family located at 4009 32nd Ave SW which is directly in the path of the "Medium Tunnel" alternative (DEL-6/WSJ-5). We strongly support the letter that we submitted on behalf of the Avalon neighborhood and our recommendations are reflected in that letter. In short, there is a strong consensus to select a long tunnel alternative with a portal to the east of Avalon Way. In this letter we wanted to give some additional context. Our family is established in West Seattle. We have performed extensive renovations on our house to fit our needs. Our one-year-old daughter is enrolled in daycare in West Seattle. We have extended family living next door to us, a single mother and her 9-year-old daughter who attends Lafayette Elementary School. We are surrounded by our support network of close friends and neighbors. We are one block from a C-line stop that we use to commute. Given the difficulty of finding a replacement home that matches these attributes, forced relocation would lead to significant emotional and financial hardship. All 60+ of our neighbors who have signed the letter have similar stories to tell about how their lives will be upended if they are displaced by WSBLE construction.</p>	<p>Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>
2	<p>The Avalon neighborhood has a history of being fragmented by large-scale transportation projects. In the early 1960s, a freeway ramp was constructed from 35th and Fauntleroy to the Spokane St drawbridge. Dozens of homes were demolished, SW Andover St was permanently closed west of SW 32nd St, and the Avalon/Belvidere neighborhood was permanently split into two pieces. The destruction of homes and businesses for freeway construction is now widely considered to have been a mistake. The proposed elevated alternatives amount to doubling down on the mistake that was made sixty years ago. All of the elevated alternatives will result in the demolition of dozens of homes in the Avalon neighborhood and a further fracturing of the neighborhood into pieces.</p>	<p>Please see responses to CC4.1b and CC4.4a in Table 7-1.</p>
3	<p>Fortunately, the board can make an easy choice to bring fast, rapid transit to our neighborhood while avoiding unnecessary demolition and relocation. Longer tunnel options offer additional advantages including a lower guideway over Longfellow Creek and a lower height of the Delridge Station. Therefore, we recommend the following: (1) We request that Sound Transit study a longer tunnel alternative along the Yancy-Avalon routing, with a tunnel portal located to the east of Avalon Way and to the north of Yancy St. Combined with the removal of the Avalon Station, we expect that this alternative will be cost competitive with the Medium Tunnel/41st St alternative. (2) We request that the preferred tunnel alternative be considered without the Avalon Station, to avoid the excessive cost of two underground stations. (3) We recommend that the Sound Transit board select a long tunnel preferred alternative. (4) We support an underground Avalon Station, but recognize that it is the most logical component to drop, especially given the overlapping walkshed with the Junction station.</p>	<p>Please see responses to CCG2 and CC2j in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0931

Communication ID:	Name	Email
503803	Micha Kopp	m2kopp@msn.com

Full Communication (4/28/2022)

Michael Kopp Draft EIS Comment

Thank you for the opportunity to comment on the Ballard - West Seattle Draft EIS as Sound Transit seeks community input on the proposed light rail line.

I am a resident of downtown Seattle, residing in the 5th and Madison Condominium Tower located at 5th and Madison. Note that the intersection of 5th and Madison, the location of our condominium tower, is the nexus for extensive street closure and adjacent to a proposed station at 4th and Madison (currently Bartell Drugs).

I am a staunch proponent of light rail and have been a frequent user of the Link line from downtown Seattle to SeaTac and return.

I offer the following general comments on the project as well as specific comments as to potential impacts on our residential condominium.

General

The need and design of the West Seattle - Ballard line has been predicated on the daily commute of a downtown workforce that most likely no longer exists as remote work has become an accepted and even promoted acceptable form of work.

Do the ridership calculations and therefore project justification hold up in the new work environment? If there are major changes in ridership projections is a different approach more viable---such as rapid bus service from a SODO station to Westlake Center (THE Station common to the Northgate-SeaTac line, the Eastside Line, and a Ballard line).

The various ST Link light rail projects have been significantly impacted by ongoing supply chain and escalating cost issues.

Given this and the likelihood such issues will continue for an extended period of time is a deep or even shallow bore tunnel the best return on investment of taxpayer dollars?

ST lists the 5th Ave tunnel as the preferred alternative to the 6th Ave tunnel. However, I note the 6th Ave tunnel is rough of order of magnitude similar in cost, much less disruptive to downtown traffic due to fewer and shorter closures involving main arterials, and a midtown station is much closer to the high population growth First Hill area where medical facility workers cannot work remotely as they are needed to staff the growing medical campuses. Additionally, planned construction and closures along 5th Ave will significantly adversely impact some the important Seattle attractions that remain crucial to reviving downtown---such as the 5th Ave Theater. Thus, I urge ST and the ST Board to more seriously consider the benefits of the 6th Ave routing.

Specific

The potential adverse impacts on the approximately 200 residents of the 5th and Madison condominium are significant.

Ingress/Egress to Our Parking Garage

Depending the depth of tunnel chosen the potential extended partial and or full street closures for both Madison Ave and 5th Ave if the preferred alternative is chosen limit our ability to access our parking garage. Additional access questions are raised for utility vehicles such as sanitation and recycling pick up, work vendors, moving vans, and emergency responders.

Construction Noise

ST needs to consider the impact of construction noise on both the commercial and residential occupants in the area. The timeline of the Link light rail construction impact is years in length and subject to extended delays. The 5M community is already experiencing increased noise from the delays in completing the the Metro Madison Rapid Ride Line---the potential for extended delays with the Link light rail project is much higher as the project is more complex.

Appendix O. Draft EIS Comment Summary and Response to Comments

Environmental

ST is planning to have ventilation exhaust stacks directly above the preferred alternative station planned at 4th and Madison (the current Bartell's location). These ventilation stacks have the potential to both disrupt the current open plaza as well as vent polluted air into the environment immediately adjacent to a residential building. If the preferred alternative is chosen with the station located at 4th and Madison ST should be required to mitigate environmental air concerns with scrubbers as well as address any noise issues from the running of exhaust fans.

Public Safety

Crime in the greater downtown area is significantly increased from several years ago. The number of downtown residents living on the streets has also dramatically increased---with many more sidewalk tent encampments crowding downtown sidewalks. The areas surrounding the main King County Library, immediately adjacent to the proposed 4th and Madison station access point is an overnight sleeping destination for many downtown residents without alternative housing. All this points to the potential for more crime in the area of the proposed 4th and Madison station. ST along with the City of Seattle police and government need to plan for and be committed to not allowing this area to be a nexus of crime committed against Link users.

Thank you again for the opportunity to comment.

Michael Kopp

909 5th Avenue

Seattle, WA98164

#	Comments	Responses
1	The need and design of the West Seattle - Ballard line has been predicated on the daily commute of a downtown workforce that most likely no longer exists as remote work has become an accepted and even promoted acceptable form of work. Do the ridership calculations and therefore project justification hold up in the new work environment? If there are major changes in ridership projections is a different approach more viable---such as rapid bus service from a SODO station to Westlake Center (THE Station common to the Northgate-SeaTac line, the Eastside Line, and a Ballard line). The various ST Link light rail projects have been significantly impacted by ongoing supply chain and escalating cost issues. Given this and the likelihood such issues will continue for an extended period of time is a deep or even shallow bore tunnel the best return on investment of taxpayer dollars?	Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	ST lists the 5th Ave tunnel as the preferred alternative to the 6th Ave tunnel. However, I note the 6th Ave tunnel is rough of order of magnitude similar in cost, much less disruptive to downtown traffic due to fewer and shorter closures involving main arterials, and a midtown station is much closer to the high population growth First Hill area where medical facility workers cannot work remotely as they are needed to staff the growing medical campuses. Additionally, planned construction and closures along 5th Ave will significantly adversely impact some the important Seattle attractions that remain crucial to reviving downtown---such as the 5th Ave Theater. Thus, I urge ST and the ST Board to more seriously consider the benefits of the 6th Ave routing.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Depending the depth of tunnel chosen the potential extended partial and or full street closures for both Madison Ave and 5th Ave if the preferred alternative is chosen limit our ability to access our parking garage. Additional access questions are raised for utility vehicles such as sanitation and recycling pick up, work vendors, moving vans, and emergency responders.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	ST needs to consider the impact of construction noise on both the commercial and residential occupants in the area. The timeline of the Link light rail construction impact is years in length and subject to extended delays. The 5M community is already experiencing increased noise from the delays in completing the the Metro Madison Rapid Ride Line--the potential for extended delays with the Link light rail project is much higher as the project is more complex.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	ST is planning to have ventilation exhaust stacks directly above the preferred alternative station planned at 4th and Madison (the current Bartell's location). These ventilation stacks have the potential to both disrupt the current open plaza as well as vent polluted air into the environment immediately adjacent to a residential building. If the preferred alternative is chosen with the station located at 4th and Madison ST should be required to mitigate environmental air concerns with scrubbers as well as address any noise issues from the running of exhaust fans.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Crime in the greater downtown area is significantly increased from several years ago. The number of downtown residents living on the streets has also dramatically increased--with many more sidewalk tent encampments crowding downtown sidewalks. The areas surrounding the main King County Library, immediately adjacent to the proposed 4th and Madison station access point is an overnight sleeping destination for many downtown residents without alternative housing. All this points to the potential for more crime in the area of the proposed 4th and Madison station. ST along with the City of Seattle police and government need to plan for and be committed to not allowing this area to be a nexus of crime committed against Link users.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0932

Communication ID:	Name	Email
503804	Mike Campagnaro	Gina100@comcast.net

Full Communication (4/28/2022)

Mike Campagnaro Draft EIS Comment

Very nice. Tina Huston

On Apr 28, 2022, at 10:51 AM, gina100@comcast.net wrote:

?

To: Sound Transit and Sound Transit Board Opening Statement:

Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction).

Note: Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station.

Concerns with Draft EIS Alternatives:

The Draft EIS is focused on Construction Costs for its preferred alternatives versus Total Cost based on community impacts. The impacts of non-construction costs should be quantified in monetary terms and added to each of the options to represent a clear "Total Cost" (Construction Cost and Non Construction Cost Value). Light Rail is a long term investment! This evaluation should not be shortsighted and based on Construction Costs alone! Low cost does not translate to being the best alternative. The non-construction impact costs include, but are not limited, to the following:

Impact to existing and/or adjoining residential neighborhood areas in terms housing demo. Elimination of livability for adjoining neighborhoods in terms of noise, view obstructions (guideway locations and guideway heights).

Loss of existing and/or established housing and/or living units (condos/apts.). Loss of Rental Assisted Housing (RAH).

Cost and Timeframe to replace housing eliminated by each alignment option especially RAH.

Recommendations:

Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations.

Pursue alignment options that have lower level stations for ease of accessibility.

Pursue alignment options that lessen the impact/livability to existing (including adjoining) residential/neighborhood areas by reducing infrastructure obstructions as much as possible. Pursue alignment options that do not substantially reduce the existing built housing inventory. The Tunnel alternatives in the draft EIS mitigate/reduce several of the negative impacts listed above.

Conclusion:

This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ- 3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued.

Thank you for the opportunity to comment. Sincerely,

Mike Campagnaro,

Family living within 4700 Block of 38th Avenue SW.

Also have received notice from Sound Transit that certain other owned properties may be potentially affected.

206-354-5235

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction).	Thank you for expressing support for the West Seattle Link Extension.
2	Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station.	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS, for a description of how the Draft EIS alternatives were developed.
3	<p>The Draft EIS is focused on Construction Costs for its preferred alternatives versus Total Cost based on community impacts. The impacts of non-construction costs should be quantified in monetary terms and added to each of the options to represent a clear "Total Cost" (Construction Cost and Non Construction Cost Value). Light Rail is a long term investment! This evaluation should not be shortsighted and based on Construction Costs alone! Low cost does not translate to being the best alternative. The non-construction impact costs include, but are not limited, to the following: Impact to existing and/or adjoining residential neighborhood areas in terms housing demo.</p> <p>Elimination of livability for adjoining neighborhoods in terms of noise, view obstructions (guideway locations and guideway heights). Loss of existing and/or established housing and/or living units (condos/apts.). Loss of Rental Assisted Housing (RAH). Cost and Timeframe to replace housing eliminated by each alignment option especially RAH. Recommendations: Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations. Pursue alignment options that have lower level stations for ease of accessibility. Pursue alignment options that lessen the impact/livability to existing (including adjoining) residential/neighborhood areas by reducing infrastructure obstructions as much as possible. Pursue alignment options that do not substantially reduce the existing built housing inventory. The Tunnel alternatives in the draft EIS mitigate/reduce several of the negative impacts listed above. Conclusion: This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued.</p>	Please see responses to CCG2, CCG3, CC2e, CC4.1b, CC4.4a, and CC4.4b in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital, operation, and maintenance costs of the alternatives. Capital cost includes anticipated mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0933

Communication ID:	Name	Email
503805	Tina Huston	thuston@jmfinancialstrategies.com

Full Communication (4/28/2022)

Tina Huston Draft EIS Comment

Very nice.

Tina Huston

On Apr 28, 2022, at 10:51 AM, gina100@comcast.net wrote:

To: Sound Transit and Sound Transit Board Opening Statement:

Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction).

Note: Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station.

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Cost and Timeframe to replace housing eliminated by each alignment option especially RAH.

Recommendations:

Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations.

Pursue alignment options that have lower level stations for ease of accessibility.

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Conclusion:

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Thank you for the opportunity to comment. Sincerely,

Mike Campagnaro,

Family living within 4700 Block of 38th Avenue SW.

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206-354-5235

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
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Comment Submittal 0934

Communication ID:	Name	Email
503812	Terese Machmiller	temachmiller@gmail.com

Full Communication (4/28/2022)

Terese Machmiller Draft EIS Comment

re-sending, meant to send from my personal email:

Overview: Integrity & Trust

ST has shown a cavalier disregard for the legitimate benefits of gondola versus light rail in West Seattle, including eschewing an open-minded review by experts qualified to speak to gondola technical feasibility, obfuscating facts in the DEIS, and failing to acknowledge contemporary advances in transit modes highlighting gondolas as an area of extreme opportunity, especially for highly dense, hilly areas with commercial waterways such as many places in the Seattle metropolitan area and such as a growing number of communities are considering world-wide.

A reasonable, transparent staff would take a solid, due-diligence look at gondola, and nearly guaranteed would see that this better serves the WS peninsula in virtually EVERY way; preserves our precious real estate and habitats; vastly reduces our carbon footprint; delivers a DECADE earlier; and frees up \$2B to serve other urgent transit needs especially in under-served communities.

WHY would ST not opt for a superior solution that lays groundwork to serve expanded communities?

Real Estate costs

LR (light rail) downplays devastation on 1000-2000+ residents & business demolitions and lack of local relocation ability (4.2.1.3, 4.2.1.7/8), wildlife (including protected heron & osprey populations and other wetland, bird and salmon habitats) and green spaces, ALL nearly entirely mitigated by aerial gondola system.

Homes/businesses will not easily/feasibly re-locate nearby ('within the project vicinity) due to Relocation will likely impact their credit scores/business forecast, reduce borrowing

Property value estimates will likely be far below actual market prices in our historically hot real estate market

Virtually no real estate inventory for nearby relocation

Relocation outside the immediate area puts MORE transportation burden on the beleaguered WS community

Those remaining in the area will have a massive up to 150' rail guide carting travelers across their City/Sound views with resulting privacy loss; gondola has mist-able windows for privacy taking up a tiny fraction of the visual landscape, with a fraction of the noise pollution both in construction and operation (4.2.11, 4.2.4.3, 4.2.5.3.3)

Though hard to decipher from ST's vague notices, many beloved businesses likely to be demolished - Trader Joes, beautiful 'new' YMCA building, Skylark Cafe, Tom's Auto, to name a scant few. Others, such as very new apartment buildings, would be razed at significant replacement cost. NONE of this is necessary with a gondola system.

Environmental Impact, (1.2.2.6)

Appendix L4.6 carbon footprint estimates are extremely under-stated as they omit sizable construction and rebuilding of displaced structures.

SkyLink would provide reliable, grade separate public transit some TEN YEARS earlier than LR for a fraction of carbon footprint strongly aiding 30% reduction by 2035 goal.

Removing trees, physical disturbance of construction and soil on the Pigeon Point hill will increase instability and likelihood of landslides compared to vastly lighter weight gondola system (4.2.9, 4.2.11, 4.2.17)

Likewise, soil impacts with the high-impact LR construction (4.2.11) have major risk of shifting in general and in an earthquake; Lighter weight gondola is safer in virtually all contexts including floods, ice/snow.

Equity

ST ignores high-capacity transit needs in lower income/BIPOC areas (eg South Park, Westwood, White Center). LR along Duwamish paired with gondola to WS hilly, dense areas (Alaska Jen, Avaln, N. Delridge) could be done for same price as LR into those WS areas with vastly improved transit services

Transit Mode review: Chapter 2 ignores compelling options

Appendix O. Draft EIS Comment Summary and Response to Comments

Since 2014 feeder lines are considered connecting areas to LR spine via gondola such as Kirkland's current review.

Chapter 2.8.2.1.1: costs have skyrocketed 2-3x from earlier estimates, triggering vote-free realignment consideration (Section 2)

Does not address extending the travel burden added to years of no usable high bridge (4.2.4.4) Does not compare station footprints such as in the Alaska Junction to a fraction of the space needed for gondola station (4.2.5.4)

Traveler experience (3.4.3.3.1) inaccurate depiction; per gondola experts, fewer stories to traverse at stations.

PLEASE LISTEN AND ACT for the best interested of the West Seattle Peninsula.

Terese Machmiller

Cell 206.890.2277

#	Comments	Responses
1	<p>ST has shown a cavalier disregard for the legitimate benefits of gondola versus light rail in West Seattle, including eschewing an open-minded review by experts qualified to speak to gondola technical feasibility, obfuscating facts in the DEIS, and failing to acknowledge contemporary advances in transit modes highlighting gondolas as an area of extreme opportunity, especially for highly dense, hilly areas with commercial waterways such as many places in the Seattle metropolitan area and such as a growing number of communities are considering world-wide. A reasonable, transparent staff would take a solid, due-diligence look at gondola, and nearly guaranteed would see that this better serves the WS peninsula in virtually EVERY way; preserves our precious real estate and habitats; vastly reduces our carbon footprint; delivers a DECADE earlier; and frees up \$2B to serve other urgent transit needs especially in under-served communities. WHY would ST not opt for a superior solution that lays groundwork to serve expanded communities? Real Estate costs LR (light rail) downplays devastation on 1000-2000+ residents & business demolitions and lack of local relocation ability (4.2.1.3, 4.2.1.7/8), wildlife (including protected heron & osprey populations and other wetland, bird and salmon habitats) and green spaces, ALL nearly entirely mitigated by aerial gondola system. Homes/businesses will not easily/feasibly re-locate nearby ('within the project vicinity) due to Relocation will likely impact their credit scores/business forecast, reduce borrowing Property value estimates will likely be far below actual market prices in our historically hot real estate market Virtually no real estate inventory for nearby relocation Relocation outside the immediate area puts MORE transportation burden on the beleaguered WS community Those remaining in the area will have a massive up to 150' rail guide carting travelers across their City/Sound views with resulting privacy loss; gondola has mist-able windows for privacy taking up a tiny fraction of the visual landscape, with a fraction of the noise pollution both in construction and operation (4.2.11, 4.2.4.3, 4.2.5.3.3) Though hard to decipher from ST's vague notices, many beloved businesses likely to be demolished - Trader Joes, beautiful 'new' YMCA building, Skylark Cafe, Tom's Auto, to name a scant few. Others, such as very new apartment buildings, would be razed at significant replacement cost. NONE of this is necessary with a gondola system. Environmental Impact, (1.2.2.6) Appendix L4.6 carbon footprint estimates are extremely under-stated as they omit sizable construction and rebuilding of displaced structures.</p>	<p>Please see responses to CC1c, CC2g, CC4.1b, CC4.1c, CC4.6a, CC4.9b, and CC4.11a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. See Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>Skylink would provide reliable, grade separate public transit some TEN YEARS earlier than LR for a fraction of carbon footprint strongly aiding 30% reduction by 2035 goal. Removing trees, physical disturbance of construction and soil on the Pigeon Point hill will increase instability and likelihood of landslides compared to vastly lighter weight gondola system (4.2.9, 4.2.11, 4.2.17) Likewise, soil impacts with the high-impact LR construction (4.2.11) have major risk of shifting in general and in an earthquake; Lighter weight gondola is safer in virtually all contexts including floods, ice/snow.</p> <p>Equity ST ignores high-capacity transit needs in lower income/BIPOC areas (eg South Park, Westwood, White Center). LR along Duwamish paired with gondola to WS hilly, dense areas (Alaska Jen, Avaln, N. Delridge) could be done for same price as LR into those WS areas with vastly improved transit services Transit Mode review: Chapter 2 ignores compelling options Since 2014 feeder lines are considered connecting areas to LR spine via gondola such as Kirkland's current review. Chapter 2.8.2.1.1 • costs have skyrocketed 2-3x from earlier estimates, triggering vote-free realignment consideration (Section 2) Does not address extending the travel burden added to years of no usable high bridge (4.2.4.4) Does not compare station footprints such as in the Alaska Junction to a fraction of the space needed for gondola station (4.2.5.4) Traveler experience (3.4.3.3.1) inaccurate depiction; per gondola experts, fewer stories to traverse at stations.</p>	

Comment Submittal 0935

Communication ID:	Name	Email
503815	Jeff Meyer	jeff.meyer234@gmail.com

Full Communication (4/28/2022)

Jeff Meyer Draft EIS Comment

Please consider my comments for the West Seattle and Ballard Link DEIS as follows:

A. General Comments

1. As a recent resident of the Cascade neighborhood, the alignment for the South Lake Union station is disappointing to me. As one of the densest residential neighborhoods within the city, it seems that the residents here are being treated as an afterthought with station alignments as far west as SR99. Placing the stations this far west removes a huge residential population from the 10-minute station walk shed, and unless King County Metro opens a east-west transit route along the Mercer Street corridor, keeps the Cascade and Eastlake population segregated from reasonable light rail connection. I urge Sound Transit to consider station alignments closer to the intersection of Westlake and Mercer to have more reasonable transit connections for the residents of the Cascade neighborhood. I believe doing so would increase ridership and help the Puget Sound region to achieve its climate goals by getting more single- occupancy vehicles off of the road in an already transit-starved area.

2. I would also like to address station transfers downtown. Current alignments have extremely deep stations that create long transfer and/or surface-to-platform times. I believe that this is the wrong move, and that Sound Transit should reconsider its deep-bore stations to create the best experience for riders. Furthermore, station access should be designed with pedestrians and cyclists in mind first, as well as connections to existing transit in station areas.

3. Additionally, I would ask that Sound Transit design the system with future expansion in mind. would like to see terminal stations along the lines designed in such a way that should future light rail projects be approved by voters, work can easily begin to connect and expand existing lines. Ballard station should be able to accommodate a northern expansion to Greenwood, or east to Wallingford, and beyond. This would save the agency time, money, and effort during future system expansion design.

B. Detailed Comments**1. West Seattle Link**

a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

2. Ballard Link

a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID- 1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface

access.

d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

Appendix O. Draft EIS Comment Summary and Response to Comments

f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].

h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

i. Ballard: Continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Thank you,

Jeff Meyer

#	Comments	Responses
1	As a recent resident of the Cascade neighborhood, the alignment for the South Lake Union station is disappointing to me. As one of the densest residential neighborhoods within the city, it seems that the residents here are being treated as an afterthought with station alignments as far west as SR99. Placing the stations this far west removes a huge residential population from the 10-minute station walk shed, and unless King County Metro opens a east-west transit route along the Mercer Street corridor, keeps the Cascade and Eastlake population segregated from reasonable light rail connection. I urge Sound Transit to consider station alignments closer to the intersection of Westlake and Mercer to have more reasonable transit connections for the residents of the Cascade neighborhood. I believe doing so would increase ridership and help the Puget Sound region to achieve its climate goals by getting more single-occupancy vehicles off of the road in an already transit-starved area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	I would also like to address station transfers downtown. Current alignments have extremely deep stations that create long transfer and/or surface-to-platform times. I believe that this is the wrong move, and that Sound Transit should reconsider its deep-bore stations to create the best experience for riders. Furthermore, station access should be designed with pedestrians and cyclists in mind first, as well as connections to existing transit in station areas.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Additionally, I would ask that Sound Transit design the system with future expansion in mind. I would like to see terminal stations along the lines designed in such a way that should future light rail projects be approved by voters, work can easily begin to connect and expand existing lines. Ballard station should be able to accommodate a northern expansion to Greenwood, or east to Wallingford, and beyond. This would save the agency time, money, and effort during future system expansion design.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
5	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
6	d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1.
7	a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	g. Smith Cove- Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	h. Interbay- Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	i. Ballard: Continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0936

Communication ID:	Name	Email
503830	Wayne Machmiller	wmachmiller@gmail.com

Full Communication (4/28/2022)

Wayne Machmiller Draft EIS Comment

Following are some points I believe strongly support Sound Transit taking far more seriously a gondola system versus light rail for connecting West Seattle to the SODO light rail spine.

1. Transparency and Truthfulness

a) Sound Transit is obstructing fair, full and truthful discussion among the public on the gondola option, instead opting to bulldoze the way forward with their original proposal, which no longer makes the best sense for the best interest of the West Seattle peninsula. They have done the least amount of effort possible to make it seem they have given the gondola system a fair review, when the opposite is true. Sound Transit owes it to West Seattle residents, workers and business owners to hire a reputable firm with legitimate expertise in traffic solutions that include gondola systems. If the feasibility comes in as outlined on the West Seattle Skylink chart comparing gondola to light rail for West Seattle, Sound Transit would be remiss in their duty to not move to that option.

2. Environment:

a) Light rail's tree removal, physical disturbance of construction and soil on the steeply hilly terrain will decrease stability, raising risks of landslides. Not a concern with the gondola system (4.2.9, 4.2.11, 4.2.17)

b) This will also increase risks of damage to properties, rail riders and travelers from flooding, ice and snow. (4.2.11)

c) Gondola would serve more reliably, safely, independently from competing traffic, and ten years earlier a fraction of every measurable cost.

d) Gondola carbon neutral footprint will materially aid the City's goal of reducing carbon footprint by 30% by 2035.

e) Sound Transit ignores the impact on wildlife (heron, osprey, other wetland bird and sea life habitats) and green spaces. The gondola will have minimal to no such impact.

3. Comparing light rail to gondola:

a) Sound Transit misguides readers: In fact, the gondola is being recommended for local, not regional connections, such as what Kirkland is seriously considering.

b) Sound Transit is exceedingly vague on 1000-2000 people losing their home, business or job. The Gondola has zero such cost, from every angle this is huge: human stress and suffering in lost space, more upheaval in unnecessary extra construction, more stuck traffic. (4.2.1.3, 4.2.1.7/8)

c) Sound Transit ignores major costs such as light stations taking two half blocks versus one quarter block for gondola - and the latter can be constructed among existing infrastructure - a critical factor in dense spots such as the Alaska Junction. (4.2.5.4)

d) Sound Transit misleads the public by saying a new vote would be required: with light rail cost estimates now spiked up by 200-300%, realignment has been triggered (Section 2). No voter input required.

e) Sound Transit inaccurately describes light rail as easier for travelers. In fact, the gondola would have fewer stories at loading stations. (3.4.3.3.1)

f) Sound Transit ignores the increased traffic nightmares West Seattle travelers will suffer for many extra years, nor acknowledges that a gondola would represent a vastly less degree of traffic impacts in both construction and operation, and be ready ten years earlier. (4.2.4.4)

4. Real Estate costs

a) Sound Transit falsely suggests that displaced victims will be able to re-locate 'within the project vicinity' - their businesses will take a severe hit in the disruption and relocation which will affect their customer service and credit attractiveness; they won't be reimbursed at what value the live market would escalate to; and there's a historically low real estate inventory now and for the foreseeable future.

b) Sound Transit is pitching a rail guide up to 15 stories which will be a massive view-stealer all over the city; will be significantly noisier in its operation, and steal privacy from remaining dwellers. These costs will greatly impact

Appendix O. Draft EIS Comment Summary and Response to Comments

property values, especially in West Seattle, all vastly minimized with the gondola which has misting privacy glass, a fraction of the mass and noise to build and operate. (4.2.11, 4.2.4.3, 4.2.5.3.3)

c) Sound Transit has made it very hard for the public to understand who will be displaced, by vaguely posing several potential options, and listing addresses instead of business names. If the likely property victims were to spend precious hours weeding through the fine print to learn their status, and would then lobby for public support, the outcry would be much greater sooner than later. All a non-issue with the gondola system.

5. Maximizing Services

a) If Sound Transit cared for the best travel mode for the most people, the gondola system would free up \$2 billion to apply towards other high-need areas, such as White Center, Westwood Village, Highland Park, South Seattle College, Georgetown.

Wayne Machmiller, 35 year resident of West Seattle, Director of Construction Services, Transforming Age

#	Comments	Responses
1	<p>a) Sound Transit is obstructing fair, full and truthful discussion among the public on the gondola option, instead opting to bulldoze the way forward with their original proposal, which no longer makes the best sense for the best interest of the West Seattle peninsula. They have done the least amount of effort possible to make it seem they have given the gondola system a fair review, when the opposite is true. Sound Transit owes it to West Seattle residents, workers and business owners to hire a reputable firm with legitimate expertise in traffic solutions that include gondola systems. If the feasibility comes in as outlined on the West Seattle Skylink chart comparing gondola to light rail for West Seattle, Sound Transit would be remiss in their duty to not move to that option. Environment: a) Light rail's tree removal, physical disturbance of construction and soil on the steeply hilly terrain will decrease stability, raising risks of landslides. Not a concern with the gondola system (4.2.9, 4.2.11, 4.2.17) b) This will also increase risks of damage to properties, rail riders and travelers from flooding, ice and snow. (4.2.11) c) Gondola would serve more reliably, safely, independently from competing traffic, and ten years earlier a fraction of every measurable cost. d) Gondola carbon neutral footprint will materially aid the City's goal of reducing carbon footprint by 30% by 2035. e) Sound Transit ignores the impact on wildlife (heron, osprey, other wetland bird and sea life habitats) and green spaces. The gondola will have minimal to no such impact. Comparing light rail to gondola: a) Sound Transit misguides readers: In fact, the gondola is being recommended for local, not regional connections, such as what Kirkland is seriously considering. b) Sound Transit is exceedingly vague on 1000-2000 people losing their home, business or job. The Gondola has zero such cost, from every angle this is huge: human stress and suffering in lost space, more upheaval in unnecessary extra construction, more stuck traffic. (4.2.1.3, 4.2.1.7/8) c) Sound Transit ignores major costs such as light stations taking two half blocks versus one quarter block for gondola - and the latter can be constructed among existing infrastructure - a critical factor in dense spots such as the Alaska Junction. (4.2.5.4) d)</p>	<p>Please see response to CC2g, CC4.1b, CC4.5a, CC4.6a, CC4.9a, CC4.9b, and CC4.11a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.9, Ecosystems, for more information on impacts to wildlife and habitat, avoidance and minimization measures, and proposed mitigation. See Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on station access and Section 3.11, Construction Impacts, of the Final EIS for more information on traffic impacts during construction related to road closures. Sound Transit notified potentially affected property owners prior to the Draft EIS</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>Sound Transit misleads the public by saying a new vote would be required: with light rail cost estimates now spiked up by 200-300%, realignment has been triggered (Section 2). No voter input required. e) Sound Transit inaccurately describes light rail as easier for travelers. In fact, the gondola would have fewer stories at loading stations. (3.4.3.3.1) f) Sound Transit ignores the increased traffic nightmares West Seattle travelers will suffer for many extra years, nor acknowledges that a gondola would represent a vastly less degree of traffic impacts in both construction and operation, and be ready ten years earlier. (4.2.4.4) Real Estate costs a) Sound Transit falsely suggests that displaced victims will be able to re-locate 'within the project vicinity' - their businesses will take a severe hit in the disruption and relocation which will affect their customer service and credit attractiveness; they won't be reimbursed at what value the live market would escalate to; and there's a historically low real estate inventory now and for the foreseeable future.</p>	
	<p>b) Sound Transit is pitching a rail guide up to 15 stories which will be a massive view-stealer all over the city; will be significantly noisier in its operation, and steal privacy from remaining dwellers. These costs will greatly impact property values, especially in West Seattle, all vastly minimized with the gondola which has misting privacy glass, a fraction of the mass and noise to build and operate. (4.2.11, 4.2.4.3, 4.2.5.3.3) c) Sound Transit has made it very hard for the public to understand who will be displaced, by vaguely posing several potential options, and listing addresses instead of business names. If the likely property victims were to spend precious hours weeding through the fine print to learn their status, and would then lobby for public support, the outcry would be much greater sooner than later. All a non-issue with the gondola system.</p> <p>Maximizing Services a) If Sound Transit cared for the best travel mode for the most people, the gondola system would free up \$2 billion to apply towards other high-need areas, such as White Center, Westwood Village, Highland Park, South Seattle College, Georgetown.</p>	<p>publication in the fall of 2021 and prior to publication of the Final EIS. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on property acquisition. See Appendix L4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for updated information on relocation opportunities.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0937

Communication ID:	Name	Email
503841	Ray Dubicki	raydubicki@mac.com

Full Communication (4/28/2022)

Ray Dubicki Draft EIS Comment

Thank you for the opportunity to comment on the West Seattle Ballard Link Extension Draft Environmental Impact Statement. This comment includes three parts: DEIS Process and Document Comments, General Design Comments, and Specific Station Comments, followed by a summary conclusion.

DEIS Process and Document Comments:

The point of an EIS is for an agency to pause and show its work. WAC 197-11-400 (4) states "The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." The code mentions that an EIS is not performative, it should be concise and clear. "The volume of an EIS does not bear on its adequacy. Larger documents may even hinder the decision making process."

The WSBLE DEIS is comprised of 2,300 pages. Electronically, that's 300MB spread across 21 files. There's not just an executive summary, but also a summary of that as Front Matter and fact sheet.

I am an advocate for Ballard and writer for The Urbanist. For the last four months, I've been working to get people to respond to this document. My first comment is: it should not have been this hard. Re-release the WSBLE Draft EIS with clear, concise images and descriptions that fulfill the intent of SEPA and show Sound Transit's work to develop these alternatives.

Sound Transit did a lot of work to put the details in front of folks, including meetings and broadcasts. But the outreach paled in comparison to the heft of the document itself. The document was unclear on three very important points:

Light Rail extensions to West Seattle and Ballard are two separate projects.

Completion of the extensions will result in a significant realignment of the existing Link line, essentially "breaking the backbone" of the system and sending Ballard to Tacoma and West Seattle to Everett via downtown.

This document will be amended and supplemented as designs are refined.

Such important information is lost in the 2,300 pages. Without those top-line descriptions, it is very difficult to understand why the new downtown tunnel has to start so deep and chase topography up the hill. It's difficult to parse out the weird diagrams of splicing lines together with existing lines. And it's hard to care when it feels like impossible to navigate stations in the center of the earth are a fait accompli.

When someone asked "what will a Ballard station look like?" I could not direct them to a single website or page specifying options for each station. I had to direct them to download one of those 21 documents, turn to page whatever, and start reading. This is not accessible. The page with those 21 separate documents was very thin on the information inside each one. And there was nothing that gave a clear, concise description of the whole project, or to be truthful, pair of projects.

Sound Transit has not helped itself with access to information and responses to questions about these topics.

Through The Urbanist and Seattle Subway, advocates have requested clarification on the DEIS. Specific requests were made to clarify how Sound Transit determined the new routes had to go under the existing routes, what was used to determine transfer times between stations, and what factors brought tunnels to cost parity with bridges. We were met with incomplete or non-existent answers. And we were trying to help get people to comment, which is kind of a slap in the face.

The overall result is a draft EIS that doesn't fulfill the letter, spirit, or stated intent of SEPA, as stated in WAC 197-11-400. The WSBLE draft EIS obscures instead of clarifies, blocks instead of reveals, and fails to provide the most basic information to the public.

General Design Comments:

Appendix O. Draft EIS Comment Summary and Response to Comments

I want to echo The Urbanist and Seattle Subway in the design principles that should be guiding Sound Transit's work on developing the West Seattle Ballard Link Extension.

First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.

Build the system to maximize ridership. Design a good rider experience and ridership will follow.

The most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby.

Design the system to be easy to expand. Ideally, ST3 is not the end. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development (TOD) program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.

Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

Don't shy away from big investments where there is a high return. We are most concerned building this correctly. Without completely dismissing costs, it is very possible to build a strong system with generational impacts. Controlling costs, not avoiding them, is key to avoiding delays to these much-needed transit lines.

Specific Station comments:

My work has been on areas around stations in the north end of the Ballard extension, so I will focus my comments on those. As a resident of Ballard, I firmly believe that light rail in this area will be transformative, particularly if it is completed correctly and soon. As an advocate for smart, forward-looking development in this neighborhood, I firmly endorse a bold vision for extending light rail to Northwest Seattle. That should include keeping the trains as a visible, integrated part of the neighborhood.

Most importantly, these three stations cannot become terminus stations. They cannot be sited or developed in a way that allows drivers to come in from a wide area, park, and get on the train to downtown. An example of such stations are the Branch Avenue, Suitland, Naylor Road, and Southern Avenue stations on the Washington DC Green Line. While those stations have some employment around them, they are often packed with people coming in from the suburbs to park and ride into downtown. Though Branch Avenue is the technical terminus, overflow parkers would cascade to the next stations if the Branch lots were full.

Since 15th Avenue is currently a commuter corridor towards downtown, poor design of Ballard, Interbay, and Smith Cove would put these stations at similar risk. Refinements in the station design must look to limit automobile parking, connect the stations with the neighborhoods instead of the streets, and make the bus transfers seamless without rolling walls of idling buses.

Ballard: Elevated 15th Avenue Station [IBB-3]. Combined with a high bridge, an elevated Ballard station at 15th Avenue will stitch together Ballard and the nascent neighborhood forming around Gilman Park, provide future expandability north to Crown Hill and beyond, and create a new landmark for the city. While the core of Ballard is ostensibly Market Street and Ballard Avenue, the core of housing is moving eastward as hundreds of new apartments are developing between 8th and 15th Avenues. This station must plan for the future. Additionally, the Ballard Brewery district and industrial employers are all located east of 15th Avenue.

Tunnel options limit the ability to continue the line north. As seen in the neighborhood's other bridges and the Locks, Ballard is not afraid of visible infrastructure. So there is no need to hide a bridge. Design refinements for IBB-3 should make the station and bridge beautiful. And coordinate the new bridge with the replacement of the Ballard Bridge. 14th Avenue is not terrible, but limits the options on connecting both sides of 15th Avenue.

Interbay: 15th Avenue Elevated Station [IBB-3]. 15th Avenue is a dangerous, oppressive scar through Interbay and Northwest Seattle. Partially lidding that scar with transit would provide an opportunity to stitch the now divided

neighborhood back together. This includes accessing the station from both east and west side of the highway. The location maximizes then number of existing and potential residents in the station's walk circle. Refinements to the IBB-3 station design must concentrate on improvements to the Dravus Street bridge pedestrian experience, and describing the east station entrance in a way that explains why it is at the top of a tower.

An argument can be made that this would be the least convenient station location for Magnolia. However, the other options don't improve access to Magnolia because residents still would use Dravus to cross the BNSF rail yard, then turn north on 17th Avenue to enter the station. This is almost the same distance as it takes for a Magnolia resident to access a 15th Avenue station.

Smith Cove: Preferred Galer Street Station [SIB-1]. The Smith Cove station would operate best on the west side of 15th Avenue, south of the Magnolia Bridge. This will access the Expedia Campus, as well as offices along that area. Additionally, future development at the Armory site will have good access to the station albeit not perfect. Alternatives east of 15th Ave would take out all development on that side, and limit utility by squeezing the station between the busy, dangerous highway and protected greenspace. Refining the SIB-1 station design should emphasize connections to the areas north of the Magnolia Bridge and avoid

There are noises being made by Sound Transit about combining the two Interbay stations. This would be a destructive error. A combined Interbay station ignores the hard divisions that separate the neighborhood in two. It is not a straight corridor because the golf course, rail yard, and topography squeeze the area into two separate clusters. Picking the south cluster sacrifices all of the riders not just from Dravus, but also from west Queen Anne. Ignoring such divisions would make the combined station an inaccessible terminus station. Instead of integrating stations with the clusters of homes and businesses, a combined station would draw drivers to park. It would consolidate all buses currently planned to be divided among two station, wasting space for idling.

While there's potential that the a combined station could anchor development at the Armory, it would underserve existing development at Dravus and Expedia. Also it will pressure a certain style of dense development at the Armory which we do not know if the site (a liquefaction zone next to a rail yard) can support. If anything goes wrong, at the Armory, a combined station is worthless. A consolidated station has to get everything correct, both in and around the station. A failure of the station (or its escalators) has no escape valve because the next one is on the other side of the ship canal or up the hill at Seattle Center. We need two stations in the Interbay corridor.

Downtown Stations: Share the alternatives that were eliminated before the deep tunnel station options were developed. While it appears that there are several options for the downtown stations, most of them rely on a single concept for detaching the Tacoma line and shifting it to connect with Ballard. All of that dives underneath the existing downtown tunnel. Please help us understand why this cannot be improved. Sound Transit has very smart engineers on staff, and we trust they can think creatively. Please show that work so we can understand why the downtown tunnels must be so oppressively deep.

Conclusion

In summary, please amend the WSBLE Draft Environmental Impact Statement to address the following issues:

Re-release the WSBLE Draft EIS with clear, concise images and descriptions that fulfill the intent of SEPA and show Sound Transit's work to develop these alternatives.

Share the station and alignment alternatives that were eliminated before the deep tunnel station options were developed.

And please move forward with approving the following station alignment alternatives, with the comments for refinement as recommended above.

Ballard: Elevated 15th Avenue Station [IBB-3]. Interbay: 15th Avenue Elevated Station [IBB-3]. Smith Cove: Preferred Galer Street Station [SIB-1].

Thank you again for the opportunity to comment.

Ray Dubicki Ballard

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>DEIS Process and Document Comments: The point of an EIS is for an agency to pause and show its work. WAC 197-11-400 (4) states "The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." The code mentions that an EIS is not performative, it should be concise and clear. "The volume of an EIS does not bear on its adequacy. Larger documents may even hinder the decision making process." The WSBLE DEIS is comprised of 2,300 pages. Electronically, that's 300MB spread across 21 files. There's not just an executive summary, but also a summary of that as Front Matter and fact sheet. I am an advocate for Ballard and writer for The Urbanist. For the last four months, I've been working to get people to respond to this document. My first comment is: it should not have been this hard. Re-release the WSBLE Draft EIS with clear, concise images and descriptions that fulfill the intent of SEPA and show Sound Transit's work to develop these alternatives. Sound Transit did a lot of work to put the details in front of folks, including meetings and broadcasts. But the outreach paled in comparison to the heft of the document itself. The document was unclear on three very important points: Light Rail extensions to West Seattle and Ballard are two separate projects. Completion of the extensions will result in a significant realignment of the existing Link line, essentially "breaking the backbone" of the system and sending Ballard to Tacoma and West Seattle to Everett via downtown. This document will be amended and supplemented as designs are refined. Such important information is lost in the 2,300 pages. Without those top-line descriptions, it is very difficult to understand why the new downtown tunnel has to start so deep and chase topography up the hill. It's difficult to parse out the weird diagrams of splicing lines together with existing lines. And it's hard to care when it feels like impossible to navigate stations in the center of the earth are a fail accompli. When someone asked "what will a Ballard station look like?" I could not direct them to a single website or page specifying options for each station. I had to direct them to download one of those 21 documents, turn to page whatever, and start reading. This is not accessible. The page with those 21 separate documents was very thin on the information inside each one. And there was nothing that gave a clear, concise description of the whole project, or to be truthful, pair of projects. Sound Transit has not helped itself with access to information and responses to questions about these topics. Through The Urbanist and Seattle Subway, advocates have requested clarification on the DEIS. Specific requests were made to clarify how Sound Transit determined the new routes had to go under the existing routes, what was used to determine transfer times between stations, and what factors brought tunnels to cost parity with bridges. We were met with incomplete or non-existent answers. And we were trying to help get people to comment, which is kind of a slap in the face. The overall result is a draft EIS that doesn't fulfill the letter, spirit, or stated intent of SEPA, as stated in WAC 197-11-400. The WSBLE draft EIS obscures instead of clarifies, blocks instead of reveals, and fails to provide the most basic information to the public.</p>	<p>Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information. The West Seattle Link Extension and the Ballard Link Extension are separate extensions and separate Final EISs are being prepared for each extension. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on the project including integration of the West Seattle Link Extension into the existing system and typical station cross-sections. See Appendix J, Conceptual Design Drawings, for conceptual design architecture drawings of each station. See Appendix N.2, Visual and Aesthetic Technical Report, for station 3D views and cross sections that provide examples of height, bulk, and scale. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
		review process for the Ballard Link Extension.
2	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Build the system to maximize ridership. Design a good rider experience and ridership will follow. The most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Design the system to be easy to expand. Ideally, ST3 is not the end. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development (TOD) program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	Don't shy away from big investments where there is a high return. We are most concerned building this correctly. Without completely dismissing costs, it is very possible to build a strong system with generational impacts. Controlling costs, not avoiding them, is key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
8	<p>My work has been on areas around stations in the north end of the Ballard extension, so I will focus my comments on those. As a resident of Ballard, I firmly believe that light rail in this area will be transformative, particularly if it is completed correctly and soon. As an advocate for smart, forward-looking development in this neighborhood, I firmly endorse a bold vision for extending light rail to Northwest Seattle. That should include keeping the trains as a visible, integrated part of the neighborhood. Most importantly, these three stations cannot become terminus stations. They cannot be sited or developed in a way that allows drivers to come in from a wide area, park, and get on the train to downtown. An example of such stations are the Branch Avenue, Suitland,</p> <p>Naylor Road, and Southern Avenue stations on the Washington DC Green Line. While those stations have some employment around them, they are often packed with people coming in from the suburbs to park and ride into downtown. Though Branch Avenue is the technical terminus, overflow parkers would cascade to the next stations if the Branch lots were full. Since 15th Avenue is currently a commuter corridor towards downtown, poor design of Ballard, Interbay, and Smith Cove would put these stations at similar risk. Refinements in the station design must look to limit automobile parking, connect the stations with the neighborhoods instead of the streets, and make the bus transfers seamless without rolling walls of idling buses.</p>	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Ballard: Elevated 15th Avenue Station [IBB-3]. Combined with a high bridge, an elevated Ballard station at 15th Avenue will stitch together Ballard and the nascent neighborhood forming around Gilman Park, provide future expandability north to Crown Hill and beyond, and create a new landmark for the city. While the core of Ballard is ostensibly Market Street and Ballard Avenue, the core of housing is moving eastward as hundreds of new apartments are developing between 8th and 15th Avenues. This station must plan for the future. Additionally, the Ballard Brewery district and industrial employers are all located east of 15th Avenue. Tunnel options limit the ability to continue the line north. As seen in the neighborhood's other bridges and the Locks, Ballard is not afraid of visible infrastructure. So there is no need to hide a bridge. Design refinements for IBB-3 should make the station and bridge beautiful. And coordinate the new bridge with the replacement of the Ballard Bridge. 14th Avenue is not terrible, but limits the options on connecting both sides of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
10	<p>Interbay: 15th Avenue Elevated Station [IBB-3]. 15th Avenue is a dangerous, oppressive scar through Interbay and Northwest Seattle. Partially lidding that scar with transit would provide an opportunity to stitch the now divided neighborhood back together. This includes accessing the station from both east and west side of the highway. The location maximizes then number of existing and potential residents in the station's walk circle. Refinements to the IBB-3 station design must concentrate on improvements to the Dravus Street bridge pedestrian experience, and describing the east station entrance in a way that explains why it is at the top of a tower. An argument can be made that this would be the least convenient station location for Magnolia.</p> <p>However, the other options don't improve access to Magnolia because residents still would use Dravus to cross the BNSF rail yard, then turn north on 17th Avenue to enter the station. This is almost the same distance as it takes for a Magnolia resident to access a 15th Avenue station.</p>	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	<p>Smith Cove: Preferred Galer Street Station [SIB-1]. The Smith Cove station would operate best on the west side of 15th Avenue, south of the Magnolia Bridge. This will access the Expedia Campus, as well as offices along that area. Additionally, future development at the Armory site will have good access to the station albeit not perfect. Alternatives east of 15th Ave would take out all development on that side, and limit utility by squeezing the station between the busy, dangerous highway and protected greenspace. Refining the SIB-1 station design should emphasize connections to the areas north of the Magnolia Bridge and avoid There are noises being made by Sound Transit about combining the two Interbay stations. This would be a destructive error. A combined Interbay station ignores the hard divisions that separate the neighborhood in two. It is not a straight corridor because the golf course, rail yard, and topography squeeze the area into two separate clusters. Picking the south cluster sacrifices all of the riders not just from Dravus, but also from west Queen Anne. Ignoring such divisions would make the combined station an inaccessible terminus station. Instead of integrating stations with the clusters of homes and businesses, a combined station would draw drivers to park. It would consolidate all buses currently planned to be divided among two station, wasting space for idling. While there's potential that the a combined station could anchor development at the Armory, it would underserve existing development at Dravus and Expedia. Also it will pressure a certain style of dense development at the Armory which we do not know if the site (a liquefaction zone next to a rail yard) can support. If anything goes wrong, at the Armory, a combined station is worthless. A consolidated station has to get everything correct, both in and around the station. A failure of the station (or its escalators) has no escape valve because the next one is on the other side of the ship canal or up the hill at Seattle Center. We need two stations in the Interbay corridor.</p>	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	<p>Downtown Stations: Share the alternatives that were eliminated before the deep tunnel station options were developed. While it appears that there are several options for the downtown stations, most of them rely on a single concept for detaching the Tacoma line and shifting it to connect with Ballard. All of that dives underneath the existing downtown tunnel. Please help us understand why this cannot be improved. Sound Transit has very smart engineers on staff, and we trust they can think creatively. Please show that work so we can understand why the downtown tunnels must be so oppressively deep.</p>	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0938

Communication ID:	Name	Email
503857	Tighe Urelus	turelius@yahoo.com

Full Communication (4/28/2022)

My role in advocating for our community and interacting with Sound Transit staff and members of the Sound Transit Board has been challenging but very rewarding. My comments are numbered below:

1. As planning has progressed, the longer tunnel options (portal east of Avalon) are closing the financial gap between some of the less-desirable elevated options. It seems that members of the public and the Board have been greatly influenced by the differences in cost only to find out the differences aren't looking as large as they did. I'm afraid we've disregarded what I consider objectively superior plans (Pigeon Point Tunnel with ideal Youngstown station location) due to scary ROM estimates. This is unfortunate and has the potential to result in an inferior project with little or no cost savings. I view this outcome as tragic.

