

West Seattle and Ballard Link Extensions
 Fall 2019 Initial Assessments Comment Summary
 Oct. 10, 2019

Overview

In May 2019, the Sound Transit Board identified preferred alternatives and other alternatives to study in the Draft Environmental Impact Statement (EIS). The Board also directed Sound Transit staff to conduct initial assessments on additional route and station options that were suggested during the scoping period, to establish whether further study in the Draft EIS is appropriate.

The results of the initial assessments were shared with the System Expansion Committee on September 12 and then posted online at <https://wsblink.participate.online/> for public review and comment on September 13.

Process and Outcomes

The Participate.Online site provided an opportunity for visitors to review maps of the alternatives, learn about the initial assessment results and provide feedback from Sept. 13 – Oct. 4, 2019.

Sound Transit received 501 communications on the Participate.Online site and through email (see Appendix). The comments are summarized below and will be shared with Sound Transit’s System Expansion Committee on Oct. 10, 2019 and Board on Oct. 24, 2019.

Notifications

Sound Transit staff used a variety of tactics to let the public know about the initial assessment results and opportunity to provide feedback.

Event	Location	Schedule
Email update to project listserv	Online	Sept. 5
System Expansion Committee Meeting	Union Station	Sept. 12
Media briefing/update	Union Station	Sept. 12
Email update to project listserv	Online	Sept. 13
Chinatown-ID Night Market	Chinatown-ID	Sept. 14
Magnolia Farmers Market	Magnolia	Sept. 14
Personalized emails to community groups and stakeholders	Online	Sept. 16
Door-to-door flyering	West Seattle	Sept. 17 and 24
Door-to-door flyering	SODO	Sept. 19
Door-to-door flyering	Ballard	Sept. 20
Fishermen’s Fall Festival	Fishermen’s Terminal	Sept. 21
Board of Directors Meeting	Union Station	Sept. 26

Sustainable Ballard Festival	Ballard	Sept. 28
West Seattle Farmers Market	West Seattle	Sept. 29
Email update to project listserv	Online	Oct. 2
Briefings and meetings to community organizations	Various	Ongoing

What We Heard

WEST SEATTLE (259 people shared comments)

- **General**

- Some people provided general comments about West Seattle alternatives.
 - Many people expressed interest in tunnel stations.
 - Some people also expressed concern about the cost of tunnel options and support for elevated alternatives, particularly if that means they could be delivered faster.
 - Some people shared their preference for the Delridge station locations already being carried forward in the Draft EIS.
 - Some people noted their preference for alternatives that minimize residential displacement.
 - Some shared interest in serving more neighborhoods within West Seattle, particularly neighborhoods farther south.
 - Others shared feedback on the following topics:
 - Mixed feedback about a guideway going through and/or avoiding the West Seattle Golf Course.
 - Concern about traffic impacts with Delridge station locations.
 - Preference for a guideway north of the West Seattle Bridge.
 - Preference for stations that are lower in height.
 - Preference for stations that could best accommodate bicycle and pedestrian circulation.
 - Mixed feedback regarding business displacement, with people noting preference for displacing businesses over residences and others noting concern about business impacts.
 - Interest in deferring the Avalon station.

- **Yancy/Andover Elevated:**

- Of the comments received, there was mixed feedback about the Yancy/Andover Elevated option.
- Some people liked this option and they included the following reasons:
 - Many felt this option would limit residential displacement.
 - Others included the following reasons:
 - Preference for this option because of the lower cost [compared to Pigeon Point Tunnel] and/or shorter schedule [compared to Pigeon Point Tunnel].
 - Better fit with the busier/denser corridor along Avalon Way SW, with less visual impact in the Youngstown neighborhood.

- Opportunity to redevelop under-used parcels in north Delridge for the station location.
 - Better opportunity for multi-modal transfers.
 - Avoids golf course and Longfellow Creek.
 - Many people did not like this option and they included the following reasons:
 - Many felt that the station was in a less accessible location farther north with poor bus-rail transfer opportunities.
 - Many also shared concern about business impacts, including freight and industrial uses.
 - Others included the following reasons:
 - Concern about impacts to high-density residential buildings.
 - Concern about cost.
 - Concern about traffic impacts.
 - Concern about the number of curves in the guideway.
 - Questions about the need to avoid the golf course.
- **Pigeon Point Tunnel**
 - Of the comments received, there was mixed opinion about the Pigeon Point Tunnel.
 - The people that liked this option included the following reasons:
 - Many felt this option would limit residential displacement and minimize business impacts.
 - Many also felt this option would limit visual impacts and minimize disruption in the Youngstown neighborhood.
 - Others included the following reasons:
 - Preference for a station farther south to be more accessible and serve more people.
 - Potential to limit traffic impacts closer to the West Seattle Bridge.
 - Preference for a faster (more direct) route to West Seattle.
 - Potential for transit-oriented development.
 - Preference for a lower guideway on SW Genesee Street.
 - Preference for a route that avoids the north slope of Pigeon Point.
 - Preference for a route that avoids construction adjacent to the West Seattle Bridge and avoids impacts to the bike path near the bridge.
 - The people that did not like this option included the following reasons:
 - Most people expressed concern with the increased cost and increased project timeline.
 - Others included the following reasons:
 - Concern about construction and property impacts associated with the tunnel portals on SW Genesee Street and on Pigeon Point.
 - Concern about impacts to West Duwamish Greenbelt and safety of constructing a tunnel in the steep slope.
 - Concern about noise and vibration.

- Concern about impacts to residential areas, including the Riverside neighborhood.
- Other people shared general feedback or questions about the Pigeon Point Tunnel option including the following:
 - Preference for this option but only if third-party funding could be secured.
 - Questions about the feasibility to connect a Pigeon Point Tunnel to elevated alternatives for the Avalon and Junction stations.
 - Questions about proximity of Pigeon Point Tunnel portals to Youngstown Cultural Arts Center.

SODO: (90 people shared comments)

- **General**

- Some people shared general comments about the SODO alternatives.
 - Of the comments received, many people noted a preference for the at-grade stations because of better pedestrian access, better transfer environment for riders, benefit of overpasses to separate vehicles from trains and a simpler alignment.
 - Others shared feedback on the following topics:
 - Preferences to maintain the SODO busway.
 - Interest in preserving freight mobility.
 - Questions about travel times for elevated versus at-grade options.
 - Concern about increased costs of elevated options but interest in potential pick-up / drop-off areas under elevated guideway.

- **Double Elevated Station (Option A)**

- Of the comments received, there was mixed opinion about the options in SODO.
- The people who liked the double elevated option included the following reasons:
 - Many were concerned about the overpasses for the at-grade option. Concerns included increased construction impacts and short and long-term effects on traffic, freight movements and business operations in the area.
 - Others noted a preference for the double elevated option for the following reasons:
 - Preference to limit rail and vehicle conflict points.
 - Preference to maintain the SODO busway.
 - Concern about safety for pedestrians with at-grade tracks.
 - Preference for improved bus-rail transfer opportunities.
 - Preference for more space under guideways for pick-up/drop-off areas.
 - Interest in transit-oriented development potential.
 - Concern about the environmental impacts of overpasses.
- The people that did not like this option included the following reasons:
 - Many people expressed concern about increased costs and noted the at-grade alternative already provides desired grade separation between vehicles and trains.
 - Others noted concerns about the following:
 - Long-term closures of existing light rail service with the double elevated option during construction.
 - Concern that a double elevated option would not improve transit reliability compared to the at-grade alternative.

- Suggestions that the SODO busway would be less necessary with more light rail service in the area.
- **Partial Elevated Station (Option B)**
 - Some people liked this option and noted their support for the following reasons:
 - Concern about impacts to the existing light rail line with a double elevated option.
 - Preference for lower cost.
 - Interest in maintaining the SODO busway.
 - Preference for eliminating an overpass at South Lander Street.
 - Many people did not like this option for the following reasons:
 - Many people expressed concern about increased costs, limited improvements to transit reliability and noted the at-grade alternative already provides desired grade separation between vehicles and trains.
 - Some people also noted that the partial elevated option seems unnecessarily complex.