2. In conversations I've had with other members of the public, I have a grave concern that the EJ communities south of the Delridge Station that will make up a significant percentage of the ridership estimates have had insufficient interaction and influence on the routing and station planning. I know what my preferences are for a Delridge station and what an ideal transfer environment would look like, but I don't know what the people that will actually use it think.

3. If an Avalon station were built I would use it. It should not be built. There is no sense or precedent for having three stations this close together and I think there is a valid argument that this spacing would reduce the overall rider experience. The low ridership estimates speak for themselves. People travelling up the 35th Ave corridor by bus will be accommodated by inevitable bus routing changes. The already small walkshed is largely overlapped by the walksheds of the other two stations. The elimination of an Avalon station should also have a large impact on the cost of a long tunnel, further bringing those options into cost parity. Lastly, I have trouble imagining ANY responsible way to mitigate the traffic impacts of an Avalon station during construction. Please, West Seattle does not need another bottleneck.

4. It is my understanding that Sound Transit is only responsible for providing the construction (including property acquisitions), maintenance, and operational costs of the project. This makes sense but I believe it also leaves out critical calculations to be born by other agencies, jurisdictions, and localities. If the Sound Transit cost estimates do not factor in permanent losses of tax base for the county due to property acquisitions, does it at least make sense for the County to provide a public estimation for ST and the public to base their decisions on. This is a long way of saying, my instinct is that the "cheaper now" options have the potential to be more costly in the long run. Isn't this important to consider?

Thank you to all in the community, within Sound Transit, and to the Board for all your hard work. Collectively, we're drawing near an immensely critical set of decisions. Hopefully the multifaceted process of bringing this project through the EIS is going to eventually lead to the best project possible, serving the system, community, and region; enhancing each.

#	Comments	Responses
1	As planning has progressed, the longer tunnel options (portal east of Avalon) are closing the financial gap between some of the less-desirable elevated options. It seems that members of the public and the Board have been greatly influenced by the differences in cost only to find out the differences aren't looking as large as they did. I'm afraid we've disregarded what I consider objectively superior plans (Pigeon Point Tunnel with ideal Youngstown station location) due to scary ROM estimates. This is unfortunate and has the potential to result in an inferior project with little or no cost savings. I view this outcome as tragic.	Please see responses to CCG2 and CC2h in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>I have a grave concern that the EJ communities south of the Delridge Station that will make up a significant percentage of the ridership estimates have had insufficient interaction and influence on the routing and station planning. I know what my preferences are for a Delridge station and what an ideal transfer environment would look like, but I don't know what the people that will actually use it think.</p>	<p>Please see responses to CCEJ1 and CCEJ2 in Table 7-1. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information, including specific engagement events for communities south of the Delridge Station.</p>
3	<p>If an Avalon station were built I would use ii. It should not be built. There is no sense or precedent for having three stations this close together and I think there is a valid argument that this spacing would reduce the overall rider experience. The low ridership estimates speak for themselves.</p> <p>People travelling up the 35th Ave corridor by bus will be accommodated by inevitable bus routing changes. The already small walkshed is largely overlapped by the walksheds of the other two stations. The elimination of an Avalon station should also have a large impact on the cost of a long tunnel, further bringing those options into cost parity. Lastly, I have trouble imagining ANY responsible way to mitigate the traffic impacts of an Avalon station during construction. Please, West Seattle does not need another bottleneck.</p>	<p>Please see response to CC2j in Table 7-1.</p>
4	<p>It is my understanding that Sound Transit is only responsible for providing the construction (including property acquisitions), maintenance, and operational costs of the project. This makes sense but I believe it also leaves out critical calculations to be born by other agencies, jurisdictions, and localities. If the Sound Transit cost estimates do not factor in permanent losses of tax base for the county due to property acquisitions, does it at least make sense for the County to provide a public estimation for ST and the public to base their decisions on. This is a long way of saying, my instinct is that the "cheaper now" options have the potential to be more costly in the long run. Isn't this important to consider?</p>	<p>Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on tax base impacts associated with the project.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0939

Communication ID:	Name	Email
503861	Aiyoko Ishida	aiyoko.ishida@gmail.com

Full Communication (4/28/2022)

This will negatively impact the community.

There needs to be a plan that will preserve and nurture the current community of businesses and tax paying residents in the area.

#	Comments	Responses
1	This will negatively impact the community. There needs to be a plan that will preserve and nurture the current community of businesses and tax paying residents in the area.	Please see Sections 4.3, Economics, and 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacts to businesses and residents. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0940

Communication ID:	Name	Email
503864	Carla Reynolds	Carlamreynolds@yahoo.com

Full Communication (4/28/2022)

As a resident of West Seattle I'm concerned about the following points made by West Seattle Skylink: the cost of \$3.2 billion estimate to bring the light rail feeder approximately 4.7 miles from the SODO Station to West Seattle. By comparison, the cost to build an aerial gondola feeder connecting to both SODO and the International District may be as low as \$200 million and the total project cost certainly less than \$1 billion. Sound Transit estimates a light rail feeder may open by 2032 to SODO while the information Skylink has obtained from engineering firms indicates that an aerial gondola feeder could be operational much sooner. The Report by the Sound Transit agency did not rise to the level of a feasibility study.

"There are several US firms qualified to undertake a feasibility study for an urban gondola feeder. In fact, there is a firm very near Seattle that has undertaken many such studies: SCJ Alliance located in Lacey, Washington and focuses on using gondola technology for regional lines.

Because of the costs and environmental impacts I would like to see Sound Transit pay for a 3rd party to conduct a complete feasibility study for a Gondola.

Carla Reynolds

#	Comments	Responses
1	<p>I'm concerned about the following points made by West Seattle Skylink: the cost of \$3.2 billion estimate to bring the light rail feeder approximately 4.7 miles from the SODO Station to West Seattle. By comparison, the cost to build an aerial gondola feeder connecting to both SODO and the International District may be as low as \$200 million and the total project cost certainly less than</p> <p>\$1 billion. Sound Transit estimates a light rail feeder may open by 2032 to SODO while the</p> <p>information Skylink has obtained from engineering firms indicates that an aerial gondola feeder could be operational much sooner. The Report by the Sound Transit agency did not rise to the level of a feasibility study.</p> <p>"There are several US firms qualified to undertake a feasibility study for an urban gondola feeder. In fact, there is a firm very near Seattle that has undertaken many such studies: SCJ Alliance located in Lacey, Washington and focuses on using gondola technology for regional lines.</p> <p>Because of the costs and environmental impacts I would like to see Sound Transit pay for a 3rd party to conduct a complete feasibility study for a Gondola.</p>	<p>Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0941

Communication ID:	Name	Email
503879	Mark Kumpula	mark.kumpula@comcast.net

Full Communication (4/28/2022)

Hello,

This comment is primarily focused on the Delridge segment since this is the neighborhood where we live. In our opinion, the "Andover St (Lower Height)/Medium Tunnel 41st" option is clearly the optimal alignment. It has the fewest residential displacements, a lower guideway and includes a tunnel segment to get closer to the heart of the Junction, all at a competitive cost. In fact, among all of the categories on your comparison chart (project cost, residential displacements, business displacements and park effects), this alignment ranks as the "highest performing" in all of them. We have a very hard time supporting any of the Genesee Street alignment options. The Delridge station placement would essentially wipe out a quarter of our entire neighborhood, including many brand new townhouse developments, which is absurd, not to mention the 150-foot tall guideway, which would be wildly out of proportion with the rest of the low-rise residential neighborhood. With the "Andover St (Lower Height)/Medium Tunnel 41st" option, you can avoid most of the negative impacts while achieving a superior outcome.

Thanks,

Mark Kumpula & Anne Rush

SW Nevada Street

#	Comments	Responses
1	This comment is primarily focused on the Delridge segment since this is the neighborhood where we live. In our opinion, the "Andover St (Lower Height)/Medium Tunnel 41st" option is clearly the optimal alignment. It has the fewest residential displacements, a lower guideway and includes a tunnel segment to get closer to the heart of the Junction, all at a competitive cost. In fact, among all of the categories on your comparison chart (project cost, residential displacements, business displacements and park effects), this alignment ranks as the "highest performing" in all of them. We have a very hard time supporting any of the Genesee Street alignment options. The Delridge station placement would essentially wipe out a quarter of our entire neighborhood, including many brand new townhouse developments, which is absurd, not to mention the 150-foot tall guideway, which would be wildly out of proportion with the rest of the low-rise residential neighborhood. With the "Andover St (Lower Height)/Medium Tunnel 41st" option, you can avoid most of the negative impacts while achieving a superior outcome.	Please see responses to CCG2, CCG3, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0942

Communication ID:	Name	Email
503884	Nancy Fry	nancydancer@seanet.com

Full Communication (4/28/2022)

I would really like to see an EIS for the gondola option. This option would seem to displace the least residents and businesses, be less intrusive, and be more environmentally friendly. Please consider it!

Of the options presented here in your EIS, I would prefer DUW-2 north crossing option for the Duwamish segment; it impacts wildlife, public parks/resources, and residents the least.

For the Delridge segment I would love to see an option that travels on Andover and begins tunneling under on the east side of Avalon Way all the way to the junction. BUT of the options you give, I would prefer DEL-6 for its lower height, less noise, less impact on displacing residents, and no impact on wildlife and parks/Rec areas.

For the Junction segment, I prefer either tunnel option WSJ-3a or WSJ-3b. A tunnel in the junction area would have the least impact on our beautiful community and its businesses, and would maintain the small-town tranquility of our shopping area.

Thank you.

#	Comments	Responses
1	I would really like to see an EIS for the gondola option. This option would seem to displace the least residents and businesses, be less intrusive, and be more environmentally friendly. Please consider it!	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	I would prefer DUW-2 north crossing option for the Duwamish segment; it impacts wildlife, public parks/resources, and residents the least.	Please see response to CCG2 in Table 7-1.
	For the Delridge segment I would love to see an option that travels on Andover and begins tunneling under on the east side of Avalon Way all the way to the junction.	Please see response to CCG2 in Table 7-1. Please see Section 2.1, Build Alternatives, of the Final EIS, which includes a description of Alternative DEL-7, which would enter a tunnel near the location suggested. This alternative would only connect to Alternative WSJ-6 in the West Seattle Junction Segment, which would not have an Avalon Station.
	I would prefer DEL-6 for its lower height, less noise, less impact on displacing residents, and no impact on wildlife and parks/Rec areas.	Please see response to CCG2 in Table 7-1.
	I prefer either tunnel option WSJ-3a or WSJ-3b. A tunnel in the junction area would have the least impact on our beautiful community and its businesses, and would maintain the small-town tranquility of our shopping area.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0943

Communication ID:	Name	Email
503889	Clyde McQueen	clyde@mcqueen.net

Full Communication (4/28/2022)

Like all transit riders, I strongly prefer shallow stations over deep stations! This system will be around 100 years from now, so we should design it with that in mind. The shoppers and commuters of today can suffer a few minutes of inconvenience to help future generations.

#	Comments	Responses
1	Like all transit riders, I strongly prefer shallow stations over deep stations! This system will be around 100 years from now, so we should design it with that in mind. The shoppers and commuters of today can suffer a few minutes of inconvenience to help future generations.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0944

Communication ID:	Name	Email
503893	Benjamin Friend	benjaminthomasfriend@gmail.com

Full Communication (4/28/2022)

1. West Seattle Link

a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

2. Ballard Link

a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].

h. Interbay- Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5] but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
3	SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1]. h. Interbay- Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB- 2b] and a slimmed down 15th Avenue Elevated Station [188-3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0945

Communication ID:	Name	Email
503901	Loretta Sutherland	davelors@msn.com

Full Communication (4/28/2022)

Through downtown and Seattle Center, I think the preferred route works the best. For Ballard, the station seems better on 15th - if on 14th, what would happen to the Ballard market and the nearby school?

As for the Chinatown area, I do not understand why you need another parallel station/tracks so close to the current one if doing so results in tearing down half of Chinatown. Who are you building that extension for?

For West Seattle, going through the Industrial area should have very little disruption and loss off existing businesses as possible. Seattle has already lost so many close in and downtown.

Building light rail is fine as long as we have a livable city left when you are done.

#	Comments	Responses
1	Through downtown and Seattle Center, I think the preferred route works the best.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	For Ballard, the station seems better on 15th - if on 14th, what would happen to the Ballard market and the nearby school?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	As for the Chinatown area, I do not understand why you need another parallel station/tracks so close to the current one if doing so results in tearing down half of Chinatown. Who are you building that extension for?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	For West Seattle, going through the Industrial area should have very little disruption and loss off existing businesses as possible. Seattle has already lost so many close in and downtown.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0946

Communication ID:	Name	Email
503906	Cathlyn Fraguela Rios	cathlyn.fraguela.rios@gmail.com

Full Communication (4/28/2022)

I am writing in regards to the planned route for DEL-5 and DEL-6. Although these are not preferred routes and at this state are options and I want to voice my concern in regards to the impacts this might have on the wonderful work and non profit that Transitional Resources provides. They have been tirelessly working with the most marginalized members of society for decades. It is not secret that homelessness is a big problem in this city and that there is also a subset of that population that struggles with mental health concerns. The mission and the work that TR does helps these members integrate into a community that is supportive and helps in recovery, not to mention that the properties that house these individuals would go away which displaces them and in this market a small nonprofit cannot afford to replace the properties or staff this.

#	Comments	Responses
1	I am writing in regards to the planned route for DEL-5 and DEL-6. Although these are not preferred routes and at this state are options and I want to voice my concern in regards to the impacts this might have on the wonderful work and non profit that Transitional Resources provides. They have been tirelessly working with the most marginalized members of society for decades. It is not secret that homelessness is a big problem in this city and that there is also a subset of that population that struggles with mental health concerns. The mission and the work that TR does helps these members integrate into a community that is supportive and helps in recovery, not to mention that the properties that house these individuals would go away which displaces them and in this market a small nonprofit cannot afford to replace the properties or staff this	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0947

Communication ID:	Name	Email
503908	Kate McGovern	katemcgovern@comcast.com

Full Communication (4/28/2022)

As a lifelong resident and homeowner in West Seattle I have concerns about the proposed new light rail project to West Seattle and the longterm impacts this will have on our community. Because we have been without a bridge for 2+ years, the impact of detours, congestion, deferred road maintenance and inability to get in/out of West Seattle raise more concerns for a proposed project and the impact it will have on our community.

Of the proposed options, I find WSJ-1 most troubling. The impact on general transportation disruption and displacement of neighborhood businesses is a concern. There are already plans in process to redevelop part of the area along 36th avenue in the triangle area that is set to provide a transit -oriented project with housing units and business space that could complement an adjacent Avalon station. This proposed option WSJ-1 would not only cause noise and disruption to this area but also take away from this planned project that looks to provide longer term housing with transit accessibility.

I feel the tunnel option should be considered and looked at as the best, long term solution for West Seattle. Tunnel Alternative WSJ-3a should be advanced and modified as the preferred option. This would reduce issues within the neighborhoods and reduce displacement as compared to an above ground option. The future station option of 41st Ave SW is a better location compared to the 42nd Ave SW location and will have less impact on existing established business in the heart of the Junction during construction.

One thing we have learned from the past two years and no bridge, more study and research needs to go into the impact of this proposed project on transportation, road closures, detours and the short-term and long -term impact this will have on our community.

#	Comments	Responses
1	I have concerns about the proposed new light rail project to West Seattle and the longterm impacts this will have on our community. Because we have been without a bridge for 2+ years, the impact of detours, congestion, deferred road maintenance and inability to get in/out of West Seattle raise more concerns for a proposed project and the impact it will have on our community. Of the proposed options, I find WSJ-1 most troubling. The impact on general transportation disruption and displacement of neighborhood businesses is a concern. There are already plans in process to redevelop part of the area along 36th avenue in the triangle area that is set to provide a transit -oriented project with housing units and business space that could complement an adjacent Avalon station. This proposed option WSJ-1 would not only cause noise and disruption to this area but also take away from this planned project that looks to provide longer term housing with transit accessibility.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information.
2	I feel the tunnel option should be considered and looked at as the best, long term solution for West Seattle. Tunnel Alternative WSJ-3a should be advanced and modified as the preferred option. This would reduce issues within the neighborhoods and reduce displacement as compared to an above ground option. The future station option of 41st Ave SW is a better location compared to the 42nd Ave SW location and will have less impact on existing established business in the heart of the Junction during construction.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0948

Communication ID:	Name	Email
503911	G Lee	frogzen3@gmail.com

Full Communication (4/28/2022)

Vulnerable and minority communities are continuously being affected greatly in the name of public good. These drafted plans will only continue to displace and threaten the existing vulnerable population in this area. This area does not need years of disruptive construction. Please reconsider and think of a solution that will not displace and harm the existing businesses and people. These plans are not acceptable solutions.

#	Comments	Responses
1	Vulnerable and minority communities are continuously being affected greatly in the name of public good. These drafted plans will only continue to displace and threaten the existing vulnerable population in this area. This area does not need years of disruptive construction. Please reconsider and think of a solution that will not displace and harm the existing businesses and people. These plans are not acceptable solutions.	Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts to communities of color and low-income populations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0949

Communication ID:	Name	Email
503916	Abigail Smith	aperrismith@gmail.com

Full Communication (4/28/2022)

Hi Sound Transit, First off, I LOVE you. You ma

Hi Sound Transit,

First off, I LOVE you. You make me proud to be a born-and-bred Seattlite. I am so excited for you to connect to my hometown of West Seattle!

Here's the problem. The CID link displacing 19 small businesses. We have already seen this happen in capitol hill, and we can't have it happen again, especially with these essential, Seattle- proud small businesses. We need to ensure that Seattle is interconnected AND keeps its small businesses strong. Without this, we run the risk of becoming a city of corporations.

I have no doubt that you've considered many options for this project. But if you displace this many small businesses, you will be expected to assist them to relocate. This is the only ethical next move if the plan goes through as is.

Again, thank you for the wonderful service you offer to our city. Thank you for upholding a green, just, and vibrant future for Seattle.

Best,

Abigail Smith

#	Comments	Responses
1	I am so excited for you to connect to my hometown of West Seattle!	Thank you for expressing support for the West Seattle Link Extension.
2	The CID link displacing 19 small businesses. We have already seen this happen in capitol hill, and we can't have it happen again, especially with these essential, Seattle-proud small businesses. We need to ensure that Seattle is interconnected AND keeps its small businesses strong. Without this, we run the risk of becoming a city of corporations. I have no doubt that you've considered many options for this project. But if you displace this many small businesses, you will be expected to assist them to relocate. This is the only ethical next move if the plan goes through as is.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0950

Communication ID:	Name	Email
503922	Conor Smith	conor5001@gmail.com

Full Communication (4/28/2022)

Hello

There are three areas that I would like to shine so focus on for the DEIS.

Delridge:

Please ask if all displacements being noted in this neighborhood are needed. Both Dakota street and Delridge Way options include a large displacements in a low income neighborhood that should generally be avoided. See where turns can be less arching and stay over the street grid where possible. The very high options should be eliminated for difficulty of access which support staying on the 120 or H line in the future over using the station.

CID:

This is another place where asking if all displacements and construction impacts are needed. The 5th Ave. options turn the front door of the neighborhood into a construction zone and remove nearly two blocks of buildings. 5th should also have the time it would take to put new buildings over the station and construction areas as an impact. Capitol Hill had a large vacant area for several years after the station was finished. I couldn't find a cumulative impact like this though it would carry affects on the district after the station was finished due to the potential for several years of mostly vacant lots.

4th Ave. needs to be studied in more detail. Why the tunnel needs to be two stories deep is not adequately described as greater exploration could be put for cut and cover far enough to get the new line over the transit tunnel and the Great Northern Tunnel (That is if you really need to temporally displace the ICON residents). Community plans have also been building on having a 4th Ave alignment for nearly a decade now with the most recent plan being here (https://issuu.com/pioneersquareseattle/docs/190328jackson_hub_final_document). The vent placed in the Union Station Plaza is badly done design-wise and attempts to build the ventilation into the bridge deck similar to the transit tunnel stations should be attempted. A better used Union Station would also be an overall good especially if not considered out of the way from other transit functions since it is a beautiful station that has not gotten to see true passenger movement in long time. 4th Ave also serves Pioneer Square which is not getting it's own station in this project.

My grandparents moved into the CID in the 1970's. So it's preservation is not only about general Seattle History but personal family history and is it going to be lost if the impacts from this construction are badly managed. So here is just a plea that these considerations be taken. Some have argued that the mix of local projects and national/global events bringing large negative economic impact have prevented full recovery for what may reach three decades by the end of this project.

Ballard:

Just reopen the options closer to the commercial core of Ballard. You admit the Coast Guard is requiring any unmovable bridge to be quite high in the air and tunneling ends up being all about the same. Maybe build a station where the line crosses under the ship canal goes out and ultimately have the tunnel end pointing east. Under Market St should be considered due to the width of the road to help reduce impacts in a heavily populated area.

In reading the DEIS these were the the most outstanding concerns I had. Other potential alignments may be better or worse but not to the extent that these three areas are to be called out.

#	Comments	Responses
1	Delridge: Please ask if all displacements being noted in this neighborhood are needed. Both Dakota street and Delridge Way options include a large displacements in a low income neighborhood that should generally be avoided. See where turns can be less arching and stay over the street grid where possible. The very high options should be eliminated for difficulty of access which support staying on the 120 or H line in the future over using the station.	Please see responses to CCG2, CC2e, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	CID: This is another place where asking if all displacements and construction impacts are needed. The 5th Ave. options turn the front door of the neighborhood into a construction zone and remove nearly two blocks of buildings. 5th should also have the time it would take to put new buildings over the station and construction areas as an impact. Capitol Hill had a large vacant area for several years after the station was finished. I couldn't find a cumulative impact like this though it would carry affects on the district after the station was finished due to the potential for several years of mostly vacant lots. 4th Ave. needs to be studied in more detail. Why the tunnel needs to be two stories deep is not adequately described as greater exploration could be put for cut and cover far enough to get the new line over the transit tunnel and the Great Northern Tunnel (That is if you really need to temporally displace the ICON residents).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Community plans have also been building on having a 4th Ave alignment for nearly a decade now with the most recent plan being here (https://issuu.com/pioneersquareseattle/docs/190328Jackson_hub_final_document). The vent placed in the Union Station Plaza is badly done design-wise and attempts to build the ventilation into the bridge deck similar to the transit tunnel stations should be attempted.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	A better used Union Station would also be an overall good especially if not considered out of the way from other transit functions since it is a beautiful station that has not gotten to see true passenger movement in long time. 4th Ave also serves Pioneer Square which is not getting it's own station in this project.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Ballard: Just reopen the options closer to the commercial core of Ballard. You admit the Coast Guard is requiring any unmovable bridge to be quite high in the air and tunneling ends up being all about the same. Maybe build a station where the line crosses under the ship canal goes out and ultimately have the tunnel end pointing east. Under Market St should be considered due to the width of the road to help reduce impacts in a heavily populated area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0951

Communication ID:	Name	Email
503926	Susan Ward	susward27@outlook.com

Full Communication (4/28/2022)

Improved and alternate public transit to and from W. Seattle is vital. Cutting pollution is critical, and residents need alternate egress and access that do not include driving through neighborhoods. My concerns about the route chosen are in regards to the Duwamish River, and to the natural habitat for many birds and other wildlife that it provides.

I urge you to choose a route that avoids disruptions to this habitat, that values the return of species to it, and that avoids destruction of heron rookeries.

There should not be a false choice forced between light rail and natural habitat on the river.

#	Comments	Responses
1	Improved and alternate public transit to and from W. Seattle is vital. Cutting pollution is critical, and residents need alternate egress and access that do not include driving through neighborhoods. My concerns about the route chosen are in regards to the Duwamish River, and to the natural habitat for many birds and other wildlife that it provides. I urge you to choose a route that avoids disruptions to this habitat, that values the return of species to it, and that avoids destruction of heron rookeries. There should not be a false choice forced between light rail and natural habitat on the river.	Please see responses to CCG2 and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on potential impacts to the Duwamish Waterway, Great Blue Herons, and wildlife habitat.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0952

Communication ID:	Name	Email
503931	Joel Uy	juy@seattleu.edu

Full Communication (4/28/2022)

Please be considerate about the concerns of local business owners and residents, especially Asians whose voices are less strongly represented.

#	Comments	Responses
1	Please be considerate about the concerns of local business owners and residents, especially Asians whose voices are less strongly represented.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on impacts to businesses. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts and benefits to low-income populations and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0953

Communication ID:	Name	Email
503934	Lai Ping Kimura	laipingkimura@gmail.com

Full Communication (4/28/2022)

I hope Sound Transit is seriously consider doing a deeper analysis for the tunnel project for the fact that whatever the decision is the project takes 10 years or so providing deadlines are met throughout.

Why tunnel must go through downtown neighborhoods? and why Ballard? ..who goes in and out of Ballard anyway???

#	Comments	Responses
1	I hope Sound Transit is seriously consider doing a deeper analysis for the tunnel project for the fact that whatever the decision is the project takes 10 years or so providing deadlines are met throughout.	Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
	Why tunnel must go through downtown neighborhoods? and why Ballard?...who goes in and out of Ballard anyway???	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0954

Communication ID:	Name	Email
503941	Jessica Garcia	jessgarciacampos@hotmail.com

Full Communication (4/28/2022)

I implore for the design of this project to not follow through, to stop. It is beyond unfair - symbolizing racist gentrification yet again.

#	Comments	Responses
1	I implore for the design of this project to not follow through, to stop. It is beyond unfair- symbolizing racist gentrification yet again.	Your opposition to the project is noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0955

Communication ID:	Name	Email
503944	Chris Scullin	chrisscullin@hotmail.com

Full Communication (4/28/2022)

The budget is of major concern; \$73 million cost overrun before the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re-evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary- the existential threat to people and wildlife is my bigger worry. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The entire light rail route should be underground tunnel. Avalon station is not needed. Elevated light rail is not an option. DON'T DESTROY WEST SEATTLE UNLESS YOU ARE GOING TO START BY SACRIFICING YOUR OWN HOMES FIRST. The noise that elevated light rail will generate is a public health hazard. I'm already in complete despair over the additional train noise created by Terminal 5 and the trains that vibrate my house daily. Lisa Herbold refuses to acknowledge that this is even possible. Now you want to make it worse. DON'T SHIT ON WEST SEATTLE!

#	Comments	Responses
1	The budget is of major concern; \$73 million cost overrun before the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re-evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary - the existential threat to people and wildlife is my bigger worry. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The entire light rail route should be underground tunnel. Avalon station is not needed. Elevated light rail is not an option. DON'T DESTROY WEST SEATTLE UNLESS YOU ARE GOING TO START BY SACRIFICING YOUR OWN HOMES FIRST. The noise that elevated light rail will generate is a public health hazard. I'm already in complete despair over the additional train noise created by Terminal 5 and the trains that vibrate my house daily. Lisa Herbold refuses to acknowledge that this is even possible. Now you want to make it worse. DON'T SHIT ON WEST SEATTLE!	Please see responses to CCG2, CC4.1b, CC4.4a, CC4.9a, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 2.9, Project Funding and Cost Comparison, for updated capital costs of alternatives; Section 4.7, Noise and Vibration, for information on noise and vibration impacts and proposed mitigation; Section 4.9, Ecosystems, for information on ecosystem impacts and proposed mitigation; and Section 4.17, Parks and Recreational Resources, for information on park impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0956

Communication ID:	Name	Email
503946	Mark Peterson	mpeterson@mac.com

Full Communication (4/28/2022)

I am a resident of West Seattle and a Professional Engineer and would like to weight in with a few comments for the West Seattle-specific alignment options. I think a few major goals need to be met:

1. Do not remove existing high-density housing. The entire point of high-capacity transit is to encourage transit oriented development, and the Junction area already has a great quantity of this type of housing, including some that are brand new. Any station option that removes high- density apartments or condos should not be considered.
2. Shallow stations for underground. Many of the underground options for Avalon and WSJ are very deep, and require up to 3 escalators to reach them. This will not only increase overall transit time, but also discourages casual users from using them as its perceived to be too much effort and time commitment.
3. No stations should be eliminated in West Seattle. Keep the Delridge, Avalon, and WSJ stations. Avalon especially has some of the densest housing density in the entire peninsula and needs high capacity transit to sustain it and prevent additional vehicular traffic from being needed.
4. Place stations near the core. One of the alternatives for WSJ has the station placed straddling Fauntleroy and Alaska, which is absolutely not the main destination for most people taking transit to the Junction. While it is understandable that a station can not be placed at Alaska/California intersection, keeping the stations as close to that core node is incredibly important to get the ridership forecasted.
5. Minimize aerial guideway. Many of the alternative options between Delridge, Avalon, and WSJ involve incredibly tall aerial guideways. Not only is this more costly for long-term maintenance vs. a tunnel, but it is unsightly and not befitting of the neighborhood character surrounding the guideway. Decades of research have shown where aerial guideways are installed for highways that they end up dividing neighborhoods, blocking light, and creating unusable space below them in between support columns. We want the West Seattle area to be as dense as possible, and creating unusable swaths of land due to aerial guideway construction is untenable. There was a time when aerial guideway might have made sense versus the cost

of tunnel construction, but with real estate acquisition costs what they are now, and given the now-parity between the two, tunnel is now always preferable.

With those main goals in mind, here is what I believe is the best option given the current alignments:

While WSJ-3b at 42nd/Alaska is by far the best station location given its proximity to Alaska/California, the removal of the park space at the NW corner of 42nd and Alaska is unfortunate given the lack of public parks in the area. Additionally, removing the businesses on the SE side of the intersection (including the office building, Bartell, and other businesses) is also not perfect. Finally, the depth of the station is not ideal. In this case, WSJ-5, while indeed moving the station 1 block farther away from the core, solves these issues by utilizing low-density space for the entrances (including empty parking lots and a single standalone bank). Additionally, this station is perfectly shallow and will surely generate huge amounts of ridership. While seemingly similar, please do not consider WSJ-4, because it removes an entire apartment building at Edmunds/41st that provides high density housing.

WSJ-5 is by far the best, because not only does it provide the best balance for the Junction station, but it is paired with the best Avalon station. The WSJ-5 Avalon station has the smallest impact on high-density housing, is easy to access given its elevation, and allows for an easy transition to aerial guideway parallel to the West Seattle bridge roadway before transitioning over to Delridge (DEL-6 is best). Aerial guideway parallel to a multi-lane highway like the WSB is not as egregious as running it through the Avalon or Junction area.

In summary:

WSJ-1 - Bad (aerial guideway through the heart of the Junction and removing entire Safeway/Elan 41 apts)

WSJ-2 -Awful (Aerial guideway, removing brand new Maris apartments, far from core)

WSJ-3a - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), bad Avalon station (deep), poor Delridge connection (only high aerial guideway down Genessee)

WSJ-3b - OK (good location, bad impact on surface amenities and businesses) WSJ-4 - Bad (requires removal of high-density housing)

Appendix O. Draft EIS Comment Summary and Response to Comments

WSJ-5 - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), Best Avalon station (shallow, minimal housing impact), Best Delridge connection (DEL-6).

Please choose WSJ-5 as the preferred alternative for Avalon and the Junction, connecting to DEL-6.

Thank you!

#	Comments	Responses
1	Do not remove existing high-density housing. The entire point of high-capacity transit is to encourage transit oriented development, and the Junction area already has a great quantity of this type of housing, including some that are brand new. Any station option that removes high-density apartments or condos should not be considered.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Shallow stations for underground. Many of the underground options for Avalon and WSJ are very deep, and require up to 3 escalators to reach them. This will not only increase overall transit time, but also discourages casual users from using them as its perceived to be too much effort and time commitment.	Please see response to CC2k in Table 7-1.
3	No stations should be eliminated in West Seattle. Keep the Delridge, Avalon, and WSJ stations. Avalon especially has some of the densest housing density in the entire peninsula and needs high capacity transit to sustain it and prevent additional vehicular traffic from being needed.	Please see response to CC2j in Table 7-1.
4	Place stations near the core. One of the alternatives for WSJ has the station placed straddling Fauntleroy and Alaska, which is absolutely not the main destination for most people taking transit to the Junction. While it is understandable that a station can not be placed at Alaska/California intersection, keeping the stations as close to that core node is incredibly important to get the ridership forecasted.	Please see response to CC2i in Table 7-1.
5	Minimize aerial guideway. Many of the alternative options between Delridge, Avalon, and WSJ involve incredibly tall aerial guideways. Not only is this more costly for long-term maintenance vs. a tunnel, but it is unsightly and not befitting of the neighborhood character surrounding the guideway. Decades of research have shown where aerial guideways are installed for highways that they end up dividing neighborhoods, blocking light, and creating unusable space below them in between support columns. We want the West Seattle area to be as dense as possible, and creating unusable swaths of land due to aerial guideway construction is untenable. There was a time when aerial guideway might have made sense versus the cost of tunnel construction, but with real estate acquisition costs what they are now, and given the now-parity between the two, tunnel is now always preferable.	Please see responses to CC2e and CC4.5a in Table 7-1.
6	While WSJ-3b at 42nd/Alaska is by far the best station location given its proximity to Alaska/California, the removal of the park space at the NW corner of 42nd and Alaska is unfortunate given the lack of public parks in the area. Additionally, removing the businesses on the SE side of the intersection (including the office building, Bartell, and other businesses) is also not perfect. Finally, the depth of the station is not ideal. In this case, WSJ-5, while indeed moving the station 1 block farther away from the core, solves these issues by utilizing low-density space for the entrances	Please see response to CCG2 in Table 7-1.

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#	Comments	Responses
	<p>(including empty parking lots and a single standalone bank). Additionally, this station is perfectly shallow and will surely generate huge amounts of ridership. While seemingly similar, please do not consider WSJ-4, because it removes an entire apartment building at Edmunds/41st that provides high density housing. WSJ-5 is by far the best, because not only does it provide the best balance for the Junction station, but it is paired with the best Avalon station. The WSJ-5 Avalon station has the smallest impact on high-density housing, is easy to access given its elevation, and allows for an easy transition to aerial guideway parallel to the West Seattle bridge roadway before transitioning over to Delridge (DEL-6 is best). Aerial guideway parallel to a multi-lane highway like the WSB is not as egregious as running it through the Avalon or Junction area. In summary: WSJ-1 - Bad (aerial guideway through the heart of the Junction and removing entire Safeway/Elan 41 apts) WSJ-2 -Awful (Aerial guideway, removing brand new Maris apartments, far from core) WSJ-3a - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), bad Avalon station (deep), poor Delridge connection (only high aerial guideway down Genessee) WSJ-3b - OK (good location, bad impact on surface amenities and businesses) WSJ-4 - Bad (requires removal of high-density housing) WSJ-5 - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), Best Avalon station (shallow, minimal housing impact), Best Delridge connection (DEL-6). Please choose WSJ-5 as the preferred alternative for Avalon and the Junction, connecting to DEL-6. Thank you!</p>	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0957

Communication ID:	Name	Email
503956	Caroline Borsenik	caroline@dnda.org

Full Communication (4/28/2022)

Dear Sound Transit,

I submit the following comment on the Draft Environmental Impact Study of ST3:

For the Duwamish crossing, I 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). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets.

Thank you for your consideration.

#	Comments	Responses
1	For the Duwamish crossing, I 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). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets.	Please see responses to CCG2, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0958

Communication ID:	Name	Email
503967	Julie Camp	jzzcams27@yahoo.com

Full Communication (4/28/2022)

Can someone please explain to me in person, what is really going on and how I can prepare for what's coming along with lots of other questions.

#	Comments	Responses
1	Can someone please explain to me in person, what is really going on and how I can prepare for what's coming along with lots of other questions.	Please see https://www.soundtransit.org/system-expansion/west-seattle-link-extension/get-involved for contact information for Sound Transit project engagement staff and for information on how to get additional project updates. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination that Sound Transit has performed, including open houses and other opportunities for engagement, and the efforts moving forward.

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Comment Submittal 0959

Communication ID:	Name	Email
503968	Michele Darragh	mcdarragh8@gmail.com

Full Communication (4/28/2022)

Hi,

I am providing feedback on the proposed project that will directly affect my home and neighborhood.

I am concerned that the proposed tall and elevated tracks will negatively impact the visual characteristics of this neighborhood and overtake the natural green elements that exist today. Additionally, Seattle already experiences a lack of sunshine and this tall structure will further inhibit the small amount of light we already receive. Personally, this would affect my own well being including increased physical and mental duress.

I hope that my issues are taken into consideration and an alternative is prioritized such as DEL-5 or DEL-6. The proposed lower tracks such as DEL-2a or DEL-4 also provide a good secondary option.

Thank you

#	Comments	Responses
1	I am concerned that the proposed tall and elevated tracks will negatively impact the visual characteristics of this neighborhood and overtake the natural green elements that exist today. Additionally, Seattle already experiences a lack of sunshine and this tall structure will further inhibit the small amount of light we already receive. Personally, this would affect my own well being including increased physical and mental duress. I hope that my issues are taken into consideration and an alternative is prioritized such as DEL-5 or DEL-6. The proposed lower tracks such as DEL- 2a or DEL-4 also provide a good secondary option.	Please see responses to CCG2, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0960

Communication ID:	Name	Email
503970	Micha Betts	mikebbetts@gmail.com

Full Communication (4/28/2022)

- Tall, elevated tracks will destroy the character of the neighborhood and have dramatic impacts on the health and mental well-being of residents.
- These tall tracks will tower in the air blocking natural light throughout the day, making the neighborhood feel trapped.
- Please choose an alternative that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)

#	Comments	Responses
1	<ul style="list-style-type: none">• Tall, elevated tracks will destroy the character of the neighborhood and have dramatic impacts on the health and mental well-being of residents.• These tall tracks will tower in the air blocking natural light throughout the day, making the neighborhood feel trapped.• Please choose an alternative that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)	Please see responses to CCG2, CC2e, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 0961

Communication ID:	Name	Email
503973	Tessa Concepcion	tessaconcepcion@outlook.com

Full Communication (4/28/2022)

Hello,

For the Delridge segment of the light rail plan, I am STRONGLY AGAINST DEL-1a and DEL-1b. I live on 30th avenue and Nevada. These options would be hugely detrimental to the community in this area. The tall lightrail track would make this community feel trapped inbetween the track and Andover. It would cut off this area both mentally and phsyically. These options would have a dramatic effect on the communitys mental health and would be an eyesore to this neighborhood. The tracks would block both green space views and natrual light throughout the day, making this community feel trapped. The tall elevated tracks would destroy the character of the neighborhood, where children, dogs, and families regularly walk around and visit the nearby Delridge park.

Please choose an alternative that goes around the neighborhood, such as DEL-5 or DEL-6 (much preferred), or a lower track such as DEL-2a or 2b (lesser preferred, but still preferred over option 1aand 1b).

Along these lines, for the Junction segment of the light rail plan, I would strongly urge you to consider the underground options (WSJ-3a, 3b, 4 or 5). West Seattle has a small "downtown" area and the addition of an above ground light rail and station would cut this area in half, destroying the feel of this community. Studies have shown that increased concrete (and thus lack of green space) in cities has a poor effect on the populations mental health (Zhang et al. The Association between Green Space and Adolescents' Mental Well-Being: A Systematic Review. 2020.)

Thank you for accepting these comments.

Cheers, Tessa

#	Comments	Responses
1	I am STRONGLY AGAINST DEL-1a and DEL-1b. I live on 30th avenue and Nevada. These options would be hugely detrimental to the community in this area. The tall lightrail track would make this community feel trapped inbetween the track and Andover. It would cut off this area both mentally and phsyically. These options would have a dramatic effect on the communitys mental health and would be an eyesore to this neighborhood. The tracks would block both green space views and natrual light throughout the day, making this community feel trapped. The tall elevated tracks would destroy the character of the neighborhood, where children, dogs, and families regularly walk around and visit the nearby Delridge park. Please choose an alternative that goes around the neighborhood, such as DEL-5 or DEL-6 (much preferred), or a lower track such as DEL-2a or 2b (lesser preferred, but still preferred over option 1a and 1b).	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	Along these lines, for the Junction segment of the light rail plan, I would strongly urge you to consider the underground options (WSJ-3a, 3b, 4 or 5). West Seattle has a small "downtown" area and the addition of an above ground light rail and station would cut this area in half, destroying the feel of this community. Studies have shown that increased concrete (and thus lack of green space) in cities has a poor effect on the populations mental health (Zhang et al. The Association between Green Space and Adolescents' Mental Well-Being: A Systematic Review. 2020.)	Please see response to CCG2 in Table 7-1.

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Comment Submittal 0962

Communication ID:	Name	Email
503976	Brian Stein	stein2k@gmail.com

Full Communication (4/28/2022)

I am a West Seattle resident and want to voice my support for the Ballard-West Seattle Link Extension. I look forward to the completion of this project and think it will greatly benefit the city's public transit and result in fewer vehicle trips.

I am greatly concerned about the proposed Chinatown/International District segment. Given the potential negative impact to the businesses and residents of this important and vital community, as well as the history of marginalization and displacement during past infrastructure projects, I support the 4th Avenue alternative over the 5th avenue alternative. Furthermore, I support an extension of the Draft Environmental Impact Statement public comment period and for Sound Transit to use such an extension period to engage with community leaders to better understand potential impacts and develop mitigation strategies for the strain that will be placed on the community during the construction phase.

I stand with the many organizations, such as Transit Equity for All, The Wing Luke Museum, OCA Seattle and others, who are fighting to save the historic Chinatown/International District. The closure of King Street, S. Well we and 5th Avenue for several years, the displacement and closure of over 30 immigrant businesses and the increased noise and air pollution are all unacceptable. Please move forward with the 4th Avenue alternative and take steps to ensure that the project will not negatively impact the historic Chinatown/International District.

#	Comments	Responses
1	want to voice my support for the Ballard-West Seattle Link Extension. I look forward to the completion of this project and think it will greatly benefit the city's public transit and result in fewer vehicle trips.	Thank you for expressing support for the project.
2	I am greatly concerned about the proposed Chinatown/International District segment. Given the potential negative impact to the businesses and residents of this important and vital community, as well as the history of marginalization and displacement during past infrastructure projects, I support the 4th Avenue alternative over the 5th avenue alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I support an extension of the Draft Environmental Impact Statement public comment period and for Sound Transit to use such an extension period to engage with community leaders to better understand potential impacts and develop mitigation strategies for the strain that will be placed on the community during the construction phase.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	I stand with the many organizations, such as Transit Equity for All, The Wing Luke Museum, OCA Seattle and others, who are fighting to save the historic Chinatown/International District. The closure of King Street, S. Well we and 5th Avenue for several years, the displacement and closure of over 30 immigrant businesses and the increased noise and air pollution are all unacceptable.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Comment Submittal 0963

Communication ID:	Name	Email
503978	Sharon Podobnik	podobnik.sharon@gmail.com

Full Communication (4/28/2022)

As a resident and homeowner in West Seattle I feel strongly about the placement of our new station I'm eager for the station to be built and very excited to use it.

From a user perspective I strongly believe that the best option is the tunnel in Alaska Junction (WSJ-5). We've got a lot of condo buildings and new development that this option would allowed to remain. It would enable our community to be supported by transit without destroying the community in the process. It provides the most access with the least disruption.

I'm also a fan because although the aerial would have originally been less expensive than the tunnel, purchasing all of the brand new developments for the sake of demolishing them will increase the cost of the project significantly while displacing the residents who likely voted for it and want it.

I believe that this alternative will be the most bang for our buck and encourage the greatest amount of use and happiness in our community. Residents and visitors will have easy access to the core of Alaska junction without being totally deterred because of distance, or, quite frankly an imposing and unattractive structure.

WSJ-5 for the win!

#	Comments	Responses
1	From a user perspective I strongly believe that the best option is the tunnel in Alaska Junction (WSJ-5). We've got a lot of condo buildings and new development that this option would allowed to remain. It would enable our community to be supported by transit without destroying the community in the process. It provides the most access with the least disruption. I'm also a fan because although the aerial would have originally been less expensive than the tunnel, purchasing all of the brand new developments for the sake of demolishing them will increase the cost of the project significantly while displacing the residents who likely voted for it and want it. I believe that this alternative will be the most bang for our buck and encourage the greatest amount of use and happiness in our community. Residents and visitors will have easy access to the core of Alaska junction without being totally deterred because of distance, or, quite frankly an imposing and unattractive structure. WSJ-5 for the win!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0964

Communication ID:	Name	Email
503985	Laurie Feldman	Lafeld23@gmail.com

Full Communication (4/28/2022)

Hello,

Thank you for taking the time to review comments as part of this process. I am a resident of West Seattle, and my neighborhood is the focus of my comments at this time. We all know we live in a beautiful region, and the appearance of light rail is important. To this end, my preferences are:

1. tunnels, especially as close to the Alaska Junction as possible 1.a. the Alaska Junction is a major hub in West Seattle, and when thinking about people with mobility issues, having stations a significant distance away from Alaska Junction is not ideal

2. lower elevated tracks where tunneling is not an option

I respectfully request that the tall elevated tracks are not considered for West Seattle. Along 1-5 (North Seattle), such tracks make sense. However, West Seattle is dense and the tall elevated tracks would drastically impact the look and vibrancy of West Seattle.

Peripherally related: please do not entertain the people who are pushing for gondolas, as their proposal is absolutely rubbish. A major downside about Seattle public transit is that several of the different modes available (light rail, monorail, and streetcar) are not easily connectable to each other or bus lines. Adding another mode of transportation would be ridiculous, especially when voters want light rail.

Thank you,

Laurie

#	Comments	Responses
1	my preferences are: tunnels, especially as close to the Alaska Junction as possible 1.a. the Alaska Junction is a major hub in West Seattle, and when thinking about people with mobility issues, having stations a significant distance away from Alaska Junction is not ideal lower elevated tracks where tunneling is not an option I respectfully request that the tall elevated tracks are not considered for West Seattle. Along 1-5 (North Seattle), such tracks make sense. However, West Seattle is dense and the tall elevated tracks would drastically impact the look and vibrancy of West Seattle.	Please see responses to CCG2, CC2i, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	please do not entertain the people who are pushing for gondolas, as their proposal is absolutely rubbish. A major downside about Seattle public transit is that several of the different modes available (light rail, monorail, and streetcar) are not easily connectable to each other or bus lines. Adding another mode of transportation would be ridiculous, especially when voters want light rail.	Please see response to CC2g in Table 7-1.

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Comment Submittal 0965

Communication ID:	Name	Email
504000	Cameron Coates	thatgingercameron@gmail.com

Full Communication (4/28/2022)

The DEIS cannot go forward without a comprehensive study as to how it will affect the lives of the people living where construction will take place. Do not begin construction if it means displacing community members.

#	Comments	Responses
1	The DEIS cannot go forward without a comprehensive study as to how it will affect the lives of the people living where construction will take place. Do not begin construction if it means displacing community members.	Please see responses to CC4.1b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0966

Communication ID:	Name	Email
504005	Carol Storch	storcc@gmail.com

Full Communication (4/28/2022)

I am a homeowner on 26th, near Andover and the Youngstown Flats, and have been a West Seattle resident for 8 years. I feel so privileged to live in an urban neighborhood that incorporates the beautiful Longfellow Creek nature trail and the wonderful Delridge playfield in walking distance. I approve and support the development in West Seattle over the last decade, and an elevated West Seattle Junction station would destroy the unique character of the community, which wonderfully blends urban and suburban characteristics (I grew up in Mill Creek, WA). The costs of the Andover station do not justify having a third station so closely linked to the Alaska and Delridge stations. The cost savings of removing the third station from the project would be better spent supporting a tunnel to the Alaska Junction.

1. Referring to the Executive Summary (ES-17,18) I support Andover Street Station Lower Height Alternative (DEL-6). It has the lowest residential impact (which should be a high priority given the housing market of the last 10 years), the least impact on the green characteristics of the neighborhood, and the lower height prepares for connection to the very important tunnel alternative in the West Seattle Junction Segment.

2. Referring to the Executive Summary (ES-21,22) I strongly support the Medium Tunnel 41st Avenue Station (WSJ-5) to preserve the characteristics of the West Seattle Junction area, the business park, and the grocery stores. This is also the SECOND CHEAPEST OPTION, with the lowest number of businesses impacted and the second lowest number of residents and employees impacted, and the least impact to parks.

#	Comments	Responses
1	An elevated West Seattle Junction station would destroy the unique character of the community, which wonderfully blends urban and suburban characteristics	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	The costs of the Andover station do not justify having a third station so closely linked to the Alaska and Delridge stations. The cost savings of removing the third station from the project would be better spent supporting a tunnel to the Alaska Junction.	Please see response to CC2j in Table 7-1.
	Referring to the Executive Summary (ES-17,18) I support Andover Street Station Lower Height Alternative (DEL-6). It has the lowest residential impact (which should be a high priority given the housing market of the last 10 years), the least impact on the green characteristics of the neighborhood, and the lower height prepares for connection to the very important tunnel alternative in the West Seattle Junction Segment.	Please see response to CCG2 in Table 7-1.
	Referring to the Executive Summary (ES-21,22) I strongly support the Medium Tunnel 41st Avenue Station (WSJ-5) to preserve the characteristics of the West Seattle Junction area, the business park, and the grocery stores. This is also the SECOND CHEAPEST OPTION, with the lowest number of businesses impacted and the second lowest number of residents and employees impacted, and the least impact to parks	Please see response to CCG2 in Table 7-1.

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Comment Submittal 0967

Communication ID:	Name	Email
504007	Kevin Orme	bi670@scn.org

Full Communication (4/28/2022)

I am sick and tired of watching Sound Transit mow down hundreds of trees to put in a LRT line that should have gone up the middle of the freeway like BART has been doing for decades now - who are you kidding with your%('\$%% 'tree planting' program now having done all that?

and now you are already doing it again southbound to tacoma and likely for the other two lines. WHEN will you pull your heads out of your overpaid, over-taxing ASSES and protect our climate first? you are liars and tax cheats, plain and simple, and WE have to pay for it? See you in 25 years when our climate is truly fd by shitty planning from the likes of you and those 'tree plantings' had been left to die on the vine through lack of care while the hundreds of conifers you mowed down are long, long gone - F you.

#	Comments	Responses
1	I am sick and tired of watching Sound Transit mow down hundreds of trees to put in a LRT line that should have gone up the middle of the freeway like BART has been doing for decades now - who are you kidding with your %('\$%% 'tree planting' program now having done all that? and now you are already doing it again southbound to tacoma and likely for the other two lines. WHEN will you pull your heads out of your overpaid, over-taxing ASSES and protect our climate first? you are liars and tax cheats, plain and simple, and WE have to pay for it? See you in 25 years when our climate is truly fd by shitty planning from the likes of you and those 'tree plantings' had been left to die on the vine through lack of care while the hundreds of conifers you mowed down are long, long gone - F you.	Please see response to CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0968

Communication ID:	Name	Email
504026	Kris Wilson	kriswilson206@yahoo.com

Full Communication (4/28/2022)

Due to the proposed impact to the Delridge corridor there are two options that seem to be the better options. Due to less neighborhood impact the options DEL-5 and DEL-6 for the West Seattle Sound Transit route would be the ideal options.

#	Comments	Responses
1	Due to the proposed impact to the Delridge corridor there are two options that seem to be the better options. Due to less neighborhood impact the options DEL-5 and DEL-6 for the West Seattle Sound Transit route would be the ideal options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0969

Communication ID:	Name	Email
504028	Andrew Israel	asi228@yahoo.com

Full Communication (4/28/2022)

Hello,

As a concerned citizen in north delridge I am concerned raised, elevated tracks will cast noise and an unsightly view from the neighborhood and golf course.

I also worry with rising costs of concrete and it's failure rate as we have seen in the bridge that this might not be the best solution.

Please choose an alternative design that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)

#	Comments	Responses
1	As a concerned citizen in north delridge I am concerned raised, elevated tracks will cast noise and an unsightly view from the neighborhood and golf course. I also worry with rising costs of concrete and it's failure rate as we have seen in the bridge that this might not be the best solution. Please choose an alternative design that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)	Please see responses to CCG2, CC4.5a, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the Final EIS for more information on the noise analysis.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0970

Communication ID:	Name	Email
504029	Tracy Slatten	tracyslatten@gmail.com

Full Communication (4/28/2022)

This is a response to the DEIS draft

1. Traffic impact. directed at appendix N.1A Attachment N.1A Transportation Technical Analysis Methodology Table N.1E-13. DEL-5 and DEL-6* (cost 3rd party) shows the least impact for traffic in Youngstown during construction timeline. Other alignments have longer impact timeline.

2. Neighborhood impact Appendix J Del-1a, Del-2a*, Del-2b* alignments would impact recently improved housing and neighborhood community. Similarly Del-3, Del-4* alignments impact recently improved housing and neighborhood community.

Delridge Segment DEL-5 and DEL-6 would move the alignment closer to Spokane st and closer to the park and ride facility, lessen impact to community in Del-1a, Del-2a*, Del-2b*, Del-3, Del-4*. alignments.

I would rather have the alignment and its impact in the front yard of the nucor steel as they benefit directly from sound transit construction in the form of rebar used throughout. I would think there would be far less impact in the delridge segment/station with alignments Del-5 or Del-6'.

The Appendix J Delridge Segment Del-1a, Del-2a*, Del-2b*, Del-3, Del-4* shows the demolition of the same neighborhood. Why would those impacted most in these alignments want it there when there is an alternative offered in front of the steel mill? Sleepy office park (Del-5/Del-6*) or new towhomes demolished (Del-1a, Del-2a*, Del-2b, Del-3, Del-4*).

Del-5 or Del-6* would serve the needs of the community in the Delridge segment with the least impact. Even this alignment would change the area in unforeseen ways. I don't think near enough of the communities have seen Appendix J for a clearer understanding of the exact impact of the current Draft EIS. My comment and opinion.

#	Comments	Responses
1	<p>Traffic impact. directed at appendix N.1A Attachment N.1A Transportation Technical Analysis Methodology Table N.1E-13. DEL-5 and DEL-6* (cost 3rd party) shows the least impact for traffic in Youngstown during construction timeline. Other alignments have longer impact timeline.</p> <p>Neighborhood impact Appendix J Del-1a, Del-2a*, Del-2b* alignments would impact recently improved housing and neighborhood community. Similarly Del-3, Del-4* alignments impact recently improved housing and neighborhood community. Delridge Segment DEL-5 and DEL-6 would move the alignment closer to Spokane st and closer to the park and ride facility, lessen impact to community in Del-1a, Del-2a*, Del-2b*, Del-3, Del-4*. alignments. I would rather have the alignment and its impact in the front yard of the nucor steel as they benefit directly from sound transit construction in the form of rebar used throughout. I would think there would be far less impact in the delridge segment/station with alignments Del-5 or Del-6*. The Appendix J Delridge Segment Del-1a, Del-2a*, Del-2b*, Del-3, Del-4* shows the demolition of the same neighborhood. Why would those impacted most in these alignments want it there when there is an alternative offered in front of the steel mill? Sleepy office park (Del-5/Del-6*) or new towhomes demolished (Del-1a, Del-2a*, Del-2b, Del-3, Del-4*). Del-5 or Del-6* would serve the needs of the community in the Delridge segment with the least impact. Even this alignment would change the area in unforeseen ways.</p>	<p>Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0971

Communication ID:	Name	Email
504034	Chris Rodkey	soundtransit@chrisrodkey.com

Full Communication (4/28/2022)

Please ensure prioritized transit and cycling connections to all light rail stations as part of this project.

If the Avalon station is to be deleted in favor of tunneling, please ensure transit connections from 35th have on-street priority to the remaining stations.

#	Comments	Responses
1	Please ensure prioritized transit and cycling connections to all light rail stations as part of this project. If the Avalon station is to be deleted in favor of tunneling, please ensure transit connections from 35th have on-street priority to the remaining stations.	Please see responses to CC2j and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0972

Communication ID:	Name	Email
504038	Kyle Freemantle	kcfreemantle@gmail.com

Full Communication (4/28/2022)

I've lived in West Seattle in the North Delridge neighborhood since my wife and I bought our first home in 2016, after renting in Admiral for two years. I've mostly enjoyed it as a place to grow a family and raise my kid, and I've approved of the development in the neighborhoods we've lived in. I don't think a elevated junction station would be good for the character and quality of the neighborhoods it will impact. Best case scenario is that the junction would look like 5th with the monorail tracks near Amazon. Additionally, I can't imagine the benefits to commuters from a third station on top of Delridge and Alaska being worth the cost.

#	Comments	Responses
1	I don't think a elevated junction station would be good for the character and quality of the neighborhoods it will impact. Best case scenario is that the junction would look like 5th with the monorail tracks near Amazon.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Additionally, I can't imagine the benefits to commuters from a third station on top of Delridge and Alaska being worth the cost.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0973

Communication ID:	Name	Email
504046	Maureen Dollar	Alexii3@yahoo.com

Full Communication (4/28/2022)

We must learn from our history and we must do better! We cannot keep disrupting communities.

#	Comments	Responses
1	We must learn from our history and we must do better! We cannot keep disrupting communities.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0974

Communication ID:	Name	Email
504066	Jim Carlson	jcarlson@bet-r.com

Full Communication (4/28/2022)

Greetings:

Please see the below comments regarding the WSBL Draft Environmental Impact Statement. We respectfully urge that you select DEL-5 and DEL-6 for the West Seattle Sound Transit route.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES- 18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. As part owner of the 4000 Delridge Way building, I strongly object to any of these four routes. When we built our building at 4000 Delridge Way the City of Seattle encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. The majority of our employees live in West Seattle.

The selection of either DEL-5 or DEL-6 option would allow our unique office building to remain in this location and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.

We implore you to please select DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Sincerely,

Jim Carlson

Partner, Delridge Development LLC

Owner, Building Envelope Technology and Research 4000 Delridge Way SW

Seattle, WA. 98106

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>We respectfully urge that you select DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. As part owner of the 4000 Delridge Way building, I strongly object to any of these four routes. When we built our building at 4000 Delridge Way the City of Seattle encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. The majority of our employees live in West Seattle. The selection of either DEL-5 or DEL-6 option would allow our unique office building to remain in this location and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18-the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course.</p> <p>Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.</p>	<p>Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.</p>
2	<p>We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.</p>	<p>Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0975

Communication ID:	Name	Email
504068	Susannah Scott	susannahmscott@gmail.com

Full Communication (4/28/2022)

For section ES 3.1.1.2 - the Duwamish Segment, Option DUW-2 is significantly preferable than the others for these reasons:

- Reduced noise for Pidgeon Point Residences
- Reduced impact on Blue Heron habitat
- No guideway columns in the water.
- Zero residential displacements.
- Fewer employee displacements

Even though it negatively impacts some business, because it puts the needs of wildlife and human residents of the area above the needs of business.

Thanks,

Susannah Scott (Alaska Junction Resident)

#	Comments	Responses
1	For section ES 3.1.1.2 - the Duwamish Segment, Option DUW-2 is significantly preferable than the others for these reasons: Reduced noise for Pidgeon Point Residences Reduced impact on Blue Heron habitat No guideway columns in the water. Zero residential displacements. Fewer employee displacements Even though it negatively impacts some business, because it puts the needs of wildlife and human residents of the area above the needs of business.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0976

Communication ID:	Name	Email
504069	Ryan Avery	ryan@developmentseed.org

Full Communication (4/28/2022)

Dear Sound Transit,

My name is Ryan Avery at 4308 26th Ave SW Unit D. I'm writing to express my excitement and concern about the DEi report outlining plans for the light rail. I support the light rail, but want to emphasize the jarring effect it would have to build in the middle of the Youngstown neighborhood. Many more folks would be displaced, including myself, from an area that has offered one of the few (barely) affordable neighborhoods to own a house in Seattle. It would also place the noisy loud rail in the middle of a neighborhood, which would bring adverse effects to life and livelihoods for many folks who work from home.

I think it would be much better to go with the Andover street station plan with the tunnel option instead of the Dakota station plan. Moving the station a little north would not be overburdensome for the majority of ridership (Youngstown, North Delridge) but would preserve the neighborhood, offer less noise impacts, and still provide all the benefits of a light rail station. From looking at these slide presentations, many less units would be displaced, cost is same or cheaper than the pink preferred alternatives, and less units would be impacts by noise given that much of the rail would border an industrial plant. (Source: <https://westseattleblog.com/2022/03/dozens-of-questions-answers-comments-sound-transits-west-seattle-public-hearing/>)

I think West Seattle would benefit from light rail (even though I'm personally getting by fine with biking, buses, and car). At the same time, we need to preserve neighborhoods that are more affordable than the high income areas up the hill. I implore Sound Transit to consider changing the preferred alternative to the Andover street station (preferably the tunnel option) and to make concerted efforts at securing the funding and other support to make this possible.

Sincerely, Ryan Avery

#	Comments	Responses
1	<p>I support the light rail, but want to emphasize the jarring effect it would have to build in the middle of the Youngstown neighborhood. Many more folks would be displaced, including myself, from an area that has offered one of the few (barely) affordable neighborhoods to own a house in Seattle. It would also place the noisy loud rail in the middle of a neighborhood, which would bring adverse effects to life and livelihoods for many folks who work from home. I think it would be much better to go with the Andover street station plan with the tunnel option instead of the Dakota station plan.</p> <p>Moving the station a little north would not be overburdensome for the majority of ridership (Youngstown, North Delridge) but would preserve the neighborhood, offer less noise impacts, and still provide all the benefits of a light rail station. From looking at these slide presentations, many less units would be displaced, cost is same or cheaper than the pink preferred alternatives, and less units would be impacts by noise given that much of the rail would border an industrial plant. (Source: https://westseattleblog.com/2022/03/dozens-of-questions-answers-comments-sound-transits-west-seattle-public-hearing/) I think West Seattle would benefit from light rail (even though I'm personally getting by fine with biking, buses, and car). At the same time, we need to preserve neighborhoods that are more affordable than the high income areas up the hill. I implore Sound Transit to consider changing the preferred alternative to the Andover street station (preferably the tunnel option) and to make concerted efforts at securing the funding and other support to make this possible.</p>	<p>Please see responses to CCG2, CC2c, CC4.1b, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0977

Communication ID:	Name	Email
504072	Dale Luhman	dale.luhman@gmail.com

Full Communication (4/28/2022)

Sound Transit

West Seattle and Ballard link extensions WSBLEDEIScomments@soundtransit.org Comments on DEIS due 4/28/2022

Commenting on light rail to West Seattle. Realizing tunneling costs more, if you look at the long- term effects, and this sets the stage for west Seattle Alaska junction forever, tunneling makes more sense.

A tunnel across the Duwamish and up the hill towards Alaska would have the least surface, noise, neighborhood impacts. Expensive yes, but for the long term, it would be worth it in my opinion. An alternative for this should be displayed.

At Alaska junction, preferred tunnel WSJ-3a onto 41st would seem to have the least surface impacts. Its 2 blocks off California, so commuters would not dump onto an already busy commercial street. A tunnel would cause less visual impact, less impact on historic structures, and the overall small town neighborhood business feel. It would cause less surface impacts to current residential housing and businesses. Long-term one-time investment would set the stage for a less intrusive high transit impact. It would keep surface options open for the future.

It might cost more now, but surface and elevated light rail just do too much impact on so many fronts. Economics are important, but for the long term and the neighborly feel of the community a tunnel makes sense. New York, London, mostly subsurface, let Seattle make this work.

#	Comments	Responses
1	A tunnel across the Duwamish and up the hill towards Alaska would have the least surface, noise, neighborhood impacts. Expensive yes, but for the long term, it would be worth it in my opinion. An alternative for this should be displayed.	Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward.
2	At Alaska junction, preferred tunnel WSJ-3a onto 41st would seem to have the least surface impacts. Its 2 blocks off California, so commuters would not dump onto an already busy commercial street. A tunnel would cause less visual impact, less impact on historic structures, and the overall small town neighborhood business feel. It would cause less surface impacts to current residential housing and businesses. Long-term one-time investment would set the stage for a less intrusive high transit impact. It would keep surface options open for the future. It might cost more now, but surface and elevated light rail just do too much impact on so many fronts. Economics are important, but for the long term and the neighborly feel of the community a tunnel makes sense. New York, London, mostly subsurface, let Seattle make this work.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0978

Communication ID:	Name	Email
504073	Debora Nascimento del Araujo Dold	deboradnad@gmail.com

Full Communication (4/28/2022)

Excited for the future possibilities with the link, and at the same time concerned about the impacts on the nature and families, especially regardless housing. It is very hard to think about the best option... I would say that the DEL 6, WSJ-5, Sodo 1-b and DuW-2 would work better, if I understand correctly to be honest; however, I am not sure if the information I read in the document are all the information that is known. Thank you for listening people voices.

#	Comments	Responses
1	Excited for the future possibilities with the link, and at the same time concerned about the impacts on the nature and families, especially regardless housing. It is very hard to think about the best option .. I would say that the DEL 6, WSJ-5, Socio 1-b and DuW-2 would work better	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0979

Communication ID:	Name	Email
504076	Rebecca Ponzio	rebecca.ponzio@gmail.com

Full Communication (4/28/2022)

May 28, 2022

RE: West Seattle and Ballard Link Extensions DEIS Dear Sound Transit Board of Directorrs:

Thank you for the opportunity to comment on the West-Seattle & Ballard Link Extension Draft Environmental Impact Statement. I am a resident of West Seattle and care deeply about maintaining and supporting the health of our communities, ensuring that people of color and low income people are not adversely impacted by public infrastructure projects like this one, and that we move forward with the option that best reflects how our region wants to grow. I encourage you to hold the following values in choosing the next steps from the DEIS:

- Build a system that is designed for equity and is racially just;
- Ensure that air pollution and climate pollution are reduced because of the system;
- Maximize affordable housing and transit oriented development opportunities;
- Carefully integrate and improve critical transit, bike, and walking networks;
- Ensure travel and use reliability and accessibility, especially for those with disabilities;
- Minimize and reduce displacement and address displacement that does occur;

In addition to the above values, I offer the following more specific points:

- Choose the Delridge Station and path that is designed to benefit the people who live in and around the Delridge neighborhood. This includes accessibility, minimizing displacement, and improving air quality. This station and path also should minimize impacts to water quality, habitat and tree canopy. This neighborhood ranks relatively high on Washington State's Department of Health's environmental health impacts map (<https://fortress.wa.gov/doh/wtnibl/WTNIBL/>) and should therefore have additional attention and consideration given to the path to minimize impacts, including displacement, and ideally benefit the residents and community overall.
- Choose the West Seattle Junction Station and path that is designed to capture the most residents of West Seattle, prioritizes minimizing displacement, and improves air quality. All the alternatives presented have some impact and it appears that the Medium Tunnel 41st Avenue Station Alternative (WSJ-5) has less impact and more benefits. That said, further analysis with an equity lens should be applied to ensure there is not undue burden and that this path indeed is best.
- Choose the Chinatown/International District Station and path that proactively reflects an equity and racial justice lens. This neighborhood in Seattle also ranks relatively high on Washington State's Department of Health's environmental health impacts map (<https://fortress.wa.gov/doh/wtnibl/WTNIBL/>) and should therefore have additional attention and consideration given to the path to minimizing impacts and ideally benefiting residents and local businesses that have been historically impacted by public infrastructure projects. Key issues in deciding on a path include but are not limited to reducing air pollution and addressing any likely new pollution sources such as venting, addressing noise pollution from the operation of the system, proactively ensuring limited displacement, particularly of elderly populations, and ensuring the low income and businesses run by people of color are retained and supported. To evaluate and address these may require further analysis, per the request of the Wing Luke Museum and other community organizations. Given the historic harm of other public infrastructure projects to this community, this request should be elevated and addressed.

Thank you for your attention to these important issues in making decisions on how our region advances equitable and accessible public transit.

Regards, Rebecca Ponzio

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Thank you for the opportunity to comment on the West-Seattle & Ballard Link Extension Draft Environmental Impact Statement. I am a resident of West Seattle and care deeply about maintaining and supporting the health of our communities, ensuring that people of color and low income people are not adversely impacted by public infrastructure projects like this one, and that we move forward with the option that best reflects how our region wants to grow. I encourage you to hold the following values in choosing the next steps from the DEIS: • Build a system that is designed for equity and is racially just; • Ensure that air pollution and climate pollution are reduced because of the system; • Maximize affordable housing and transit oriented development opportunities; • Carefully integrate and improve critical transit, bike, and walking networks; • Ensure travel and use reliability and accessibility, especially for those with disabilities; • Minimize and reduce displacement and address displacement that does occur</p>	<p>Please see responses to CC3a, CC4.1b, CC4.2a, CC4.4a, and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the Final EIS, which reflects many of the listed values. Please see Appendix G, Environmental Justice, of the Final EIS for information on project impacts and benefits to people of color and low-income populations.</p> <p>Please see Section 4.6, Air Quality, of the Final EIS for more information on air quality.</p>
2	<p>Choose the Delridge Station and path that is designed to benefit the people who live in and around the Delridge neighborhood. This includes accessibility, minimizing displacement, and improving air quality. This station and path also should minimize impacts to water quality, habitat and tree canopy. This neighborhood ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNBL/) and should therefore have additional attention and consideration given to the path to minimize impacts, including displacement, and ideally benefit the residents and community overall.</p>	<p>Please see responses to CCG2, CCG3, CC4.4a, and CC4.9a in Table 7-1. Please also see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
3	<p>Choose the West Seattle Junction Station and path that is designed to capture the most residents of West Seattle, prioritizes minimizing displacement, and improves air quality. All the alternatives presented have some impact and it appears that the Medium Tunnel 41st Avenue Station Alternative (WSJ-5) has less impact and more benefits. That said, further analysis with an equity lens should be applied to ensure there is not undue burden and that this path indeed is best.</p>	<p>Please see responses to CCG2, CCG3, CC4.4a, and CC4.9a in Table 7-1. Please also see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
4	<p>Choose the Chinatown/International District Station and path that proactively reflects an equity and racial justice lens. This neighborhood in Seattle also ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNBL/) and should therefore have additional attention and consideration given to the path to minimizing impacts and ideally benefiting residents and local businesses that have been historically impacted by public infrastructure projects. Key issues in deciding on a path include but are not limited to reducing air pollution and addressing any likely new pollution sources such as venting, addressing noise pollution from the operation of the system, proactively ensuring limited displacement, particularly of elderly populations, and ensuring the low income and businesses run by people of</p>	<p>A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	color are retained and supported. To evaluate and address these may require further analysis, per the request of the Wing Luke Museum and other community organizations. Given the historic harm of other public infrastructure projects to this community, this request should be elevated and addressed.	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0980

Communication ID:	Name	Email
504082	Susannah Scott	susannahmscott@sparklabld.com

Full Communication (4/28/2022)

For Section 3.1.1.3 Delridge Segment. DEL2a and DEL4 are the options that should be considered moving forward.

Both are tunnel options, and we absolutely want to put as much of the train as we can underground, for the following reasons

- Reduce traffic impacts on West Seattle Residents
- Reduce noise impacts on West Seattle residents and wildlife
- Scarce, above-ground land can be used for business or residnets.
- West Seattle residents deserve the same consideration that Capitol Hill residents received.

Why take land from the golf course?

The golf course isn't being used by most West Seattle residents, and it can afford to lose the land more than residential areas or businesses. I would perhaps feel differently if this was a park for multiple uses for the general public.

These are also the most cost-effective options and can save money for other areas.

#	Comments	Responses
1	For Section 3.1.1.3 Delridge Segment, DEL2a and DEL4 are the options that should be considered moving forward. Both are tunnel options, and we absolutely want to put as much of the train as we can underground, for the following reasons Reduce traffic impacts on West Seattle Residents Reduce noise impacts on West Seattle residents and wildlife Scarce, above-ground land can be used for business or residnets. West Seattle residents deserve the same consideration that Capitol Hill residents received. Why take land from the golf course? The golf course isn't being used by most West Seattle residents, and it can afford to lose the land more than residential areas or businesses. I would perhaps feel differently if this was a park for multiple uses for the general public. These are also the most cost-effective options and can save money for other areas.	Please see response to CCG2, CC4.1b, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information on traffic impacts during operations and construction.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0981

Communication ID:	Name	Email
504088	Margaret Allen	margaretallen672@gmail.com

Full Communication (4/28/2022)

DUW-1b: I support the North crossing /Andover Street/ or tunnel to eliminate the proposed track adjacent to the park on Genesee and Delridge.. This is a hang out and exercise site where kids spend hours, exposing them to greatest amount of Light Rail's polluting elements . Others using the park would continue to benefit from the restorative public health aspect of cleaner air, less noise and mechanical speed. Let's protect this park serving many lower income families, especially the many children who have greater consequences for negative impact of toxins on their smaller bodies. Thinking ahead with the likelihood of continued housing shortage, I predict a high rail system with a long stretch of cover, would invite more encampments close to the park.

ES4: Location of the proposed Fauntleroy station is closer to High Point and Westwood geographically. This location allows greater access as it serves the both the Junction center while extending the use to the South. Let's put a tunnel station there.

General comments:

- 1). Elevated stations in West Seattle will create visual and social barriers that divide our urban village with monolith chunks of concrete, industrializing the landscape to ugly. High rise stretches are not wanted. in residential neighborhoods. The longer the tunnel the better for community cohesiveness and I believe, mental and physical health.
- 2). Station designs need a vehicle drop-off zone. Not everyone will arrive on a bus, scooter or bike. The stations need to serve the elderly, disabled and families with young children or infants for example. A car ride to the station will be needed by some of our population who cannot be excluded.

#	Comments	Responses
1	<p>I support the North crossing /Andover Street/ or tunnel to eliminate the proposed track adjacent to the park on Genesee and Delridge.. This is a hang out and exercise site where kids spend hours, exposing them to greatest amount of Light Rail's polluting elements . Others using the park would continue to benefit from the restorative public health aspect of cleaner air, less noise and mechanical speed. Let's protect this park serving many lower income families, especially the many children who have greater consequences for negative impact of toxins on their smaller bodies.</p> <p>Thinking ahead with the likelihood of continued housing shortage, I predict a high rail system with a long stretch of cover, would invite more encampments close to the park.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the Final EIS for more information on impacts and benefits to low-income populations and communities of color. Please see Section 4.7, Noise and Vibration, of the Final EIS for information on noise impacts and proposed mitigation. As described in Section 4.6, Air Quality, Sound Transit light rail vehicles are powered by electricity and do not produce emissions during operation.</p>
2	<p>Location of the proposed Fauntleroy station is closer to High Point and Westwood geographically. This location allows greater access as it serves the both the Junction center while extending the use to the South. Let's put a tunnel station there.</p>	<p>Please see responses to CCG2 and CC2d in Table 7-1.</p>
3	<p>Elevated stations in West Seattle will create visual and social barriers that divide our urban village with monolith chunks of concrete, industrializing the landscape to ugly. High rise stretches are not wanted. in residential neighborhoods. The longer the tunnel the better for community cohesiveness and I believe, mental and physical health.</p>	<p>Please see responses to CCG2, CC4.4a, and CC4.5a in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Station designs need a vehicle drop-off zone. Not everyone will arrive on a bus, scooter or bike. The stations need to serve the elderly, disabled and families with young children or infants for example. A car ride to the station will be needed by some of our population who cannot be excluded.	Please see response to CC3a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0982

Communication ID:	Name	Email
504093	Anonymous	palekayle@gmail.com

Full Communication (4/28/2022)

Design the system for transit riders and the optimal rider experience.

Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Closing a busy road for a few years is a small price to pay, especially if doing so means we can have rail sooner.

Avoid bridges that would need to be opened.

#	Comments	Responses
1	Design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Closing a busy road for a few years is a small price to pay, especially if doing so means we can have rail sooner. Avoid bridges that would need to be opened.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0983

Communication ID:	Name	Email
504096	Susannah Scott	susannahmscott@gmail.com

Full Communication (4/28/2022)

For section ES.3.1.1.4 - West Seattle Junction Stations options WSJ-3a. WSJ-3b are strongly preferred.

A tunnel option would reduce gardening noise pollution and traffic impacts for West Seattle residents in the long term. The residents here deserved the same consideration residents of Capitol Hill received.

Thanks,

Susannah Scott

(West Seattle Resident)

#	Comments	Responses
1	For section ES.3.1.1.4 - West Seattle Junction Stations options WSJ-3a, WSJ-3b are strongly preferred. A tunnel option would reduce gardening noise pollution and traffic impacts for West Seattle residents in the long term. The residents here deserved the same consideration residents of Capitol Hill received.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0984

Communication ID:	Name	Email
504097	Christina Rajan	crajan85@gmail.com

Full Communication (4/28/2022)

There are so many serious problems that demonstrate entrenched racism and discrimination/neglect in this Draft EIS. There are incredible gaps in ST staff's understanding of the social inequities and environmental harms that the proposed plans will exacerbate. It is shocking in many ways how the proposed plan does not center or prioritize the people in the County that need rapid transit the most, that are the most dependent on public transportation. The way this entire plan has been designed demonstrates a fundamentally racist and classist approach to providing transportation to the public. The preferential treatment and planning considerations consistently prioritize the downtown, Ballard, and West Seattle-based professional workers at the expense of lower income communities and riders of color.

One of the most egregious examples of that is the proposed destruction of many Chinatown/International District historic buildings to make room for a new connecting station on 5th Avenue. This proposal is a direct threat to the already vulnerable cohesion of this historic neighborhood. The proposed construction timeline alone of about 11 years in the heart of this small neighborhood, made up of so many Asian heritage elders, will accelerate displacement and ruin significant cultural markers that are precious to the local residents and shop owners. The quality of life for the residents and business owners will be disproportionately impacted; especially considering that the light rail's intention and target ridership for this station is not for this community.

In addition, the West Seattle stations run through and destroys some of the limited affordable housing resources in the Delridge neighborhood south of West Seattle. Again, at the expense of lower income communities of color there, particularly Seattle Housing Authority properties will be displaced. It is worth noting that the nearby golf course is only marginally effected (a local resource not widely used by low income families of color).

Also, the Duwamish Valley communities of South Park and Georgetown, who have long advocated for better public transit, is completely excluded from the benefits of this light rail investment. There is not even connecting extensions or rapid ride alternatives to link the community to light rail benefits. This oversight and neglect is palpable, especially in the naming of the "Duwamish Segment" that has misled many community members to think that this proposal will finally provide them with service.

The whole plan, in spite of claiming a racial equity analysis has been conducted, demonstrates a severe disregard for the actual lives of low income communities of color and their transit riders. The plan is obviously not centering the communities and riders most in need of improved, reliable, and fast service. If you take this ST proposed map/the communities it benefits, and line it up against a 1930s Seattle redlining map, you can see very clearly that there is no change.

In order to discontinue repeating the racist and classist transportation planning strategies that has worsened our cultural and social divides in this County, I encourage ST to go back to the drawing board and re-think its priorities. Bring the communities most needing public transit to the table and listen to them and actually do what they say. We will all be better off for it - guaranteed.

#	Comments	Responses
1	There are so many serious problems that demonstrate entrenched racism and discrimination/neglect in this Draft EIS. There are incredible gaps in ST staffs understanding of the social inequities and environmental harms that the proposed plans will exacerbate. It is shocking in many ways how the proposed plan does not center or prioritize the people in the County that need rapid transit the most, that are the most dependent on public transportation. The way this entire plan has been designed demonstrates a fundamentally racist and classist approach to providing transportation to the public. The preferential treatment and planning considerations consistently prioritize the downtown, Ballard, and West Seattle-based professional workers at the expense of lower income communities and riders of color.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 1.3, Planning History of West Seattle Link Extension Corridor, of the Final EIS for more information on the planning history of the West

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
		Seattle Link Extension corridor. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	One of the most egregious examples of that is the proposed destruction of many Chinatown/International District historic buildings to make room for a new connecting station on 5th Avenue. This proposal is a direct threat to the already vulnerable cohesion of this historic neighborhood. The proposed construction timeline alone of about 11 years in the heart of this small neighborhood, made up of so many Asian heritage elders, will accelerate displacement and ruin significant cultural markers that are precious to the local residents and shop owners. The quality of life for the residents and business owners will be disproportionately impacted; especially considering that the light rail's intention and target ridership for this station is not for this community.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	In addition, the West Seattle stations run through and destroys some of the limited affordable housing resources in the Delridge neighborhood south of West Seattle. Again, at the expense of lower income communities of color there, particularly Seattle Housing Authority properties will be displaced. It is worth noting that the nearby golf course is only marginally effected (a local resource not widely used by low income families of color).	Please see response to CC4.4b in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information on impacts and benefits to low-income populations and communities of color.
4	Also, the Duwamish Valley communities of South Park and Georgetown, who have long advocated for better public transit, is completely excluded from the benefits of this light rail investment. There is not even connecting extensions or rapid ride alternatives to link the community to light rail benefits. This oversight and neglect is palpable, especially in the naming of the "Duwamish Segment" that has misled many community members to think that this proposal will finally provide them with service.	Please see response to comment 1 above.
5	The whole plan, in spite of claiming a racial equity analysis has been conducted, demonstrates a severe disregard for the actual lives of low income communities of color and their transit riders. The plan is obviously not centering the communities and riders most in need of improved, reliable, and fast service. If you take this ST proposed map/the communities it benefits, and line it up against a 1930s Seattle redlining map, you can see very clearly that there is no change. In order to discontinue repeating the racist and classist transportation planning strategies that has worsened our cultural and social divides in this County, I encourage ST to go back to the drawing board and re-think its priorities. Bring the communities most needing public transit to the table and listen to them and actually do what they say. We will all be better off for it - guaranteed.	Please see responses to comments 1 and 3 above. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0985

Communication ID:	Name	Email
504109	Vivienne Nguyen	vivienne.a.nguyen@gmail.com

Full Communication (4/28/2022)

Comment re: Section 5.4.2 -Acquisitions, Displacements, and Relocations appears takes a cavalier approach that does not account for the fact that many proposed stations and rail tracks particularly in the Delridge Segment and the International District segment are in communities where a higher concentration of lower income and people of color reside and work. This demographic data exists from the census and was not cited to. Additionally, this section only focuses on residential displacement and relocation and ignores the small businesses (many that are managed, owned, and operated) by the BIPOC communities in these segments. To conclude that sufficient "mitigation" is new affordable housing within the city does not equate to a commitment to ensuring certain communities can continue to prosper and thrive such as the International District. For example, if a small business is displaced, the same business opening up in a different part of town or in a new development (likely not in the same area) does not allow a community to grow because such displacement fragments collective efforts that have attempted to thrive in the past couple of decades and eliminates the same opportunity in that specific location.

#	Comments	Responses
1	Section 5.4.2 -Acquisitions, Displacements, and Relocations appears takes a cavalier approach that does not account for the fact that many proposed stations and rail tracks particularly in the Delridge Segment and the International District segment are in communities where a higher concentration of lower income and people of color reside and work. This demographic data exists from the census and was not cited to. Additionally, this section only focuses on residential displacement and relocation and ignores the small businesses (many that are managed, owned, and operated) by the BIPOC communities in these segments. To conclude that sufficient "mitigation" is new affordable housing within the city does not equate to a commitment to ensuring certain communities can continue to prosper and thrive such as the International District. For example, if a small business is displaced, the same business opening up in a different part of town or in a new development (likely not in the same area) does not allow a community to grow because such displacement fragments collective efforts that have attempted to thrive in the past couple of decades and eliminates the same opportunity in that specific location.	Please see responses to CC4.1b, CC4.1c, and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The section referenced is the cumulative impact analysis for the project in combination with other past, present, and reasonably foreseeable future actions. Please see Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics, of the Final EIS for more information on impacts to businesses. Please see Appendix G of the Final EIS for a description of impacts to low-income populations and communications of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0986

Communication ID:	Name	Email
504115	Bebek Gulduren	aleko714@gmail.com

Full Communication (4/28/2022)

The proposed plan prioritizes the downtown, Ballard, and West Seattle-based professional class at the expense of lower income riders of color. It is unacceptable, inequitable, and a waste of our taxpayer dollars to invest in this proposal.

- Redo the plan completely by bringing low income riders of color into the design room. It is obvious their perspectives are missing. The staff-misled racial equity analysis is poorly done.
- Do not move forward with the destruction of many Chinatown/International District historic buildings to build the new station on 5th Avenue.
- Do not allow the West Seattle stations to destroy Seattle Housing Authority properties and other social service buildings that house and support low income people.
- Redesign the southern route to include increased transportation access to South Park and Georgetown.

There are many other socio-economic problems that will be exacerbated if Sound Transit moves forward with the proposal as is -- therefore it should be redone with racial equity actually centered in the process, not as an afterthought.

#	Comments	Responses
1	The proposed plan prioritizes the downtown, Ballard, and West Seattle-based professional class at the expense of lower income riders of color. It is unacceptable, inequitable, and a waste of our taxpayer dollars to invest in this proposal. Redo the plan completely by bringing low income riders of color into the design room. It is obvious their perspectives are missing. The staff-misled racial equity analysis is poorly done. Do not move forward with the destruction of many Chinatown/International District historic buildings to build the new station on 5th Avenue. Do not allow the West Seattle stations to destroy Seattle Housing Authority properties and other social service buildings that house and support low income people. Redesign the southern route to include increased transportation access to South Park and Georgetown. There are many other socio-economic problems that will be exacerbated if Sound Transit moves forward with the proposal as is -- therefore it should be redone with racial equity actually centered in the process, not as an afterthought.	Please see responses to CC1c, CC4.4c, and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0987

Communication ID:	Name	Email
504119	k. a.	compunoviice@hotmail.com

Full Communication (4/28/2022)

As a long time king county resident I am concerned about the impact that proposed light rail projects will have on impacted communities.

I do not feel that enough is being done to address community concerns, particularly in the chinatown international district and lower income areas of west Seattle (delridge/avalon).

I am concerned that if transit routes disrupt 5th avenue and the international district business and community core, irreversible damage will be done to this community. This area is a vital community and a regional asset. The history and culture of this community and the people who live here must be preserved and protected.

I am also concerned that lower income areas in west Seattle such as delridge and avalon may not see much benefit from regional transit expansion but may experience extreme costs. There are environmentally sensitive areas that provide habitat for herons and other animals. The characteristics of the neighborhood and habitat must be preserved.

There has been talk of eliminating light rail stations while still having above ground rail lines running through the neighborhood (a cost cutting move). This seems to be a recipe for cost without benefit

#	Comments	Responses
1	I am concerned that if transit routes disrupt 5th avenue and the international district business and community core, irreversible damage will be done to this community. This area is a vital community and a regional asset. The history and culture of this community and the people who live here must be preserved and protected	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	I am also concerned that lower income areas in west Seattle such as delridge and avalon may not see much benefit from regional transit expansion but may experience extreme costs. There are environmentally sensitive areas that provide habitat for herons and other animals. The characteristics of the neighborhood and habitat must be preserved.	Please see responses to CC4.4a, CC4.9b, and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS.
3	There has been talk of eliminating light rail stations while still having above ground rail lines running through the neighborhood (a cost cutting move). This seems to be a recipe for cost without benefit	Please see response to CC2j in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0988

Communication ID:	Name	Email
504131	Gary Reifel	gary.reifel@gmail.com

Full Communication (4/28/2022)

Hello ST3 team, Of the proposed solutions for the ST3 line to West Seattle the tunnel is the only option that makes sense. The elevated alternatives will destroy much needed single family and multi-family homes. The tunnel design is also the only design that fits with the current and desired character of West Seattle. Residents of West Seattle would have never supported the elevated designs if they had been shared with voters at the outset. This has been communicated over and over with ST3 planners during many community outreach events that have taken place.

Thanks for taking this comment into consideration and listen to the community and make the tunnel option the preferred option for West Seattle.

#	Comments	Responses
1	Of the proposed solutions for the ST3 line to West Seattle the tunnel is the only option that makes sense. The elevated alternatives will destroy much needed single family and multi-family homes. The tunnel design is also the only design that fits with the current and desired character of West Seattle. Residents of West Seattle would have never supported the elevated designs if they had been shared with voters at the outset. This has been communicated over and over with ST3 planners during many community outreach events that have taken place.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0989

Communication ID:	Name	Email
504132	Kelsey Johnold	kjohnold@gmail.com

Full Communication (4/28/2022)

Can you investigate Totem Pole Park/Rotary Viewpoint as a station location. This would be an ideal location for a station as it is easy and quick to access the Junction and has the potential for future expansion south.

Of the existing information, removing the Avalon station location would be a short sighted decision considering the 2 new 7 story apartment complexes to be developed on the Alki Lumber site.

#	Comments	Responses
1	Can you investigate Totem Pole Park/Rotary Viewpoint as a station location. This would be an ideal location for a station as it is easy and quick to access the Junction and has the potential for future expansion south.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix M of the Final EIS for a summary of the assessment of the alternatives considered during project development.
2	Of the existing information, removing the Avalon station location would be a short sighted decision considering the 2 new 7 story apartment complexes to be developed on the Alki Lumber site.	Please see response to CC2j in Table 7-1.

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Comment Submittal 0990

Communication ID:	Name	Email
504133	Nate Johnold	nate.johnold@gmail.com

Full Communication (4/28/2022)

Totem pole park and the adjacent land near West Seattle Golf Course are an ideal location for a light rail station, either above or below ground. It is largely unused at the moment-and in the case of a tunnel station-could be even better utilized when reopened as a public park covering a busy transit station. It's only a 10 minute walk from Alaska Junction, is served by several bus routes, and is nearby many new and future residential developments. This option would not only displace fewer residents and business owners, but it would align the future light rail expansion along 35th Ave SW, which is a better option than either 41st Ave SW or 42nd Ave SW. Both of those routes (especially in the case of elevated tracks) would require substantial future displacements when the line extends further south.

#	Comments	Responses
1	Totem pole park and the adjacent land near West Seattle Golf Course are an ideal location for a light rail station, either above or below ground. It is largely unused at the moment-and in the case of a tunnel station-could be even better utilized when reopened as a public park covering a busy transit station. It's only a 10 minute walk from Alaska Junction, is served by several bus routes, and is nearby many new and future residential developments. This option would not only displace fewer residents and business owners, but it would align the future light rail expansion along 35th Ave SW, which is a better option than either 41st Ave SW or 42nd Ave SW. Both of those routes (especially in the case of elevated tracks) would require substantial future displacements when the line extends further south.	Please see Section 2.5, Alternatives Development and Scoping, and Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for more information on development of alternatives that were evaluated in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. An alternative similar to what is suggested was studied during the alternatives development process in 2018 but was not carried forward.

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Comment Submittal 0991

Communication ID:	Name	Email
504137	Yanaz Tahtaci	Yanaz Tahtaci

Full Communication (4/28/2022)

This plan favors Seattle's professional class and burdens lower income diverse communities. This is not what I voted for when I supported Sound Transit's extension.