BALLARD (242 people shared comments)

- **General**
 - Some people expressed general support for a tunnel station at 20th Avenue NW because it could serve more people and was placed near the density of businesses and residences.
 - Many of the comments expressed interest in the following topics other than the two 20th Avenue NW options:
 - Support for tunnel stations in Ballard due to better operations, less property acquisition or disruption, fewer environmental impacts and less noise.
 - Support for the fixed bridge option due to lower costs, less disruption to businesses and residences and better views.
 - Support for 14th Avenue NW options due to less disruption to businesses and residences, larger right of way, lower costs, less risk, and growth opportunities around the station area.
 - Concern about 14th Avenue options due to lower ridership potential and potential impacts of future extensions.
 - Support for 15th Avenue options due to growth opportunities around the station area, lower costs than 20th Avenue NW options, location is accessible to central Ballard, and suggestion to include 20th Avenue NW station in future extension.
 - Concern with the ST3 Representative Project due to the potential impacts of a movable bridge on train operations and maritime traffic.
 - Support for the ST3 Representative Project.
 - Suggestion to have the Interbay station south of Dravus Street.
 - Support for a mix and match alternative that would include the Thorndyke Portal option, at-grade alignment between the Interbay Athletic Facility and the Golf Course, and then surface rail adjacent to BNSF with a downtown tunnel portal in Smith Cove west of Elliott Avenue.
 - Some people stated they did not support tunnel options to 20th Avenue NW because of the additional cost compared to the other alternatives, the technical risks, disruption to businesses and residences and potential for future extensions.

- Several people stated support for a new fixed bridge to 20th Avenue NW alternative because of the benefits of a station at 20th Avenue NW due to density and ridership, and in case funding for a tunnel was not available.
- **20th Avenue NW – BNSF Portal (Option A)**
 - Some people commented in support of the BNSF Portal option, because it seems reasonable, is worth the cost and is a shorter tunnel.
- **20th Avenue NW – Thorndyke Portal (Option B)**
 - Many people expressed support for the Thorndyke Portal option for the following reasons:
 - Many liked how this option was close to downtown Ballard and the density of businesses and residences.
 - Others said this option would have higher ridership and was less expensive than the BNSF Portal option.

Total number of communications: 501

Appendix: All Comments

Communication 1: 09/13/2019

The fixed bridge makes the most sense. In Boston, there were a few metro paths that required a fixed bridge and it was fine. It offers the least disruption for commuters and the marina. It is also the cheapest option overall.

No comment on the proposed path, both make sense.

Communication 2: 09/13/2019

Hello,

I prefer the Pigeon Point tunnel. It seems to serve more people, disrupt less housing and be a faster route to West Seattle from Downtown.

Thank you,

Shana Woodrome

Communication 3: 09/13/2019

The options landing at 14th are best, least disruptive to noise, traffic and businesses, as well as less costly and risky compared to 20th Ave options.

ST3 Representative plan is a non-starter - we cannot start with a plan that will include delays and disruption to maritime traffic.

Thanks

Communication 4: 09/13/2019

Just the idea of what havoc will be created to the entire light rail system with every summer having almost daily interruptions makes the whole idea such belly-rolling laughter. These trains will be backed up at several stations, both directions, rail riders needing to make rail/bus/ferry connections will not be able to rely on their schedules and all downtown metro stations will be over-crowded. And what happens in the future should Sound Transit have the Ballard line go north then decide to later share its tunnel with another line such as a possible 2055 idea of going eastward to UW and on towards Monroe via Bothell (follow WA 522)? Not a better example could be found to illustrate where going cheap was too expensive. What's the other comment--the savings of a good deal is soon lost in the howls of constant compliants.

Communication 5: 09/13/2019

An investment in the Pigeon Point tunnel is justified by the more accessible station and the costs may be at least partially offset by the development possibilities a more accessible and strategically located station will afford.

Communication 6: 09/13/2019

The tunnel option is clearly the preferred route! A bridge, either fixed or moveable, will cause unacceptable service interruptions and delays.

Communication 7: 09/13/2019

Thorndyke (Option B) is the best choice. It's important to me to have a station located close to the Ballard Urban Village and I believe ridership will be greater there than in the Level 3 Alternatives.

Communication 8: 09/13/2019

Bravo! The Ballard alignment at 20th and Market finally brings transit to the core of the neighborhood. The earlier options at 14th felt like a bait and switch. This is the alignment that Seattle needs and deserves.

Communication 9: 09/13/2019

Yancy/Andover elevated is the best choice. Lowest cost and best access is important.

Communication 10: 09/13/2019

Double-elevated station is the best choice. Least impact and interaction with the street level is important.

Communication 11: 09/13/2019

I really like the Thorndyke Portal option, as it does a much better job at connected Ballard, a community that at times can be very difficult to reach and makes the city center much more accessible. I would also like to voice my support for the Pigeon Point tunnel, it is a very elegant solution.