- Sound Transit should fully redesign the proposal. It is currently focused on people who are not transit dependent, which means the entire orientation of the plan is less efficient, effective, and useful for reducing traffic and greenhouse gases.
- South Park and Georgetown need better access to rapid transportation and this is unaddressed in this plan. There is nothing in the proposed plan to provide any improved transit connections for these two diverse communities who are disproportionately impacted by the West Seattle Bridge closure, climate change, air pollution, and lack of public transportation options.
- The West Seattle construction will worsen homelessness by removing low income housing for residents in the Delridge area. There is a housing crisis in the city and we do not need transit to be the cause of additional strain on affordable housing resources.
- Avoid any proposal that destroys more historic areas in the International District, such as the proposal to build a station on 5th Avenue. The Asian American community needs better transit but this investment is not based on incorporating their needs and where they need to go. The racial equity analysis shared is insufficient and not community-designed, which is unacceptable in this day and age.

#	Comments	Responses
1	This plan favors Seattle's professional class and burdens lower income diverse communities. This is not what I voted for when I supported Sound Transit's extension. Sound Transit should fully redesign the proposal. It is currently focused on people who are not transit dependent, which means the entire orientation of the plan is less efficient, effective, and useful for reducing traffic and greenhouse gases.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project to serve transit-dependent residents. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on the impact and benefit of the project to low-income communities. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension,
2	South Park and Georgetown need better access to rapid transportation and this is unaddressed in this plan. There is nothing in the proposed plan to provide any improved transit connections for these two diverse communities who are disproportionately impacted by the West Seattle Bridge closure, climate change, air pollution, and lack of public transportation options.	Please see responses to CC1c and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	The West Seattle construction will worsen homelessness by removing low income housing for residents in the Delridge area. There is a housing crisis in the city and we do not need transit to be the cause of additional strain on affordable housing resources.	Please see response to CC4.4b in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
4	Avoid any proposal that destroys more historic areas in the International District, such as the proposal to build a station on 5th Avenue. The Asian American community needs better transit but this investment is not based on incorporating their needs and where they need to go. The racial equity analysis shared is insufficient and not community-designed, which is unacceptable in this day and age.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0992

Communication ID:	Name	Email
504210	Loretta Sutherland	davelors@msn.com

Full Communication (4/28/2022)

Seems like there are a lot transfer points. Why can't there be one major transfer point downtown where the trains from West Seattle, Ballard and Bellevue meet? Would be more efficient and much easier for the rider.

#	Comments	Responses
1	Seems like there are a lot transfer points. Why can't there be one major transfer point downtown where the trains from West Seattle, Ballard and Bellevue meet? Would be more efficient and much easier for the rider.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station area, and identified transfer points for different lines in the system.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0993

Communication ID:	Name	Email
504217	Boyd Sugiki	ikigus@comcast.net

Full Communication (4/28/2022)

I support the option for West Seattle to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I support the removal of the Avalon station due to the low ridership estimate, and eliminating this station would save funds which could be used towards a tunnel. There would also be less displacements and impacts in the Avalon area. The Avalon Station is also very close to the Junction Station, and it seems like a waste, as residents in and around Avalon can walk to the Junction station easily as well as commuters.

Please consider the longer tunnel plans.

#	Comments	Responses
1	I support the option for West Seattle to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I support the removal of the Avalon station due to the low ridership estimate, and eliminating this station would save funds which could be used towards a tunnel. There would also be less displacements and impacts in the Avalon area. The Avalon Station is also very close to the Junction Station, and it seems like a waste, as residents in and around Avalon can walk to the Junction station easily as well as commuters.	Please see response to CC2j in Table 7-1.

Comment Submittal 0994

Communication ID:	Name	Email
504235	Andrea Smith	andreaswims@gmail.com

Full Communication (4/28/2022)

HELLO, MY NAME IS ANDREA SMITH AND MY HOUSE IS AT 4139 25TH AVE SW AND WILL BE DIRECTLY IMPACTED BY MOST ALTERNATIVES IN THE DELRIDGE SEGMENT (DEL-1a, etc) I HAVE LIVED HERE SINCE 1997 WHEN I BOUGHT AND RENOVATED MY HOUSE WHICH WAS BUILT IN 1909, SHORTLY AFTER YOUNGSTOWN WAS INCORPORATED AFTER THE STEEL PLANT WAS BUILT IN 1904. THIS HISTORIC NEIGHBORHOOD HAS BEEN CONVENIENT, WITH EXTREMELY RELIABLE BUS TRANSIT ONE BLOCK AWAY ON DELRIDGE, WITH SERVICE TO DOWNTOWN IN 10-15 MINUTES. ALSO, THE RAPID RIDE H LINE HAS JUST BEEN COMPLETED. MOST OF YOUR PREFERRED ROUTES WILL DEMOLISH MY HOUSE, RUIN MY QUIET, TREE LINED NEIGHBORHOOD AND ERASE A HISTORIC DISTRICT. IN FACT, YOUR DELRIDGE SEGMENT PREFERRED ROUTES HAVE THE HIGHEST IMPACT OF ANY SEGMENT ON THE WSBLINK, DEMOLISHING BETWEEN 341 AND 607 RESIDENCES AND 31-77 BUSINESSES, ACCORDING TO THE DEIS. THERE IS NO PRECEDENT IN ANY OTHER ALIGNMENTS ON THE WHOLE SYSTEM FOR DESTROYING A WHOLE RESIDENTIAL NEIGHBORHOOD. ALSO, THERE ARE MANY LONG STRETCHES BETWEEN THE CID AND BALLARD WHICH HAVE TUNNEL OPTIONS, WHICH ALL MY NEIGHBORS HAVE TOLD YOU THEY PREFERRED IN WEST SEATTLE BUT I DO NOT SEE HERE WITH THE EXCEPTION OF SHORT STRETCHES. IN THE LAST 5 TO 10 YEARS YOUNGSTOWN HAS GROWN ORGANICALLY, EXCHANGING SINGLE FAMILY HOMES FOR 3-4 TOWNHOMES ON ONE LOT, WHILE KEEPING A SEMBLANCE OF A QUIET SUBURBAN NEIGHBORHOOD. ALL THIS GROWTH WILL BE DEMOLISHED FOR WHAT? A CLUMSY, TONE DEAF, OUT OF SCALE MONSTROSITY WHICH WILL BE OF NO USE TO THE CURRENT RESIDENTS. ALSO, MY WEST SEATTLE HEALTH CLUB GYM WITH ONE OF FEW PRECIOUS POOLS IN SEATTLE WHICH HAS OVER 5000 MEMBERS AND IS A MAJOR COMMUNITY HUB WOULD BE IMPACTED OR DEMOLISHED IF YOU DECIDE TO GO WITH THE DEL-6 ALTERNATIVE, AND JEFFERSON SQUARE (SAFEWAY, BARTELLS, UPS STORE, AND HUNDREDS OF APARTMENTS) WOULD BE DEMOLISHED IN THEWS JUNCTION. I DON'T UNDERSTAND HOW YOU THINK IT IS OK TO DEMOLISH EVERYTHING ABOUT WEST SEATTLE THAT WE ALL LOVE AND USE. IN SHORT, AS I HAVE STATED IN PERSON AT SEVERAL MEETINGS, NONE OF YOUR WEST SEATTLE ALTERNATIVES WORK FOR US OVER HERE. I DON'T NEED TO TELL YOU THAT WE IN THE YOUNGSTOWN AND OTHER WEST SEATTLE NEIGHBORHOODS HAVE HAD A VERY HARD 2 PLUS YEARS WITH THEWS BRIDGE DOWN. DO WE REALLY WANT TO LIVE THROUGH ANOTHER 5+ YEARS OF CONSTRUCTION FOR DUBIOUS BENEFIT? WITH THE BRIDGE CLOSURE, MY NEIGHBORHOOD HAS BECOME THE ONLY WAY IN AND OUT OF WEST SEATTLE. DO WE REALLY WANT TO CHOK OFF THE ONLY WAY ON AND OFF OUR ISLAND WITH CONSTRUCTION AGAIN? ALSO, IF YOU DECIDE TO DEMOLISH MY HOUSE AND NEIGHBORHOOD I WILL EXPECT COMPENSATION IN LINE WITH TAKING AWAY MY OPPORTUNITY TO DEVELOP MY PROPERTY INTO 3 TOWNHOMES AS IS TYPICAL IN THE CURRENT REAL ESTATE MARKET. ALSO, ON THE MAJORITY OF YOUR MAPS MY STREET, 25TH AVE SW IS NOT INDICATED. ALSO, I DO NOT SEE A PICTURE OF MY STREET AND HOW IT WOULD LOOK AFTER AN OUT OF SCALE GUIDEWAY INVADES IT (SEE PGS 2-22, 2-23, 2-24 etc.) I KNOW YOU KNOW THAT 25TH AVE SW EXISTS, AS I HAD PARTICIPATED IN SEVERAL IN PERSON WALKS AROUND THE NEIGHBORHOOD WITH YOUR REPS, (STEPHANIE BOWMAN etc) BEFORE THE PANDEMIC. THERE IS SO MUCH MORE TO SAY.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>MOST OF YOUR PREFERRED ROUTES WILL DEMOLISH MY HOUSE, RUIN MY QUIET, TREE LINED NEIGHBORHOOD AND ERASE A HISTORIC DISTRICT. IN FACT.YOUR DELRIDGE SEGMENT PREFERRED ROUTES HAVE THE HIGHEST IMPACT OF ANY SEGMENT ON THE WSBLINK, DEMOLISHING BETWEEN 341 AND 607 RESIDENCES AND 31-77 BUISNESSES, ACCORDING TO THE DEIS. THERE IS NO PRECEDENT IN ANY OTHER ALIGNMENTS ON THE WHOLE SYSTEM FOR DESTROYING A WHOLE RESIDENTIAL NEIGHBORHOOD. ALSO, THERE ARE MANY LONG STRETCHES BETWEEN THE CID AND BALLARD WHICH HAVE TUNNEL OPTIONS, WHICH ALL MY NEIGHBORS HAVE TOLD YOU THEY PREFERRED IN WEST SEATTLE BUT I DO NOT SEE HERE WITH THE EXCEPTION OF SHORT STRETCHES. IN THE LAST 5 TO 10 YEARS YOUNGSTOWN HAS GROWN ORGANICALLY, EXCHANGING SINGLE FAMILY HOMES FOR 3-4 TOWNHOMES ON ONE LOT, WHILE KEEPING A SEMBLANCE OF A QUIET SUBURBAN NEIGHBORHOOD. ALL THIS GROWTH WILL BE DEMOLISHED FOR WHAT? A CLUMSY, TONE DEAF, OUT OF SCALE MONSTROSITY WHICH WILL BE OF NO USE TO THE CURRENT RESIDENTS. LSO, MY WEST SEATTLE HEALTH CLUB GYM WITH ONE OF FEW PRECIOUS POOLS IN SEATTLE WHICH HAS OVER 5000 MEMBERS AND IS A MAJOR COMMUNITY HUB WOULD BE IMPACTED OR DEMOLISHED IF YOU DECIDE TO GO WITH THE DEL-6 ALTERNATIVE, AND JEFFERSON SQUARE (SAFEWAY, BARTELLS, UPS STORE, AND HUNDREDS OF APARTMENTS) WOULD BE DEMOLISHED IN THEWS JUNCTION. I DON'T UNDERSTAND HOW YOU THINK IT IS OK TO DEMOLISH EVERYTHING ABOUT WEST SEATTLE THAT WE ALL LOVE AND USE. IN SHORT, AS I HAVE STATED IN PERSON AT SEVERAL MEETINGS, NONE OF YOUR WEST SEATTLE ALTERNATIVES WORK FOR US OVER HERE. IN SHORT, AS I HAVE STATED IN PERSON AT SEVERAL MEETINGS, NONE OF YOUR WEST SEATTLE ALTERNATIVES WORK FOR US OVER HERE. I DON'T NEED TO TELL YOU THAT WE IN THE YOUNGSTOWN AND OTHER WEST SEATTLE NEIGHBORHOODS HAVE HAD A VERY HARD 2 PLUS YEARS WITH THEWS BRIDGE DOWN. DO WE REALLY WANT TO LIVE THROUGH ANOTHER 5+ YEARS OF CONSTRUCTION FOR DUBIOUS BENEFIT? WITH THE BRIDGE CLOSURE, MY NEIGHBORHOOD HAS BECOME THE ONLY WAY IN AND OUT OF WEST SEATTLE. DO WE REALLY WANT TO CHOK OFF THE ONLY WAY ON AND OFF OUR ISLAND WITH CONSTRUCTION AGAIN?</p>	<p>Please see responses to CCG2, CC4.1a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0995

Communication ID:	Name	Email
504246	Liz Wilhelm	lizprevention1@yahoo.com

Full Communication (4/28/2022)

As a local 20+ year resident of West Seattle, I respectfully request the sound transit enter West Seattle through an underground tunnel with a station located at Erskine Way-California Ave- Edmunds. I currently live on 41st Ave SW within a block of the proposed station on 41st. As a long time house renter, my family will lose our housing with no compensation. Currently, street parking is restricted. 41st Ave SW is a narrow street with parking on both sides. Since 42nd St now has restricted parking, vehicle parkers from outside of the area park on 41st, leaving their cars to use buses to get to SeaTac. With a sound transit station nearby, parking and moving in a vehicle down narrow 41st will be impossible. I work in Human Services, providing resources to families in need of youth substance use disorder services. At best, my family is middle income. We can't afford to purchase a home in Seattle and have a generous landlord. If sound transit builds above ground on 41st or nearby, we'll be displaced and likely need to rely on government services to not become homeless. Please build underground and not displace middle income long time West Seattle families with limited living options.

#	Comments	Responses
1	I respectfully request the sound transit enter West Seattle through an underground tunnel with a station located at Erskine Way-California Ave-Edmunds. I currently live on 41st Ave SW within a block of the proposed station on 41st. As a long time house renter, my family will lose our housing with no compensation. Currently, street parking is restricted. 41st Ave SW is a narrow street with parking on both sides. Since 42nd St now has restricted parking, vehicle parkers from outside of the area park on 41st, leaving their cars to use buses to get to SeaTac. With a sound transit station nearby, parking and moving in a vehicle down narrow 41st will be impossible. I work in Human Services, providing resources to families in need of youth substance use disorder services. At best, my family is middle income. We can't afford to purchase a home in Seattle and have a generous landlord. If sound transit builds above ground on 41st or nearby, we'll be displaced and likely need to rely on government services to not become homeless. Please build underground and not displace middle income long time West Seattle families with limited living options.	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 0996

Communication ID:	Name	Email
504309	Deane Wang	Deane.wang@uvm.edu

Full Communication (4/28/2022)

Deane Wang Draft EIS Comment

I am a biker. I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. I'm hopeful that Sound Transit stations will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

Please insure active transportation integration for all stations.

Create a plan to identify and fund bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards, Deane Wang

5247 42nd Ave SW Seattle, WA98136

#	Comments	Responses
1	I am a biker. I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. I'm hopeful that Sound Transit stations will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. Please insure active transportation integration for all stations. Create a plan to identify and fund bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Design of station access for the West Seattle Link Extension stations will continue to be refined as design advances to optimize station access and circulation for all users. Passenger experience will be an important consideration. Further optimization of stations during future design work will be informed by Sound Transit's Station Experience Design Guidelines. For non-motorized access improvements outside the project limits, the Sound Transit System Access Improvement Plan (SAIP) will provide a framework for decision making when prioritizing potential system access improvements and identify opportunities for partnerships to align with local policies and non-motorized access improvement projects. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0997

Communication ID:	Name	Email
504313	Martin Westerman	mtatart@seanet.com; info@westseattleetc.org; artartart@seanet.com
504313	Joyce Hengesbach	joycehen@hotmail.com
504313	Terese Machmiller	temachmiller@gmail.com
504313	Conrad Cipoletti	conrad.cipoletti@gmail.com
504313	Martin Page	temachmiller@gmail.com
504313	James Boyle	greenleaf.boyle@icloud.com
504313	Joe Drovetto	temachmiller@gmail.com

Full Communication (4/28/2022)

Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.

Environmental Impact

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle.

- Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates.
- While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years.
- Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS.
- The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements?
- Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way.

A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry academic organization at the University of Washington.

Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction.

Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.

The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Equity

Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations.

The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval.

If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from 1.0. / SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction. Transit Mode Selection Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine.

When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high-capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City. Commute patterns It is also not clear yet exactly how the pandemic and other factors have changed commute patterns.

The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak time trips to more of a distribution of trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns.

Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS.

Peak capacity is the number that is used as the "capacity requirement" for a transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between \$3 billion and \$4.7 billion. This range is double to triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained?

At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Transit Time

The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus.

Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios.

By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.

Pedestrian and Bicycle Trails

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4. Waterway Impact Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SDOT.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.
- Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is

"consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide[®] H. Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fautleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.
- Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)

Ecosystems

Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental.

The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point.

While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area.

Again, the DEIS should have considered transit technologies which are more compatible and friendly to the environment and unique geographical challenges of West Seattle.

Geology and Soil

Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guideway construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.

Martin Pagel, Joyce Hengesbach, Martin Westerman, Terese Machmiller, Conrad Cipoletti, James Boyle,

and Joe Drovetto

Many of us submitted comments as individuals and would like these group comments recorded as part of our respective submissions. As such, please include the following emails in your response to our comments: mjpagel@gmail.com, joycehen@hotmail.com, artartart@seanet.com, temachmiller@gmail.com, conrad.cipoletti@gmail.com, greenleaf.boyle@icloud.com, and snosprings@yahoo.com

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.</p>	<p>Please see Chapter 1.3, Planning History of West Seattle Link Extension Corridor, of the West Seattle Link Extension Final EIS for more information about the environmental review being separated for the projects.</p>
2	<p>Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle. • Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. • While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years. • Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS. • The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements?</p> <p>Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way. A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry academic organization at the University of Washington. Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction. Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.</p>	<p>Please see responses to CC4.6a and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.3, Regional Context and Travel, of the Final EIS for more information on changes in vehicle miles traveled. Please see Section 4.6, Air Quality, of the Final EIS for updated air quality analysis. Please see Section 4.10, Energy Impacts, of the Final EIS for updated energy analysis. See Section 4.9, Ecosystems, for updated ecosystem impact analysis and proposed mitigation.</p>

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3	<p>The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.</p>	<p>Please see response to CC2g in Table 7-1.</p>
4	<p>Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from I.D. I SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction.</p>	<p>Please see responses to CC1c and CCEJ1 in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information about impacts and benefits to low-income populations and communities of color. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode was identified as light rail.</p>
5	<p>Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine. When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high-capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City. Commute patterns It is also not clear yet exactly how the pandemic and other factors have changed commute patterns. The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak time trips to more of a distribution of</p>	<p>Please see responses to CC1a, CC1b, and CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.</p>

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	<p>trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns. Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS. Peak capacity is the number that is used as the "capacity requirement" for a transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between \$3 billion and \$4.7 billion. This range is double to triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained? At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction.</p>	
6	<p>The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus. Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios. By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.</p>	<p>Please see response to CC2g in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on travel times.</p>
7	<p>The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and</p>	<p>Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more</p>

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	Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4.	information on non-motorized facilities and proposed mitigation. Please see Section 3.11, Construction Impacts, for more information on transportation impacts during construction and proposed mitigation.
8	Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SOOT.	Please see Section 4.9, Ecosystems, of the Final EIS for more information on the impacts of in-water columns. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for more information on public involvement and tribal coordination. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
9	Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives: • Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle. • Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel	Please see responses to CC4.1a, CC4.1b, and CC4.1c in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.

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	farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.	
10	Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
11	Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
12	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
13	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide H. Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.
14	Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5 of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and

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		Aesthetics Technical Report, of the WSBLE Draft EIS and are included in the same appendix for the West Seattle Link Extension Final EIS.
15	Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)	See Appendix N.2, Visual and Aesthetic Resources, of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and downtown Seattle.
16	Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies which are more compatible and friendly of the environment and unique geographical challenges of West Seattle	Please see responses to CC4.9a, CC4.9b, and CC4.11a in Table 7-1. Please see Appendix N4, Ecosystems Technical Report, for more information on migratory birds, including great blue heron and osprey, as well as other ecosystem impacts and proposed mitigation.
17	Again, the DEIS should have considered transit technologies which are more compatible and friendly of the environment and unique geographical challenges of West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.	Please see response to CC2g in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic vulnerability and how the project design has accounted for this.

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Comment Submittal 0998

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Full Communication (4/28/2022)

Martin Westerman Draft EIS Comment

April 27, 2022

Sound Transit DEIS Comments Sound Transit Board

RE: Comments on WSBLE DEIS

Submitted by: Martin Westerman, 9361 47th Ave. S.W., Seattle, WA 98136

The DEIS makes apparent that ST planners failed to anticipate and fully account for challenges of topography, cost, delivery delays and impacts on residents, businesses, the economy, the environment, and carbon footprint in the SODO to West Seattle portion of its planned WSBLE line.

The Board and ST planners also failed to present alternative HGT options in the plan for connecting West Seattle with spine stations in SODO and the International District (I.D.), such as:

1. exclusive lane BRT lines in West Seattle with rebuild of the West Seattle Bridge-SR99 interchange to accommodate direct service to Seattle downtown and Georgetown - a significantly less-expensive option than the WSBLE proposes,
2. gondola technology that ST, RCW and federal statute have defined as HGT for connecting local areas with spine stations. It provides significantly lower costs and impacts, and would merit a fully transparent comparative study vs. light rail for serving West Seattle

Overall, the DEIS presents the following challenges:

- social equity issues: all perspectives favor dominant, wealthier and more privileged groups and geographic areas over less wealthy and privileged groups and geographic areas. Example: ST tunnels through wealthier, densely developed areas, and runs surface or elevated trains through less wealthy, densely developed areas; ST is ignoring needs and concerns of BIPOC groups in future plans for the International District, etc.
- no carbon footprint analysis, or plan for mitigation outside of removing SOVs from the road - though climate change is imminent and dangerous. This does not drive evaluations or analyses in any chapter or appendix
- the assumption that, since environmental damage has already been done in urban areas, it is acceptable to do more environmental damage
- all perspectives favor light rail, regardless of environmental issues, topography, disruption and destruction to communities and neighborhoods, cost, delivery schedule, and availability of more appropriate high-capacity transit options.
- DEIS Chapter 2, p. 1, mirrors language in ST3 Sec. 2, granting the ST Board authority to override voter approved choices when options become infeasible, unaffordable or impractical.

Chapter 1.1 - Purpose

- Regional growth centers PSRC has designated do not include West Seattle. This undercuts rationale for the WSBLE.
- PSRC Manufacturing and industrial centers do not include the West Seattle Peninsula. The centers run along the Duwamish River shoreline between Harbor Island and SW Cloverdale Street- 14th Ave. Bridge. The WSBLE will not serve them.
- The West Seattle Junction is included in the Urban villages that the project intends to serve. But West Seattle covers 10 square miles. This project will serve one square mile of it.
- Local and east-west connections within the Peninsula, and to and from the regional rail network are not addressed.

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- Presently, the West Seattle extension is 73% over estimated budget (\$3.2 billion vs. voter- approved \$1.7 billion), and two years behind schedule (2032 vs. 2030). The DEIS fails to address cost overruns and delivery delays (see Chapter 2 above), or to present per-rider cost numbers for WSBLE.
- Sound Transit predicts that 13,000+ passengers will ride the West Seattle Link daily by 2042 (25,000-27,000 total leaving and returning), but it does not specify peak vs. off-peak ridership, or AM versus PM ridership. (Estimated ridership for the Ballard line is 34,000.)
- Simple arithmetic indicates that delivery of the West Seattle portion of WSBLE will cost \$246,154 per rider the first day (sunk costs), \$684 per rider the first year (assuming 4.68 million riders the first year (365 days, sunk costs plus \$40 million /year O&M), and a slowly decreasing number thereafter. The DEIS fails to note that the cost of WSBLE will never be amortized, and large per- rider public subsidies will always be required.
- Sound Transit has stated that it expects rider fares to cover 30% of operating costs. The DEIS offers no pertinent evaluation. As such, the DEIS presents an unaffordable and impractical WSBLE project.

The DEIS states a purpose to preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

This purpose is violated in West Seattle: depending on alignment chosen, WSBLE plans would eliminate up to 626 housing units, displace up to 1000 residents, lose up to 77 businesses, affect 420-1000 employees, and erase up to three acres of forest and green spaces that help mitigate climate change and stabilize soils, possibly disturb Duwamish Superfund sediments; and cause 5- 7 years of traffic congestion, pollution and escalating carbon footprint. The DEIS does not address these impacts, and does not account for the contribution of forest and green space land to carbon footprint mitigation.

The PSRC Growth Management Act requires adding more housing, but WSBLE station areas will permanently remove a minimum of six square blocks of land from housing potential within its West Seattle service areas. The likelihood of finding additional land for comparable replacement housing and businesses is slim.

The DEIS presents a revised West Seattle Metro bus service plan after light rail begins operating, that relies heavily on the Rapid Ride C & H lines. No additional bus service for the 10 square mile peninsula would be added to provide the peninsula's growing population with equal access to a light rail station on a 24/7 basis.

1.2.2

While ST and PSRC anticipate that designated development centers will continue to increase in residential and/or employment density over the next 30 years, ST has been continually reducing the anticipated ridership for the West Seattle rail spur of WSBLE. The DEIS gives no explanation.

The DEIS states, "The region's citizens and communities (transit-dependent, low-income, & communities of color) need long-term regional mobility and multi-modal connectivity (WA State GMA/ RCW 36.70A.108)."

ST's light rail extension will not provide this service to these communities in West Seattle. ST appears to expect these citizens and communities to transfer at least twice to reach their destinations: once from a West Seattle conveyance to light rail, once from SODO rail to bus or rail, until the downtown tunnel is completed in 2037. This will not encourage light rail ridership.

The VISION 2050 goal is 65% of the region's population and 75% of the region's employment to occur in the regional growth centers and within walking distance of transit.

The DEIS does not specify or exclude any form of transit: bus, BRT, trolley, boat, or gondola.

The WSBLE Project is expected to reduce dependency on single-occupancy vehicles (SOV), slow growth in vehicle miles traveled, conserve energy, and reduce greenhouse gas emissions.

The DEIS fails to calculate carbon footprint related to years of construction and related traffic congestion, or lost worker, business and economic productivity. Calculating expected reduction in daily vehicle miles traveled does not address creating and mitigating carbon footprint (see 4.2.6.3 and Table 2-9, Appendix N below)

1.6.2 - Construction Activities: carbon footprint of machinery used for dewatering is not included in carbon footprint calculation.

Chapter 2: "carbon footprint" is not addressed in this Chapter.

Chapter 3 - Deals with closures of roads, streets and arterials: the words "carbon footprint" and "pollution" do not appear here.

This Chapter fails to address generated pollution (air, water, non-point) from traffic congestion of personal, transit, freight, municipal service and emergency vehicles; mitigation of air, non-point and other pollution; costs of productivity

losses due to street closure and detour delays. (See 4.2.4.4: closures of major arterials and transit ways to enter the center of West Seattle (see App. N.1-4) including Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years).

Chapter 4: environment and environmental consequences: Not addressed: mitigation of air, water, non-point and other pollution; costs of productivity losses; carbon footprint and pollution.

4.2.6.3 - DEIS fails to explain how cutting 400 trips from the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Accounting for the one- third of WSBLE reduction attributable to West Seattle, ST's calculation indicates it may take between 42 to 168 years to offset carbon emissions related to West Seattle light rail construction.

The DEIS should include a carbon comparison between light rail and alternative HCT modes, of projected reductions in vehicle miles traveled. Alternative modes would include BRT and HCT gondola. DEIS should take into account the projected earlier implementation date of HCT alternatives, and the associated emissions reductions against the State's 2030 emissions reduction goals.

Even if DEIS calculations were accurate, the 158,067-614,461 ton construction-related carbon estimate (Appendix L4.6D) is overly broad, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is small (10,941 tons) once light rail connects downtown in 2037 (at the earliest).

4.2.11: Soil conditions along the whole alignment are unstable and/or challenging.

The northern slope above West Duwamish Waterway is unstable and may collapse during an earthquake. Many large trees which currently help stabilize the hillside, and provide an important buffer are proposed for removal, impacting hillside stability and the wetland buffer.

The Seattle Fault runs through the proposed path of the SODO to West Seattle alignment, from the Kitsap Peninsula through the West Seattle Junction, south Harbor Island, SODO and Beacon Hill. The proposed alignments, with a Duwamish bridge 140 feet tall, and viaducts up to 150 feet tall, pose a high earthquake risk in the fault area. This imperils train riders on the guideway, and all residential, commercial and green space properties underneath. Other risks include settling and other earth shifting over time.

The piers for the Light Rail bridge over the Duwamish River will be placed in soil conditions subject to critical liquefaction during an earthquake. As the bridge supported by the piers will be at least 140 feet above the river, this could result in significant shaking.

The DEIS fails to consider alternative Duwamish River crossing options, and cost differences between these and the bridge option. These alternatives would include non-rail, lighter-weight and more seismically stable transit options.

4.2.2.2: WSTC recommends No Build Alternative until key issues raised here are addressed.

4.2.1.3.2 - Duwamish Segment - affecting commercial or industrial properties (Port of Seattle- owned. some institutional, public and residential): costs of relocating, and closing and furloughing employees who will take WA State unemployment insurance is not calculated. Cost of rebuilding structures eliminated by pathway clearing is not addressed.

4.2.10.4 - Environmental impacts during construction

- ST should look beyond energy consumption in BTUs. ST made no comparison of light rail against any other HGT system, such as exclusive lane BRT and gondola, but the environmental impact of the proposed light rail line did not include an evaluation of climate-warming emissions within the lifecycle of building materials.
- A proper impact evaluation for a single mode or comparison of two modes should use tools such as the Embodied Carbon in Construction Calculator (EC3) and be conducted in close consultation with objective environmental science organizations such as the Carbon Leadership Forum (CLF)
- An Environmental Product Declaration (EPD - ISO 14025 Type III) that "quantifies environmental information on the life cycle of a product to enable comparisons between products fulfilling the same function"-should be completed for each option so that an objective comparison of the full environmental construction and operational footprint can take place.

DEIS does not, but should compare the social and environmental impacts of displacement and replacement of existing residential and commercial structures, particularly in low-income/BIPOC areas that have historically been redlined.

DEIS should include realistic renderings of the visual effect of 8-16 story light rail towers and concrete/steel elevated tracks vs. alternative HGT modes. The communities through which these systems will run should be able to envision what their skyline will look like with each option.

4.2.11.3.3 -- Pigeon Point slope is considered unstable: construction costs of retaining, drainage and shoring structures are not calculated, nor are dollar benefits and savings of leaving vegetated soils intact

Chapter 5: chapter deals with environment and environmental consequences, but the words "carbon footprint" and "damage" do not appear at all. The word "pollution" appears only in context of statements related to aspirations and legal elements.

5.4.6.1 - DEIS states that the project's elevated guideway would be visually compatible with the large arterials that it would be above or parallel.

No 150-tall structure will be visually compatible in West Seattle, and no large arterials exist west of Delridge. Bridge and guideway structures will change visual landscape, impact land important to Duwamish people, and block views from Pigeon Point that Olmstead Legacy expected to keep unobstructed. Duwamish Greenbelt was also slated for eventual inclusion in the Seattle parks system.

5.4.7.1 Air quality

p.15: Sound Transit analysis found the ST3 system would reduce greenhouse gas emissions by more than 130,000 metric tons annually. DEIS includes no calculation of regional construction and traffic-related carbon footprint impacts, nor of WSBLE-specific impacts. Also, no calculation is offered of effect with alternative HGT options, that can be delivered earlier, with significantly lower construction GhG, and lower O&M GhG than light rail.

5.4.10.1 - P. 18 - "The WSBLE alternatives would generally have a low potential to adversely affect the viability of local wildlife populations because of the highly urbanized environment of the study area" (see Sections 4.2.9 and 4.3.9, Ecosystems).

Assumption is that, because urban ecosystem damage has already occurred, it is acceptable to create more ecosystem damage.

5.4.18.1 - Impacts during Operation - no mention of West Seattle bicycle route blockages and re- routing. Construction of pillars on the south side would significantly impact bicycle travel.

Chapter 6: Alternatives Evaluation - chapter deals with evaluating alternatives, but the words "carbon footprint," "damage" and "pollution" do not appear at all.

Mitigation" listed in Tables assumes damage and pollution do occur, and need mitigation

6.1.1 Roadway congestion:

False equivalency between KC Metro (Metro) RapidRide C Line run between Westlake Station and the West Seattle Junction (Fauntleroy Way Southwest and Southwest Alaska Street - average 22 minutes during peak) and ST Junction WSBLE from Junction to SODO. The RR C goes downtown, Link will only reach SODO by 2032, requiring transfer to I.D. for points north and east until 2037-42 when downtown tunnel may be completed.

Time for WS Link to SODO + transfer is longer than RR C now into downtown, and will be equal to RR C in 2042. Also, RR C is a one-seat ride, WSBLE will be 2-3 seat ride. Rapid Ride C route travels >4 miles between Westwood and WS Junction, and qualifies as a link in regional transit, where WS light rail Link provides no comparable service

6.1.4 Equity issues:

Reasoning contradicts 6.1.1 statement about WS Rapid Ride C and other transit routes being slowed by increasing road traffic. DEIS authors know rail will not serve a majority of the region's communities of color, and other modes (bus, BRT, gondola (Kirkland, WA)) must provide the local connections.

Emphasis on point-to-point speed and efficiency appear encourage focusing solely on rail. DEIS states that the majority of lower-income and people of color are moving away from Urban Village areas, where rail nodes will be built and housing is less affordable, to areas in the region where housing is more affordable and light rail will not serve. (Low wage workers are moving to affordable suburb housing, driving more to reach work that's further away: Report: Better Data Can Drive Equity in Suburban Transit)

The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. DEIS fails to mention those needs and evaluate how proposed alignments may accomplish this. ST will require another voter measure to approve construction financing.

6.2.2.1.2 - Duwamish segment - Purple/Pigeon Ridge Tunnel and Andover-Yancy-Avalon routes avoid destruction of Youngstown neighborhood and homes.

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6.5.1 - WS impacts: Displacement of water-dependent businesses on the Duwamish Waterway that could be difficult to relocate, require constructing new facilities, or cannot be relocated, and ripple effects on other maritime-related businesses (Preferred Alternative DUW-1a, Option DUW- 1b, and Alternative DUW-2).

ST presents no calculation of dollar costs to businesses and the general economy during construction, nor costs to maritime industry of losing key suppliers, nor burdens on Spokane Street Bridge and Harbor Island businesses, on street traffic, SR 509 and First Ave. Bridge, nor likelihood of increased bridge openings and traffic delays due to vessel-related maritime businesses relocating south and calling for more frequent bridge openings, nor impact on Puget Sound Pilots. "These impacts would include temporary but long-term lane or roadway closures (contradictory statement), and noise and vibration."

6.6 - "... questions about the relationship of a long-term replacement bridge to the WSBLE Project. DEIS expects to squeeze three bridges (Spokane St., J. Williams and ST3) into the space between Harbor Island and north West Marginal Way. After 40-year expected lifespan of existing repaired J. Williams bridge (2062), Sound Transit (SDOT) will build a replacement bridge. WSBLE Project bridge is expected to be built in 2032.

DEIS notes that SDOT and ST are coordinating on how far south the WSBLE bridge must be built. The further south ST builds its WSBLE bridge, the more disruptive and destructive to West Seattle businesses, residences, environment, economy and daily activities WSBLE will be.

Documents: DEIS WSTC comments for Kate & Victoria 04-26-22.docx

#	Comments	Responses
1	The Board and ST planners also failed to present alternative HCT options in the plan for connecting West Seattle with spine stations in SODO and the International District (I.D.), such as: exclusive lane BRT lines in West Seattle with rebuild of the West Seattle Bridge-SR99 interchange to accommodate direct service to Seattle downtown and Georgetown - a significantly less-expensive option than the WSBLE proposes, gondola technology that ST, RCW and federal statute have defined as HCT for connecting local areas with spine stations. It provides significantly lower costs and impacts, and would merit a fully transparent comparative study vs. light rail for serving West Seattle	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
2	social equity issues: all perspectives favor dominant, wealthier and more privileged groups and geographic areas over less wealthy and privileged groups and geographic areas. Example: ST tunnels through wealthier, densely developed areas, and runs surface or elevated trains through less wealthy, densely developed areas; ST is ignoring needs and concerns of BIPOC groups in future plans for the International District, etc.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	no carbon footprint analysis, or plan for mitigation outside of removing SOVs from the road - though climate change is imminent and dangerous. This does not drive evaluations or analyses in any chapter or appendix	Please see Section 4.6, Air Quality, of the Final EIS for greenhouse gas analysis.
4	the assumption that, since environmental damage has already been done in urban areas, it is acceptable to do more environmental damage	Please see Chapter 5, Cumulative Impacts, of the Final EIS for discussion of cumulative effects of the project in combination with past, present, and reasonably foreseeable future actions.

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#	Comments	Responses
		Mitigation measures are detailed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, for all alternatives and in Appendix I, Mitigation Plan, for the preferred alternatives for the West Seattle Link Extension Final EIS. Where possible, Sound Transit avoids and minimizes impacts. Where adverse impacts cannot be avoided, the Final EIS identifies potential mitigation measures to mitigate them. The mitigation measures will be refined through final design and permitting
5	all perspectives favor light rail, regardless of environmental issues, topography, disruption and destruction to communities and neighborhoods, cost, delivery schedule, and availability of more appropriate high-capacity transit options.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
6	DEIS Chapter 2, p. 1, mirrors language in ST3 Sec. 2, granting the ST Board authority to override voter approved choices when options become infeasible, unaffordable or impractical.	Text referred to is about the preferred alternative, defined in the text box on page 2-1 as "A statement of preference for alternatives based on currently available information. It is not a decision on the project to build." The Board identified the preferred alternative after scoping and modified it after the Draft EIS comment period based on comments received and information in the Draft EIS. The Sound Transit 3 Plan, financing for which was approved by voters in November 2016, included a Representative Project which identified mode, corridor, and station areas.
7	Regional growth centers PSRC has designated do not include West Seattle. This undercuts rationale for the WSBLE. • PSRC Manufacturing and industrial centers do not include the West Seattle Peninsula. The centers run along the Duwamish River shoreline between Harbor Island and SW Cloverdale Street- 14th Ave. Bridge. The WSBLE will not serve them. • The West Seattle Junction is included in the Urban villages that the project intends to serve. But West Seattle covers 10 square miles. This project will serve one square mile of it. • Local and east-west connections within the Peninsula, and to and from the regional rail network are not addressed. Presently, the West Seattle extension is 73% over estimated budget (\$3.2 billion vs. voter-approved \$1.7 billion), and two years behind schedule (2032 vs. 2030). The DEIS fails to address cost overruns and delivery delays (see Chapter 2 above), or to present per-rider cost numbers for WSBLE. • Sound Transit predicts that 13,000+ passengers will ride the West Seattle Link daily by 2042 (25,000-27,000 total leaving and returning), but it does not specify peak vs. off-peak ridership, or AM versus PM ridership. (Estimated ridership for the Ballard line is 34,000.) • Simple arithmetic indicates that delivery of the West Seattle portion of WSBLE will cost \$246,154 per rider the first day (sunk costs), \$684 per rider the first	Your opposition to the project has been noted. Please see responses to CCEJ1 and CCEJ2 in Table 7-1. Please also see Chapter 1, Purpose and Need, of the Final EIS for updated information on the need for the project and the planning history for the project corridor. See Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information. See Section 3.4, Affected Environment and Impacts During Operation - Transit, for more information on project ridership. For information on fare revenue and operating costs, Sound Transit publishes annual fare revenue reports that are available at www.soundtransit.org . The 2022 report is available at https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2023/7.4%20Report%20-%202022%20Fare%20Revenue%20Report%2007-20-23.pdf

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	<p>year (assuming 4.68 million riders the first year (365 days, sunk costs plus \$40 million /year O&M), and a slowly decreasing number thereafter. The DEIS fails to note that the cost of WSBLE will never be amortized, and large per-rider public subsidies will always be required. • Sound Transit has stated that it expects rider fares to cover 30% of operating costs. The DEIS offers no pertinent evaluation. As such, the DEIS presents an unaffordable and impractical WSBLE project. The DEIS states a purpose to preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices. This purpose is violated in West Seattle: depending on alignment chosen, WSBLE plans would eliminate up to 626 housing units, displace up to 1000 residents, lose up to 77 businesses, affect 420-1000 employees, and erase up to three acres of forest and green spaces that help mitigate climate change and stabilize soils, possibly disturb Duwamish Superfund sediments; and cause 5-7 years of traffic congestion, pollution and escalating carbon footprint. The DEIS does not address these impacts, and does not account for the contribution of forest and green space land to carbon footprint mitigation. The PSRC Growth Management Act requires adding more housing, but WSBLE station areas will permanently remove a minimum of six square blocks of land from housing potential within its West Seattle service areas. The likelihood of finding additional land for comparable replacement housing and businesses is slim. The DEIS presents a revised West Seattle Metro bus service plan after light rail begins operating, that relies heavily on the Rapid Ride C & H lines. No additional bus service for the 10 square mile peninsula would be added to provide the peninsula's growing population with equal access to a light rail station on a 24/7 basis. 1.2.2 While ST and PSRC anticipate that designated development centers will continue to increase in residential and/or employment density over the next 30 years, ST has been continually reducing the anticipated ridership for the West Seattle rail spur of WSBLE. The DEIS gives no explanation. The DEIS states, "The region's citizens and communities (transit-dependent, low- income, & communities of color) need long-term regional mobility and multi-modal connectivity (WA State GMA / RCW 36.70A.108)." ST's light rail extension will not provide this service to these communities in West Seattle. ST appears to expect these citizens and communities to transfer at least twice to reach their destinations: once from a West Seattle conveyance to light rail, once from SODO rail to bus or rail, until the downtown tunnel is completed in 2037. This will not encourage light rail ridership.</p>	
8	<p>The WSBLE Project is expected to reduce dependency on single-occupancy vehicles (SOV), slow growth in vehicle miles traveled, conserve energy, and reduce greenhouse gas emissions. The DEIS fails to calculate carbon footprint related to years of construction and related traffic congestion, or lost worker, business and</p>	<p>Please see responses to CCG1 and CC4.6a in Table 7-1. The greenhouse gas analysis presented in Section 4.6, Air Quality, includes an analysis of construction emissions using the Federal Transit Administration's Greenhouse Gas Calculator. Please see Section 4.10, Energy</p>

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	<p>economic productivity. Calculating expected reduction in daily vehicle miles traveled does not address creating and mitigating carbon footprint (see 4.2.6.3 and Table 2-9, Appendix N below) 1.6.2 - Construction Activities: carbon footprint of machinery used for dewatering is not included in carbon footprint calculation. Chapter 2: "carbon footprint" is not addressed in this Chapter. Chapter 3 - Deals with closures of roads, streets and arterials: the words "carbon footprint" and "pollution" do not appear here. This Chapter fails to address generated pollution (air, water, non-point) from traffic congestion of personal, transit, freight, municipal service and emergency vehicles; mitigation of air, non-point and other pollution; costs of productivity losses due to street closure and detour delays. (See 4.2.4.4: closures of major arterials and transit ways to enter the center of West Seattle (see App. N.1-4) including Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years). Chapter 4 environment and environmental consequences: Not addressed: mitigation of air, water, non-point and other pollution; costs of productivity losses; carbon footprint and pollution. 4.2.6.3 - DEIS fails to explain how cutting 400 trips from the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Accounting for the one-third of WSBLE reduction attributable to West Seattle, ST's calculation indicates it may take between 42 to 168 years to offset carbon emissions related to West Seattle light rail construction. The DEIS should include a carbon comparison between light rail and alternative HCT modes, of projected reductions in vehicle miles traveled. Alternative modes would include BRT and HCT gondola. DEIS should take into account the projected earlier implementation date of HCT alternatives, and the associated emissions reductions against the State's 2030 emissions reduction goals. Even if DEIS calculations were accurate, the 158,067-614,461 ton construction-related carbon estimate (Appendix L4.6D) is overly broad, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is small (10,941 tons) once light rail connects downtown in 2037 (at the earliest).</p>	<p>Impacts, of the Final EIS for more information regarding anticipated energy impacts associated with the project. The analysis methods used are appropriate for disclosing significant adverse impacts and for comparing alternatives.</p>
9	<p>.2.11: Soil conditions along the whole alignment are unstable and/or challenging. The northern slope above West Duwamish Waterway is unstable and may collapse during an earthquake. Many large trees which currently help stabilize the hillside, and provide an important buffer are proposed for removal, impacting hillside stability and the wetland buffer. The Seattle Fault runs through the proposed path of the SODO to West Seattle alignment, from the Kitsap Peninsula through the West Seattle Junction, south Harbor Island, SODO and Beacon Hill. The proposed alignments, with a Duwamish bridge 140 feet tall, and viaducts up to 150 feet tall, pose a high earthquake risk in the fault area. This imperils train riders on the guideway, and all residential, commercial and green space properties underneath. Other risks include settling and other earth shifting over time. The piers for</p>	<p>Please see response to CC4.11a in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic hazards and how the project design has accounted for them. Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward.</p>

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	the Light Rail bridge over the Duwamish River will be placed in soil conditions subject to critical liquefaction during an earthquake. As the bridge supported by the piers will be at least 140 feet above the river, this could result in significant shaking. The DEIS fails to consider alternative Duwamish River crossing options, and cost differences between these and the bridge option. These alternatives would include non-rail, lighter-weight and more seismically stable transit options.	
10	4.2.2.2: WSTC recommends No Build Alternative until key issues raised here are addressed.	Please see response to CCG2 in Table 7-1.
11	4.2.1.3.2 - Duwamish Segment - affecting commercial or industrial properties (Port of Seattle-owned, some institutional, public and residential); costs of relocating, and closing and furloughing employees who will take WA State unemployment insurance is not calculated. Cost of rebuilding structures eliminated by pathway clearing is not addressed.	Please see responses to CC4.1d and CC4.3b in Table 7-1.
12	4.2.10.4 - Environmental impacts during construction • ST should look beyond energy consumption in BTUs. ST made no comparison of light rail against any other HCT system, such as exclusive lane BRT and gondola, but the environmental impact of the proposed light rail line did not include an evaluation of climate-warming emissions within the lifecycle of building materials. • A proper impact evaluation for a single mode or comparison of two modes should use tools such as the Embodied Carbon in Construction Calculator (EC3) and be conducted in close consultation with objective environmental science organizations such as the Carbon Leadership Forum (CLF) • An Environmental Product Declaration (EPD - ISO 14025 Type III) that "quantifies environmental information on the life cycle of a product to enable comparisons between products fulfilling the same function"-should be completed for each option so that an objective comparison of the full environmental construction and operational footprint can take place.	Please see response to CC4.6a in Table 7-1. Please see Section 4.10, Energy Impacts, of the Final EIS for more information regarding anticipated energy use for the project during operations and construction. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The carbon calculator suggested is intended for use for buildings, not linear infrastructure projects. Sound Transit has estimated construction greenhouse gas emissions using the Federal Transit Administration tool developed for transit projects, and includes upstream and downstream emissions.
13	DEIS does not, but should compare the social and environmental impacts of displacement and replacement of existing residential and commercial structures, particularly in low-income/BIPOC areas that have historically been redlined.	Please see Section 4.1, Acquisitions, of the Final EIS for more information on displacement impacts and mitigation. Also see Appendix G, Environmental Justice, for more information on impacts and Benefits to low-income populations and communities of color.
14	DEIS should include realistic renderings of the visual effect of 8-16 story light rail towers and concrete/steel elevated tracks vs. alternative HCT modes. The communities through which these systems will run should be able to envision what their skyline will look like with each option.	Please see Appendix N2, Visual and Aesthetics Technical Report, for visual simulations, station 3D views, and cross sections for the project. Consideration of other modes is addressed in comment 1 above.
15	4.2.11.3.3 -- Pigeon Point slope is considered unstable: construction costs of retaining, drainage and shoring	Please see response to CC4.11a in Table 7-1.

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	structures are not calculated, nor are dollar benefits and savings of leaving vegetated soils intact	
16	Chapter 5: chapter deals with environment and environmental consequences, but the words "carbon footprint" and "damage" do not appear at all. The word "pollution" appears only in context of statements related to aspirations and legal elements.	Please see Section 5.4.7 of the Final EIS for discussion of cumulative air quality impacts. Using these specific words is not necessary to communicate the projects effects, which can be found in Chapter 3, Transportation Environment and Consequences, Chapter 4, Affected Environment and Environment Consequences, and Chapter 5, Cumulative Impacts.
17	5.4.6.1 - DEIS states that the project's elevated guideway would be visually compatible with the large arterials that it would be above or parallel. No 150-tall structure will be visually compatible in West Seattle, and no large arterials exist west of Delridge. Bridge and guideway structures will change visu I landscape, impact land important to Duwamish people, and block views from Pigeon Point that Olmstead Legacy expected to keep unobstructed. Duwamish Greenbelt was also slated for eventual inclusion in the Seattle parks system.	Please see response to CC4.5a in Table 7-1.
18	5.4.7.1 Air quality p.15: Sound Transit analysis found the ST3 system would reduce greenhouse gas emissions by more than 130,000 metric tons annually. DEIS includes no calculation of regional construction and traffic-related carbon footprint impacts, nor of WSBLE-specific impacts. Also, no calculation is offered of effect with alternative HCT options, that can be delivered earlier, with significantly lower construction GhG, and lower O&M GhG than light rail.	Please see response to CC4.6a in Table 7-1. Consideration of other modes is addressed in comment 1 above.
19	5.4.10.1 - P. 18 - "The WSBLE alternatives would generally have a low potential to adversely affect the viability of local wildlife populations because of the highly urbanized environment of the study area" (see Sections 4.2.9 and 4.3.9, Ecosystems). Assumption is that, because urban ecosystem damage has already occurred, ii is acceptable to create more ecosystem damage.	Please see Section 4.9, Ecosystems, of the Final EIS for information on ecosystem impacts from the project and proposed mitigation. See Section 5.4.10 for discussion of cumulative impacts from the project in combination with other past, present, and reasonably foreseeable future actions.
20	5.4.18.1 - Impacts during Operation - no mention of West Seattle bicycle route blockages and re- routing. Construction of pillars on the south side would significantly impact bicycle travel.	Please see Section 3.6, Affected Environment and Impacts During Operation - Nonmotorized Facilities, and Section 3.11, Construction Impacts, for more information on impacts to non-motorized facilities during operation and construction, respectively.
21	Chapter 6: Alternatives Evaluation - chapter deals with evaluating alternatives, but the words "carbon footprint," "damage" and "pollution" do not appear at all. "Mitigation" listed in Tables assumes damage and pollution do occur, and need mitigation	Please see Section 4.6, Air Quality, of the Final EIS for the project's air quality and greenhouse gas emissions analysis. Chapter 6, Alternatives Evaluation, is focused on key impact differences and is not intended to include all impacts.
22	6.1.1 Roadway congestion: False equivalency between KC Metro (Metro) RapidRide C Line run between Westlake Station and the West Seattle Junction	As described in Section 3.4.3.2 of the WSBLE Draft EIS, trips on the West Seattle Link Extension in 2032 would require a transfer at the

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	(Fauntleroy Way Southwest and Southwest Alaska Street - average 22 minutes during peak) and ST Junction WSBLE from Junction to SODO. The RR C goes downtown, Link will only reach SODO by 2032, requiring transfer to I.D. for points north and east until 2037-42 when downtown tunnel may be completed. Time for WS Link to SODO + transfer is longer than RR C now into downtown, and will be equal to RR C in 2042. Also, RR C is a one-seat ride, WSBLE will be 2-3 seat ride. Rapid Ride C route travels >4 miles between Westwood and WS Junction, and qualifies as a link in regional transit, where WS light rail Link provides no comparable service	SODO Station. Even with additional wait time for a transfer, there would be travel time savings compared to the RapidRide C line. The trip from the Alaska Junction to Westlake Station would be a one-seat ride in 2042 with the full build out of the Sound Transit 3 plan, and the travel time savings compared to RapidRide C Line would be 50 percent. Travel times presented in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS do account for the transfer time between buses and light rail.
23	6.1.4 Equity issues: Reasoning contradicts 6.1.1 statement about WS Rapid Ride C and other transit routes being slowed by increasing road traffic. DEIS authors know rail will not serve a majority of the region's communities of color, and other modes (bus, BRT, gondola (Kirkland, WA)) must provide the local connections. Emphasis on point-to-point speed and efficiency appear encourage focusing solely on rail. DEIS states that the majority of lower-income and people of color are moving away from Urban Village areas, where rail nodes will be built and housing is less affordable, to areas in the region where housing is more affordable and light rail will not serve. (Low wage workers are moving to affordable suburb housing, driving more to reach work that's further away: Report: Better Data Can Drive Equity in Suburban Transit) The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. DEIS fails to mention those needs and evaluate how proposed alignments may accomplish this. ST will require another voter measure to approve construction financing.	Please see response to CC1c in Table 7-1. See Appendix G, Environmental Justice, for impacts and benefits to populations south of the project corridor, including White Center and Westwood.
24	6.2.2.1.2 - Duwamish segment - Purple/Pigeon Ridge Tunnel and Andover-Yancy-Avalon routes avoid destruction of Youngstown neighborhood and homes.	Please see response to CC2h in Table 7-1.
25	6.5.1 - WS impacts: Displacement of water-dependent businesses on the Duwamish Waterway that could be difficult to relocate, require constructing new facilities, or cannot be relocated, and ripple effect on other maritime-related businesses (Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2). ST presents no calculation of dollar costs to businesses and the general economy during construction, nor costs to maritime industry of losing key suppliers, nor burdens on Spokane Street Bridge and Harbor Island businesses, on street traffic, SR 509 and First Ave. Bridge, nor likelihood of increased bridge openings and traffic delays due to vessel-related maritime businesses relocating south and calling for more frequent bridge openings, nor impact on Puget Sound Pilots. "These impacts would include	Please see responses to CC4.1d and CC4.3c in Table 7-1.

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	temporary but long-term lane or roadway closures (contradictory statement), and noise and vibration."	
26	6.6 - "... questions about the relationship of a long-term replacement bridge to the WSBLE Project. DE expects to squeeze three bridges (Spokane St., J. Williams and ST3) into the space between Harbor Island and north West Marginal Way. After 40-year expected lifespan of existing repaired J. Williams bridge (2062), Sound Transit (SOOT) will build a replacement bridge. WSBLE Project bridge is expected to be built in 2032. DEIS notes that SOOT and ST are coordinating on how far south the WSBLE bridge must be built. The further south ST builds its WSBLE bridge, the more disruptive and destructive to West Seattle businesses, residences, environment, economy and daily activities WSBLE will be.	Comment noted.

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Comment Submittal 0999

Communication ID:	Name	Email
504875	Susan Zeman	susanzeman8@gmail.com

Full Communication (4/28/2022)

Susan Zeman Draft EIS Comment

Hi Light Rail planners,

I use the light rail regularly, for both work and leisure. I am excited about the new extensions!

It is important that the MAIN TRUNK remain reasonably continuous. I heard that you are considering running the current southern portion over to West Seattle, so a train change is required to continue further north between the airport and regions to the north. Please do not do that!

As someone who actually uses transit, it is important for you to know in the design office (where, frankly, I assume most of you don't actually depend on the system you're building) every single transfer means I have to add about 15 more minutes to my scheduled commute, to accommodate wait time and early or late arrivals of one train (or bus) or the other. For someone actually trying to get somewhere, every minute counts.

Please keep the main north/south route intact! Please do not force thousands of people into unnecessary and confusing transfers that reduce usability of the system.

We need more people to get out of their cars and into the train, and that means efficient design for seamless ease of use.

Build all branches off one intact main trunk, please. Thank you,

Susan Zeman

#	Comments	Responses
1	<p>Hi Light Rail planners, I use the light rail regularly, for both work and leisure. I am excited about the new extensions! It is important that the MAIN TRUNK remain reasonably continuous. I heard that you are considering running the current southern portion over to West Seattle, so a train change is required to continue further north between the airport and regions to the north. Please do not do that!</p> <p>As someone who actually uses transit, it is important for you to know in the design office (where, frankly, I assume most of you don't actually depend on the system you're building) every single transfer means I have to add about 15 more minutes to my scheduled commute, to accommodate wait time and early or late arrivals of one train (or bus) or the other. For someone actually trying to get somewhere, every minute counts. Please keep the main north/south route intact! Please do not force thousands of people into unnecessary and confusing transfers that reduce usability of the system. We need more people to get out of their cars and into the train, and that means efficient design for seamless ease of use.</p> <p>Build all branches off one intact main trunk, please.</p>	<p>The West Seattle Link Extension and the Ballard Link Extension are separate extensions. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension for more information on transfers between light rail lines, and Section 1.3, Planning History of West Seattle Link Extension Corridor, for information on development of the current system plan. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize the efficiency of transfers between light rail lines and other modes of transportation.</p>

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Comment Submittal 1000

Communication ID:	Name	Email
504881	Brad Reynolds	bbr8380@gmail.com

Full Communication

Brad Reynolds Draft EIS Comment

Manager DEIS Comments,

When are these expected to be completed? 2075?

Brad Reynolds bbr8380@gmail.com 669 s. King st

Seattle, Washington 98104

#	Comments	Responses
1	When are these expected to be completed? 2075?	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1001

Communication ID:	Name	Email
502620	Linh Vu	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Less pollution, noise, cost, done sooner, so we can travel to West Seattle from Seattle. Chinatown, and Bellevue.

#	Comments	Responses
1	Less pollution, noise, cost, done sooner, so we can travel to West Seattle from Seattle. Chinatown, and Bellevue.	Please see responses to CCG4 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. Please see Section 4.6, Air Quality, of the Final EIS for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1002

Communication ID:	Name	Email
502622	Kim Phan	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- I drove to work and take public transportation for fun activities with friends on weekend.
- Low cost, safety, easy access is must consider in new extension please

#	Comments	Responses
1	I drove to work and take public transportation for fun activities with friends on weekend. Low cost, safety, easy access is must consider in new extension please	Please see responses to CC3a and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1003

Communication ID:	Name	Email
502624	Dung Huynh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Which option that low cost and safe for users is greatly appreciated.

#	Comments	Responses
1	Which option that low cost and safe for users is greatly appreciated.	Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated cost estimate information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1004

Communication ID:	Name	Email
502626	Ly Tran	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- I like and vote for lightrails extension. It's helpful for me now and the next generation.
- I wish to see shallow station and low noise in the neighborhood.

#	Comments	Responses
1	I like and vote for lightrails extension. It's helpful for me now and the next generation. I wish to see shallow station and low noise in the neighborhood	Thank you for expressing support for the project. Please see responses to CC2k and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1005

Communication ID:	Name	Email
502629	Suong Nguyen	Suong Nguyen

Full Communication (4/28/2022)

I drove and take bus sometimes, hope th process and construction would not damage to current historical areas as well as not heavy traffic. low noise and polution.

#	Comments	Responses
1	hope th process and construction would not damage to current historical areas as well as not heavy traffic. low noise and polution.	Please see response to CC4.4a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS, for information on impacts to historic resources and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1006

Communication ID:	Name	Email
502632	Micha Pugal	meeeekksss23@gmail.com

Full Communication (4/28/2022)

Creating this light rail station will put many business and people risk of displacement.

#	Comments	Responses
1	Creating this light rail station will put many business and people risk of displacement.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1007

Communication ID:	Name	Email
502635	Michael Phelps	Mmmphelps02@comcast.net

Full Communication (4/28/2022)

I don't like the overhead stations and tracks running through busy residential and business areas. The visual impact and the impact on pedestrian and vehicular traffic appears immense. I strongly prefer tunnel alternative WSJ-3a.

#	Comments	Responses
1	I don't like the overhead stations and tracks running through busy residential and business areas. The visual impact and the impact on pedestrian and vehicular traffic appears immense. I strongly prefer tunnel alternative WSJ-3a.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1008

Communication ID:	Name	Email
502636	Ghada Haffar	gelhaf@uw.edu

Full Communication (4/28/2022)

Find a better solution please

#	Comments	Responses
1	Find a better solution please	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1009

Communication ID:	Name	Email
502637	Xuan Nguyen	ttdang74wa@g mail.com

Full Communication (4/28/2022)

I took public bus to the station and transfer to the lightrail. I wish to see the elevator is working properly, clean, and safe

#	Comments	Responses
1	I took public bus to the station and transfer to the lightrail. I wish to see the elevator is working properly, clean, and safe	In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/ .

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1010

Communication ID:	Name	Email
502638	Danh Le	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I only take puplic transportation on a weekly commute. I will try the lightrail when my grandson is available to take me out.

Safely is my biggest concern for get on and off, to the station as well

#	Comments	Responses
1	I only take puplic transportation on a weekly commute. I will try the lightrail when my grandson is available to take me out. Safely is my biggest concern for get on and off, to the station as well	Please see responses to CC3b and CC4.14a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1011

Communication ID:	Name	Email
502640	An Le	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- Safely and low cost with light rail transportation
- less pollution during construction
- noise reduce in residential zone

#	Comments	Responses
1	-Safely and low cost with light rail transportation -less pollution during construction - noise reduce in residential zone	Please see responses to CC3b, CC4.7a, and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. Please see Section 4.6, Air Quality, of the Final EIS for information on air quality during construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1012

Communication ID:	Name	Email
502641	Kim Nguyen	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I have not have a chance to get on the lightrail and excited to get on some day soon. My family would love to take a trip in future.

Hope tax does not increase on resident due to the light rail extension cost.

#	Comments	Responses
1	<p>I have not have a chance to get on the lightrail and excited to get on some day soon. My family would love to take a trip in future.</p> <p>Hope tax does not increase on resident due to the light rail extension cost.</p>	<p>Thank you for expressing support for the light rail. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1013

Communication ID:	Name	Email
502643	Thu Ta	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is convenient, hopefully living in Renton can come to Seattle safety and low cost is best for seniors

#	Comments	Responses
1	Lightrail is convenient, hopefully living in Renton can come to Seattle safety and low cost is best for seniors	Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has reduced fares for senior riders.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1014

Communication ID:	Name	Email
502644	Prag Mishra	prag.mishra@live.com

Full Communication (4/28/2022)

The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit is over budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit does not exploit this opportunity to appropriate large to medium parcels, razing people's homes on them, rezoning and subdividing the lots, and selling them to builders for a net profit after they have built their line.

#	Comments	Responses
1	The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit is over budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit does not exploit this opportunity to appropriate large to medium parcels, razing people's homes on them, rezoning and subdividing the lots, and selling them to builders for a net profit after they have built their line.	Please see responses to CCG2, CCG4, and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1015

Communication ID:	Name	Email
502646	Thanh Pham	Ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail seNices is bring benefits to seniors in the community with low cost, easy to get on and off

#	Comments	Responses
1	Lightrail seNices is bring benefits to seniors in the community with low cost, easy to get on and off	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1016

Communication ID:	Name	Email
502647	Loan Tran	ttdang74wa@g mail.com

Full Communication (4/28/2022)

I like lightrail, convenient and cheap

I wish the new extension is easy for everyone

#	Comments	Responses
1	I like lightrail, convenient and cheap I wish the new extension is easy for everyone	Thank you for expressing support for the project. Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1017

Communication ID:	Name	Email
502648	Thanh Dinh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Please slower the speed when in resident zone

#	Comments	Responses
1	Please slower the speed when in resident zone	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on the profiles of the alternatives. See Section 2.3, Operations and Maintenance, for information on train operations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1018

Communication ID:	Name	Email
502649	Lien Tran	ttdang74wa@g mail.com

Full Communication (4/28/2022)

The lightrail is wonderful for our city, I hope less traffice during construction.

Safety is my most concened for seniors and children in wheelchair or stroler

#	Comments	Responses
1	The lightrail is wonderful for our city, I hope less traffice during construction. Safety is my most concened for seniors and children in wheelchair or stroler	Thank you for expressing support for the project. Please see response to CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on traffic impacts during construction and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1019

Communication ID:	Name	Email
502650	Phung Nguyen	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is good to have in our City, Please don't tax residents we cannot afford higher cost Less pollution is better during construction

#	Comments	Responses
1	Lightrail is good to have in our City, Please don't tax residents we cannot afford higher cost Less pollution is better during construction	Thank you for expressing support for the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1020

Communication ID:	Name	Email
502651	Thao Thao	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I hope during construction times no traffics issues in the neighborhood or impact so many residents

#	Comments	Responses
1	I hope during construction times no traffics issues in the neighborhood or impact so many residents	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on traffic impacts during construction and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1021

Communication ID:	Name	Email
502652	Le Tran	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I have try lightrail in the past, it need a safer space on the ride for disability individual to avoid their wheelchair moving.

#	Comments	Responses
1	I have try lightrail in the past, it need a safer space on the ride for disability individual to avoid their wheelchair moving.	Thank you for your comment; however, this is beyond the scope of the project. This comment has been forwarded to Sound Transit's Passenger Experience Department. You may also leave feedback for customer service at https://soundtransit.microsoftcrmportals.com/feedbackandcustomerservice .

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1022

Communication ID:	Name	Email
502653	Hanh Hanh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I will share lightrail information to my friends and family members and will encourage them to give their feedback to the organization.

Safety, easy to access, low cost, less noise, elevator is working and safety

#	Comments	Responses
1	I will share lightrail information to my friends and family members and will encourage them to give their feedback to the organization. Safety, easy to access, low cost, less noise, elevator is working and safety	Please see responses to CC3a, CC3b, CC4.7a, and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/ . A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1023

Communication ID:	Name	Email
502655	Nga Huynh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is easy and fast, it help me a lot with transportatin issues.

#	Comments	Responses
1	Lightrail is easy and fast, it help me a lot with transportatin issues.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1024

Communication ID:	Name	Email
502656	Quang Quy	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Many ways to improve our transportation system. Please consider the lowest impact to enviroment and residents with noise, polution, and relocation

#	Comments	Responses
1	Many ways to improve our transportation system. Please consider the lowest impact to enviroment and residents with noise, polution, and relocation	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1025

Communication ID:	Name	Email
502658	Manh Dinh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I am happy to see the new development in the City and transportation improvement. Please consider on safety, times, and cost. If everything line up well and benefits residents then you are doing great job to keep our City growing.

#	Comments	Responses
1	I am happy to see the new development in the City and transportation improvement. Please consider on safety, times, and cost. If everything line up well and benefits residents then you are doing great job to keep our City growing.	Thank you for expressing support for the project. Please see response to CCG3, CCG4, and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1026

Communication ID:	Name	Email
502659	Chanh Chanh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- I wish to still avlive to get on with lightrail and experience the long trip from airport to West Seattle
- I will ask my grandchildren take me when it done -deep or shallow is fine with me, safety is the most consideration

#	Comments	Responses
1	I wish to still avlive to get on with lightrail and experience the long trip from airport to West Seattle I will ask my grandchildren take me when it done -deep or shallow is fine with me, safety is the most consideration	Thank you for expressing support for the West Seattle Link Extension. Please see response to CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1027

Communication ID:	Name	Email
502661	My Dung	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I like this idea of lightrail extension, I cannot wait to get on.

Please make sure it's easy to get to the platform for seniors with wheelchairs

#	Comments	Responses
1	I like this idea of lightrail extension, I cannot wait to get on. Please make sure it's easy to get to the platform for seniors with wheelchairs	Thank you for expressing support for the project. Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1028

Communication ID:	Name	Email
502662	Hien Pham	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I will try to get on lightrail when ii done. Now I am driving for short distance

#	Comments	Responses
1	I will try to get on lightrail when ii done. Now I am driving for short distance.	Thank you for expressing support for the project.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1029

Communication ID:	Name	Email
502664	Tham Nguyen	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is safe and cheap

#	Comments	Responses
1	Lightrail is safe and cheap	Thank you for expressing support for light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1030

Communication ID:	Name	Email
502666	Thu Le	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Deep is better, make sure elevator is working most of the time

#	Comments	Responses
1	Deep is better, make sure elevator is working most of the time	In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/ .

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1031

Communication ID:	Name	Email
502679	Rick Steele	patrickjsteele@gmail.com

Full Communication (4/28/2022)

West Seattle resident (westwood, formerly delridge), so only commenting on the areas I travel regularly:

- Preference for either of the DEL-2 designs over the DEL-1s. DEL-4 is also appealing.
- DEL5 and DEL6 feel like they're likely to complicate an already tense driving area, as well as suffocating Nucor.
- WSJ-3a and 3b's suggestion of a 3 year full closure of 35th is absolutely insane. 35th was recently impacted by a comparatively less disruptive closure for new bus stations, and it was brutal. Closing 35th for 3 years should be out of the question. 35th is a west seattle backbone, significantly wider than all surrounding streets, which are steep and narrow residential that are already effectively one-way when cars are parked. There's no way to catch the overflow from a full 35th closure. If you take one thing from this comment. it needs to be this: Do not fully close 35th.

#	Comments	Responses
1	Preference for either of the DEL-2 designs over the DEL-1s. DEL-4 is also appealing. DEL5 and DEL6 feel like they're likely to complicate an already tense driving area, as well as suffocating Nucor.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	WSJ-3a and 3b's suggestion of a 3 year full closure of 35th is absolutely insane. 35th was recently impacted by a comparatively less disruptive closure for new bus stations, and it was brutal. Closing 35th for 3 years should be out of the question. 35th is a west seattle backbone, significantly wider than all surrounding streets, which are steep and narrow residential that are already effectively one-way when cars are parked. There's no way to catch the overflow from a full 35th closure. If you take one thing from this comment, it needs to be this: Do not fully close 35th.	Please see response to CCG2 in Table 7-1. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction road closures and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1032

Communication ID:	Name	Email
502695	Lisa Reager	lisareager@yahoo.com

Full Communication (4/28/2022)

I'd prefer frequent bus connectors and coordination with current bridge development to a separate West Seattle bridge project. I would like to see better cooperation between agencies. If collaboration is happening, it doesn't seem that way and perhaps more communication about that would be appropriate.

#	Comments	Responses
1	I'd prefer frequent bus connectors and coordination with current bridge development to a separate West Seattle bridge project. I would like to see better cooperation between agencies. If collaboration is happening, it doesn't seem that way and perhaps more communication about that would be appropriate.	<p>The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge.</p> <p>Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1033

Communication ID:	Name	Email
502703	Micha Brunner	michaelbrunner91@yahoo.com

Full Communication (4/28/2022)

For west seattle - delete Avalon station and put\$ towards medium tunnel option for Alaska junction station. Place station at Bank of America site.

#	Comments	Responses
1	For west seattle - delete Avalon station and put\$ towards medium tunnel option for Alaska junction station. Place station at Bank of America site.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1034

Communication ID:	Name	Email
502705	Jeffrey Maxwell	jeff.maxwell@outlook.com

Full Communication (4/28/2022)

A tunnel option for West Seattle is the only way forward. An elevated route would destroy hundreds of housing units in the middle of a housing crisis. And with land values skyrocketing, by the time construction would begin, a tunnel likely be the cheaper option for taxpayers.

In addition, keep the Avalon Station. Those advocating for dropping Avalon fail to consider (i) the amount of high-density housing on Avalon and surrounding streets; and (ii) the hill climb that would be necessary to reach a station on 41st/42nd. For folks with mobility challenges, Avalon Station is a necessity.

#	Comments	Responses
1	A tunnel option for West Seattle is the only way forward. An elevated route would destroy hundreds of housing units in the middle of a housing crisis. And with land values skyrocketing, by the time construction would begin, a tunnel likely be the cheaper option for taxpayers.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In addition, keep the Avalon Station. Those advocating for dropping Avalon fail to consider (i) the amount of high-density housing on Avalon and surrounding streets; and (ii) the hill climb that would be necessary to reach a station on 41st/42nd. For folks with mobility challenges, Avalon Station is a necessity.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1035

Communication ID:	Name	Email
502710	Kyle Murdock	kylemurdock18@gmail.com

Full Communication (4/28/2022)

After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). (Oppose DEL-5 and DEL-6, Page ES-16)

Alki Beach Academy is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community. Please do not force them to relocate. Thank you.

#	Comments	Responses
1	After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). (Oppose DEL-5 and DEL-6, Page ES-16) Alki Beach Academy is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community. Please do not force them to relocate. Thank you.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1036

Communication ID:	Name	Email
502712	Scott Schubert	schube20@gmail.com

Full Communication (4/28/2022)

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.

#	Comments	Responses
1	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.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on transit-oriented development. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on ecosystem impacts and proposed mitigation.
2	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.	Please see responses to CC3a and CCEJ1 in Table 7-1.

Comment Submittal 1037

Communication ID:	Name	Email
502713	Anne Drew Hu	annedrewhu@gmail

Full Communication (4/28/2022)

Please consider my comments for the West Seattle and Ballard Link DEIS as follows:

A. General Comments

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

B. Detailed Comments

1. West Seattle Link
 - a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.
 - b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.
 - c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5).
 - d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2) and study siting further north at the existing SoDo Station location to avoid costly post office taking.
2. Ballard Link
 - a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

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- b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.
- d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.
- e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.
- f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.
- g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].
- h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].
- i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	<p>First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.</p> <p>Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.</p>	<p>For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
2	<p>Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.</p>	<p>Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
3	<p>Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.</p>	<p>Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
4	<p>Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood</p>	<p>Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
8	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.	Please see response to CCG2 in Table 7-1.
9	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
10	d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see responses to CCG2 and CC3f in Table 7-1.
11	Ballard Link a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
13	c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	g. Smith Cove- Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1038

Communication ID:	Name	Email
502721	Aries Franklin	ariesmelania@gmail.com

Full Communication (4/28/2022)

Please do not go through with these plans. Born and raised in Seattle, and there are so many other things the money could be invested in. For starters, this money could willingly help the homeless issue that continues to enlarge itself year after year. Consider those who have been in the community even before time and are still there til this day. Evacuating the area To build more rather than fixing more TRUE problems at hand. I VOTE NO.

#	Comments	Responses
1	Please do not go through with these plans. Born and raised in Seattle, and there are so many other things the money could be invested in. For starters, this money could willingly help the homeless issue that continues to enlarge itself year after year. Consider those who have been in the community even before time and are still there til this day. Evacuating the area To build more rather than fixing more TRUE problems at hand. I VOTE NO.	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1039

Communication ID:	Name	Email
502722	Stephen Duda	trouts@gmail.com

Full Communication (4/28/2022)

The Avalon station is not needed. It is a 10 -12 minute walk from the 7-11 on 35/Avalon to the Junction. Eliminating this station would save homes, jobs, time and money. Please reconsider ripping up the Genesee neighborhood and skip the Avalon station.

#	Comments	Responses
1	The Avalon station is not needed. It is a 10 -12 minute walk from the 7-11 on 35/Avalon to the Junction. Eliminating this station would save homes, jobs, time and money. Please reconsider ripping up the Genesee neighborhood and skip the Avalon station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 1040

Communication ID:	Name	Email
502726	Zachary Ramels	zramels@gmail.com

Full Communication (4/28/2022)

I favor the option with the tunnel and station at 42nd and Alaska.

#	Comments	Responses
1	I favor the option with the tunnel and station at 42nd and Alaska.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1041

Communication ID:	Name	Email
502733	Brett Youngstrom	brett.youngstrom@gmail.com

Full Communication (4/28/2022)

I strongly encourage the board to consider future rider experience and choose stations which are as shallow as possible and have excellent transfers to other lines and services (e.g. buses). Current stations suffer from unreliable vertical conveyance so planning very deep stations which rely on a lot of escalators and elevators seems like a recipe for a poor rider experience as well as high maintenance costs. Finally, stations should be placed near existing dense neighborhoods which have taken on much population growth in anticipation of improved transit service.

#	Comments	Responses
1	I strongly encourage the board to consider future rider experience and choose stations which are as shallow as possible and have excellent transfers to other lines and services (e.g. buses). Current stations suffer from unreliable vertical conveyance so planning very deep stations which rely on a lot of escalators and elevators seems like a recipe for a poor rider experience as well as high maintenance costs.	Please see responses to CC2k and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Finally, stations should be placed near existing dense neighborhoods which have taken on much population growth in anticipation of improved transit service	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1042

Communication ID:	Name	Email
502734	Nick Chiosie	njchiosie@gmail.com

Full Communication (4/28/2022)

This comment is for the West Seattle Junction segment of the light rail route. Please use the information from the DEIS to select an alignment that minimizes displacement and maximizes use of TOD once construction is completed. In the DEIS Chapter 4, section 4.2.2.5.2, mentions that tunnel alternatives provide more potential for affordable housing to be built. In the FEIS, it would be helpful to provide estimates of the amount of affordable housing to be built with a tunnel station in the Junction vs an elevated station.

In order to minimize displacement, maximize land use and increase equity by more affordable housing with TOD, I hope the Sound Transit Board will seriously consider tunnel alternatives. Especially since there are tunnel alternatives that are comparable with price, timeline and ridership estimates. Thank you and I look forward to the next steps.

#	Comments	Responses
1	Please use the information from the DEIS to select an alignment that minimizes displacement and maximizes use of TOD once construction is completed. In the DEIS Chapter 4, section 4.2.2.5.2, mentions that tunnel alternatives provide more potential for affordable housing to be built. In the FEIS, it would be helpful to provide estimates of the amount of affordable housing to be built with a tunnel station in the Junction vs an elevated station. In order to minimize displacement, maximize land use and increase equity by more affordable housing with TOD, I hope the Sound Transit Board will seriously consider tunnel alternatives. Especially since there are tunnel alternatives that are comparable with price, timeline and ridership estimates.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.

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Comment Submittal 1043

Communication ID:	Name	Email
502735	Corey Dennis	corey8806@gmail.com

Full Communication (4/28/2022)

I think the push and demand to make the light rail possible no matter what is really fogging up the possibilities available to public transportation. There is no reason to displace business and residents, just because its a "small sacrifice". There are other alternatives like gondalas or ferries that can be suitable. I also believe stations do not need to be in the middle of west seattle by way of sacrifice of those business or residential areas. Putting stations on the outskirts or along shore of the sound could be much suitable without impacting already established business and residents.

#	Comments	Responses
1	I think the push and demand to make the light rail possible no matter what is really fogging up the possibilities available to public transportation. There is no reason to displace business and residents, just because its a "small sacrifice". There are other alternatives like gondalas or ferries that can be suitable. I also believe stations do not need to be in the middle of west seattle by way of sacrifice of those business or residential areas. Putting stations on the outskirts or along shore of the sound could be much suitable without impacting already established business and residents.	Your opposition to the project has been noted. Please see response to CC4.1b and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1044

Communication ID:	Name	Email
502743	Stephanie Haynes	haynesteph@hotmail.com; 3shaynes@gmail.com

Full Communication (4/28/2022)

I am one of the homeowners who will be affected on three of the four considered routes for sound transit in West Seattle. I've been a resident here for 12 years, and a homeowner to a house that is almost 100 years old. Similar houses this age that surround me will also be gone. I understand sacrifices will have to be made for the line to exist. I hope that sound transit will consider taking out the stop on Avalon way sw in order to preserve a small piece of history. If the underground tunnel prevents the loss of residential homes and will save sound transit \$60 million, it only seems like a logical decision to make. Besides, these residents would only have to walk approximately 5 blocks to access the next transit line. It seems to me that the line is accommodating the new build at Alki lumber and other new builds in the Avalon area. Sound transit will therefore be taking away some historical and unique properties in order to accommodate the pockets of big business real estate.

This will take away from the uniqueness of what so many people love about West Seattle. I can imagine in 10-15 years when sound transit is completed. People who travel here won't be in the unique West Seattle that I now know, but will be surrounded by a gentrified, homogenized suburb. Our character will be gone, and the reason why people love West Seattle will be lost.

Sincerely,

Stephanie Haynes

#	Comments	Responses
1	<p>I hope that sound transit will consider taking out the stop on Avalon way sw in order to preserve a small piece of history. If the underground tunnel prevents the loss of residential homes and will save sound transit \$60 million, it only seems like a logical decision to make. Besides, these residents would only have to walk approximately 5 blocks to access the next transit line. It seems to me that the line is accommodating the new build at Alki lumber and other new builds in the Avalon area.</p> <p>Sound transit will therefore be taking away some historical and unique properties in order to accommodate the pockets of big business real estate. This will take away from the uniqueness of what so many people love about West Seattle. I can imagine in 10-15 years when sound transit is completed. People who travel here won't be in the unique West Seattle that I now know, but will be surrounded by a gentrified, homogenized suburb. Our character will be gone, and the reason why people love West Seattle will be lost.</p>	<p>Please see responses to CCG2, CC2j, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1045

Communication ID:	Name	Email
502745	Sandhya Iyer	sandhya1586@gmail.com

Full Communication (4/28/2022)

Hello,

I am reaching out to you specifically about the plan to expand light rail into West Seattle. As a West Seattle resident and home owner, I am excited about much more efficient public transportation coming to my neighborhood, but have significant concerns about the current plans to build above ground in such a high density area. I want to urge you all to think long term and not short term. A tunnel (below ground option) has significant advantages over the above ground options such as:

1. Impact on housing: housing shortage is a big issue in seattle. This area, especially on 41st and 42nd Ave SW is a high density housing area and so many people will be displaced (especially marginalized communities). It will defeat the main purpose of brining connectivity to a high density residential area, and goes directly against recent legislative efforts to zone and permit for higher density housing. Please consider a tunnel similar to Capitol Hill station. There is also significant concern about property values and property confiscation with the elevated option.
2. Environment concern: above ground stations have been proven to be hazardous environmentally. Noise and vibration from above the ground line cause significant issues for the neighbors and continue to impact the residential housing in the area.
3. Instead of focusing on cutting cost by choosing a cheaper construction option, I urge the city to build fewer stations (2 instead of 3) and build them below the ground, benefiting the city and its people more in the long-term.

Sincerely,

Sandhya Iyer (resident of West Seattle-Junction Neighborhood)

#	Comments	Responses
1	A tunnel (below ground option) has significant advantages over the above ground options such as: Impact on housing: housing shortage is a big issue in seattle. This area, especially on 41st and 42nd Ave SW is a high density housing area and so many people will be displaced (especially marginalized communities). It will defeat the main purpose of brining connectivity to a high density residential area, and goes directly against recent legislative efforts to zone and permit for higher density housing. Please consider a tunnel similar to Capitol Hill station. There is also significant concern about property values and property confiscation with the elevated option. Environment concern: above ground stations have been proven to be hazardous environmentally. Noise and vibration from above the ground line cause significant issues for the neighbors and continue to impact the residential housing in the area.	Please see responses to CCG2, CC4.1b, CC4.3a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Instead of focusing on cutting cost by choosing a cheaper construction option, I urge the city to build fewer stations (2 instead of 3) and build them below the ground, benefiting the city and its people more in the long-term.	Please see response to CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1046

Communication ID:	Name	Email
502751	Todd Jackson	toddmj78@gmail.com

Full Communication (4/28/2022)

Sound Transit Board of Directors,

I'm excited for Light Rail to come to West Seattle. It's going to connect our little peninsula to The Greater Seattle Area, and really rejuvenate our local economy. Moreover, it's going to lead to much less air pollution via people riding rail V driving. I can't drive, as I'm disabled. It'll be so nice to have the freedom again, to get around and visit Bellevue, Redmond, Tacoma, and all of Seattle via rail, instead of having to take many buses, or prohibitively-expensive Uber. I believe Light Rail will make transportation easier and more affordable. I'm sad that it will take so long for it to arrive: With so much infrastructure money available, and with so many Washingtonians (with any variety of educational background) in need of work, surely there's a way to safely fast-track Light Rail?

Anyhow, I'm grateful this is being built. Thanks for allowing community comments.

#	Comments	Responses
1	Sound Transit Board of Directors, I'm excited for Light Rail to come to West Seattle. It's going to connect our little peninsula to The Greater Seattle Area, and really rejuvenate our local economy. Moreover, it's going to lead to much less air pollution via people riding rail V driving. I can't drive, as I'm disabled. It'll be so nice to have the freedom again, to get around and visit Bellevue, Redmond, Tacoma, and all of Seattle via rail, instead of having to take many buses, or prohibitively-expensive Uber. I believe Light Rail will make transportation easier and more affordable. I'm sad that it will take so long for it to arrive: With so much infrastructure money available, and with so many Washingtonians (with any variety of educational background) in need of work, surely there's a way to safely fast-track Light Rail? Anyhow, I'm grateful this is being built. Thanks for allowing community comments.	Thank you for expressing support for the project. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1047

Communication ID:	Name	Email
502753	David Broadstone	red_salmon@comcast.net

Full Communication (4/28/2022)

I read the Executive Summary related to the West Seattle Link Extension.

I'm opposed to routes that temporarily or permanently affect the WS Golf Course. That would include tunnels that would capture park property.

Given the options, I would choose the North Crossing (DUW-2) in conjunction with the Yancy Avalon routes.

Thank you.

#	Comments	Responses
1	I read the Executive Summary related to the West Seattle Link Extension. I'm opposed to routes that temporarily or permanently affect the WS Golf Course. That would include tunnels that would capture park property. Given the options, I would choose the North Crossing (DUW-2) in conjunction with the Yancy Avalon routes.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 1048

Communication ID:	Name	Email
502772	Dean Shuey	dean_shuey@hotmail.com

Full Communication (4/28/2022)

Table 2-2, Page 2-9

There is a cursory mention of the gondola alternative, "Mode not identified or analyzed in Sound Transit 3 Plan." This suggests to me that the alternative has not been seriously considered by objective experts, but has been dismissed without adequate consideration. The purported advantages of a gondola are cost savings, less disruption of homes and businesses, and a much earlier date of functionality combined with an ability to move the same number of riders as the proposed light rail systems. If this is true, the case for a gondola is strong and it deserves a serious look, not a cursory dismissal.

#	Comments	Responses
1	There is a cursory mention of the gondola alternative, "Mode not identified or analyzed in Sound Transit 3 Plan." This suggests to me that the alternative has not been seriously considered by objective experts, but has been dismissed without adequate consideration. The purported advantages of a gondola are cost savings, less disruption of homes and businesses, and a much earlier date of functionality combined with an ability to move the same number of riders as the proposed light rail systems. If this is true, the case for a gondola is strong and it deserves a serious look, not a cursory dismissal.	Please see response to CCG2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1049

Communication ID:	Name	Email
502777	Steve Lorentzen	stevelorentzen@comcast.net

Full Communication (4/28/2022)

I would prefer the WSB3-A proposal that is the tunnel. Please do not put the West Seattle Light Rail in overhead tracks and stations

#	Comments	Responses
1	I would prefer the WSB3-A proposal that is the tunnel. Please do not put the West Seattle Light Rail in overhead tracks and stations	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1050

Communication ID:	Name	Email
502778	Christopher Welter	christopher.welter11@gmail.com

Full Communication (4/28/2022)

As a homeowner in West Seattle, I want to make sure that any decisions we make now are sustainable and future looking. Our decisions don't just affect us now, but also our neighbors 50 years from now. Stations either too high or deep are going to be viewed as huge mistakes and inconvenience future users for years from now. I would urge the board to consider the options that are going to be most usable and drive the most possible users of the system. It is supposed to be public transit so I hope your decision takes into consideration what will do the most good for most of the public.

#	Comments	Responses
1	Stations either too high or deep are going to be viewed as huge mistakes and inconvenience future users for years from now. I would urge the board to consider the options that are going to be most usable and drive the most possible users of the system. It is supposed to be public transit so I hope your decision takes into consideration what will do the most good for most of the public.	Please see responses to CCC2e, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1051

Communication ID:	Name	Email
502779	Julie Garbutt	urbanhiker@mac.com

Full Communication (4/28/2022)

Re: West Seattle station options.

Too many stations have been proposed for the WSEA area. There are two locations that fall within the same walk-shed area-Alaska Junction and Avalon stations. These two should be combined into one station within the Triangle area and the savings from doing so should be applied to make the resulting station better fit into the neighborhood environment on a more human scale to the extent possible keeping the engineering requirements as most important as there are needed slopes for the system to run properly. I think this best corresponds to the Fauntleroy alignment option.

There is precedent for this in the Columbia City, Beacon Hill, and Montlake stations where one station serves a large area and allows folks to converge at a single location for boarding with good access to other transit. We already have two designated C stops serving the Triangle neighborhood that could serve as the main connecting transit hub.--centralize it and make folks go there. The bulk of apartments is already on that side of the Junction anyway.

Re: station should fit into the scope of the built environment. My meaning here is that it should not tower over the rest of the built environment and create a visual nuisance or create unnecessary noise for surrounding neighbors. The other areas that feature light rail have done a good job in incorporating the stations into the landscape and kept them human scaled. The budget amount saved from combining two stations into one, should more than cover making the improvements needed to lessen station impact to the affected neighborhood. West Seattle should be treated the same as prior light rail areas and should receive high quality stations and not utilize "cut and cover" methods to save on installation to the detriment of the neighborhood.

Thank you for taking the time to review my thoughts and comments.

#	Comments	Responses
1	Too many stations have been proposed for the WSEA area. There are two locations that fall within the same walk-shed area-Alaska Junction and Avalon stations. These two should be combined into one station within the Triangle area and the savings from doing so should be applied to make the resulting station better fit into the neighborhood environment on a more human scale to the extent possible keeping the engineering requirements as most important as there are needed slopes for the system to run properly. I think this best corresponds to the Fauntleroy alignment option. There is precedent for this in the Columbia City, Beacon Hill, and Montlake stations where one station serves a large area and allows folks to converge at a single location for boarding with good access to other transit. We already have two designated C stops serving the Triangle neighborhood that could serve as the main connecting transit hub.-centralize it and make folks go there. The bulk of apartments is already on that side of the Junction anyway. Re: station should fit into the scope of the built environment. My meaning here is that it should not tower over the rest of the built environment and create a visual nuisance or create unnecessary noise for surrounding neighbors. The other areas that feature light rail have done a good job in incorporating the stations into the landscape and kept them human scaled. The budget amount saved from combining two stations into one, should more than cover making the improvements needed to lessen station impact to the affected neighborhood. West Seattle should be treated the same as prior light rail areas and should receive high quality stations and not utilize "cut and cover" methods to save on installation to the detriment of the neighborhood.	Please see responses to CCG2, CC2e, CC2f and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 1052

Communication ID:	Name	Email
502781	Jessica Bair	jessigir124@comcast.net

Full Communication (4/28/2022)

This is so insane you plan to do this not to mention in a neighborhood that is already going through a lot. Seattle needs to finish one project before you take on another one. Fix the bridge.

#	Comments	Responses
1	This is so insane you plan to do this not to mention in a neighborhood that is already going through a lot. Seattle needs to finish one project before you take on another one. Fix the bridge.	Your opposition to the project is noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1053

Communication ID:	Name	Email
502782	Jan Roberts	jan.roberts77@gmail.com

Full Communication (4/28/2022)

I am reviewing the Sound Transit Project Update and looking at table ES-3. DEL-5 & DEL-6 have the least residential and environmental impact, with DEL-6 being better. (Businesses and neighborhoods still take a hit.) Building a light rail line through these areas dramatically impacts the environment and residents. ST light rail projects follow established multi-lane traffic routes and industrial corridors. The West Seattle project is a departure from this model. I believe there is a less impactful solution, and we can find a feasible way to bring less impactful to West Seattle, and it does not need to be light rail. I support a feasibility study on gondolas and electric buses.

#	Comments	Responses
1	DEL-5 & DEL-6 have the least residential and environmental impact, with DEL-6 being better. (Businesses and neighborhoods still take a hit.) Building a light rail line through these areas dramatically impacts the environment and residents. ST light rail projects follow established multi-lane traffic routes and industrial corridors. The West Seattle project is a departure from this model.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I believe there is a less impactful solution, and we can find a feasible way to bring less impactful to West Seattle, and it does not need to be light rail. I support a feasibility study on gondolas and electric buses.	Please see response to CC2g in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1054

Communication ID:	Name	Email
502787	Nicholas Hodapp	nicholashodapp@gmail.com

Full Communication (4/28/2022)

I don't want it. I voted for it in 2016 but given all of this context and impact I don't want it. We just went through 2 years of no West Seattle Bridge, and a year+ of Delridge being torn up. I live at Andover and Delridge and this 3 year construction period will destroy my ability to move around - particularly getting to/from my home.

#	Comments	Responses
1	I don't want it. I voted for it in 2016 but given all of this context and impact I don't want it. We just went through 2 years of no West Seattle Bridge, and a year+ of Delridge being torn up. I live at Andover and Delridge and this 3 year construction period will destroy my ability to move around - particularly getting to/from my home.	Your opposition to the project has been noted.

Comment Submittal 1055

Communication ID:	Name	Email
502791	Stuart Ford	fordsn@gmail.com

Full Communication (4/28/2022)

Summary: The following comments are all related to WSJ segment alternatives. WSJ-3a,b (without Avalon Station) should be the preferred alternative. WSJ-5 (with Avalon Station) should be runner up alternative. WSJ-1,2 and 4 options should not move forward due to the points outlined below:

Point1: DEIS Chapter 3 Transportation section 3.5.3.1.4 West Seattle Junction Segment: States that for WSJ-4, 37th Ave SW north of Fauntleroy Way SW would be permanently closed with turnaround areas added to the street ends. Two big beautiful mature trees would likely need to be removed to accommodate the additional space required for the turnaround. These trees provide shade, natural habitat, visual interest and help separate the single-family housing zone from the mixed-use commercial zone that runs along Fauntleroy Way SW.

Point 2: An elevated guideway in WSJ-1,2 would radiate track noise to surrounding peaceful residential areas. The curved tracks along Fauntleroy Way SW would make the track noise worse than straighter track segments due to "wheel squeal noise". Sound barrier mitigation devices are visual eye sores that detract from the beauty of the neighborhood and attract unwanted areas for graffiti and maintenance neglect. The elevated guideway options would also ruin the planned Fauntleroy Way SW Boulevard improvement project (mentioned in Appendix K Present and Future Development, Transportation, and Public Works Projects in the Study Area Table K-2 page K-53 Map ID 1) as the space that would've been improved would now be claimed by guideway columns and the natural sun light blocked by the overhead track. The boulevard improvement project is currently in a holding pattern waiting to see how the ST3 project will interfere with the boulevard improvement plans. The elevated guideway options along Fauntleroy Way SW would be dramatic reduction to the visual quality of the neighborhood, especially from 37th Ave SW, where majestic views of the Cascade mountains are enjoyed on clear days.