Communication 12: 09/13/2019

Yancy/Andover is by far the best. Station should be along Andover, not in the business park. A station location along Andover (along an off-Delridge street will not constrain passenger drop-off/pick-up areas.

Communication 13: 09/13/2019

The Alaskan Way Viaduct, our defunct elevated freeway, is down and the City looks great. There is no separation anymore between the waterfront and the rest of downtown. Now you want to build this extensive elevated light rails that would destroy the aesthetics and divide West Seattle, but you are considering tunnels to preserve the wealthier neighborhood, Ballard.

The elevated lines are cheaper but they will degrade faster over time. You save in the short run to spend more in the long run. Contact Chicago Transit Authority (CTA) and learn from their experience before you commit to the elevated lines.

Once these elevated structures will be built, nobody will care about the noise, shading and disruptions brought by Sounds Transit to West Seattle. People will complain but it will be too late do do something. Please stop thinking about saving \$\$ in the short run and build the infrastructure for the long run. Build tunnels for the light rail. Better yet, build a subway.

Thank you,

Codrin

Communication 14: 09/13/2019

Yancy/Andover is by far the best. It's price and schedule is comparative to the ST3 representative project, and displaces the least amount of families from their homes.

Communication 15: 09/13/2019

Yancy/Andover is by far the best. It is the only option in West Seattle that does not require a 4(f) review for taking land from a Seattle Park.

Communication 16: 09/13/2019

Yancy/Andover is by far the best. A station location along Andover (along an off-Delridge street, not in the business park) will afford ample bus turn-arounds, passenger drop-offs, and potential new business growth in the now-empty parking lots (been empty and unused for 15+ years).

Communication 17: 09/13/2019

It looks like the Avalon/Junction alternatives are missing. Are they not being discussed at this phase? If so, why not?

Communication 18: 09/13/2019

As a Seattle resident who visits Ballard for events and restaurants, I think the bridge is fine (Brown line). It provides better bus integration. It will be more scenic. The underground train experience is inferior, especially in a city as beautiful as ours.

I would rather save the money for future lines.

It is a long walk into central Ballard but that could be improved by busses or future lines.

Communication 19: 09/13/2019

great now build it yesterday

Communication 20: 09/13/2019

Thorndyke portal! But whatever happens, 14th ave is UNACCEPTABLE. The walkshed is lousy and any opportunity for expansion north in the future runs straight into Ballard HS.

Communication 21: 09/13/2019

The Pigeon Point Tunnel is the best option for West Seattle. It places the station location further south than any of the other options at an important intersection that is already a junction point for 3 bus lines. This station location will allow many more residents to walk to the light rail, compared to the more northern station options that are further from many homes and closer to a less-populated industrial area. Don't put the Delridge station in a lower density, harder to reach area..

Communication 22: 09/13/2019

Either option A or B with a 20th Ave station is vastly preferable to the 14th street options for Ballard. Population density in Ballard is concentrated West of 15th St, and it makes no sense to put the station East of there.

Communication 23: 09/13/2019

Yancy/Andover is by far the best. However, the Alternative Performance results for its Potential Business Displacements is incorrect. Results are in direct conflict with the Potential Business Displacements results for Pigeon Point.

The Pre-DEIS Initial Assessment states that Pigeon Point will displace between approximately 200,000 and 300,000 square feet of potential business, resulting in a MEDIUM PERFORMING score.

However, the Pre-DEIS Initial Assessment states that Yancy/Andover will displace more than 110,000 square feet of potential business, resulting in a LOWER PERFORMING score.

Pigeon Point should have a LOWER PERFORMING score for Potential Business Displacements, and Yancy/Andover should have a MEDIUM PERFORMING score for Potential Business Displacements.

Communication 24: 09/13/2019

I like the 14 Ave NW option the best. It is a wide boulevard, close to 15 Ave NW, near lots of housing, businesses and Ballard High School. Busing could be increased to serve the neighborhoods further north and west.

Communication 25: 09/13/2019

I prefer the original plan routes along 14th and 15th Avenues. The proposed area for the station around Market and 14th is perfect. This was originally a rail line arterial when the area was developed in the 19th century. The 14th Ave NW Route would even be perfect for a new Ballard Bridge if you could convince Coastal Transportation to move their operation. This area of Ballard is growing and is more accessible for commuters going downtown and transferring from other parts of North Seattle, including the UW. What I see more is tremendous growth South of Market and east of 15th Ave NW - this area being more industrial and open for development. I visit this area far more often today for services and shopping than I do downtown Ballard West of Market. It is too congested West of Market and it seems the main growth industry in this area is boutique eateries and bars. I'm serious. I used to visit downtown Ballard to buy paint, get my car serviced, buy sporting goods, electronics, clothing and more - today - only the occasional meal, movie or drink.

I've lived in Ballard my entire life and have my office in Magnolia by Fisherman's Terminal/Salmon Bay.

Communication 26: 09/13/2019

Hello,

As I was comparing the BNSF and Thorndyke options to each other, I can't discern a difference to the train user. Cost-wise, of course, Thorndyke seems the better option so, as a train user, taxpayer, and non-marine user, I would choose the Thorndyke route of the two.

I don't see how a station at Dravus along the BNSF tracks would be of great use to Magnolia/Queen Anne/Interbay or Ballard unless there was a sizable parking garage adjacent to it. It's located in a kind of no-man's land, both destination-wise and pedestrian accessibility-wise. Although, a direct, not-infrequent bus to Discovery Park and Fisherman's Terminal would make it useful, especially if there is expanded bike carrying capacity on the busses and trains.

Thank you for your work in helping to determine the best overall route!

Kelly Lundquist

Communication 27: 09/13/2019

Yancy/Andover is by far the best. However, instead of asking riders to cross up to two streets to reach the station, the Delridge station should be located along Andover, which is off-street and will mitigate passenger drop-off/pick-up. Additionally, the currently open, undeveloped parking lots along Andover will afford ample bus drop-off, pick-up, turn-around, and parking.

Also, the currently open, undeveloped parking lots along Andover can provide perfect locations for future parking structures for commuters and future grocery stores, restaurants, and shopping opportunities to be developed under future projects.

Communication 28: 09/13/2019

The Fixed Bridge Crossing / Elevated Station at 14th option appears to be the most economical and least impactful to local businesses. Thanks for the summary and opportunity to have input.

Communication 29: 09/13/2019

The city of Seattle unfortunately sought and got a dense urban village in Ballard. Much of that density is found between 15th and 30th NW. A station/terminus at either 15th, or worse, 14th will no doubt increase the density to the east of either proposed terminus but it also removes the light rail from the urban village and threatens to turn all Ballard into a developer's dreamscape. We gave up our commercial core and relative density for a village of bars, restaurants, and fiveplexes on single family lots. I think Ballard has done its part already, so put the light rail in the part of Ballard that is already packed.

Communication 30: 09/13/2019

I like the 20th Avenue Tunnel Ballard-Thorndyke Portal option.

Communication 31: 09/13/2019

I think it's important for Sound Transit to recognize and consider that the majority of the users of the Ballard and West Seattle extension (low-income, people of color, etc.) are not providing input through these websites, in the community meetings, and via public comment at Sound Transit meetings. Given that this is the case, I think Sound Transit should recognize the most important solution for these vulnerable communities are that the Ballard and West Seattle extensions are built as soon as possible with the least cost burden to them. Given that our tax system (which funds ST3) is a regressive system, we should choose an alternative that is least costly. However, we should also choose the the alternative that would least impact communities of color and low-income residents. As a Ballard resident, I have seen that the manufacturing and small business organizations in the downtown Ballard community have been the loudest in these meetings. I would argue that there perspective is a minority voice in choosing the right alternative. Please let the Board know that we should be considering vulnerable communities that are not providing comment when choosing an alternative. Thank you.

Communication 32: 09/13/2019

I am concerned about the double elevated SODO station for the multiple, long-term closures that will have a horrible effect on the people in communities south of SODO, which consist largely of already marginalized communities. According to the evaluation results, the double elevated option would require a closure of 2-3 months, followed by another closure of 4-6 months. I think that any closure of more than a week will have disastrous consequences for the people who rely on the Link for reliable transportation.

The partial elevated option on the other hand, can supposedly be completed with only off-peak closures, so I think it is a much better option.

Communication 33: 09/13/2019

Either tunnel alignment to 20th St. This is a project for the ages. Spend the money to do it right.

Communication 34: 09/13/2019

The new Pigeon Point tunnel option is great. I love it. I also love the option already under study with a Junction tunnel. You can defer the Avalon Station to save money. We don't really need it with two stations so close.