Point 3: In Appendix N2 Visual Technical Report page 4-23 it states "there would not be a visual impact" to the residences northwest of Fauntleroy Way SW for elevated guideway options WSJ- 1,2. I very much disagree with this conclusion and I can't imagine how replacing a view of the Cascade mountains with a view of an elevated light rail guideway would be considered anything other than a large negative visual impact.

Point 4: In DEIS Chapter 3 Transportation section 3.4.3.3.5 Table 3.-5 on page 3-17, the projected Avalon station 2042 ridership (daily boardings) numbers are extremely low (1200) relative to the nearby Alaska Junction station (6400). The recent idea of removing the Avalon station and using the savings to support one of the WSJ segment tunnel options should be strongly prioritized. The system would be better of routing the Avalon riders to Alaska Junction or Delridge stations to improve economies of scale at those stations instead of diluting the ST system with an under- utilized station that is future growth constrained by residential zoning, topography and existing West Seattle Stadium and golf course land.

Point 5: A complaint on the DEIS itself: Why are there no 3D views for Avalon station in Appendix N2 Visual Technical Report Attachment N.2B Station 3D Views and Cross Sections pages 1-6 and 1-7? This makes evaluating the different alternatives an unfair exercise since only certain alternatives are visualized. With humans being very visual creatures, the cross-section only drawings leave a lot to the imagination.

Point 6: Another complaint on the methodology of the DEIS: For the residential displacement figures (such as those shown in DEIS Chapter 6 Alternatives Evaluation section 6.2.2.1.4 West Seattle Junction Segment Table 6-4 Projected Ridership and Key Impact Differences - West Seattle Junction Segment, Row Potential Displacements on Page 6-15), only addressable units were used as a simple count of displaced units. The problem with this is that it reduces the weighting of multi-bedroom private residences when compared to single-bedroom efficiency apartments. Anecdotally, If I look at my immediate neighbors on my street, there are 9 houses and would be counted as 9 units displaced. But a total of 24 people live in these houses full-time. I don't believe the same headcount density exists per unit in the efficiency apartment units. As a result of this flawed calculation, I believe the displacement impact to single family residential units are being under counted by at least a factor of 2 relative to the large apartment buildings.

Displaced heads should be used instead of units to get a better picture of the impact of displacement between the various alternatives.

Thank you.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
1	<p>The following comments are all related to WSJ segment alternatives. WSJ-3a,b (without Avalon Station) should be the preferred alternative. WSJ-5 (with Avalon Station) should be runner up alternative. WSJ-1,2 and 4 options should not move forward due to the points outlined below: Point1: DEIS Chapter 3 Transportation section 3.5.3.1.4 West Seattle Junction Segment: States that for WSJ-4, 37th Ave SW north of Fauntleroy Way SW would be permanently closed with turnaround areas added to the street ends. Two big beautiful mature trees would likely need to be removed to accommodate the additional space required for the turnaround. These trees provide shade, natural habitat, visual interest and help separate the single-family housing zone from the mixed-use commercial zone that runs along Fauntleroy Way SW. Point 2: An elevated guideway in WSJ-1,2 would radiate track noise to surrounding peaceful residential areas. The curved tracks along Fauntleroy Way SW would make the track noise worse than straighter track segments due to "wheel squeal noise". Sound barrier mitigation devices are visual eye sores that detract from the beauty of the neighborhood and attract unwanted areas for graffiti and maintenance neglect. The elevated guideway options would also ruin the planned Fauntleroy Way SW Boulevard improvement project (mentioned in Appendix K Present and Future Development, Transportation, and Public Works Projects in the Study Area Table K-2 page K-53 Map ID 1) as the space that would've been improved would now be claimed by guideway columns and the natural sun light blocked by the overhead track. The boulevard improvement project is currently in a holding pattern waiting to see how the ST3 project will interfere with the boulevard improvement plans. The elevated guideway options along Fauntleroy Way SW would be dramatic reduction to the visual quality of the neighborhood, especially from 37th Ave SW, where majestic views of the Cascade mountains are enjoyed on clear days. Point 3: In Appendix N2 Visual Technical Report page 4-23 it states "there would not be a visual impact" to the residences northwest of Fauntleroy Way SW for elevated guideway options WSJ-1,2. I very much disagree with this conclusion and I can't imagine how replacing a view of the Cascade mountains with a view of an elevated light rail guideway would be considered anything other than a large negative visual impact.</p>	<p>Please see responses to CCG2, CC4.5a, CC4.5b, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>
2	<p>In DEIS Chapter 3 Transportation section 3.4.3.3.5 Table 3.-5 on page 3-17, the projected Avalon station 2042 ridership (daily boardings) numbers are extremely low (1200) relative to the nearby Alaska Junction station (6400). The recent idea of removing the Avalon station and using the savings to support one of the WSJ segment tunnel options should be strongly prioritized. The system would be better of routing the Avalon riders to Alaska Junction or Delridge stations to improve economies of scale at those stations instead of diluting the ST system with an under- utilized station that is future growth constrained by residential zoning, topography and existing West Seattle Stadium and golf course land.</p>	<p>Please see response to CC2j in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	<p>A complaint on the DEIS itself: Why are there no 3D views for Avalon station in Appendix N2 Visual Technical Report Attachment N.2B Station 3D Views and Cross Sections pages 1-6 and 1-7? This makes evaluating the different alternatives an unfair exercise since only certain alternatives are visualized. With humans being very visual creatures, the cross-section only drawings leave a lot to the imagination.</p>	<p>Please see Section 4.5 of the West Seattle Link Extension Final EIS for figures showing a 3D view and a cross section of the Avalon Station for Preferred Option WSJ-5b. Please see Appendix N.2, Visual and Aesthetics Technical Report for 3D views and cross sections for all alternatives.</p>
4	<p>For the residential displacement figures (such as those shown in DEIS Chapter 6 Alternatives Evaluation section 6.2.2.1.4 West Seattle Junction Segment Table 6-4 Projected Ridership and Key Impact Differences - West Seattle Junction Segment, Row Potential Displacements on Page 6-15), only addressable units were used as a simple count of displaced units. The problem with this is that it reduces the weighting of multi-bedroom private residences when compared to single-bedroom efficiency apartments. Anecdotally, If I look at my immediate neighbors on my street, there are 9 houses and would be counted as 9 units displaced. But a total of 24 people live in these houses full-time. I don't believe the same headcount density exists per unit in the efficiency apartment units. As a result of this flawed calculation, I believe the displacement impact to single family residential units are being under counted by at least a factor of 2 relative to the large apartment buildings.</p> <p>Displaced heads should be used instead of units to get a better picture of the impact of displacement between the various alternatives.</p>	<p>Capturing information on every potentially impacted residence would result in accuracy challenges with the EIS given that this data is gathered at a point-in-time and the actual number of residents in each unit can continuously change. Providing impacts by number of units reflects the estimated number of households that would need to be relocated. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. The tables provided in Section 4.1, Acquisitions and Displacements, include a count of how many of the affected parcels are single family residential and multi-family residential.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1056

Communication ID:	Name	Email
502798	Rosa Zhang	rosazhang08@gmail.com

Full Communication (4/28/2022)

My townhouse is located at 3062A SW Avalon Way, 98126.

Upon reviewing the draft EIS, I strongly suggest the removal of the Avalon station proposals (DEL- 5 or DEL-6) as it appears the cost & displacement analysis are out of date. The renderings associated with DEL-5 supports my thought as it shows the lightrail being constructed on a large green space at the Northwest corner of the intersection of SW Avalon Way and Genesee. There are at least 2 housing complexes that are not accounted for in this rendering that opened in the last 1-2 years, 1 housing complex for affordable housing that is currently under construction, and an additional two apartment buildings that were built prior to the last 2 years that this rendering suggests would be removed. For this area alone I would estimate the potential displacement (of existing, new and future housing underway) at much higher than 48-82.

Additionally, the road design proposed does not address how the flow of traffic along SW Avalon Way (a critical way of accessing of the high and low West Seattle bridges) would be addressed. This is already a highly congested road today and the proposal seems to suggest removing lanes of traffic as well as much of the parking options in this high-density area. Lastly, the road has already been ripped up and redesigned two times since I moved here in April 2020 - it does not appear that the cost estimates for DEL-5/6 take into account the cost of redesigning the road yet again.

The Andover station proposals are not viable options as someone who lives and commutes in this area and thus I strongly suggest it be removed from the options.

#	Comments	Responses
1	<p>I strongly suggest the removal of the Avalon station proposals (DEL- 5 or DEL-6) as it appears the cost & displacement analysis are out of date. The renderings associated with DEL-5 supports my thought as it shows the lightrail being constructed on a large green space at the Northwest corner of the intersection of SW Avalon Way and Genesee. There are at least 2 housing complexes that are not accounted for in this rendering that opened in the last 1-2 years, 1 housing complex for affordable housing that is currently under construction, and an additional two apartment buildings that were built prior to the last 2 years that this rendering suggests would be removed. For this area alone I would estimate the potential displacement (of existing, new and future housing underway) at much higher than 48-82. Additionally, the road design proposed does not address how the flow of traffic along SW Avalon Way (a critical way of accessing of the high and low West Seattle bridges) would be addressed. This is already a highly congested road today and the proposal seems to suggest removing lanes of traffic as well as much of the parking options in this high-density area.</p> <p>Lastly, the road has already been ripped up and redesigned two times since I moved here in April 2020 - ii does not appear that the cost estimates for DEL-5/6 take into account the cost of redesigning the road yet again. The Andover station proposals are not viable options as someone who lives and commutes in this area and thus I strongly suggest it be removed from the options.</p>	<p>Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. Capital cost estimates include road construction where the road would be impacted by an alternative. See Chapter 3, Transportation, for impacts on traffic and parking, and proposed mitigation. See Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on displacements. This information has been updated since preparation of the WSBLE Draft EIS.</p>

Comment Submittal 1057

Communication ID:	Name	Email
502818	Mussie Shimondi	Mussie.S@bladegallery.com

Full Communication (4/28/2022)

Dear Councilmembers and Sound Transit,

I am a employee at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, we moved from Kirkland, WA to Seattle. I've recently heard that we are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international Bladesmithing community, that can't be found anywhere else.

Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business:

As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.

As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives.

As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives

As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives.

As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls.

As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.

As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.

As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.

Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative.

As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources.

Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.

Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee

Appendix O. Draft EIS Comment Summary and Response to Comments

households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that we will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for our employees and the hundreds of artisans we represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980.

Thank you for your consideration,

Mussie Shimondi

Admin Assist

BladeGallery Inc.

(253) 431-4331

26720 Carnaby Way Kent, WA 98032

#	Comments	Responses
1	<p>Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.</p>	<p>Please see responses to CCG2, CCG3, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p> <p>The number of historic resources on individual properties is determined in consultation with the State Historic Preservation Officer. Please see Sections 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS.</p> <p>Although DUW-2 would not require relocation at Fire Station 14, the same is true for DUW-1a and DUW-1b.</p> <p>And although DUW-2 would have no permanent impact to parks and recreational resources, other impacts to resources were compared. Please see Chapter 6, of the West Seattle Link Extension Final EIS, for more information meeting the project purpose and need.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1058

Communication ID:	Name	Email
502820	David Saint Michel	estmiche@yahoo.com

Full Communication (4/28/2022)

Good morning,

I am writing about the West Seattle Junction and Delridge alternatives.

I am in favor of public transit and light rail and would love to see this happen as soon as possible. However, this does not have to mean destroying neighborhoods, people's homes and businesses.

I oppose the preferred alternatives of an elevated track. This would cause a lot of nuisances, first visually, this would be towering over a neighborhood of single family homes, townhouses and 4- level apartment buildings between Delridge and Fauntleroy. It would also be a direct noise and visual nuisance for the apartment dwellers between Fauntleroy and Alaska, not just from the train themselves but from the continuous announcements at the stations. I lived next to one L track and station in Chicago - Armitage (link <https://goo.gl/maps/jzKXuSwoUjZfMYkM6>) and moved out because of it). It would completely alter the character of the Junction that has been painstakingly preserved over the years.

I am in favor of tunnels that would go under Genessee and 41st or 42nd Ave SW. That would reduce the number of residents being relocated and savings from the expropriations with current real estate prices would offset a big chunk of the cost of a tunnel. Also another source of savings is limiting the number of stations from 3 to 2. The distance between the stations at the Junction and Avalon is just 1/2 mile and 12 minutes walk according to Google maps so an Avalon station might not be the most bang for the buck.

Thank you for your consideration,

Regards

David Saint Michel

West Seattle

#	Comments	Responses
1	I am in favor of public transit and light rail and would love to see this happen as soon as possible.	Thank you for expressing support for light rail.
2	I oppose the preferred alternatives of an elevated track. This would cause a lot of nuisances, first visually, this would be towering over a neighborhood of single family homes, townhouses and 4- level apartment buildings between Delridge and Fauntleroy. It would also be a direct noise and visual nuisance for the apartment dwellers between Fauntleroy and Alaska, not just from the train themselves but from the continuous announcements at the stations. I lived next to one L track and station in Chicago -Armitage (link https://goo.gl/maps/jzKXuSwoUjZfMYkM6) and moved out because of it). It would completely alter the character of the Junction that has been painstakingly preserved over the years.	Please see responses to CCG2, CC4.4a, CC4.5a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	I am in favor of tunnels that would go under Genessee and 41st or 42nd Ave SW. That would reduce the number of residents being relocated and savings from the expropriations with current real estate prices would offset a big chunk of the cost of a tunnel. Also another source of savings is limiting the number of stations from 3 to 2. The distance between the stations at the Junction and Avalon is just 1/2 mile and 12 minutes walk according to Google maps so an Avalon station might not be the most bang for the buck.	Please see responses to CCG2 and CC2j in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1059

Communication ID:	Name	Email
502821	Julie Garbutt	urbanhiker@me.com

Full Communication (4/28/2022)

Combine the two stations in WSEA into one station and place it on/adjacent to Fauntleroy Way SW alignment. Walkshed covered will be acceptable. Much better than walkshed in other neighborhoods served by light rail. With two obvious examples being: Bellevue, where the light rail station is a mile from Bell Square and half a mile from the new improved transit center. This solution would be a much smaller and more manageable walkshed and would be concentrated near the vast density of housing in the two areas. Folks can walk or bus to the commercial center which would still be an easy walk from the station or an even easier C bus ride.

#	Comments	Responses
1	Combine the two stations in WSEA into one station and place it on/adjacent to Fauntleroy Way SW alignment. Walkshed covered will be acceptable. Much better than walkshed in other neighborhoods served by light rail. With two obvious examples being: Bellevue, where the light rail station is a mile from Bell Square and half a mile from the new improved transit center. This solution would be a much smaller and more manageable walkshed and would be concentrated near the vast density of housing in the two areas. Folks can walk or bus to the commercial center which would still be an easy walk from the station or an even easier C bus ride.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1060

Communication ID:	Name	Email
502823	Kevin Freitas	kevinfreitas.net@gmail.com

Full Communication (4/28/2022)

The impact to housing and business is too great to allow the light rail above ground here in the West Seattle junction area. ST is great at digging tunnels and has done so when a line is called for in a hilly, dense neighborhood. The investment in West Seattle for alternate transportation is long overdue but is also something that will be with us for decades and needs to be done right to fit best within our community and that means underground.

Likewise, a combined Avalon/Junction station near the Fauntleroy/Alaska intersection (with entrances on both sides of these busy streets) will serve the community well and helps eliminate the problematic Avalon station -- both due to existing housing but also because the walkshed is severely limited due to area topography and the West Seattle freeway cutting off easy access.

Aside from this, the large, mildewing concrete that comes with elevated rail does not fit within our densely populated neighborhood and will bisect are area that, instead, is slated for City of Seattle investment to bring both sides of Fauntleroy and Alaska together for people walking and rolling.

#	Comments	Responses
1	The impact to housing and business is too great to allow the light rail above ground here in the West Seattle junction area. ST is great at digging tunnels and has done so when a line is called for in a hilly, dense neighborhood. The investment in West Seattle for alternate transportation is long overdue but is also something that will be with us for decades and needs to be done right to fit best within our community and that means underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Likewise, a combined Avalon/Junction station near the Fauntleroy/Alaska intersection (with entrances on both sides of these busy streets) will serve the community well and helps eliminate the problematic Avalon station -- both due to existing housing but also because the walkshed is severely limited due to area topography and the West Seattle freeway cutting off easy access.	Please see response to CC2j in Table 7-1.
3	the large, mildewing concrete that comes with elevated rail does not fit within our densely populated neighborhood and will bisect are area that, instead, is slated for City of Seattle investment to bring both sides of Fauntleroy and Alaska together for people walking and rolling.	Please see response to CC4.4a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1061

Communication ID:	Name	Email
502824	Gillian Fulford	fulfordgillian@gmail.com

Full Communication (4/28/2022)

Hi all,

I am incredibly excited for the Link extensions that are coming in the future! I am an avid user of public transit (mostly using bike and KC Metro services to get around) and I can't wait to see how the upcoming Link extensions improve mobility within and around Seattle.

However, I implore the team at Sound Transit to choose the 4th Ave route for the West Seattle and Ballard Link Extensions. The 5th Ave option will disrupt the CID immensely more than the 4th Ave option, putting a neighborhood that has already been through so much disruption in the past years caused by construction (through the construction of 1-5, Kingdome, CenturyLink Field, etc), as well as disruption caused by increased crimes and hate-motivated attacks on the Asian population.

Community is so, so important to us as humans. We thrive when we are given safe and stable places to express our shared cultures and to grow close to one another. The 5th Ave choice for the Link Expansion would put a huge strain on businesses, homes, and ways of life.

Please, choose the route that would impact the people of the CID the least. Please choose to expand the Link using the 4th Ave option!

#	Comments	Responses
1	I am incredibly excited for the Link extensions that are coming in the future!	Thank you for expressing support for the project.
2	<p>I implore the team at Sound Transit to choose the 4th Ave route for the West Seattle and Ballard Link Extensions. The 5th Ave option will disrupt the CID immensely more than the 4th Ave option, putting a neighborhood that has already been through so much disruption in the past years caused by construction (through the construction of 1-5, Kingdome, Centurylink Field, etc), as well as disruption caused by increased crimes and hate-motivated attacks on the Asian population.</p> <p>Community is so, so important to us as humans. We thrive when we are given safe and stable places to express our shared cultures and to grow close to one another. The 5th Ave choice for the Link Expansion would put a huge strain on businesses, homes, and ways of life.</p>	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1062

Communication ID:	Name	Email
502829	Shannon Saam	shannonldonegan@gmail.com

Full Communication (4/28/2022)

I voted for this extension in 2016, but having now seen the West Seattle expansion options, I believe the environmental and economic costs outweigh the benefits. Please reconsider how electric buses and other transit options could meet the growing needs of West Seattle's population without displacing dozens of businesses, hundreds of homes, and hundreds of animals that all make their homes in West Seattle.

#	Comments	Responses
1	I voted for this extension in 2016, but having now seen the West Seattle expansion options, I believe the environmental and economic costs outweigh the benefits. Please reconsider how electric buses and other transit options could meet the growing needs of West Seattle's population without displacing dozens of businesses, hundreds of homes, and hundreds of animals that all make their homes in West Seattle.	Your opposition to the project has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1063

Communication ID:	Name	Email
502832	Steven Townsend	steven@montgomerytownsend.com

Full Communication (4/28/2022)

Thank you for issuing the Draft EIS for public comment. I think most West Seattle residents (myself included) are all excited and anxiously awaiting light rail to West Seattle. The needs for public transit alternatives to and from the peninsula are glaring in the past 2 years with the bridge closure.

I am an Architect and resident of West Seattle (Alaska Junction). In reviewing the EIS, it is apparent that the site constraints and elevation changes after crossing the Duwamish necessitate a tunneling option at least from Delridge to the junction

Additionally, the amount of property which would need to be required either through standard real estate transactions or eminent domain is astronomical with an elevated track, not to mention the fact that all the residents of said properties would have to be displaced. For instance, the elevated proposals for the Alaska junction station would require the acquisition, and demolition of effectively 2 entire blocks. The proposals for a Fauntleroy elevated station would require the acquisition, DISPLACEMENT, and demolition of a brand new apartment building that just opened at the end of 2021.

Given the pace of real estate prices, has the budget for acquisition provided enough funds for procuring all of these properties? Has this process started? Certainly not every one of these residents will sell willingly, forcing an eminent domain challenge, which will most certainly be challenged in some capacity leading to a potentially years long legal battle, just to acquire the properties. Has this been accounted for in the schedule?

It seems just from a land use and acquisition question, that the elevated options do not seem feasible. Delridge 2B is a great configuration for a tunnel, which leverages existing city property, thereby eliminating some property acquisition requirements and achieving a tunnel from there to the junction. I strongly urge Sound Transit to consider modifying the preferred alternative to a tunneling strategy, which utilizes as much city owned/public property as possible without the forcible acquisition and eviction of residents.

Furthermore, while the West Seattle Bridge repairs are due to be completed this year - this bridge will still need replacing. It would be wise, before the bridge reaches the end of its lifespan, to plan for a hybrid road/rail replacement design which can be constructed as part of the light rail extension and would allow the existing West Seattle Bridge to be decommissioned at a later date once the light rail is opened. I understand this requires interface with SOOT, but would be a wise endeavor for efficiency's sake.

#	Comments	Responses
1	I think most West Seattle residents (myself included) are all excited and anxiously awaiting light rail to West Seattle. The needs for public transit alternatives to and from the peninsula are glaring in the past 2 years with the bridge closure.	Thank you for expressing support for the West Seattle Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>it is apparent that the site constraints and elevation changes after crossing the Duwamish necessitate a tunneling option at least from Delridge to the junction. Additionally, the amount of property which would need to be required either through standard real estate transactions or eminent domain is astronomical with an elevated track, not to mention the fact that all the residents of said properties would have to be displaced. For instance, the elevated proposals for the Alaska junction station would require the acquisition, and demolition of effectively 2 entire blocks. The proposals for a Fauntleroy elevated station would require the acquisition, DISPLACEMENT, and demolition of a brand new apartment building that just opened at the end of 2021. Given the pace of real estate prices, has the budget for acquisition provided enough funds for procuring all of these properties? Has this process started? Certainly not every one of these residents will sell willingly, forcing an eminent domain challenge, which will most certainly be challenged in some capacity leading to a potentially years long legal battle, just to acquire the properties. Has this been accounted for in the schedule? It seems just from a land use and acquisition question, that the elevated options do not seem feasible. Delridge 2B is a great configuration for a tunnel, which leverages existing city property, thereby eliminating some property acquisition requirements and achieving a tunnel from there to the junction. I strongly urge Sound Transit to consider modifying the preferred alternative to a tunneling strategy, which utilizes as much city owned/public property as possible without the forcible acquisition and eviction of residents.</p>	<p>Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.1, Acquisitions, Displacements, and Relocations for more information on the relocation process and relocation benefits.</p>
3	<p>Furthermore, while the West Seattle Bridge repairs are due to be completed this year - this bridge will still need replacing. It would be wise, before the bridge reaches the end of its lifespan, to plan for a hybrid road/rail replacement design which can be constructed as part of the light rail extension and would allow the existing West Seattle Bridge to be decommissioned at a later date once the light rail is opened. I understand this requires interface with SOOT, but would be a wise endeavor for efficiency's sake.</p>	<p>The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge.</p> <p>Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1064

Communication ID:	Name	Email
502848	Rachel Wood	rcwood88@gmail.com

Full Communication (4/28/2022)

Sound Transit needs to be expanded, and the missing link of the Burke-Gilman needs to be completed!!

Mass transit is vital to our city, and is more environmentally friendly.

#	Comments	Responses
1	Sound Transit needs to be expanded, and the missing link of the Burke-Gilman needs to be completed!! Mass transit is vital to our city, and is more environmentally friendly.	Thank you for expressing support for the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1065

Communication ID:	Name	Email
502849	Ray Tarrach	rtarrach@gmail.com

Full Communication (4/28/2022)

Please reconsider this development because it's another way Seattle is practicing gentrification and harming the people who live in this area. Making them loose their businesses and not be able to afford rent. This is not an act of love for the people in Seattle who will be deeply impacted by this.

#	Comments	Responses
1	Please reconsider this development because it's another way Seattle is practicing gentrification and harming the people who live in this area. Making them loose their businesses and not be able to afford rent. This is not an act of love for the people in Seattle who will be deeply impacted by this.	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1066

Communication ID:	Name	Email
502856	Derek Shan	shanhomed@gmail.com

Full Communication (4/28/2022)

I support the 5th Ave alignment, but Sound Transit must take CID community concerns seriously and seek to minimize disruption to local businesses by prioritizing a 4th Ave S station just below street level like the existing station. Regardless of the rest of the downtown alignment it's absolutely essential to have multiple banks of large surface-to-platform elevators to serve the second downtown transit tunnel. The need for a mezzanine level is minimal; ticket machines and ORCA card readers can be stationed at immediate at all surface level-station entrances as with all stations in the newer segment between Capitol Hill and Roosevelt.

The Ballard station is too far from the core of the neighborhood and fails to properly serve it - given the growth of the neighborhood and its existing core, it'd be like building the U District station by the freeway bus station instead. An alignment more to the west would also allow better pedestrian and bicycle access to and across the Locks and Discovery Park.

Similarly, the SLU station should be built to serve the neighborhood core (between 9th and Boren), and redundancy to the streetcar by building it under Westlake instead would not be unwelcome.

I don't have particularly strong opinions on the other alignments, though WSJ-5 is clearly the best option to actually serve riders in West Seattle, and consolidating Smith Cove/Interbay should be studied further as the drawbacks of cutting Smith Cove are not huge compared to time savings and better possibilities of TOD to drive ridership in addition to being close to existing useful retail, though if not the 17th Ave/Thorndyke retained cut option is the most ideal (again, considering the potential for future TOD, not as it's currently developed).

#	Comments	Responses
1	I support the 5th Ave alignment, but Sound Transit must take CID community concerns seriously and seek to minimize disruption to local businesses by prioritizing a 4th Ave S station just below street level like the existing station. Regardless of the rest of the downtown alignment it's absolutely essential to have multiple banks of large surface-to-platform elevators to serve the second downtown transit tunnel. The need for a mezzanine level is minimal; ticket machines and ORCA card readers can be stationed at immediate at all surface level-station entrances as with all stations in the newer segment between Capitol Hill and Roosevelt.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	The Ballard station is too far from the core of the neighborhood and fails to properly serve it - given the growth of the neighborhood and its existing core, it'd be like building the U District station by the freeway bus station instead. An alignment more to the west would also allow better pedestrian and bicycle access to and across the Locks and Discovery Park.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	SLU station should be built to serve the neighborhood core (between 9th and Boren), and redundancy to the streetcar by building it under Westlake instead would not be unwelcome.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	WSJ-5 is clearly the best option to actually serve riders in West Seattle,	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	consolidating Smith Cove/Interbay should be studied further as the drawbacks of cutting Smith Cove are not huge compared to time savings and better possibilities of TOD to drive ridership in addition to being close to existing useful retail, though if not the 17th Ave/Thorndyke retained cut option is the most ideal (again, considering the potential for future TOD, not as it's currently developed).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1067

Communication ID:	Name	Email
502857	Kristen Johnson	kristen.johnson.tr@gmail.com

Full Communication (4/28/2022)

Hello,

My name is Kristen Johnson and I am writing to comment about the proposed DEL-5 and DEL-6 alternatives for the West Seattle Link Extension. I am strongly opposed to these alternative routes, as they would completely disrupt the behavioral health agency, Transitional Resources, that I currently work for.

I have been an employee at Transitional Resources for just over 3 years, and I also live in West Seattle. Transitional Resources provides behavioral health treatment and supportive housing for those who are living with serious mental illness in our community. A majority of those we serve are people who once struggled with homelessness and hospitalization and are now living stable, healthy lives in the community thanks to our services. The proposed DEL-5 and DEL-6 routes would devastate Transitional Resources (TR) and our model of care if they were to move forward.

The proposed routes affect 3 of our properties; one is a house that serves as a permanent residence to several clients, and two other buildings are apartments that house clients and contain offices for our programs--and these two buildings are absolutely essential to the work we do. These two buildings are not only permanent housing for 30+ clients we serve, but are also where the entirety of our supportive housing program and outpatient services offices are located and operated from. These buildings and their close proximity are located in the community and are a cornerstone of TR's successful model of care. Clients and staff rely on the easy accessibility and consistency of services that the co-location of the buildings provide. TR has a multitude of clients who live in the surrounding community--including those at our recently constructed Rise at Yancy Street building located a block away--who would lose access to these services that are right on their doorstep. Those who do live in these properties would be displaced and would likely struggle to find a new home and services that could meet their unique needs. Many of these people were homeless for many years and were finally able to find permanent housing through TR, and they have maintained this housing thanks to our services.

Finally, the biggest issue concerning these proposed alternative routes is that TR cannot easily relocate since the proximity of services and housing are essential to our model of care. Costs are going up in the area, and finding a new property that would meet our needs without needing to build new would be nearly impossible. The costs of building new would be far out of our means as an agency, and I emphasize once again, the close proximity of our buildings and the interconnected nature of all our programs is essential to the services we provide, and to the successful outcomes we see from our clients.

As you can see, the disruption of these services would be catastrophic to not only our clients, but our community as a whole. I urge Sound Transit to reject the DEL-5 and DEL-6 alternatives and go with other alternatives that will not devastate a vital community service that this nonprofit provides.

Thank you, Kristen

#	Comments	Responses
1	I am strongly opposed to these alternative routes, as they would completely disrupt the behavioral health agency, Transitional Resources, that I currently work for. I have been an employee at Transitional Resources for just over 3 years, and I also live in West Seattle. Transitional Resources provides behavioral health treatment and supportive housing for those who are living with serious mental illness in our community. A majority of those we serve are people who once struggled with homelessness and hospitalization and are now living stable, healthy lives in the community thanks to our services. The proposed DEL-5 and DEL-6 routes would devastate Transitional Resources (TR) and our model of care if they were to move forward. The proposed routes affect 3 of our properties; one is a house that serves as a permanent residence to several clients, and two other buildings are apartments that house clients and contain offices for our programs--and these two buildings are absolutely essential to the work we do. These two buildings are not	Please see responses to CCG2 and CC4.d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>only permanent housing for 30+ clients we serve, but are also where the entirety of our supportive housing program and outpatient services offices are located and operated from. These buildings and their close proximity are located in the community and are a cornerstone of TR's successful model of care.</p> <p>Clients and staff rely on the easy accessibility and consistency of services that the co-location of the buildings provide. TR has a multitude of clients who live in the surrounding community-- including those at our recently constructed Rise at Yancy Street building located a block away- who would lose access to these services that are right on their doorstep. Those who do live in these properties would be displaced and would likely struggle to find a new home and services that could meet their unique needs. Many of these people were homeless for many years and were finally able to find permanent housing through TR, and they have maintained this housing thanks to our services. Finally, the biggest issue concerning these proposed alternative routes is that TR cannot easily relocate since the proximity of services and housing are essential to our model of care. Costs are going up in the area, and finding a new property that would meet our needs without needing to build new would be nearly impossible. The costs of building new would be far out of our means as an agency, and I emphasize once again, the close proximity of our buildings and the interconnected nature of all our programs is essential to the services we provide, and to the successful outcomes we see from our clients. As you can see, the disruption of these services would be catastrophic to not only our clients, but our community as a whole. I urge Sound Transit to reject the DEL-5 and DEL-6 alternatives and go with other alternatives that will not devastate a vital community service that this nonprofit provides.</p>	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1068

Communication ID:	Name	Email
502863	Douglas Kilpatrick	kilpatds@oppositelock.org

Full Communication (4/28/2022)

- Housing/land costs will continue to WELL outpace inflation.
- As such, delays will raise costs (of land acquisition) faster than money to buy them, and will doom the project.
- Unless the project changes to not need to purchase land.

Plan to build a tunnel (in West Seattle) instead where it saves you from having to acquire large chunks of property. It'll be the only way to actually succeed, and as a bonus it will be less obnoxious visually too.

(Alternately, if we could kill R1 and parking requirements, maybe we could catch housing inflation? But that's for the council to change, and you can't really get them to change that. So ... tunnels.)

#	Comments	Responses
1	Housing/land costs will continue to WELL outpace inflation. As such, delays will raise costs (of land acquisition) faster than money to buy them, and will doom the project. Unless the project changes to not need to purchase land. Plan to build a tunnel (in West Seattle) instead where it saves you from having to acquire large chunks of property. It'll be the only way to actually succeed, and as a bonus it will be less obnoxious visually too. (Alternately, if we could kill R1 and parking requirements, maybe we could catch housing inflation? But that's for the council to change, and you can't really get them to change that. So ... tunnels.)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1069

Communication ID:	Name	Email
502866	Quyen Vu	qvu@bet-r.com

Full Communication (4/28/2022)

To whom it may concern,

I prefer selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

After reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13- ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. They will force our office building at 4000 Delridge Way SW to close and demolish the surrounding neighborhood, which I believe would be devastating for our business and employee morale to have to leave West Seattle, as well as the nearby neighbors.

It seems DEL-5 or DEL-6 are better options due to less neighborhood impact. They would allow us to remain on our corner and prevent any disruption to our thriving business. Also, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. The noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. The DEL-6 option is cheaper than the others, making it a great choice since construction costs are rising dramatically.

In closing, please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

#	Comments	Responses
1	I prefer selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. After reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. They will force our office building at 4000 Delridge Way SW to close and demolish the surrounding neighborhood, which I believe would be devastating for our business and employee morale to have to leave West Seattle, as well as the nearby neighbors. It seems DEL-5 or DEL-6 are better options due to less neighborhood impact. They would allow us to remain on our corner and prevent any disruption to our thriving business. Also, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. The noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. The DEL-6 option is cheaper than the others, making it a great choice since construction costs are rising dramatically. In closing, please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.	Please see responses to CCG2, CC4.1a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1070

Communication ID:	Name	Email
502868	Sharonn Meeks	smeeks50@comcast.net

Full Communication (4/28/2022)

Four stations are not necessary in West Seattle. Long term accessibility and route expansion should go south from the Fauntleroy station. I believe the alaska junction station, regardless of whether it is above or below ground is not necessary and is a dead end ride. It is easily walked up Edmunds, Alaska or Oregon and would thrive with a shuttle from the Morgan Junction as well as the Admiral Junction. This would allow the possibility of pedestrian only from the Triangle to the Alaska Junction. No cars, walk or trolley to a safe, noise free and sunlight destination for shopping and entertainment. Build for expansion to the airport and beyond.

#	Comments	Responses
1	Four stations are not necessary in West Seattle. Long term accessibility and route expansion should go south from the Fauntleroy station. I believe the alaska junction station, regardless of whether it is above or below ground is not necessary and is a dead end ride. It is easily walked up Edmunds, Alaska or Oregon and would thrive with a shuttle from the Morgan Junction as well as the Admiral Junction. This would allow the possibility of pedestrian only from the Triangle to the Alaska Junction. No cars, walk or trolley to a safe, noise free and sunlight destination for shopping and entertainment. Build for expansion to the airport and beyond.	Please see response to CC2d and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1071

Communication ID:	Name	Email
502869	Heather Scott	scottibell1206@gmail.com

Full Communication (4/28/2022)

Please build this underground! The West Seattle we know has already been ruined and over built. This monstrosity is loud and ugly, the least we can do is put it underground and save what little bit of our once lovely town that we can. Underground please!

#	Comments	Responses
1	Please build this underground! The West Seattle we know has already been ruined and over built. This monstrosity is loud and ugly, the least we can do is put it underground and save what little bit of our once lovely town that we can. Underground please!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1072

Communication ID:	Name	Email
502871	Gabriella Middleton	gabsamaria@gmail.com

Full Communication (4/28/2022)

Don't build this transit system! Multiple small businesses are placed there that have been around for many years. Building this would end these businesses and harm many families.

#	Comments	Responses
1	Don't build this transit system! Multiple small businesses are placed there that have been around for many years. Building this would end these businesses and harm many families.	Your opposition to the project is noted. Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on economic impacts.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1073

Communication ID:	Name	Email
502879	Kelli Refer	kelli.refer@gmail.com

Full Communication (4/28/2022)

Thank you for the opportunity to comment. I am very supportive of building light rail. I support a system that prioritizes riders and good station access. As a regular user of the current line 1 system, I am often very frustrated by the lack of functioning elevators and escalators. I am against any of the deep stations for that reason.

In the Chinatown International District, please build a station on 4th that is shallow. This neighborhood also needs construction mitigation efforts to support the unique local businesses in this neighborhood. The CID has faced so many negative impacts from transportation projects over the past decades, and it is important to figure out how to support the existing local businesses and prevent further displacement.

#	Comments	Responses
1	I am very supportive of building light rail. I support a system that prioritizes riders and good station access. As a regular user of the current line 1 system, I am often very frustrated by the lack of functioning elevators and escalators. I am against any of the deep stations for that reason.	Thank you for expressing support for the project. Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/ . A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	In the Chinatown International District, please build a station on 4th that is shallow. This neighborhood also needs construction mitigation efforts to support the unique local businesses in this neighborhood. The CID has faced so many negative impacts from transportation projects over the past decades, and it is important to figure out how to support the existing local businesses and prevent further displacement.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1074

Communication ID:	Name	Email
502881	Connor Davidge	cdavidge92@gmail.com

Full Communication (4/28/2022)

- Support any option that puts more trains in tunnels through West Seattle and Ballard
- Options where stations are only accessible via elevators are not preferred
- CID-1a is preferred as it minimizes displacement of businesses in the CID.
- DT-1 is preferred as it locates the Downtown and South Lake Union stations in more desirable locations o Supportive of tentative plans presented to Seattle City Council showing an approach to the Mid-Town station is located and designed such that acquiring the Bartell's parcel isn't necessary.
- Support IBB-2b and IBB-3 design for Interbay and Ballard Stations. Locating station along 15th Ave W/ NW will provide easiest access for neighborhoods. For Interbay Station, locating the station away from 15th Ave W limits the systems ability to be easily accessed from bus routes (unless buses are re-routed), but support IBB-2b as it puts station below-grade at 15th Ave NW and NW Market St. Locating Ballard Station on 14th Ave NW limits access and potential future use.
- Sound Transit should work with the City of Seattle to establish higher height limits for future TOD developments around stations - especially in West Seattle, Smith Cove, Interbay, and Ballard Stations.
- Stations need to be connected to and accessible via safe routes for everyone walking, rolling, and biking. Sound Transit needs to work with the City of Seattle to create safe intersections, safe bike routes, and secure lock-up facilities for short and long-term bike storage at new stations in West Seattle, Interbay, and Ballard.

#	Comments	Responses
1	Support any option that puts more trains in tunnels through West Seattle and Ballard	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Options where stations are only accessible via elevators are not preferred	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	CID-1a is preferred as it minimizes displacement of businesses in the CID.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	DT-1 is preferred as it locates the Downtown and South Lake Union stations in more desirable locations o Supportive of tentative plans presented to Seattle City Council showing an approach to the Mid-Town station is located and designed such that acquiring the Bartell's parcel isn't necessary.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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#	Comments	Responses
5	Support IBB-2b and IBB-3 design for Interbay and Ballard Stations. Locating station along 15th Ave W/ NW will provide easiest access for neighborhoods. For Interbay Station, locating the station away from 15th Ave W limits the systems ability to be easily accessed from bus routes (unless buses are re-routed), but support IBB-2b as it puts station below-grade at 15th Ave NW and NW Market St. Locating Ballard Station on 14th Ave NW limits access and potential future use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Sound Transit should work with the City of Seattle to establish higher height limits for future TOD developments around stations - especially in West Seattle, Smith Cove, Interbay, and Ballard Stations.	Thank you for your comment, however, this is beyond the scope of the project. The purpose of the project is to expand the Sound Transit Link light rail system to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections. The City of Seattle is responsible for establishing height limits for future TOD. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	Stations need to be connected to and accessible via safe routes for everyone walking, rolling, and biking. Sound Transit needs to work with the City of Seattle to create safe intersections, safe bike routes, and secure lock-up facilities for short and long-term bike storage at new stations in West Seattle, Interbay, and Ballard.	Please see response to CC3a in Table 7-1. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each West Seattle Link Extension station would have a dedicated bicycle storage area. A response to this comment related to the Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1075

Communication ID:	Name	Email
502885	E. Benbow	benb0009@tc.umn.edu

Full Communication (4/28/2022)

In the interest of promoting equity and minimizing impacts to the area's air and water quality, these are the best options for the West Seattle line of ST3:

1. No Avalon Station, with cost savings going toward a long tunnel. Because the other stations will be very close, this station would cause unnecessary displacement, air pollution, noise pollution, expense, and traffic delays. It is also poorly positioned for connections with bus transit.
2. Long-tunnel option extending to 41st Ave SW. This option causes the least displacement, is best for the environment, leads to the fewest traffic disruptions, and preserves the small and large businesses that have made West Seattle what it is. Its design is also in line with other Link light rail lines (Capitol Hill, Roosevelt, etc.).
3. Underground Jefferson Square Station (WSJ-3b). This option leads to the least displacement, pollution, noise, and traffic disruption, while also preserving the character of the Alaska Junction's business district.
4. Elevated Delridge Way Station (DEL-3). This option causes the least displacement and offers good connection to transit services along Delridge Way.

#	Comments	Responses
1	No Avalon Station, with cost savings going toward a long tunnel. Because the other stations will be very close, this station would cause unnecessary displacement, air pollution, noise pollution, expense, and traffic delays. It is also poorly positioned for connections with bus transit.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Long-tunnel option extending to 41st Ave SW. This option causes the least displacement, is best for the environment, leads to the fewest traffic disruptions, and preserves the small and large businesses that have made West Seattle what it is. Its design is also in line with other Link light rail lines (Capitol Hill, Roosevelt, etc.).	Please see response to CCG2 in Table 7-1.
3	Underground Jefferson Square Station (WSJ-3b). This option leads to the least displacement, pollution, noise, and traffic disruption, while also preserving the character of the Alaska Junction's business district.	Please see response to CCG2 in Table 7-1.
4	Elevated Delridge Way Station (DEL-3). This option causes the least displacement and offers good connection to transit services along Delridge Way.	Please see response to CCG2 in Table 7-1.

Comment Submittal 1076

Communication ID:	Name	Email
502893	Caitlin Peterson	caitlin.p@bladegallery.com

Full Communication (4/28/2022)

Dear Councilmembers and Sound Transit,

I have been an employee at BladeGallery's Epicurean Edge for 7 years. This last fall, we moved from Kirkland, WA to Seattle. A move that was by no means easy, but one that we were very excited and hopeful for the future being in such a historic building. Our new larger storefront we hope to host things such as classes in knifemaking, forging, culinary knife skills, and sharpening, and potentially trade shows where we host knife makers. The new that we are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives is devastating. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else.

Because we have only just moved locations, having to attempt move a second time if the building was claimed would be a devastating, potentially fatal blow to our company. So much has already been invested in this location, the possibility of starting again is impossible. In addition to putting employees out of work, we are one of the last remaining businesses of our kind in the state, and without us much of our customer base will be forced to instead of buying local, they will have to buy online with international competitors.

Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business:

As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.

As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives.

As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives

As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives.

As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls.

As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.

As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.

As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.

Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative.

As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources.

Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.

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Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980.

Thank you for your consideration,

Caitlin Peterson

#	Comments	Responses
1	<p>Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees - about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives - about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin - less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other</p>	<p>Please see responses to CCG2, CCG3, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of historic resources on individual properties is determined in consultation with the State Historic Preservation Officer. Please see Sections 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS. Although DUW-2 would not require relocation at Fire Station 14, the same is true for DUW-1a and DUW-1b. And although DUW-2 would have no permanent impact to parks and recreational resources, other impacts to resources were compared. Please see Chapter 6, of the West Seattle Link Extension Final EIS, for more information about meeting the project purpose and need.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.	

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1077

Communication ID:	Name	Email
502899	David Papanikolas	dapap@hotmail.com

Full Communication (4/28/2022)

I own and live in a townhouse in the heart of the Alaska Junction.

I also own rental property in the Pigeon Point neighborhood near the proposed Delridge stop.

I would be an avid user of light rail if well-implemented.

I favor the "Medium Tunnel 41st / Andover St Lower Height" option for West Seattle because of cost, station locations, and routing.

Cost

The only option with lower monetary cost than doing the "Medium Tunnel 41st / Andover St Lower Height" option (\$1.6B projected cost) is the "Elevated Fauntleroy" option (\$1.5B projected cost). Yet for this 6% difference in dollar cost, we would end up with a station further from the heart of the Junction (just blocks away from the Avalon station) and with 286 more housing units needing to be eliminated to complete the project. The "Medium Tunnel 41st / Andover St Lower Height" option seems to provide the most value.

STATION LOCATIONS

DELRIDGE STOP:

I believe Andover Street Station provides the best location and routing.

An Andover station would replacing an aging strip shopping center (whereas Dakota location take out entire blocks of housing). An Andover station location would provide opportunities for an improved commercial center through redevelopment that could potentially enhance the neighborhood. It could be a more compelling spot for shopping, coffee, dining, etc than the sad shopping center that is currently on that corner. It could create a neighborhood hub for Youngstown and Pigeon Point residents while preserving existing housing and history for some of those very same residents.

ALASKA JUNCTION STOP:

I believe that any tunnel option for the Alaska Junction Station is optimal.

It will reduce any visual blight created by an elevated railway and elevated station.

It will significantly reduce residential displacements so that more of our community can remain intact

It will bring riders closer to the heart of the junction than would be the case with an "Elevated Fauntleroy location" (and reduce the redundancy of the Avalon and Alaska Junction stops by not having them be so close together)

It is much cheaper than the Elevated 41st/42nd Avenue option – saving a projected \$400M while sparing hundreds of unnecessary residential displacements and tens of business displacements.

ROUTING Running the elevated line along the industrial section of Youngstown rather than along the Greenspace on Genesee seems to make so much more sense as a way to mitigate the effect of the elevated line on the visual environment and preserve the character of West Seattle.