Communication 35: 09/13/2019

I strongly support the 20th Ave Tunnel Ballard option. Having the station more centrally located to the Ballard downtown core and more conveniently accessible for the large populations west of 20th Ave will be a major benefit compared to the 15th or 14th Ave options. And it makes a lot of sense to have the Sound Transit station be somewhat offset from the main surface corridor of 15th Ave. In any case, I generally strongly support a tunnel under Salmon Bay rather than an elevated bridge crossing. And I urgently support getting the Ballard line done ASAP. We own two properties in Ballard and we would be glad to see tax increases to help pay for these projects. Future generations will thank us for moving quickly on this and for investing enough funds to have a high-quality and long-lasting system.

Also just in general I would urge Sound Transit to discard the frills in building new stations-- go for a very simple and form-follows-function aesthetic, and avoid spending dollars and time on fancy and ambitious, creative designs. We citizens just want fast and convenient public transport ASAP-- doesn't need to look pretty!

Communication 36: 09/14/2019

I oppose the 20th avenue alignments and recommend either of the alignments along 14th or 15th. Given this project is already expected to complete in 2035 at earliest, and given the threat of losing federal funds due to changing DOT priorities and/or suffering a reduction of car tab funds due to local initiatives, it seems supremely unwise to select an option that would require an extra half to 3/4 of a billion dollars with no identified funding source. This is particularly true given that these extra dollars would not drive additional ridership; if we have an extra several hundred million dollars to spend on Sound Transit, better to spend them extending the light rail further north or east to serve more passengers. Additionally, siting the project further west deprives the area of an opportunity to upzone and densify the east-Ballard neighborhood and to extend the central business district east towards eighth avenue along Market. Let's move forward with the representative project or the elevated train along 14th avenue and get to building Ballard's Light Rail line.

Communication 37: 09/14/2019

Of the potential alternatives that were studied, the 20th Ave Tunnel is the most intriguing. While it is more expensive than any of the other alignments, it serves the heart of Historic Ballard, which will be the center of density in northwest Seattle for a long time to come. The DEIS process should replace the 14th/15th tunnel alignments with the 20th Ave Tunnel.

As for SODO and West Seattle, the alignments here are clearly inferior to those that have already advanced when accounting for cost and quality of service. Including them in the DEIS process would be expensive and time consuming for no gain.

Communication 38: 09/14/2019

I think both new options are better than the former proposals. Out of the 2, I think Thorndyke Portal - Option B is better. If both new options turn out to be impossible, I think the West Seattle Tunnel with a station on 15th street would be the next best.

Communication 39: 09/14/2019

I do not see much for West Seattle. Delridge is part of it, what about, The Admiral district, The Junction, and Arbor Height?

Arbor Height is forgotten, even the bus we get , it comes 1 and + hours for a bus to come around this neighborhood. None at rush hour.

Communication 40: 09/14/2019

The S Dakota Street station is the best option

Communication 41: 09/14/2019

Thank you for assessing these alternatives. They are both much better than the bridge options (a station IN Ballard is crucial). The Thorndyke portal is better. Make it happen, but let's not spend a boatload of money.

Communication 42: 09/14/2019

I'm a Loyal Heights resident. I support a rail line that can be extended in the future up to Holman and connecting at an Aurora, or the main Northgate light rail line. It seems like a line on 14th or 15th would most easily do this; if it can be easily done from 20th, please let us know. And it's just a longish 2 block walk to Ballard's 'center' from 15th. It would save taxpayer dollars.

A bridge would be lovely for riders offering views of the ship canal, but I do understand the piers would be problematic for maritime traffic. So tunneling might be the way to go. From an aesthetic viewpoint as a resident, tunneling would keep help Ballard more 'open' , which we desperately need, given all the boxes on maximum footprint being constructed. But, I don't feel that strongly one way or the other regarding bridge v. tunnel, and would defer to the engineers on this.

Communication 43: 09/14/2019

Hello, I am confused why we are having to build a new tunnel in downtown when we just built the bus tunnel.?? Why can't it be for both! Then the funds could go to extend more rail! we should be extending the rail to White center instead of building a tunnel for the peeps on the west side of 35th. The buses on delridge are always standing room only. Let's be wise with the decisions. Thanks!

Communication 44: 09/14/2019

Out of the 3 options I like the tunnel through pigeon point. Or the elevated. But if its millions more for tunnels let's extend the rail with the money instead! Help more citizens!