#	Comments	Responses
1	I favor the "Medium Tunnel 41st / Andover St Lower Height" option for West Seattle because of cost, station locations, and routing. Cost The only option with lower monetary cost than doing the "Medium Tunnel 41st / Andover St Lower Height" option (\$1.6B projected cost) is the "Elevated Fauntleroy" option (\$1.5B projected cost). Yet for this 6% difference in dollar cost, we would end up with a station further from the heart of the Junction (just blocks away from the Avalon station) and with 286 more housing units needing to be eliminated to complete the project. The "Medium Tunnel 41st / Andover St Lower Height" option seems to provide the most value.	Please see responses to CCG2, CC2i, CC4.1b, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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#	Comments	Responses
	<p>STATION LOCATIONS DELRIDGE STOP: I believe Andover Street Station provides the best location and routing. An Andover station would replacing an aging strip shopping center (whereas Dakota location take out entire blocks of housing). An Andover station location would provide opportunities for an improved commercial center through redevelopment that could potentially enhance the neighborhood. It could be a more compelling spot for shopping, coffee, dining, etc than the sad shopping center that is currently on that corner. It could create a neighborhood hub for Youngstown and Pigeon Point residents while preserving existing housing and history for some of those very same residents. ALASKA JUNCTION STOP: I believe that any tunnel option for the Alaska Junction Station is optimal. It will reduce any visual blight created by an elevated railway and elevated station. It will significantly reduce residential displacements so that more of our community can remain intact It will bring riders closer to the heart of the junction than would be the case with an "Elevated Fauntleroy location" (and reduce the redundancy of the Avalon and Alaska Junction stops by not having them be so close together) It is much cheaper than the Elevated 41st/42nd Avenue option – saving a projected \$400M while sparing hundreds of unnecessary residential displacements and tens of business displacements. ROUTING Running the elevated line along the industrial section of Youngstown rather than along the Greenspace on Genesee seems to make so much more sense as a way to mitigate the effect of the elevated line on the visual environment and preserve the character of West Seattle.</p>	

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Comment Submittal 1078

Communication ID:	Name	Email
502905	Steve Mohundro	smohundro@gmail.com

Full Communication (4/28/2022)

I am mostly focused on West Seattle as a resident there. I think it makes the most sense to get rid of the Avalon station to reduce disruption and gain funds that could be used to make better Delridge and "Junction" stations. For the Junction station, I don't mind the ones that are further east (closer to where the Avalon station would have been) to help give those residents closer access to the light rail line (either elevated option). Of the tunnel options, I like the WSJ-3a alternative best. If funding is possible, I do prefer a tunnel.

#	Comments	Responses
1	I think it makes the most sense to get rid of the Avalon station to reduce disruption and gain funds that could be used to make better Delridge and "Junction" stations. For the Junction station, I don't mind the ones that are further east (closer to where the Avalon station would have been) to help give those residents closer access to the light rail line (either elevated option).	Please see response to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the tunnel options, I like the WSJ-3a alternative best. If funding is possible, I do prefer a tunnel.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1079

Communication ID:	Name	Email
502906	Jon Struck	jonmel4@msn.com

Full Communication (4/28/2022)

Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).

#	Comments	Responses
1	Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 1080

Communication ID:	Name	Email
502907	Melanie Struck	mel.struck@outlook.com

Full Communication (4/28/2022)

Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).

#	Comments	Responses
1	Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1081

Communication ID:	Name	Email
502912	Olivia Heath	oheathh@gmail.com

Full Communication (4/28/2022)

I would like to advocate for the Del-5 or Del-6 route for the West Seattle light rail route. The others would demolish some beloved businesses and I would hate to see that happen.

#	Comments	Responses
1	I would like to advocate for the Del-5 or Del-6 route for the West Seattle light rail route. The others would demolish some beloved businesses and I would hate to see that happen.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Comment Submittal 1082

Communication ID:	Name	Email
502915	Zachary Corum	corumzacpaul@gmail.com

Full Communication (4/28/2022)

The only viable alternative for the west Seattle community is one where a bored tunnel is used from WS golf course to the Junction. Cut and cover tunnels and elevated trackway construction would impose an unbearable impact on a fragile community that has greatly suffered from the effects of the bridge closure and covid. Recent visits to the heart of the junction show many businesses that hung on for over a year have given up. I worry there are more to follow. The current economic and ridership baseline is not likely current. The community is not as robust and resilient as when the alternatives analysis was begun. The impacts are very likely underestimates and some preferred alternatives could be untenable if reevaluated with the current socio- economic, inflation, and ridership baselines.

With the permanent shift to hybrid and remote work the need for hub and spoke transit has been reduced, potentially to a point where delaying light rail for 10-20 years+ expanding C and D lines+ elevated gondola would be more cost effective, timely, and positively impactful.

The line to Ballard can be accelerated and new high bridge project can then be expanded to accommodate build out and growth when these mass transit systems reach capacity and the light rail demand as originally envisaged materializes, the community rebounds from several years of stability, and economics are better.

While I voted for ST3 that was based on data presented at the time - costs, timelines, alternatives and ridership estimates are far off from that now. Traffic should be less going forward, thus the status quo is becoming more attractive if implementation of the preferred alternative would tear up the junction for 5 or 10 years.

#	Comments	Responses
1	The only viable alternative for the west Seattle community is one where a bored tunnel is used from WS golf course to the Junction. Cut and cover tunnels and elevated trackway construction would impose an unbearable impact on a fragile community that has greatly suffered from the effects of the bridge closure and covid. Recent visits to the heart of the junction show many businesses that hung on for over a year have given up. I worry there are more to follow. The current economic and ridership baseline is not likely current. The community is not as robust and resilient as when the alternatives analysis was begun. The impacts are very likely underestimates and some preferred alternatives could be untenable if reevaluated with the current socio-economic, inflation, and ridership baselines.	Please see responses to CCG2, CC1a, and CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	With the permanent shift to hybrid and remote work the need for hub and spoke transit has been reduced, potentially to a point where delaying light rail for 10-20 years + expanding C and D lines + elevated gondola would be more cost effective, timely, and positively impactful. The line to Ballard can be accelerated and new high bridge project can then be expanded to accommodate build out and growth when these mass transit systems reach capacity and the light rail demand as originally envisaged materializes, the community rebounds from several years of stability, and economics are better. While I voted for ST3 that was based on data presented at the time - costs, timelines, alternatives and ridership estimates are far off from that now. Traffic should be less going forward, thus the status quo is becoming more attractive if implementation of the preferred alternative would tear up the junction for 5 or 10 years.	Please see responses to CC1a and CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1083

Communication ID:	Name	Email
502918	Zachary Corum	corumzacpaul@gmail.com

Full Communication (4/28/2022)

If the skatepark at Delridge is impacted by the rail line or if other recreational amenities are impacted and mitigation is necessary, consider adding a solar (PV) shade structure over the skatepark to expand the usability of the park throughout the year. Leaf fall at that park is hazardous, rainy days are frequent.

#	Comments	Responses
1	If the skatepark at Delridge is impacted by the rail line or if other recreational amenities are impacted and mitigation is necessary, consider adding a solar (PV) shade structure over the skatepark to expand the usability of the park throughout the year. Leaf fall at that park is hazardous, rainy days are frequent.	Please see Section 4.17, Parks and Recreational Resources, of the West Seattle Link Extension Final EIS for more information on park impacts. None of the West Seattle Link Extension alternatives would impact the skatepark at Delridge Playfields.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1084

Communication ID:	Name	Email
502932	Camille Parker	camipar.mom@gmail.com

Full Communication (4/28/2022)

I'm a Magnolia resident and look forward to finally having light rail service to my area. I hope you will maintain all possible stations for Smith Cove and Interbay. Connection to bus routes on 15th is essential, as is easy access to the neighborhoods.

It is my understanding that the route into Ballard was selected before the higher bridge option was mandated by the Coast Guard. Please re-open your study of a 20th Ave. NW route as an alternative cross-canal options that would more easily serve urban centers. Furthermore, if the route is on 14th Ave. NW, I don't want to have to cross 15th Ave. NW, which would be too dangerous. If the route is on 14th Ave. NW, please provide a tunnel to 15th.

In general, keep all stations shallow. I would like to see specifically why deeper tunnels are being recommended at some stations, specifically 4th Ave. Keep these stations user-friendly!

Provide options for future expansion in this plan. What we do now will impact greatly what we do in the future. Plan ahead!

Please do further study on South Lake Union Station (Central), possibly going under Westlake. I don't want to see stations on the edges of urban centers, they must be in the heart of urban centers.

I hope to see level cross-platform transfers.

Please avoid demolition of the USPS in SODO. This is too expensive and can be avoided.

Thank You

#	Comments	Responses
1	I'm a Magnolia resident and look forward to finally having light rail service to my area. I hope you will maintain all possible stations for Smith Cove and Interbay. Connection to bus routes on 15th is essential, as is easy access to the neighborhoods.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	It is my understanding that the route into Ballard was selected before the higher bridge option was mandated by the Coast Guard. Please re-open your study of a 20th Ave. NW route as an alternative cross-canal options that would more easily serve urban centers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Furthermore, if the route is on 14th Ave. NW, I don't want to have to cross 15th Ave. NW, which would be too dangerous. If the route is on 14th Ave. NW, please provide a tunnel to 15th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	In general, keep all stations shallow. I would like to see specifically why deeper tunnels are being recommended at some stations, specifically 4th Ave. Keep these stations user-friendly!	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
5	Provide options for future expansion in this plan. What we do now will impact greatly what we do in the future. Plan ahead!	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Please do further study on South Lake Union Station (Central), possibly going under Westlake. don't want to see stations on the edges of urban centers, they must be in the heart of urban centers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	I hope to see level cross-platform transfers.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for a description of the stations which typically have center platforms. Only the SODO Station would have side platforms. A response to this comment related to station platforms for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1085

Communication ID:	Name	Email
502950	Kory Watson	korywat@gmail.com

Full Communication (4/28/2022)

We are local residents of West Seattle, living near California Avenue SW in Seaview. Two items are very important to us:

- The light rail alignment should end on 42nd near California. If the station isn't built there, it will be largely inaccessible/ too far of a walk for most of us living on California Ave SW, and especially for those living west of it. California is the most dense part of West Seattle, so it makes sense to align light rail with it. It's also the bus arterial for many folks living near and south of Morgan Junction(+ the ferry). If the light rail is built next to California, buses can drive from Arbor Heights & the ferry directly to the station, staying only on California--making it easier & more convenient for many more residents to access the line.

The Junction is also the most important economic engine of West Seattle, and offers the most business/ dining/ etc. options. It makes the most sense by far to have the light rail exit there, it's better for business

Finally, by aligning on 42nd, we open the path to building a station in the center of Morgan Junction, which is WS Junction's little brother and is a solid place for expansion given recent upzoning.

- The light rail should live underground. An above ground light rail alignment would cost the same amount, be extremely disruptive, and would cut through our community, destroying many homes and businesses in the process. It would be loud and lower the quality of life of residents as it cuts directly through residential neighborhoods (no other light rail like cuts through residential areas like this would--it would be elevated and cause noise for a large area. Other light rail is at-grade with sound walls or is underground.). It makes no sense for the light rail to be elevated, there are so many cons, and the only "pro" (it's cheaper) isn't even a factor anymore given elevated land acquisition costs.

These opinions are reflected by neighbors and other house members.

Thank you!

#	Comments	Responses
1	The light rail alignment should end on 42nd near California. If the station isn't built there, it will be largely inaccessible / too far of a walk for most of us living on California Ave SW, and especially for those living west of it. California is the most dense part of West Seattle, so it makes sense to align light rail with it. It's also the bus arterial for many folks living near and south of Morgan Junction (+ the ferry). If the light rail is built next to California, buses can drive from Arbor Heights & the ferry directly to the station, staying only on California--making it easier & more convenient for many more residents to access the line. The Junction is also the most important economic engine of West Seattle, and offers the most business / dining / etc. options. It makes the most sense by far to have the light rail exit there, it's better for business. Finally, by aligning on 42nd, we open the path to building a station in the center of Morgan Junction, which is WS Junction's little brother and is a solid place for expansion given recent upzoning. The light rail should live underground. An above ground light rail alignment would cost the same amount, be extremely disruptive, and would cut through our community, destroying many homes and businesses in the process. It would be loud and lower the quality of life of residents as it cuts directly through residential neighborhoods (no other light rail like cuts through residential areas like this would--it would be elevated and cause noise for a large area. Other light rail is at-grade with sound walls or is underground.). It makes no sense for the light rail to be elevated, there are so many cons, and the only "pro" (it's cheaper) isn't even a factor anymore given elevated land acquisition costs.	Please see responses to CC2d, CC2i, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1086

Communication ID:	Name	Email
502953	mary chiu	mary.chiu@seattle.gov

Full Communication (4/28/2022)

please do a more in depth EIS report/ analysis.

#	Comments	Responses
1	please do a more in depth EIS report/ analysis.	Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1087

Communication ID:	Name	Email
502956	Stephanie Boender	petrab101@hotmail.com

Full Communication (4/28/2022)

I recommend an alternative WSJ-1 should not advance due to noise vibration, shadowing and cost. Please go with the tunnel alternatives with a further study to mitigate long term road closure and the impact on traffic.

Thank you,

Stephanie

#	Comments	Responses
1	I recommend an alternative WSJ-1 should not advance due to noise vibration, shadowing and cost. Please go with the tunnel alternatives with a further study to mitigate long term road closure and the impact on traffic.	Please see responses to CCG2 and CC3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1088

Communication ID:	Name	Email
502967	Braden Hardisty	bhardist@gmail.com

Full Communication (4/28/2022)

Hello,

I lived at the Alaska Junction from 2015-2020 and currently live in Highland Park. We have many friends and neighbors who still live in the Junction and we visit there weekly. The general concern is that WSJ-1 and WSJ-2 place an extra burden on the residents and businesses of that area so that the general community can pay a lower price for the benefit of a light rail. At a time when housing is strained and business are trying to recover post pandemic, these alternatives will contribute to housing shortages and business disruption for almost a decade. The light rail is an effective option at combating traffic, mobility and emissions, But we can accomplish those goals while minimizing the impact on the individuals sacrificing for the benefit of the community. If the community wants this, we should be willing to share the burden of additional costs in order to minimize the impact of displacement and business disruption.

#	Comments	Responses
1	The general concern is that WSJ-1 and WSJ-2 place an extra burden on the residents and businesses of that area so that the general community can pay a lower price for the benefit of a light rail. At a time when housing is strained and business are trying to recover post pandemic, these alternatives will contribute to housing shortages and business disruption for almost a decade. The light rail is an effective option at combating traffic, mobility and emissions. But we can accomplish those goals while minimizing the impact on the individuals sacrificing for the benefit of the community. If the community wants this, we should be willing to share the burden of additional costs in order to minimize the impact of displacement and business disruption.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1089

Communication ID:	Name	Email
502968	Lori Kirsis	jorikirsis@yahoo.com

Full Communication (4/28/2022)

I am lifelong Seattle resident and current West Seattle resident, mother, architect.

My comments are limited to the Alaska Junction station and station area. I am mainly commenting that there should be NO ELEVATED Alaska Junction station options. I'm 110% behind mass transit and the light rail cannot get here fast enough BUT we cannot have a hulking concrete platform in the Junction.

ES.3.1.1.4. ES-19

The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would HORRIBLE for the neighborhood, especially as it grows. The city is encouraging density here and these alternatives would not enhance anything in the neighborhood. The current ST elevated stations are grossly overbuilt and unfriendly scale that will be detrimental to their surrounding contexts. Walk through the neighborhood at the Roosevelt station and imagine an elevated line and stations there. It's not a pretty thought experiment, the neighborhood would suffer as opposed to being enhanced by the current underground station.

Also, there are mixed-use housing developments that would be destroyed in order to make these stations work. These buildings are brand new to roughly a decade old. This just seems crazy and the opposite of what Seattle and our neighborhood needs.

ES.3.1.1.4. ES-20

The WSJ-3b Alternative, makes so much more sense with a station that redevelops the aging Jefferson Square complex. It is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a slam dunk. This station would IMPROVE the neighborhood and not detract from it, same as in Roosevelt.

WSJ-4 is a lower-impact use of the BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. I truly do wonder about ridership numbers and usefulness of the Avalon station. If it were eliminated, costs would go down and the tunnel version in the Junction would be less costly. Perhaps this station would be a better midpoint for the riders between Fauntleroy and Avalon.

Finally, please COORDINATE with the Alki Lumber property development projects! And any other planned, large developments in West Seattle. Please don't let more developments be removed for lack of coordination.

Thank you.

#	Comments	Responses
1	there should be NO ELEVATED Alaska Junction station options. I'm 110% behind mass transit and the light rail cannot get here fast enough BUT we cannot have a hulking concrete platform in the Junction. ES.3.1.1.4. ES-19 The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would HORRIBLE for the neighborhood, especially as it grows. The city is encouraging density here and these alternatives would not enhance anything in the neighborhood. The current ST elevated stations are grossly overbuilt and unfriendly scale that will be detrimental to their surrounding contexts. Walk through the neighborhood at the Roosevelt station and imagine an elevated line and stations there. It's not a pretty thought experiment, the neighborhood would suffer as opposed to being enhanced by the current underground station. Also, there are mixed-use housing developments that would be destroyed in order to make these stations work. These buildings are brand new to roughly a decade old. This just seems crazy and the opposite of what Seattle and our neighborhood needs.	Thank you for expressing support for light rail. Please see responses to CCG2 and CC2f in Table 7- 1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	ES.3.1.1.4. ES-20 The WSJ-3b Alternative, makes so much more sense with a station that redevelops the aging Jefferson Square complex. It is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a slam dunk. This station would IMPROVE the neighborhood and not detract from it, same as in Roosevelt. WSJ-4 is a lower-impact use of the BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy.	Please see response to CCG2 in Table 7-1.
3	I truly do wonder about ridership numbers and usefulness of the Avalon station. If it were eliminated, costs would go down and the tunnel version in the Junction would be less costly. Perhaps this station would be a better midpoint for the riders between Fauntleroy and Avalon.	Please see response to CC2j in Table 7-1.
4	please COORDINATE with the Alki Lumber property development projects! And any other planned, large developments in West Seattle. Please don't let more developments be removed for lack of coordination.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. In addition, Sound Transit notified potentially affected property owners prior to the WSLBE Draft EIS publication in the fall of 2021. Sound Transit also notified potentially affected property owners prior to the publication of the West Seattle Link Extension Final EIS.

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Comment Submittal 1090

Communication ID:	Name	Email
502969	Trevor Goosen	trevor.z.goosen@gmail.com

Full Communication (4/28/2022)

It would be great to have minimal business impact/relocation as a result of the Chinatown ID station. Therefore the 4th Ave options would be the way to go. I would say shallow would be more cost effective, elevator only stations are not ideal.

My other station thought is concerning the west seattle extension which I think should be prioritized to move along as fast as possible, I am assuming that would mean cost effective? Is elevated faster than digging a tunnel?

Another note is that I am not concerned with the losing portions of the golf course and I think provided access to a social service provider is important. I hope this construction will begin to consider extensions that continue to go further south in west Seattle..

thank you.

#	Comments	Responses
1	It would be great to have minimal business impact/relocation as a result of the Chinatown ID station. Therefore the 4th Ave options would be the way to go. I would say shallow would be more cost effective, elevator only stations are not ideal.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	My other station thought is concerning the west seattle extension which I think should be prioritized to move along as fast as possible, I am assuming that would mean cost effective? Is elevated faster than digging a tunnel? Another note is that I am not concerned with the losing portions of the golf course and I think provided access to a social service provider is important. I hope this construction will begin to consider extensions that continue to go further south in west Seattle..	Please see responses to CCG4, CC2d, and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1091

Communication ID:	Name	Email
502996	Barbara Mockett	bjm4603@gmail.com

Full Communication (4/28/2022)

The distance between Delridge Station and Avalon Station is approximately 1 mile, distance between Avalon and Junction stations approximately 1/2 mile. We don't need three stations within a mile and a half. Given the constraint of the port on the north and golf course on the south, the Avalon/Delridge has an upper bound on population to be served. Drop the Avalon Station and speed up trips to/from the Junction Station.

#	Comments	Responses
1	The distance between Delridge Station and Avalon Station is approximately 1 mile, distance between Avalon and Junction stations approximately 1/2 mile. We don't need three stations within a mile and a half. Given the constraint of the port on the north and golf course on the south, the Avalon/Delridge has an upper bound on population to be served. Drop the Avalon Station and speed up trips to/from the Junction Station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1092

Communication ID:	Name	Email
503006	Stephen Locke	stephenlocke@comcast.net

Full Communication (4/28/2022)

I have been a West Seattle/ N. Delridge resident, for over 30 years. I have been the community block watch leader for over 30 years north of South Seattle College. I wanted to provide input and highlight several concerns about SoundTransit's proposed options for the light rail extension.

I and several members in the Puget Ridge neighborhood strongly favor the Skylink option vs. train. Please consider this efficient, cost effective, lower environmental impact alternative.

As has been proven in several of the leading global metropolitan areas, the gondola technology is especially effective in mixed terrain areas such as West Seattle and SODO. Key reasons why SoundTransit should support the Skylink option include significant taxpayer cost savings, significantly less adverse impact on the environment, time savings and significantly less resources for implementation, and most importantly the least amount of detrimental impact on the large percentage of people of color and lower income in the area.

#	Comments	Responses
1	I and several members in the Puget Ridge neighborhood strongly favor the Skylink option vs. train. Please consider this efficient, cost effective, lower environmental impact alternative. As has been proven in several of the leading global metropolitan areas, the gondola technology is especially effective in mixed terrain areas such as West Seattle and SODO. Key reasons why SoundTransit should support the Skylink option include significant taxpayer cost savings, significantly less adverse impact on the environment, time savings and significantly less resources for implementation, and most importantly the least amount of detrimental impact on the large percentage of people of color and lower income in the area.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1093

Communication ID:	Name	Email
503016	David Bestock	david.bestock@gmail.com; david@dnda.org

Full Communication (4/28/2022)

Greetings,

I am submitting a personal comment in addition to the comment I submitted on behalf of the Delridge Neighborhoods Development Association (DNDA). My comments mirror that of the organization, but wanted to reiterate these personally as well. Thank you.

- For the Duwamish crossing, I 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). I 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, I encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). My 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.
- I 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. I and DNDA would welcome partnership with Sound Transit here.

Many thanks,

David Bestock

#	Comments	Responses
1	For the Duwamish crossing, I 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). I 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.	Please see responses to CCG2, CCG3, CC4.1b, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	For the Delridge Segment, I encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). My 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.	Please see responses to CCG2 and CC4.2a in Table 7-1.
3	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.	Please see responses to CC3a and CCEJ1 in Table 7-1.
4	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.	Please see responses to CCG2 and CCG4.4a in Table 7-1.
5	I 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.	Please see response to CC3b in Table 7-1.
6	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. I and DNDA would welcome partnership with Sound Transit here.	Please see Chapter 4, Section 4.9 of the West Seattle Link Extension Final EIS for more information about ecosystem impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1094

Communication ID:	Name	Email
503031	Lucas Crowley	crowleylucas2@gmail.com

Full Communication (4/28/2022)

Option 4 is better than option 5, way less disruptive

#	Comments	Responses
1	Option 4 is better than option 5, way less disruptive	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1095

Communication ID:	Name	Email
503035	Kelsey Newell	kelsey.schmidt@gmail.com

Full Communication (4/28/2022)

Hello,

I am a proud parent of two children attending Alki Beach Academy and I can not stress enough how important it is to allow this educational center for children in the West Seattle neighborhood to remain open and operating at their current location. ABA provides quality care for children in an area with limited options - especially given the current situation with the West Seattle bridge cutting off access to amenities and services downtown. It has reinforced that the need for quality childcare that is convenient and local to families is a critical component for a happy healthy kid and a supported parent. Not only are there other options for the transit location but there are better location - locations that give access to parts of the neighborhood who need access to the transit center, and ALSO childcare close by. Think this one through, and know that Alki Beach Academy is truly a critical component of our community, and we would be very desperate for options if they were forced to move.

#	Comments	Responses
1	I am a proud parent of two children attending Alki Beach Academy and I can not stress enough how important it is to allow this educational center for children in the West Seattle neighborhood to remain open and operating at their current location. ABA provides quality care for children in an area with limited options - especially given the current situation with the West Seattle bridge cutting off access to amenities and services downtown. It has reinforced that the need for quality childcare that is convenient and local to families is a critical component for a happy healthy kid and a supported parent. Not only are there other options for the transit location but there are better location - locations that give access to parts of the neighborhood who need access to the transit center, and ALSO childcare close by. Think this one through, and know that Alki Beach Academy is truly a critical component of our community, and we would be very desperate for options if they were forced to move.	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1096

Communication ID:	Name	Email
503036	David Caldwell	dudegroove@gmail.com

Full Communication (4/28/2022)

Hello, I have thoroughly reviewed the Draft EIS and am extremely excited about light rail finally arriving in West Seattle. My most major concern is that we keep all three stations here on the peninsula. The Avalon station is critical to achieving population density goals here in West Seattle, and eliminating that station from the final design would doom the historic Junction area as the density flowed (pressure to build high rises, to the areas closest to the two remaining peninsula stations. It is a short-sighted idea and one that must be rejected for the benefit to us all. It has been approved, funded, and must be built for the design to achieve maximum effectiveness.

My second though is that line placement north of the West Seattle bridge would alleviate many of the issues around Pigeon Point. The Delridge Way station should be centrally located, versus North of Andover Street, and the Junction station should be located (above or below ground) where Jefferson Square currently sits along 42nd SW with a North/South orientation for future southward extension of the line.

Thank you for considering my opinion. I implore you not to eliminate the Avalon station! Regards,

David Caldwell

#	Comments	Responses
1	I have thoroughly reviewed the Draft EIS and am extremely excited about light rail finally arriving in West Seattle	Thank you for expressing support for the West Seattle Link Extension.
2	My most major concern is that we keep all three stations here on the peninsula. The Avalon station is critical to achieving population density goals here in West Seattle, and eliminating that station from the final design would doom the historic Junction area as the density flowed (pressure to build high rises, to the areas closest to the two remaining peninsula stations. It is a short-sighted idea and one that must be rejected for the benefit to us all. It has been approved, funded, and must be built for the design to achieve maximum effectiveness.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	line placement north of the West Seattle bridge would alleviate many of the issues around Pigeon Point.	Please see response to CCG2 in Table 7-1.
4	The Delridge Way station should be centrally located, versus North of Andover Street, and the Junction station should be located (above or below ground) where Jefferson Square currently sits along 42nd SW with a North/South orientation for future southward extension of the line.	Please see response to CCG2 in Table 7-1.

Comment Submittal 1097

Communication ID:	Name	Email
503048	Stephen Fesler	safesler@gmail.com

Full Communication (4/28/2022)

Thank you for the opportunity to comment. I'm piecing together a variety of comment topics for the DEIS team to address. Firstly, I want to touch on sustainable accessibility, then pivot to station designs in detail, then reiterate my general support for The Urbanist's light rail principles, and then outline my specific alignment/station comments.

In terms of sustainable accessibility, Sound Transit needs to seriously develop plans for walking, rolling, and biking to stations. These modes have a very high opportunity to generate immense ridership shares. Traditionally, Sound Transit has treated these modes something worse than tertiary. Sound Transit needs to prioritise these by building quality bike lanes and spot pedestrian improvements around station areas at least within a half-mile. The agency also must work with and demand from local authorities to plan for quality implementation of these facilities within a 10-minute walkshed and 10-minute bikeshed of every planned station. A station area doesn't just stop at the end of the station site.

Sound Transit also must do its part to better accommodate these users by actually purchasing super high quality and European standard elevators and escalators. The technology that Sound Transit has recently acquired for new stations is severely substandard and inappropriate to the current system. Relying on junk APTA reports to justify garbage systems is not acceptable.

Redundant systems should also be evaluated, such as three escalators instead just a pair of two as is best practice by most airport and proper transit operators. As part of this, European consultants need to be used instead of the poor quality American ones that Sound Transit has been using.

Additionally, Sound Transit needs to explore Continental European best practices for bike storage and movement in stations. The bike storage implemented at new stations has been substandard and complicated to use. And the storage designs show that Sound Transit doesn't treat the mode as a serious long-term mode share, but it should with hundreds and hundreds of bike storage spaces for different kinds of users. Bike storage should also be universally free. Further, stations should have runnels to platforms that can comfortably be used by different bike types up and down stairs. The agency needs to research proper requirements for runnels and test them abroad so that they can properly applied here. The current runnels are completely unusable.

Earlier this year, I flagged Sound Transit's achilles heel, which is station design. The agency is planning stations that are far too deep. I'm going to include my story for The Urbanist here to illustrate the immense work that Sound Transit must do before it even bothers to come back with an FEIS, although we really are owed an entirely new DEIS.

(Link to story: <https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/>)

"Sound Transit recently released updated alternatives for the Ballard and West Seattle light rail expansions. As Doug Trumm detailed here at The Urbanist, the agency has drafted up concepts for some of the most cavernous stations in not just North America but the entire world. Other concepts show urban stations many more stories above the ground than Northgate's and accommodating status quo car infrastructure. What these concepts really show is that if you don't have any first principles in station design, you can easily go awry in designing stations that will inconvenience riders for generations to come and dissuade some from either bothering."

"Let's look at some of these offenders and then discuss what can be done to course correct."

"In Chinatown-International District, one station option seriously under consideration could be as deep as 190 feet below ground - that's more than the height of the landmark Josephinum Building on 2nd Avenue. In the downtown office core, the preferred Midtown Station could be 170 feet deep - deeper than Beacon Hill's station at 160 feet - and a competing alternative could be 200 feet deep."

"In West Seattle, the preferred station in Delridge would needlessly take out a block of homes and situate the platforms 85 feet above because of an unwillingness to use the street and undulate guideway. In Interbay, an alternative station design would involve construction of an elevated station right above 15th Avenue W. You'd think they'd get this right, but incredibly it would retain the car sewer nature of the street, elevate platforms 50 feet above the ground, and put a pedestrian bridge above the platforms to reach the east side of 15th Avenue W."

"And in South Lake Union, a preferred station alternative would place platforms 120 feet below ground - essentially underneath SR-99 - and dump riders right onto the precipice of a state highway and its giant highway tunnel exhaust

tubes. Here we continue to pay for the folly of digging that massive SR-99 car tunnel in the first place. If not for the need to go under that monstrosity, this station could be much shallower, the air around it less foul and noisy, and the walkshed less interrupted."

"These stations aren't friendly to riders. These aren't urban stations. These are monoliths of over-engineering and misplaced priorities. But that may not be the worst part of it."

Sound Transit has partially calculated platform-to-surface travel times at stations. These are decidedly slow for downtown stations, especially where elevators are the sole option, but you can extrapolate the problem to include a very large share of the Seattle stations conceived. As Trumm reported earlier this month:"

"Sound Transit has modeled travel times from the surface to the station platform at five to six minutes via escalator at Midtown Station and four to six minutes via escalator at the new Westlake Station, agency spokesperson Rachelle Cunningham said. Elevator times are two to three minutes at Midtown and three to five minutes at Westlake, but that quote does not appear to factor in waiting time in lines to get into the elevators, which can be very long at peak times, as users of the elevator-only Beacon Hill Station can attest. Sound Transit is considering elevator-only options for its deepest Midtown and Chinatown stations."

"The caveat that Sound Transit doesn't appear to have factored in wait times for cramped elevator-only stations should raise eyebrows on its own. But crucially, five- to six-minute platform-to-surface travel times are serious time penalties for riders. That's the kind of time that could lead a rider in a rush to miss an intended train trip and maybe miss the one after that. These stations also aren't the kind of stations that even the most able-bodied rider would willingly ascend by stairs - were there any. And let's just be honest here that Sound Transit has been a very poor steward of vertical conveyances that it has installed, whether they be escalators or elevators. Adding an armada of them at these stations could be a recipe for systemic failure, leaving riders out to dry. Conversely, shallower stations only three stories or less give riders more choice for platform-to-surface access whether by stair, escalator, or elevator and shorter one- to two-minute platform-to-surface travel times."

"Sound Transit should have a first principle in designing its transit systems around stations. That means before developing formal alignments - whether they be at-grade, aboveground, or underground - the agency should be deeply considering the location of stations and how people will ultimately use them. If the agency had a standard of designing stations such that a person accessing them would not need to go up or down three stories and would not be faced with overbuilt stroads and freeways, the designs and alignments would be much different. Instead, the agency has started with alignments and complaint-aversion first and left station design dead last."

"The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that this brain trust has considered slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this - heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment. Same story for the elevated Junction station that plows through more than 400 apartments rather than use the Fauntleroy Way right-of-way and sacrifice a car lane or two."

"Fundamentally, Sound Transit's project falls short of global transit standards. There is no technical justification for the poor station designs at hand. They are what they are because stations and the rider experience were an afterthought in the planning process."

"Going forward, Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer- of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach."

"As painful as it is to say, Sound Transit must go back to the drawing board on the Ballard and West Seattle extensions. If the agency does not, the overall projects will be subject to high risks in both cost and delivery, riders will forever pay the price in extreme time penalties, and depressed ridership will be reflected across the system."

"Ultimately, these projects cannot move forward as currently conceived, Sound Transit needs to take a mulligan."

Sound Transit needs to get its stations design right. They can't be deep, they can't be tall. Riders shouldn't be penalised with long surface-to-platform travel times just because the agency has developed seriously lazy alignments and doesn't want to make anyone unhappy.

Relatedly, alignments need to be refined. Sound Transit has failed to show why low, elevated alignments in streets are infeasible. Instead, the agency has concocted false excuses and deflected on why elevated alignments and stations in streets are infeasible. If the agency is incapable of doing its job of truly vetting options, it needs to hire European and Asian consultants who actually know how to do this stuff and this must be done prior to proceeding to an FEIS. Sound Transit's work is not done here.

Now I'm going to pivot to The Urbanist's general comments.

Light rail planning principles

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

My general station and alignment comments are here:

1. West Seattle Link
 - a. Junction: Prefer and study refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings, but also study Medium Tunnel 41st Avenue Station [WSJ-5].
 - b. Avalon: Prefer and study a refined DEL-6 pairing, but also further study WSJ-5.
 - c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].
 - d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.
2. Ballard Link
 - a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. The Alliance for Pioneer Square has a good idea to tie this station together with the other Link station, King Street Station, and Union Station. Also develop plan that aligns with the King Street Station concourse proposed.
 - b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
 - c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.
 - d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

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- e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.
- f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.
- g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].
- h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].
- i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station.

I would also like to note that I have seen new "cost-savings" concepts that Sound Transit has generated, such as consolidated station locations at Westlake, in-street/sidewalk station subway entrances, and partial closure of a street in the Denny Triangle. I generally think these are very interesting. For example at Westlake, reusing and connecting access with the existing station could avoid redundant/complex entrances. Having one or two simple direct in-street/sidewalk entrances could be better than demolishing whole buildings at immense cost and then locating related station facilities in surface streets/plaza area (bike storage areas and vending machines) as well as in mezzanine areas. Stations don't need massive footprints. Where there are opportunities to use streets, please use them including having bold plans to pedestrianise areas like along Westlake Avenue and side streets. Transit is an opportunity for wholesale changes and Sound Transit shouldn't be afraid to fight for a change in paradigm. It shouldn't be running scare from local governments preemptively.

Go Sound Transit!

#	Comments	Responses
1	In terms of sustainable accessibility, Sound Transit needs to seriously develop plans for walking, rolling, and biking to stations. These modes have a very high opportunity to generate immense ridership shares. Traditionally, Sound Transit has treated these modes something worse than tertiary. Sound Transit needs to prioritise these by building quality bike lanes and spot pedestrian improvements around station areas at least within a half-mile. The agency also must work with and demand from local authorities to plan for quality implementation of these facilities within a 10- minute walkshed and 10-minute bikeshed of every planned station. A station area doesn't just stop at the end of the station site.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, for more information on access improvements that would be incorporated as part of the project as well as opportunities to partner with local agencies on improvements beyond station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	<p>Sound Transit also must do its part to better accommodate these users by actually purchasing super high quality and European standard elevators and escalators. The technology that Sound Transit has recently acquired for new stations is severely substandard and inappropriate to the current system. Relying on junk APTA reports to justify garbage systems is not acceptable.</p> <p>Redundant systems should also be evaluated, such as three escalators instead just a pair of two as is best practice by most airport and proper transit operators. As part of this, European consultants need to be used instead of the poor quality American ones that Sound Transit has been using.</p>	In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular

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		updates on the status of the repair and replacement program are provided on the Sound Transit website at https://www.soundtransit.org/ .
3	Additionally, Sound Transit needs to explore Continental European best practices for bike storage and movement in stations. The bike storage implemented at new stations has been substandard and complicated to use. And the storage designs show that Sound Transit doesn't treat the mode as a serious long-term mode share, but it should with hundreds and hundreds of bike storage spaces for different kinds of users. Bike storage should also be universally free. Further, stations should have runnels to platforms that can comfortably be used by different bike types up and down stairs. The agency needs to research proper requirements for runnels and test them abroad so that they can properly applied here. The current runnels are completely unusable.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. Your comment regarding runnels has been noted.
4	Earlier this year, I flagged Sound Transit's achilles heel, which is station design. The agency is planning stations that are far too deep. I'm going to include my story for The Urbanist here to illustrate the immense work that Sound Transit must do before it even bothers to come back with an FEIS, although we really are owed an entirely new DEIS. (Link to story: https://www.theurbanist.org/2022/01/31/idear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/) "Sound Transit recently released updated alternatives for the Ballard and West Seattle light rail expansions. As Doug Trumm detailed here at The Urbanist, the agency has drafted up concepts for some of the most cavernous stations in not just North America but the entire world. Other concepts show urban stations many more stories above the ground than Northgate's and accommodating status quo car infrastructure. What these concepts really show is that if you don't have any first principles in station design, you can easily go awry in designing stations that will inconvenience riders for generations to come and dissuade some from either bothering." "Let's look at some of these offenders and then discuss what can be done to course correct." "In Chinatown-International District, one station option seriously under consideration could be as deep as 190 feet below ground - that's more than the height of the landmark Josephinum Building on 2nd Avenue. In the downtown office core, the preferred Midtown Station could be 170 feet deep - deeper than Beacon Hill's station at 160 feet - and a competing alternative could be 200 feet deep." "In West Seattle, the preferred station in Delridge would needlessly take out a block of homes and situate the platforms 85 feet above because of an unwillingness to use the street and undulate guideway. In Interbay, an alternative station design would involve construction of an elevated station right above 15th Avenue W. You'd think they'd get this right, but incredibly it would retain the car sewer nature of the street, elevate platforms 50 feet above the ground, and put a pedestrian bridge above the platforms to reach the east side of 15th Avenue W." "And in South Lake Union, a preferred station alternative would place platforms 120 feet below ground - essentially underneath SR-99 - and dump riders right onto the precipice of a state highway and its giant highway tunnel exhaust tubes. Here we continue to pay for the folly of digging that massive SR-99 car tunnel in the first place. If not for the need to go under that monstrosity, this station could be much shallower, the air around it less foul and noisy, and the walkshed less interrupted." "These stations aren't friendly to riders. These aren't urban stations. These are monoliths of over-engineering and misplaced priorities. But that may not be the worst part	Please see responses to CC2k and CC3a in Table 7-1. Also see response to comment 2 above. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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	<p>of it." "Sound Transit has partially calculated platform-to-surface travel times at stations. These are decidedly slow for downtown stations, especially where elevators are the sole option, but you can extrapolate the problem to include a very large share of the Seattle stations conceived. As Trumm reported earlier this month:" ""Sound Transit has modeled travel times from the surface to the station platform at five to six minutes via escalator at Midtown Station and four to six minutes via escalator at the new Westlake Station, agency spokesperson Rachelle Cunningham said. Elevator times are two to three minutes at Midtown and three to five minutes at Westlake, but that quote does not appear to factor in waiting time in lines to get into the elevators, which can be very long at peak times, as users of the elevator-only Beacon Hill Station can attest. Sound Transit is considering elevator-only options for its deepest Midtown and Chinatown stations."" "The caveat that Sound Transit doesn't appear to have factored in wait times for cramped elevator-only stations should raise eyebrows on its own. But crucially, five- to six-minute platform-to-surface travel times are serious time penalties for riders. That's the kind of time that could lead a rider in a rush to miss an intended train trip and maybe miss the one after that. These stations also aren't the kind of stations that even the most able-bodied rider would willingly ascend by stairs - were there any. And let's just be honest here that Sound Transit has been a very poor steward of vertical conveyances that it has installed, whether they be escalators or elevators.</p> <p>Adding an armada of them at these stations could be a recipe for systemic failure, leaving riders out to dry. Conversely, shallower stations only three stories or less give riders more choice for platform-to-surface access whether by stair, escalator, or elevator and shorter one- to two-minute platform-to-surface travel times." "Sound Transit should have a first principle in designing its transit systems around stations. That means before developing formal alignments - whether they be at-grade, aboveground, or underground - the agency should be deeply considering the location of stations and how people will ultimately use them. If the agency had a standard of designing stations such that a person accessing them would not need to go up or down three stories and would not be faced with overbuilt roads and freeways, the designs and alignments would be much different. Instead, the agency has started with alignments and complaint-aversion first and left station design dead last." "The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that this brain trust has considered slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this - heaven forbid we redesign highway off- ramps next to our billion-dollar transit investment. Same story for the elevated Junction station that plows through more than 400 apartments rather than use the Fauntleroy Way right-of-way and sacrifice a car lane or two." "Fundamentally, Sound Transit's project falls short of global transit standards. There is no technical justification for the poor station designs at hand. They are what they are because stations and the rider experience were an afterthought in the planning process." "Going forward, Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer - of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as</p>	

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	<p>it seems to be with Sound Transit's design approach." "As painful as it is to say, Sound</p> <p>Transit must go back to the drawing board on the Ballard and West Seattle extensions. If the agency does not, the overall projects will be subject to high risks in both cost and delivery, riders</p> <p>will forever pay the price in extreme time penalties, and depressed ridership will be reflected across the system." "Ultimately, these projects cannot move forward as currently conceived, Sound Transit needs to take a mulligan." Sound Transit needs to get its stations design right. They can't be deep, they can't be tall. Riders shouldn't be penalised with long surface-to-platform travel times just because the agency has developed seriously lazy alignments and doesn't want to make anyone unhappy. Relatedly, alignments need to be refined. Sound Transit has failed to show why low, elevated alignments in streets are infeasible. Instead, the agency has concocted false excuses and deflected on why elevated alignments and stations in streets are infeasible. If the agency is incapable of doing its job of truly vetting options, it needs to hire European and Asian consultants who actually know how to do this stuff and this must be done prior to proceeding to an FEIS. Sound Transit's work is not done here.</p>	
5	<p>First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.</p> <p>Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.</p>	<p>For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
6	<p>Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.</p>	<p>Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.</p>
7	<p>Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South</p>	<p>Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental</p>

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	Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	review process for the Ballard Link Extension.
8	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
9	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
10	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
11	a. Junction: Prefer and study refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings, but also study Medium Tunnel 41st Avenue Station [WSJ-5].	Please see response to CCG2 in Table 7-1.
12	b. Avalon: Prefer and study a refined DEL-6 pairing, but also further study WSJ-5.	Please see response to CCG2 in Table 7-1.
13	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
14	d. SoDo - Mixed Profile Station Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see responses to CCG2 and CC3f in Table 7-1.
15	a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. The Alliance for Pioneer Square has a good idea to tie this station together with the other Link station, King Street Station, and Union Station. Also develop plan that aligns with the King Street Station concourse proposed.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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16	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	c. Westlake-5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
21	g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
22	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
23	I would also like to note that I have seen new "cost-savings" concepts that Sound Transit has generated, such as consolidated station locations at Westlake, in-street/sidewalk station subway entrances, and partial closure of a street in the Denny Triangle. I generally think these are very interesting. For example at Westlake, reusing and connecting access with the existing station could avoid redundant/complex entrances. Having one or two simple direct in-street/sidewalk entrances could be better than demolishing whole buildings at immense cost and then locating related station facilities in surface streets/plaza area (bike storage areas and vending machines) as well as in mezzanine areas. Stations don't need massive footprints. Where there are opportunities to use streets, please use them including having bold plans to pedestrianise areas like along Westlake Avenue and side streets. Transit is an opportunity for wholesale changes and Sound Transit shouldn't be afraid to fight for a change in paradigm. It shouldn't be running scare from local governments preemptively.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
24	h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1098

Communication ID:	Name	Email
503060	William Larson	wclarson1968@gmail.com

Full Communication (4/28/2022)

I am a life long West Seattle resident, homeowner and current business owner/employer. The extension of light rail to our community is unnecessary, out of character, abusive to our community and environment, and impractical given the barrier of the river and topography. It is overly expensive, overbuilt and would be a perpetual and inflexible concrete eyesore.

These considerations need much more analysis than currently contained in the EIS.

Please reconsider your plans and consider alternatives such as the aerial solutions.

#	Comments	Responses
1	The extension of light rail to our community is unnecessary, out of character, abusive to our community and environment, and impractical given the barrier of the river and topography. It is overly expensive, overbuilt and would be a perpetual and inflexible concrete eyesore. These considerations need much more analysis than currently contained in the EIS. Please reconsider your plans and consider alternatives such as the aerial solutions.	Your opposition to the project has been noted. Please see responses to CCG1, CC2g, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1099

Communication ID:	Name	Email
503080	Georgina Chu	Georgina chu@hotmail.com

Full Communication (4/28/2022)

Those businesses have been there for so long. Do not add a station there. Figure it out elsewhere. Those businesses do not deserve to be torn down for a station.

#	Comments	Responses
1	Those businesses have been there for so long. Do not add a station there. Figure it out elsewhere. Those businesses do not deserve to be torn down for a station.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1100

Communication ID:	Name	Email
503086	Bill Staeger	bill.staeger@gmail.com

Full Communication (4/28/2022)

Lauren Swift

Sound Transit 401 South Jackson Street Seattle, Washington 98104

Subject: Comments on the WSBLE Draft EIS

I am providing comments on the Draft EIS for the proposed West Seattle and Ballard Link Extensions Project. My comments are focused on the Delridge Segment Alternatives of the West Seattle Extension. The text of Section 6.0 (Alternatives Evaluation), particularly Section 6.2.2.1.3 (Delridge Segment), provides summary information on the potential impacts of the Delridge Segment Alternatives based on the more detailed information presented in the Environmental Consequences section. Table 6-3 further summarizes that information. The following bulleted comments focus on comparisons of the key environmental impacts of the Delridge Segment Alternatives presented in Table 6-3:

- Transportation impacts: although there would be about a 3 percent lower ridership with implementation of Alternatives DEL-5 and DEL-6 as compared to the projected ridership for the other Delridge Segment Alternatives, both Alternatives DEL-5 and DEL-6 would have lower impacts on roadways during construction.
- Potential Displacements: DEL-6 would have the fewest residential displacements (48), with the impact of other alternatives ranging from 70 to 197 displacements. Alternatives DEL-5 and DEL-6 would have the most potential business displacements, but only a difference of 4 to 8 displacements (21 For DEL-5, 20 for DEL-6, and 13 to 16 for each of the other alternatives). The substantial difference in residential displacements seems significant in comparison to the small difference in potential business displacements. In addition, as stated in Section 6.2.2.1.3, "All alternatives except for Alternatives DEL-5 and DEL-6• would displace Washington State Department of Children, Youth, and Families offices; however, Alternative DEL-5 would displace a duplex owned by Transitional Resources, and Alternative DEL-6• would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building." The importance of these differences is not addressed in the DEIS.
- Length of Potential Operational Visual Impacts: Alternative DEL-5 would have a visual impact on 0.2 mile, Alternative DEL-6 would impact 0.1 mile. All other Delridge Segment Alternatives would impact 1.0 mile. This represents a substantial difference in impacts. Unfortunately, the table does not include the following statement that is presented in Sections 6.5.1 and ES.5.1: "Visual impacts from elevated guideway in the Delridge Segment (Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a•, Option DEL-2b•, Alternative DEL-3, and Alternative DEL-4•)" would be "Permanent impacts that could be significant and unavoidable [emphasis mine] ... ". As further stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a•, and Option DEL2b• would have the most adverse effects to historic resources and the greatest change to community character. These alternatives, along with Alternatives DEL-3 and DEL-4•, would impact the most area with sensitive viewers, but impacts would differ among alternatives. Alternative DEL-6• would have the least potential for visual impacts because it would be closer to industrial areas and a lower height west of Avalon Way Southwest."
- Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation: Although the DEIS states that "all impacts can be mitigated," there is ample evidence that many wheel squeels and other noise of vibration impacts are not mitigated. The important point is that once again, Alternative DEL-6 has substantially fewer impacts (102) versus the other alternatives (178 to 270).
- Historic Properties with Adverse Effects: As for other elements of the environment, DEL-6 is the least objectionable, with no adverse impacts as compared to Alternative DEL-5 with 2 resources adversely affected, and the other alternatives adversely affecting 4 to 6 resources. Further, as stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a•, and Option DEL-2b• would have the most adverse effects to historic resources ... ".
- Park and Recreational Resources Impacts: Alternatives DEL-5 and DEL-6 would avoid impacts to Park and Recreational Resources, whereas all of the other alternatives would have impacts on these resources during both construction and operation. Affected resources include:

Appendix O. Draft EIS Comment Summary and Response to Comments

1. The West Seattle Golf Course (from temporary modifications during construction to long-term effect on use; as noted in Section 6.2.2.1.3, "Preferred Alternative DEL-2a and Alternative DEL-4 would have the greatest impacts on parks entering a tunnel on the west end of the West Seattle golf course. These alternatives would require modifying the golf course and would permanently reduce the playable area."),
2. Delridge Playfield (from long-term use to temporary construction impacts),
3. Longfellow Creek Natural Area (from long-term operational impact to temporary construction impacts), and
4. The Longfellow Creek Legacy Trail (detour of the trail).