Communication 45: 09/14/2019

I prefer the Thorndyke Portal - option B

Carolyn Davis

Communication 46: 09/14/2019

Dear Sir/Madam:

ST should implement both a 20th Ave Old Ballard station as part of ST4 and a 15th Ave New Ballard station as part of ST3. See map.

https://www.google.com/maps/d/u/0/edit?mid=1rapMc9p6C_ItD-rBqkmYEkat701eZYUZ&ll=47.674186232463455%2C-122.2266570578546&z=11

Cheers,

Larry

Communication 47: 09/14/2019

For West Seattle, I prefer the option labelled "Pigeon Point Tunnel; Delridge Station straddling Delridge Way". It's less expensive than the alternative involving a North Duwamish crossing, has less impact on neighborhoods and the visual character of the Duwamish valley, and may better align with the population density distribution in that part of West Seattle (<http://www.city-data.com/neighborhood/West-Seattle-Seattle-WA.html>).

The tunnel alternatives in West Seattle are far superior to elevated lines, and will only become more desirable as the area develops. Political leaders and responsible agencies need to launch initiatives NOW to identify and pursue best options for funding these, and supporters need some idea of what financial solutions are being considered.

Communication 48: 09/14/2019

In all of ST3's assessments, I have not seen a breakdown of elevated vs tunnel costs showing a deduction for aboveground construction compared to additional costs for underground work. If the engineers at ST favor elevated, what incentive is there to show true comparisons? The public in West Seattle seem to overwhelmingly favor a tunnel.

Communication 49: 09/14/2019

I would like to see the lowest cost route option in West Seattle that impacts the fewest residences. The tax burden of ST3 is already too high and there is no further taxpayer money for expensive additions to the plan.

The Yancy/Andover route in West Seattle makes the most sense as it impacts the fewest homes and costs the same as the base case route. Soil testing in Pigeon Point last summer showed that the area was highly unstable to tunnel through - why is this fact not mentioned in the refined proposal now? That would seem to increase the costs of a Pigeon Point tunnel even higher than the suggested \$200M.

Communication 50: 09/14/2019

As a Magnolia resident, this would be an incredibly welcome development for ease of transportation and around Seattle. I'm very hopeful we can solidify a commitment for this light rail expansion.

Communication 51: 09/14/2019

The Ballard Thorndyke Portal option would be fantastic! Having a 20th ave station near the heart of Old Ballard - where people from across the region want to go - would allow Ballard to continue to flourish!

The BNSF option is a clearly worse option compared to the Thorndyke option. The Interbay is elevated making access more challenging, and the route impacts the BNSF railroad, and is significantly more expensive without providing benefit to passengers.

2. The Thorndyke option has much better access to the Ballard Urban Village, and has a significant Transit-Oriented Development potential especially to the north within the walkshed of the 20th ave station.

3. Please please continue the Thorndyke Portal option into the EIS process!

Communication 52: 09/14/2019

The Pigeon Point tunnel and the Delridge Station are both excellent choices. I do feel it is imperative that a tunnel alternative at the West Seattle Junction is selected as it will prove to be a very important

for future expansion of the region by maintaining the present "character" , ease of surface use and connection to sound transit.

Communication 53: 09/14/2019

The SODO Double Elevated and Partial Elevated options provide little benefit to the station. The cost is higher, access is more difficult at an elevated station, and business displacement risk is high.

Neither of these options should be carried forward to the EIS process. The at-grade options should be carried forward, and the ~\$200M savings (a rare win!) should be utilized to improve the other stations where the investment provides greater benefit.

Communication 54: 09/14/2019

Please do not put elevated tracks in the Alaska Junction.

Thanks!

Ian

Communication 55: 09/14/2019

IMO the further west the station, the better.

I'm not sure I 100% believe the ridership estimates you are finding. Go and sit at 15th and Market as rush-hour commuters come home to Ballard. Almost everyone getting off the 15 or D get off and walk west. Very few walk east towards 14th. Add to that all the commuters taking the 40, 17, and 18 home and it appears to me that almost all Downtown<->Ballard commuters are living west of 15th.

This is not even taking into account just the simple fact that the center of Ballard is further west. Of course there will be lots of new development but I highly doubt the center of ballard is ever going to shift from Old Ballard. Furthermore, the 14th area could more easily be served by a stop on the Ballard-UW light-rail line that will inevitably be built someday.

Communication 56: 09/14/2019

20th & Market Station, please!

Communication 57: 09/14/2019

For Pigeon Point, PLEASE move forward with the south side of the W Sea bridge. It provides the best option and access for the most people in North Delridge and those on Harbor Ave and Alki.