The summary information presented in Table 4.2.18-3 (Summary of Preliminary Section 4(f) Use Determinations by Alternative for the Delridge Segment) indicates that both of the Preferred Alternatives would affect many Section 4(f) properties (including use of the West Seattle Golf Course with implementation of DEL-2a). Alternatives DEL-5 and DEL-6 would avoid those impacts, except for de minimus impacts to the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation.

As noted in Table 6-9, the projected costs of Preferred Alternative DEL-1a (\$600- 700 million) are substantially higher than those of Alternatives DEL-5 (\$500 million) and DEL-6 (\$400 million).

Clearly there is not a financial advantage to the proponent's Preferred Alternative DEL-1a. However, the projected cost of Preferred Alternative DEL-2a (\$400 million) is similar to those of Alternatives DEL-5 and DEL-6.

The comparison of alternatives for the Delridge Segment presents summary information for each alternative but does not (1) compare the overall impacts of the alternatives, (2) identify the alternative with the least environmental impact, or (3) provide justification for selecting Alternatives DEL-1a and DEL-2a as the Preferred Alternatives. In short, the DEIS presents important data but does not answer the question: "So what?".

Based on my analysis of the summary information on the Delridge Segment Alternatives presented in Section 6.5, it seems clear that implementation of the Preferred Alternative and the other similar alternatives (Alternatives DEL-1, DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, and DEL-4) would result in greater impacts than those of Alternatives DEL-5 and DEL-6. Importantly, the DEIS does not provide justification for selecting a Preferred Alternative that would result in significant impacts that cannot not be avoided or mitigated. There does not appear to be any justification for either Alternative DEL-1a or Alternative DEL-2a to be selected as the Agency-preferred Alternative in the Final EIS. Selection of the Agency-preferred Alternative will require a detailed analysis using the information on the impacts of the Delridge Segment Alternatives presented throughout the DEIS and any additional information made available after the DEIS was issued.

Bill Staeger
 Bill.staeger@gmail.com
 206-724-9992

#	Comments	Responses
1	<p>Transportation impacts: although there would be about a 3 percent lower ridership with implementation of Alternatives DEL-5 and DEL-6 as compared to the projected ridership for the other Delridge Segment Alternatives, both Alternatives DEL-5 and DEL-6 would have lower impacts on roadways during construction. • Potential Displacements: DEL-6 would have the fewest residential displacements (48), with the impact of other alternatives ranging from 70 to 197 displacements. Alternatives DEL-5 and DEL-6 would have the most potential business displacements, but only a difference of 4 to 8 displacements (21 For DEL-5, 20 for DEL-6, and 13 to 16 for each of the other alternatives). The substantial difference in residential displacements seems significant in comparison to the small difference in potential business displacements. In addition, as stated in Section 6.2.2.1.3, "All alternatives except for Alternatives DEL-5 and DEL-6* would displace Washington State Department of Children, Youth, and Families offices; however, Alternative DEL-5 would displace a duplex owned by Transitional Resources, and Alternative DEL- 6* would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building." The importance of these differences is not addressed in the DEIS. •</p>	<p>Please see responses to CCG2, CCG3, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Sections 2.5, Alternatives Development and Scoping, and 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for more information on the process for Sound Transit Board identification of the preferred alternative prior to the WSBLE Draft EIS and changes to the preferred alternative prior to the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the Final EIS for more information on noise and vibration impacts and proposed mitigation. As defined in Chapter 2 of the WSBLE Draft EIS, a preferred alternative is a</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>Length of Potential Operational Visual Impacts: Alternative DEL-5 would have a visual impact on 0.2 mile, Alternative DEL-6 would impact 0.1 mile. All other Delridge Segment Alternatives would impact 1.0 mile. This represents a substantial difference in impacts. Unfortunately, the table does not include the following statement that is presented in Sections 6.5.1 and ES.5.1: "Visual impacts from elevated guideway in the Delridge Segment (Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, Alternative DEL-3, and Alternative DEL-4*)" would be "Permanent impacts that could be significant and unavoidable [emphasis mine] ...". As further stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL- 2a*, and Option DEL2b* would have the most adverse effects to historic resources and the greatest change to community character. These alternatives, along with Alternatives DEL-3 and DEL-4*, would impact the most area with sensitive viewers, but impacts would differ among alternatives. Alternative DEL-6* would have the least potential for visual impacts because it would be closer to industrial areas and a lower height west of Avalon Way Southwest." • Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation: Although the DEIS states that "all impacts can be mitigated," there is ample evidence that many wheel squeels and other noise of vibration impacts are not mitigated. The important point is that once again, Alternative DEL-6 has substantially fewer impacts (102) versus the other alternatives (178 to 270). • Historic Properties with Adverse Effects: As for other elements of the environment, DEL-6 is the least objectionable, with no adverse impacts as compared to Alternative DEL-5 with 2 resources adversely affected, and the other alternatives adversely affecting 4 to 6 resources. Further, as stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, and Option DEL-2b* would have the most adverse effects to historic resources ...". • Park and Recreational Resources Impacts: Alternatives DEL-5 and DEL-6 would avoid impacts to Park and Recreational Resources, whereas all of the other alternatives would have impacts on these resources during both construction and operation. Affected resources include:</p> <p>The West Seattle Golf Course (from temporary modifications during construction to long-term effect on use; as noted in Section 6.2.2.1.3, "Preferred Alternative DEL-2a and Alternative DEL-4 would have the greatest impacts on parks entering a tunnel on the west end of the West Seattle golf course. These alternatives would require modifying the golf course and would permanently reduce the playable area."), Delridge Playfield (from long-term use to temporary construction impacts), Longfellow Creek Natural Area (from long-term operational impact to temporary construction impacts), and The Longfellow Creek Legacy Trail (detour of the trail). The summary information presented in Table 4.2.18-3 (Summary of Preliminary Section 4(f) Use Determinations by Alternative for the Delridge Segment) indicates that both of the Preferred Alternatives would affect many Section 4(f) properties (including use of the West Seattle Golf Course with implementation of DEL-2a). Alternatives DEL-5 and DEL-6 would avoid those impacts, except for de minimus impacts to the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation. As noted in Table 6-9, the projected costs of Preferred Alternative DEL-1a (\$600 - 700 million) are substantially higher than those of Alternatives DEL-5 (\$500 million) and DEL-6 (\$400 million). Clearly there is not a financial advantage to the proponent's Preferred Alternative DEL-1a. However, the projected</p>	<p>statement of preference for alternatives based on currently available information. It is not a decision on the project to build. The Board identified the preferred alternative and other alternatives to study in the Draft EIS after the alternatives development process. The Draft EIS explains that the board does not select the alternative to be built until after the Final EIS. After review of the information in the Draft EIS and public, Tribal, and agency comments, the Sound Transit Board modified the Preferred Alternative for the Final EIS as described in Chapter 2 of the Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>cost of Preferred Alternative DEL-2a (\$400 million) is similar to those of Alternatives DEL-5 and DEL-6. The comparison of alternatives for the Delridge Segment presents summary information for each alternative but does not (1) compare the overall impacts of the alternatives, (2) identify the alternative with the least environmental impact, or (3) provide justification for selecting Alternatives DEL-1a and DEL-2a as the Preferred Alternatives. In short, the DEIS presents important data but does not answer the question: "So what?". Based on my analysis of the summary information on the Delridge Segment Alternatives presented in Section 6.5, it seems clear that implementation of the Preferred Alternative and the other similar alternatives (Alternatives DEL-1, DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, and DEL-4) would result in greater impacts than those of Alternatives DEL-5 and DEL-6. Importantly, the DEIS does not provide justification for selecting a Preferred Alternative that would result in significant impacts that cannot not be avoided or mitigated. There does not appear to be any justification for either Alternative DEL- 1a or Alternative DEL-2a to be selected as the Agency-preferred Alternative in the Final EIS. Selection of the Agency-preferred Alternative will require a detailed analysis using the information on the impacts of the Delridge Segment Alternatives presented throughout the DEIS and any additional information made available after the DEIS was issued.</p>	

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Comment Submittal 1101

Communication ID:	Name	Email
503088	Brennon Leighton	brennon.leighton@gmail.com

Full Communication (4/28/2022)

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

#	Comments	Responses
1	I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1102

Communication ID:	Name	Email
503094	Eric Bronson	ericbronson9281@gmail.com

Full Communication (4/28/2022)**1. Ballard Link extension**

Please reopen study of the Ballard 20th/Thorndyke Tunnel Portal option, any of the alternative station options proposed (especially those east) of 15th Ave, would make me very reluctant to take the light rail to Ballard, as I would find myself far from where I want to go, and surrounded by dangerous high-speed arterials and industrial areas.

Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Ave to avoid the above problems.

2. Interbay Area

Please use the Thorndyke Retained-Cut station option[IBB-2a/IBB-2b], it will make access much faster for riders and provide excellent bus connection transfers, which I love for being able to reach Discovery Park quickly.

3. Smith Cove

I agree that the Galer Street Station [SIB-1] is the best option

4. Uptown

Please select the Reupican St station option for Uptown. The Mercer option is so much deeper and further from Seattle Center that is is obviously inferior to the Republican one.

5. SLU

It is embarrassing how poor the station options are here, none of them is in a central location to reach the actual places people will want to go in SLU like MOHAI. Please study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

If you must choose from the bad options you've already presented, please use Harrison Street, as it's slightly less awful than the others.

6. Denny Triangle

The DT-1 on Westlake Avenue station looks like the best option to me, but please stop trying to make all of these stations so unnecessarily deep. Make this one shallower and provide updated vertical conveyance types.

7. Westlake

Please use 5th Ave Station [DT-1] option, but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers. This is going to be a major station so lets get the transfer situation right here.

8. Midtown

If open today, this would be my primary station to get to work, which is why I was shocked to see your pdf say that it would take 5 minutes(!) to reach the surface on the escalators. That is way too long, and totally unreasonable. Make the 5th Ave station as shallow as possible, and give us the most seamless, fast elevator options possible as well.

9. Chinatown/ID The 4th Avenue Shallow Alternative (CID-1a) is the best choice, but I was shocked to see that despite being labled "shallow", it will still be 50 feet deeper than the existing Chinatown station! That's awful. I should be able to walk in between the two stations through a single hallway without having to wait on endless escalators.

You should study a shallow cut and cover build over the existing Downtown Seattle Transit Tunnel to bring this station in alignment with the existing one. This station is going to be a huge hub, if you cheap out on it now, it will hurt the whole system for decades to come!

10. SODO

Please select the Mixed Profile Station [SoDo-2] and study construction further north at the existing SODO Station location to avoid having to pay for destroying the post office.

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11. Delridge

I genuinely can't believe that the only realistic option you've provided here is mostly dwarfed by a steel plant... You need to go back to the drawing board and study better DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Please don't remove this station, I'm sure there is a solution here that can align it with the others without making it a terrible station location.

12. Avalon

Please choose the Retained Cut Station: Prefer WSJ-5 as it is shallower while allowing for a tunnel into the Junction

13. Junction

Please select the Medium Tunnel 41st Avenue Station option. It's another good, shallow station that will make bus transfers and just reaching the surface easier. Plus, it's nicely located centrally in the Junction but not too close the Avalon Station.

Overall, I'm excited by the new extensions, but I'm worried about how deep you want to build these stations, and in some cases, where you're trying to put them. Ultimately, I think we need to build this expansion well to accommodate future extensions, rather than trying to blindly cut costs and appease the noisy minority that oppose public transit right now.

#	Comments	Responses
1	Ballard Link extension Please reopen study of the Ballard 20th/Thorndyke Tunnel Portal option, any of the alternative station options proposed (especially those east) of 15th Ave, would make me very reluctant to take the light rail to Ballard, as I would find myself far from where I want to go, and surrounded by dangerous high-speed arterials and industrial areas.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Ave to avoid the above problems.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Interbay Area Please use the Thorndyke Retained-Cut station option[IBB-2a/IBB-2b], it will make access much faster for riders and provide excellent bus connection transfers, which I love for being able to reach Discovery Park quickly.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Smith Cove I agree that the Galer Street Station [SIB-1] is the best option	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Uptown Please select the Republican St station option for Uptown. The Mercer option is so much deeper and further from Seattle Center that it is obviously inferior to the Republican one.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	SLU It is embarrassing how poor the station options are here, none of them is in a central location to reach the actual places people will want to go in SLU like MOHAI. Please study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	If you must choose from the bad options you've already presented, please use Harrison Street, as it's slightly less awful than the others.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
8	Denny Triangle The DT-1 on Westlake Avenue station looks like the best option to me, but please stop trying to make all of these stations so unnecessarily deep. Make this one shallower and provide updated vertical conveyance types.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Westlake Please use 5th Ave Station [DT-1] option, but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers. This is going to be a major station so lets get the transfer situation right here.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Midtown If open today, this would be my primary station to get to work, which is why I was shocked to see your pdf say that it would take 5 minutes(') to reach the surface on the escalators. That is way too long, and totally unreasonable. Make the 5th Ave station as shallow as possible, and give us the most seamless, fast elevator options possible as well.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Chinatown/ID The 4th Avenue Shallow Alternative (CID-1a) is the best choice, but I was shocked to see that despite being labeled "shallow", it will still be 50 feet deeper than the existing Chinatown station! That's awful. I should be able to walk in between the two stations through a single hallway without having to wait on endless escalators.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	You should study a shallow cut and cover build over the existing Downtown Seattle Transit Tunnel to bring this station in alignment with the existing one. This station is going to be a huge hub, if you cheap out on it now, it will hurt the whole system for decades to come!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	SODO Please select the Mixed Profile Station [SoDo-2] and study construction further north at the existing SODO Station location to avoid having to pay for destroying the post office.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
14	Delridge I genuinely can't believe that the only realistic option you've provided here is mostly dwarfed by a steel plant... You need to go back to the drawing board and study better DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Please don't remove this station, I'm sure there is a solution here that can align it with the others without making it a terrible station location.	Please see responses to CCG2, CC2i, and CC3a in Table 7-1.
15	Avalon Please choose the Retained Cut Station: Prefer WSJ-5 as it is shallower while allowing for a tunnel into the Junction	Please see response to CCG2 in Table 7-1.
16	Junction Please select the Medium Tunnel 41st Avenue Station option. It's another good, shallow station that will make bus transfers and just reaching the surface easier. Plus, it's nicely located centrally in the Junction but not too close the Avalon Station.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
17	Overall, I'm excited by the new extensions, but I'm worried about how deep you want to build these stations, and in some cases, where you're trying to put them. Ultimately, I think we need to build this expansion well to accomodate future extensions, rather than trying to blindly cut costs and appease the noisy minority that oppose public transit right now.	Thank you for expressing support for the project. Please see responses to CC2d and CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1103

Communication ID:	Name	Email
503097	Bri Castilleja	casti.bri@gmail.com

Full Communication (4/28/2022)

Please heavily take into consideration that Longfellow Creek is one of the last two salmon bearing streams in the city of Seattle. This project is a great opportunity to increase salmon habitat connectivity to the golf course so that spawning salmon are no longer stopped at Genessee street. In 1855 the Treaty of Point Elliot was signed and it states "The right of taking fish at usual and accustomed grounds and stations is further secured to said Indians in common with all citizens of the Territory."

Any threat to the health of Longfellow Creek is in direct violation of this treaty, and by further reducing the already extremely dwindled numbers of salmon this area sees is an act of Indigenous Erasure. Please take into consideration the health of our green spaces and spawning salmon while making a decision on which route to pursue in this project.

#	Comments	Responses
1	Please heavily take into consideration that Longfellow Creek is one of the last two salmon bearing streams in the city of Seattle. This project is a great opportunity to increase salmon habitat connectivity to the golf course so that spawning salmon are no longer stopped at Genessee street. In 1855 the Treaty of Point Elliot was signed and it states "The right of taking fish at usual and accustomed grounds and stations is further secured to said Indians in common with all citizens of the Territory." Any threat to the health of Longfellow Creek is in direct violation of this treaty, and by further reducing the already extremely dwindled numbers of salmon this area sees is an act of Indigenous Erasure. Please take into consideration the health of our green spaces and spawning salmon while making a decision on which route to pursue in this project.	Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for information on potential impacts to Longfellow Creek and other ecosystem resources, as well as proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1104

Communication ID:	Name	Email
503102	Jeramy Kimball	jeramykmb1@gmail.com

Full Communication (4/28/2022)

I'm a home owner in West Seattle and am very excited about the prospect of light rail coming to our area. I have a very strong preference to the short and medium tunnel options for the West Seattle Junction stop (WSJ-4 and WSJ-5). They're a great balance of reduced impact and minimization of displaced residents and business balanced with budget and schedule.

If absolutely necessary to cover the budget increase, I'd be okay with dropping either of the other two West Seattle stops, making the remaining one more capable and increasing bus service to the remaining stops.

#	Comments	Responses
1	I'm a home owner in West Seattle and am very excited about the prospect of light rail coming to our area. I have a very strong preference to the short and medium tunnel options for the West Seattle Junction stop (WSJ-4 and WSJ-5). They're a great balance of reduced impact and minimization of displaced residents and business balanced with budget and schedule.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If absolutely necessary to cover the budget increase, I'd be okay with dropping either of the other two West Seattle stops, making the remaining one more capable and increasing bus service to the remaining stops.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1105

Communication ID:	Name	Email
503112	Natalie Novak	nattonto@hotmail.com

Full Communication (4/28/2022)

I am commenting specifically on the West Seattle Junction alternatives. I have been a West Seattle homeowner for the past fifteen years, prior to COVID and the lockdown I commuted either by car or water taxi to downtown five days per week. For ten years I rode the bus daily. I voted in favor of light rail construction in 2016. The events of the last few years, however, have changed many of parameters of the Sound Transit West Seattle link project. The budget is of major concern; \$73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re- evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague and superficial, lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs, all which has created a diverse subset of people and businesses in West Seattle. The topography of West Seattle is vastly different than other neighborhoods in Seattle and an elevated line running to Avalon and the Alaska Junction vs a tunnel alternative not only displaces an overtly large number of our neighbor's homes that they can't hope to acquire again in this neighborhood due to rising home costs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. I will also point out that we removed a large concrete structure from downtown aka the viaduct for numerous reasons including

increased pollution, noise, life expectancy and because it cutoff access to the waterfront. An elevated rail line in West Seattle comes with all of these same issues, especially in how it will transform our neighborhoods for the worse. It has been established that we need more housing not the displacement of 700 homes that will be completely wiped out.

For the West Seattle Link Extension, please use:

Pigeon Ridge/West Seattle Tunnel:

- Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact.
- No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations.
- Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground.

Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.

#	Comments	Responses
1	<p>The budget is of major concern; \$73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re- evaluated especially in light of the dearth of options for relocation.</p> <p>The budget is of major concern; \$73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re- evaluated especially in light of the dearth of options for relocation.</p>	<p>Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	<p>My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague and superficial, lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs, all which has created a diverse subset of people and businesses in West Seattle. The topography of West Seattle is vastly different than other neighborhoods in Seattle and an elevated line running to Avalon and the Alaska Junction vs a tunnel alternative not only displaces an overtly large number of our neighbor's homes that they can't hope to acquire again in this neighborhood due to rising home costs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. I will also point out that we removed a large concrete structure from downtown aka the viaduct for numerous reasons including increased pollution, noise, life expectancy and because it cutoff access to the waterfront. An elevated rail line in West Seattle comes with all of these same issues, especially in how it will transform our neighborhoods for the worse. It has been established that we need more housing not the displacement of 700 homes that will be completely wiped out.</p>	<p>Please see responses to CCG1, CCG2, CC1a, CC4.1b, CC4.4a, CC4.9a, CC4.9b, and CC4.17a in Table 7-1. Please see Chapter 1, Purpose and Need, for more information on the need for the project and how it relates to the regional light rail system. See Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on impacts to ecosystems and proposed mitigation, and Section 4.17, Parks and Recreational Resources, for more information on park impacts and proposed mitigation. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.</p>
3	<p>Pigeon Ridge/West Seattle Tunnel: - Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact. - No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations. - Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground. - Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations</p>	<p>Please see responses to CCG2 and CC2j in Table 7-1.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1106

Communication ID:	Name	Email
503128	Jacob Waddington	JWaddingtonwork@Gmail.com

Full Communication (4/28/2022)

This is a terrible Idea I am a CRM specialist and doing this would disrupt so much history and not to mention active people.

#	Comments	Responses
1	This is a terrible Idea I am a CRM specialist and doing this would disrupt so much history and not to mention active people.	Your opposition to the project has been noted.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1107

Communication ID:	Name	Email
503131	Kelli Mazur	kelli.c.mazur@gmail.com

Full Communication (4/28/2022)

ES-23: My proposed tunnel WSJ-5 looks to be the least impactful in terms of displacement, noise, and road closures. After looking at the simulated visuals it feels like the elevated options although the 'least' costly of the options it causes potential headaches for residents in terms of look, noise, and view. An elevated platform makes sense, preferably the DUW-2 option shown on ES-10. As this option seems to require the least amount of movement around obstacles. However, if the region is seeing an increase in marine traffic and trucks this options may not be workable and in that case DUW-1a is my other choice.

#	Comments	Responses
1	My proposed tunnel WSJ-5 looks to be the least impactful in terms of displacement, noise, and road closures. After looking at the simulated visuals it feels like the elevated options although the 'least' costly of the options it causes potential headaches for residents in terms of look, noise, and view.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	An elevated platform makes sense, preferably the DUW-2 option shown on ES-10. As this option seems to require the least amount of movement around obstacles. However, if the region is seeing an increase in marine traffic and trucks this options may not be workable and in that case DUW-1a is my other choice.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1108

Communication ID:	Name	Email
503135	Lina Le	linale94@gmail.com

Full Communication (4/28/2022)

This plan will impact so many lives and the disruption is so long that it was displace many people from their homes. This is not okay. To prioritize residents in West Seattle to increase convenience for them while causing inconvenience to Chinatown/International District is unacceptable. This is all we know as Asian Americans and you're taking a piece of what we, Seattle Asian Americans know. West Seattle is already getting a new bridge, they don't need a train as well. No one in the city is traveling to West Seattle. Only residents traveling to and from West Seattle would want this type of change.

#	Comments	Responses
1	This plan will impact so many lives and the disruption is so long that it was displace many people from their homes. This is not okay. To prioritize residents in West Seattle to increase convenience for them while causing inconvenience to Chinatown/International District is unacceptable. This is all we know as Asian Americans and you're taking a piece of what we, Seattle Asian Americans know. West Seattle is already getting a new bridge, they don't need a train as well. No one in the city is traveling to West Seattle. Only residents traveling to and from West Seattle would want this type of change.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. A response to the comment related to the Chinatown/International District will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1109

Communication ID:	Name	Email
503136	Hanan Diriye	hanan@nwfilmforum.org

Full Communication (4/28/2022)

If you're aware that the negatives for the local community outweigh the positives and that this project will be deeply detrimental to businesses in the area then why continue? Residents of the city already have so many reasons to dislike city officials. Why give them more reasons? How about doing something that instills the community with faith in the system?

#	Comments	Responses
1	If you're aware that the negatives for the local community outweigh the positives and that this project will be deeply detrimental to businesses in the area then why continue? Residents of the city already have so many reasons to dislike city officials. Why give them more reasons? How about doing something that instills the community with faith in the system?	Please see response to CC4.3b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1110

Communication ID:	Name	Email
503138	Lauren Zondag	laurenzondag@gmail.com

Full Communication (4/28/2022)

Please consider adding express buses from White Center, Roxhill, Arbor Heights, etc, that link up to the light rail, without stops in between. Or consider adding a foot passenger ferry from Fauntleroy to downtown.

#	Comments	Responses
1	Please consider adding express buses from White Center, Roxhill, Arbor Heights, etc, that link up to the light rail, without stops in between. Or consider adding a foot passenger ferry from Fauntleroy to downtown.	Please see response to CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1111

Communication ID:	Name	Email
503139	Jonathan Stroum	jpstroum@gmail.com

Full Communication (4/28/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Yancy/Avalon routes and oppose any alternatives that will impact the West Seattle Golf Course. The tunnel alternatives are unacceptable due to the loss of more than 3 acres of Park property.

I prefer the Yancy/Avalon routes.

#	Comments	Responses
1	<p>I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Yancy/Avalon routes and oppose any alternatives that will impact the West Seattle Golf Course.</p> <p>The tunnel alternatives are unacceptable due to the loss of more than 3 acres of Park property.</p>	<p>Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1112

Communication ID:	Name	Email
503140	Roy Pollock	roypollock@yahoo.com

Full Communication (4/28/2022)

With the NEW (recently announced) height limit requirement from the U.S. Coast Guard for a cross Ship Canal Bridge of 205 Feet of clearance, it is probably best to look at the Tunnel option. I wonder how far into Interbay and Ballard the bridge slope would extend? A Station Stop for the View at the Top for Tourists??

I could not find the New requirements for Width Clearance of a raised bridge such as a Bascule bridge.

This, of course, is from the view of a Ballard resident.

Over all Shallow stations would probably work better with most people.

#	Comments	Responses
1	With the NEW (recently announced) height limit requirement from the U.S. Coast Guard for a cross Ship Canal Bridge of 205 Feet of clearance, it is probably best to look at the Tunnel option. I wonder how far into Interbay and Ballard the bridge slope would extend? A Station Stop for the View at the Top for Tourists?? I could not find the New requirements for Width Clearance of a raised bridge such as a Bascule bridge.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Over all Shallow stations would probably work better with most people.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1113

Communication ID:	Name	Email
503141	Gayle Sommers	kg7zzz@gmail.com

Full Communication (4/28/2022)

Beginning on p 64, the Alaska Junction Station:

1, there are four supermarkets in the neighborhood: QFC, Safeway, Trader Joe's, and Whole Foods. All of your draft plans take out the immensely popular and well-loved Trader Joe's, and, of the others, most of your station and route plans take out Safeway (as well as all the businesses located at Jefferson Square), as well as either QFC or Whole Foods. Being able to walk to supermarkets is one measure of a truly walkable neighborhood, and Sound Transit eliminates that.

2, I don't know about the cost, but would suggest an elevated line running down Fauntleroy. I am sure that traffic engineers can figure out how to reconfigure the arterials, but if the line could run down the middle of the street, perhaps all the housing and businesses could be preserved. (Another more costly alternative would be to underground the line, but ST is already under budgetary constraints.)

3, Convenience would be compromised, but if the Avalon Station is eliminated due to budgetary concerns, perhaps the WS line could be run along 35th SW., with ST taking care to avoid as much park land as possible. I know that topography would be challenging, but I think it might be worth considering.

4, This new West Seattle resident strongly opposes the gondola idea. I think as a tourist attraction that it would have much merit, but as a means of transporting a large number of commuters, I think it would fall far short of what is needed.

5, Finally, I admit that this is for entirely selfish purposes, but I implore you not to run the line down 41st, regardless of whether you are considering undergrounding it or constructing an elevated line. We are walking distance to everything (except our doctors), and, while I know that ST helps with relocation, I cannot imagine being able to find a neighborhood with anything close to everything here. It has been such a pleasure being able to walk nearly everywhere, and to hop on a bus to those places not within walking distance.

Thank you for your consideration.

#	Comments	Responses
1	1, there are four supermarkets in the neighborhood: QFC, Safeway, Trader Joe's, and Whole Foods. All of your draft plans take out the immensely popular and well-loved Trader Joe's, and, of the others, most of your station and route plans take out Safeway (as well as all the businesses located at Jefferson Square), as well as either QFC or Whole Foods. Being able to walk to supermarkets is one measure of a truly walkable neighborhood, and Sound Transit eliminates that.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacts to grocery stores.
2	I don't know about the cost, but would suggest an elevated line running down Fauntleroy. I am sure that traffic engineers can figure out how to reconfigure the arterials, but if the line could run down the middle of the street, perhaps all the housing and businesses could be preserved. (Another more costly alternative would be to underground the line, but ST is already under budgetary constraints.)	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 2.1, Build Alternatives, for a description of light rail design constraints and Section 2.5, Alternatives Development and Scoping, for more information on how the WSBLE Draft EIS alternatives were developed.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
3	Convenience would be compromised, but if the Avalon Station is eliminated due to budgetary concerns, perhaps the WS line could be run along 35th SW., with ST taking care to avoid as much park land as possible. I know that topography would be challenging, but I think it might be worth considering.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information on alternatives development.
4	This new West Seattle resident strongly opposes the gondola idea. I think as a tourist attraction that it would have much merit, but as a means of transporting a large number of commuters, I think it would fall far short of what is needed.	Please see response to CC2g in Table 7-1.
5	I implore you not to run the line down 41st, regardless of whether you are considering undergrounding it or constructing an elevated line. We are walking distance to everything (except our doctors), and, while I know that ST helps with relocation, I cannot imagine being able to find a neighborhood with anything close to everything here. It has been such a pleasure being able to walk nearly everywhere, and to hop on a bus to those places not within walking distance. Thank you for your consideration.	Please see response to CCG2 in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1114

Communication ID:	Name	Email
503148	Alexandra Casabar	acasabar@gmail.com

Full Communication (4/28/2022)

I recently bought a townhouse in the north Delridge area overlooking Longfellow creek. We moved to the area because we fell in love with Longfellow creek and the green spaces in the area. There are many birds and animals in the area (including beavers) and I fear the light rail will negatively impact the nature in our small neighborhood. It's only been in the last 10 years that people have poured resources in the area to invigorate these very things. I definitely believe the light rail is needed to connect west Seattle but I fear that what I loved about my area will be no more with intrusive overhead railways plowing through homes and green spaces. I would be a proponent of the light rail as long as it didn't impact Longfellow creek. Cutting through avalon by the steel factory seems like the best route. If possible underground stations like they have downtown and Capitol Hill would be best. I'm very concerned of the overhead blocking all the views and light in the neighborhood as well.

#	Comments	Responses
1	There are many birds and animals in the area (including beavers) and I fear the light rail will negatively impact the nature in our small neighborhood. It's only been in the last 10 years that people have poured resources in the area to invigorate these very things. I definitely believe the light rail is needed to connect west Seattle but I fear that what I loved about my area will be no more with intrusive overhead railways plowing through homes and green spaces. I would be a proponent of the light rail as long as it didn't impact Longfellow creek. Cutting through avalon by the steel factory seems like the best route. If possible underground stations like they have downtown and Capitol Hill would be best. I'm very concerned of the overhead blocking all the views and light in the neighborhood as well.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on ecosystem impacts and proposed mitigation.

Comment Submittal 1115

Communication ID:	Name	Email
503158	Henry Pedersen	henry.pedersen@gmail.com

Full Communication (4/28/2022)

Thank you all for the wonderful hard work you've done towards improving our region. This Draft EIS is a phenomenal product and I am proud to participate in this democratic process. As a long- time supporter of Sound Transit, however, I am deeply troubled by the alternatives we are considering for this project.

From what I can tell, we're about to build a rail line whose cost will top \$12 billion only because it needs to go over and under existing rail lines. And nowhere in any official planning document is a consideration of the costs of utilizing those existing lines.

I understand there are good reasons that make it difficult to work with BNSF and other vested interests on questions like track rights and infrastructure. But do these reasons truly outweigh the enormous financial expenditure and environmental impact we're about to commit in the twenty- year construction of the WSBLE?

Because even a casual observer can note just how underutilized our existing heavy-rail infrastructure is. It's upwards of 20 minutes between trains travelling either direction on the Salmon Bay double track; there are over 16 tracks at the Interbay yard, and 15 on the Eliot Bay waterfront. The Great Northern tunnel-one the WSBLE will spend billions to build around-is hardly used.

There are over twenty tracks, usually sitting empty, at the Argo yard on the Duwamish-to say nothing of the always-up West Seattle railroad bridge. Even the troublesome Ballard Terminal Railroad, long the bane of cyclists like myself, is easily reimagined as a trolley line with wonderful connections to Fremont, Shilshole, and Downtown.

But rather than explore a public-private partnership to use, upgrade, and expand this existing infrastructure that already serves 80% of the target area, we're going to drill new tunnels with unusably deep stations (page 2-54), construct enormous and unsightly elevated lines, displace hundreds of residents and business, and squander billions of dollars that could be turned to the myriad issues facing our region. And to the best of my ability, I cannot find any consideration of using BNSF lines in this Draft EIS (even in Annex M) or in the original 2014 exploratory document.

I am deeply supportive of expanding transit in our region, especially effort on Bus Rapid Transit, bicycle lanes, and congestion pricing. But the absurdity of this proposal-spending \$12 billion to build elevated train tracks over unused train tracks-demands reappraisal.

Thank you again for your hard work, and I look forward to starting this conversation.

#	Comments	Responses
1	Thank you all for the wonderful hard work you've done towards improving our region. This Draft EIS is a phenomenal product and I am proud to participate in this democratic process. As a long-time supporter of Sound Transit, however, I am deeply troubled by the alternatives we are considering for this project. From what I can tell, we're about to build a rail line whose cost will top \$12 billion only because it needs to go over and under existing rail lines. And nowhere in any official planning document is a consideration of the costs of utilizing those existing lines. I understand there are good reasons that make it difficult to work with BNSF and other vested interests on questions like track rights and infrastructure. But do these reasons truly outweigh the enormous financial expenditure and environmental impact we're about to commit in the twenty-year construction of the WSBLE? Because even a casual observer can note just how underutilized our existing heavy-rail infrastructure is. It's upwards of 20 minutes between trains travelling either direction on the Salmon Bay double track; there are over 16 tracks at the Interbay yard, and 15 on the Eliot Bay waterfront. The Great Northern tunnel-one the WSBLE will spend billions to build around-is hardly used.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The tracks suggested in your comment are heavy rail tracks that require different types of rail vehicles and would not be able to connect to the existing light rail system. In addition, use of these tracks by other users would limit the frequency and reliability desired for high-capacity transit. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
	<p>There are over twenty tracks, usually sitting empty, at the Argo yard on the Duwamish-to say nothing of the always-up West Seattle railroad bridge. Even the troublesome Ballard Terminal Railroad, long the bane of cyclists like myself, is easily reimagined as a trolley line with wonderful connections to Fremont, Shilshole, and Downtown. But rather than explore a public-private partnership to use, upgrade, and expand this existing infrastructure that already serves 80% of the target area, we're going to drill new tunnels with unusably deep stations (page 2-54), construct enormous and unsightly elevated lines, displace hundreds of residents and business, and squander billions of dollars that could be turned to the myriad issues facing our region. And to the best of my ability, I cannot find any consideration of using BNSF lines in this Draft EIS (even in Annex M) or in the original 2014 exploratory document. I am deeply supportive of expanding transit in our region, especially effort on Bus Rapid Transit, bicycle lanes, and congestion pricing. But the absurdity of this proposal-spending \$12 billion to build elevated train tracks over unused train tracks- demands reappraisal. Thank you again for your hard work, and I look forward to starting this conversation.</p>	<p>process for the Ballard Link Extension Final EIS.</p>

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1116

Communication ID:	Name	Email
503175	Aaron Edenshaw	aaronedenshaw@gmail.com

Full Communication (4/28/2022)

Dear Sound Transit,

As a Board member of Delridge Neighborhoods Development Association (DNDA), I submit the following comments on the Draft Environmental Impact Study of ST3:

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.

Thank you for your consideration, and we look forward to continued partnership with Sound

Transit.

Aaron

#	Comments	Responses
1	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.	Please see responses to CCG2, CC4.1b, CC4.9a, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 4, Section 4.9 of the West Seattle Link Extension Final EIS for more information about ecosystem impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

#	Comments	Responses
2	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.	Please see responses to CCG2 and CC4.2a in Table 7-1. Please see Sections 4.9, Ecosystems of the West Seattle Link Extension Final EIS for more information on impacts to ecosystems.
3	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.	Please see responses to CC3a and CCEJ1 in Table 7-1.
4	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.	Please see responses to CC3a and CC4.4a in Table 7-1.
5	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.	Please see response to CC3b in Table 7-1.
6	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.	Please see Chapter 4, Section 4.9 of the West Seattle Link Extension Final EIS for more information about ecosystem impacts and proposed mitigation.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1117

Communication ID:	Name	Email
503181	Julia Le	juliale23@yahoo.com

Full Communication (4/28/2022)

Have you thought of the impact for the community in this area? Please consider listening to the voices of many who are concerned about this project.

#	Comments	Responses
1	Have you thought of the impact for the community in this area? Please consider listening to the voices of many who are concerned about this project.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on community impacts. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for information on the outreach and coordination that Sound Transit has performed and the efforts moving forward. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1118

Communication ID:	Name	Email
503189	Paige Goldman	pgside16@gmail.com

Full Communication (4/28/2022)

This comment is regarding the Avalon station planned for the West Seattle route. There have been mentions of removing this station in order to save money, but I wanted to say that doing so would only be more costly in the long term and an absolute mistake. Within the next 3 years there are an additional 800 apartment units planned to be built on the streets surrounding the station. The majority of these also do not offer parking. Removing these stations would affect all the current residents and future residents in the area. Walking a mile to the Junction station is unreasonable and inaccessible, and no buses take the drive to where the proposed station for the Junction will be. By removing this station the only thing being created is more inconvenience and more reasons for people to purchase a car and not use public transportation. In cities such as NYC and London. When looking at NYC subway stations are placed on average within 600-700 feet or each other, but the removal of the Avalon station would create a 5000 foot distance between it and the next closest station. Avalon is also already a hub for buses, so in removing it you would be adding an additional bus ride to use the light rail. The light rail should be built with thoughts of the future, especially the future within the next 10 years and not with the current cost savings in mind, only to be dealt with later generations to fix.

The Junction station should also use the Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)' route. The station would then take passengers directly to the Junction, which is where the majority of them would want to be, instead of requiring passengers to get off and walk up hill to the Junction. Once again, in NYC and London you see their stations exit directly at the points of interest, instead of requiring passengers to walk. For convenience and, once again, promotion of light rail use the route should be shown as a better option than driving.

#	Comments	Responses
1	This comment is regarding the Avalon station planned for the West Seattle route. There have been mentions of removing this station in order to save money, but I wanted to say that doing so would only be more costly in the long term and an absolute mistake. Within the next 3 years there are an additional 800 apartment units planned to be built on the streets surrounding the station. The majority of these also do not offer parking. Removing these stations would affect all the current residents and future residents in the area. Walking a mile to the Junction station is unreasonable and inaccessible, and no buses take the drive to where the proposed station for the Junction will be. By removing this station the only thing being created is more inconvenience and more reasons for people to purchase a car and not use public transportation. In cities such as NYC and London. When looking at NYC subway stations are placed on average within 600-700 feet or each other, but the removal of the Avalon station would create a 5000 foot distance between it and the next closest station. Avalon is also already a hub for buses, so in removing it you would be adding an additional bus ride to use the light rail. The light rail should be built with thoughts of the future, especially the future within the next 10 years and not with the current cost savings in mind, only to be dealt with later generations to fix.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Junction station should also use the Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)* route. The station would then take passengers directly to the Junction, which is where the majority of them would want to be, instead of requiring passengers to get off and walk up hill to the Junction. Once again, in NYC and London you see their stations exit directly at the points of interest, instead of requiring passengers to walk. For convenience and, once again, promotion of light rail use the route should be shown as a better option than driving.	Please see responses to CCG2 and CC2i in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1119

Communication ID:	Name	Email
503191	Patrick Burke	patrick.burkev@gmail.com

Full Communication (4/28/2022)

The current proposal DOES NOTHING to benefit those that ALREADY live and work here. Yet again, city/county policy seems to benefit the future residents/business that will REPLACE the current residents and workers. We're tired of being selected to be in the red lines.

#	Comments	Responses
1	The current proposal DOES NOTHING to benefit those that ALREADY live and work here. Yet again, city/county policy seems to benefit the future residents/business that will REPLACE the current residents and workers. We're tired of being selected to be in the red lines.	Please see Chapter 1, Purpose and Need, of the West Seattle Link Extension for more information on the purpose and need for the project and how the proposed alternatives would meet it. See Sections 4.3, Economics, and 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacts to businesses and residents. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1120

Communication ID:	Name	Email
503201	Katherine Minsch	kaminsch@gmail.com

Full Communication (4/28/2022)

I will keep my comments short. First, I am not in favor of Sound Transit for West Seattle as I think the long term environmental impacts to the wonderful ecosystems here - loss of trees and the birds and wildlife they support particularly in the Delridge area are not worth it. Tree loss also means elevated urban heat island effects.. Since apparently this will happen anyway (I do support the Sky Link proposal but I realize that is not in Sound Transit's interest) then the option with the least ecosystem impact is the West Seattle Tunnel option. Please consider the harmful impacts from habitat loss to tree ecosystems as well as to Longfellow Creek of the other options. West Seattle is one of the most beautiful parts of the city of Seattle, with extensive tree cover. Those huge elevated columns and tracks will ruin the appeal of living here for people and creatures.

#	Comments	Responses
1	I am not in favor of Sound Transit for West Seattle as I think the long term environmental impacts to the wonderful ecosystems here - loss of trees and the birds and wildlife they support particularly in the Delridge area are not worth ii. Tree loss also means elevated urban heat island effects.	Your opposition to the West Seattle Link Extension has been noted. Please see response to CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on ecosystem impacts and proposed mitigation.
2	I do support the Sky Link proposal but I realize that is not in Sound Transit's interest	Please see response to CC2g in Table 7-1.
3	West Seattle Tunnel option. Please consider the harmful impacts from habitat loss to tree ecosystems as well as to Longfellow Creek of the other options. West Seattle is one of the most beautiful parts of the city of Seattle, with extensive tree cover. Those huge elevated columns and tracks will ruin the appeal of living here for people and creatures.	Please see responses to CCG3 and CC4.9a in Table 7-1.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1121

Communication ID:	Name	Email
503206	Dennis Greenlee	bowdown2wa@comcast.net

Full Communication (4/28/2022)

West Seattle lines. Must be tunnel. Elevated routes will ruin neighborhoods and, frankly, will ruin West Seattle as a whole. The land acquisition costs St will pay, and the impact costs that ST must pay for properties not condemned, will far exceed those costs for a tunnel route. If you want to destroy West Seattle, go elevated. If you want to minimize impacts and perhaps even enhance quality of life in West Seattle, go tunnel.

#	Comments	Responses
1	West Seattle lines. Must be tunnel. Elevated routes will ruin neighborhoods and, frankly, will ruin West Seattle as a whole. The land acquisition costs St will pay, and the impact costs that ST must pay for properties not condemned, will far exceed those costs for a tunnel route. If you want to destroy West Seattle, go elevated. If you want to minimize impacts and perhaps even enhance quality of life in West Seattle, go tunnel.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Appendix O. Draft EIS Comment Summary and Response to Comments

Comment Submittal 1122

Communication ID:	Name	Email
503207	Katrina Nygaard	katrina.nygaard@gmail.com

Full Communication (4/28/2022)

Hello,

Thank you for the opportunity to comment on the draft EIS for the West-Seattle Ballard Link Extension. I highly encourage the policymakers and decision makers to choose the 4th Avenue Shallow Station option for the Chinatown International District (CID) station. This station has the least impacts on neighborhood businesses and future ridership. The opportunity to rebuild the viaduct/2nd Ave Extension and integrate with existing facilities at Union and King Street Stations make this the obvious choice to best support current and future riders, residents, and employees/business owners in the area.

As a High Point resident, I am also interested in West Seattle options - clear and frequent connectivity between local bus routes and the future station will be needed for convenient transportation to and from our neighborhoods.

Thank you,
Katrina Nygaard

High Point, West Seattle

#	Comments	Responses
1	Thank you for the opportunity to comment on the draft EIS for the West-Seattle Ballard Link Extension. I highly encourage the policymakers and decision makers to choose the 4th Avenue Shallow Station option for the Chinatown International District (CID) station. This station has the least impacts on neighborhood businesses and future ridership. The opportunity to rebuild the viaduct/2nd Ave Extension and integrate with existing facilities at Union and King Street Stations make this the obvious choice to best support current and future riders, residents, and employees/business owners in the area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	As a High Point resident, I am also interested in West Seattle options - clear and frequent connectivity between local bus routes and the future station will be needed for convenient transportation to and from our neighborhoods.	Please see responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on bus access to the West Seattle Link Extension stations.

Comment Submittal 1123

Communication ID:	Name	Email
502430	Rebecca Lavigne	rebecca.lavigne@gmail.com

Full Communication (4/27/2022)

I am commenting on the Chinatown-International District portion of the Ballard link extension. I strongly prefer the 4th Avenue alternatives and prefer the 4th Avenue Shallow Alternative (CID-1a) alignment. Please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

Please prioritize reducing displacement of businesses in the CID historic core -- less than 5 -- and provide any displaced businesses with generous relocation assistance. Please prioritize mitigation of construction impacts on residents and neighborhood landmarks. 5th Avenue alternatives have unacceptable impacts on the historic core of the CID and would result in inequitable displacement of a neighborhood and communities that continue to fight for their very survival in our city.

Regarding the rest of Ballard link and West Seattle link, I support the priorities and alternatives preferred by The Urbanist.

#	Comments	Responses
1	I am commenting on the Chinatown-International District portion of the Ballard link extension. I strongly prefer the 4th Avenue alternatives and prefer the 4th Avenue Shallow Alternative (CID-1a) alignment. Please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Please prioritize reducing displacement of businesses in the CID historic core - less than 5 - and provide any displaced businesses with generous relocation assistance. Please prioritize mitigation of construction impacts on residents and neighborhood landmarks. 5th Avenue alternatives have unacceptable impacts on the historic core of the CID and would result in inequitable displacement of a neighborhood and communities that continue to fight for their very survival in our city.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Regarding the rest of Ballard link and West Seattle link, I support the priorities and alternatives preferred by The Urbanist.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.