Kill the tunnel.

Many of those on Pigeon Point WANT the line and several have expressed to me the realities of their homes being disrupted and are OK.

What will really piss people off is another ridiculously expensive tunnel that ultimately is the worst option BY far.

Communication 58: 09/14/2019

Based on the information I see, it seems the fixed bridge is the most bang for the buck. The tunnels are just too expensive for the results.

Communication 59: 09/14/2019

You have one chance to do this correctly and the solution will service West Seattle for decades.. Please select the tunnel option, even if it means additional cost and a delay of a couple of years. I ask you to please think long term.

Thank you,

Jeremiah

Communication 60: 09/14/2019

I really like the Thorndyke portal, option B, for Ballard. \$900 million for a tunnel in West Seattle that doesn't seem to increase the usefulness of the infrastructure for future riders is way too expensive.

Communication 61: 09/15/2019

Whether you choose option A or B, I think that the Magnolia/QA station needs to be at Dravus and that the Ballard station should be at 20th. Due to the cost and engineering challenges, option B makes the most sense to me. I definitely think that there needs to be a tunnel and not an elevated rail across the water.

Communication 62: 09/15/2019

I agree that a single station on 14th or 15th is too far from the Core Ballard area.

I will be retired by the time this train goes into service but fully support the need to get a true mass transit program in place. Having lived in Ballard 18 years, I've seen the congestion get so bad you can't make a left hand turn across traffic any longer.

I support any plan that brings service into the downtown Ballard corridor. It is tough to tell from the drawings if the intent is to have an additional stop past 20th / Market in Northern Ballard? I am concerned if the train's northern most station is 20th and Market. A stop single stop at 20th and Market does not support the significant # of residence North of 65th. I'll be less inclined to take the train if I need to get on an unreliable (due to street congestion) bus that links me to a train. Historically our city's mode of transport is by car, to shift this we need to make the mass transit city easy to use. Without that ease, the system won't be used.

Thanks for your time.

Alison Gillespie
7344 Earl Ave NW

Communication 63: 09/15/2019

I prefer Option B. I truly believe that a tunnel is the only way to go. The area will continue to grow, we will need more trains, and we will need to carry more people. The only way to effectively do this is with a tunnel. No worries about traffic, accidents, weather or other construction issues with new buildings. We must build a tunnel and Option B is not only a more direct route, it is a less expensive option.

Communication 64: 09/15/2019

I suggest Sound Transit to take the 20th Ave Ballard tunnel alternative with thorndyke portal. This is a cheaper plan than BNSF portal, and 20th Ave will be a great place to serve Ballard community.

I am Chinese origin, decades of Chinese cities are building or plan to build thousand of miles of rapid transit in 2019, and most of them are subways. That's because they want to minimize the impact of urban plan and development, and try to build stations in correct place. Stations have to serve the busy town centers, retail cores or high density residential complex, though we both know how hard it will be.

Ballard Link is an urban rail transit system like New York subway, not an interurban system like BART or Lynnwood Link. Ballard Link is designed to serve people nearby, within walking distance or short bus ride, so 20th Ave is a far better location than 14th, which is already at the edge of the town. I totally understand there are less buildings and more open space at 14th, which must be an easier and cheaper option, but we taxpayers contribute tons of money and we wish a quality system, to maximize the transit benefit for all.

Communication 65: 09/15/2019

I don't see the "JACK BLOCK COMMUNITY TRANSIT CENTER" even mentioned.

And Where is the map or drawings for West Seattle?

Communication 66: 09/15/2019

How many cars could park under the West Seattle if a Light Rail Stop were there?

Communication 67: 09/15/2019

#1: Regarding the Ship Canal and Ballard options, I think that it is vitally important that underground options and a station location nearer to the heart of Old Ballard are pursued. Tunneling under the ship canal and Ballard will make ship/train conflicts nonexistent and preserve the heart of the neighborhood. In terms of which option is best, I have no preference, however I did note that Option B was cheaper. However, one thing is clear: there must NOT be an elevated bridge OR light rail station anywhere in Ballard!

#2: Regarding SODO, I think the Partially Elevated Option would be best. It seems like a lot of work to completely elevate the current Link tracks at SODO, and having a partially elevated option will still allow for easy connections.

#3: It is clear to me that elevated Link must not travel west of Avalon Way in West Seattle. The Alaska Junction station should be underground to minimize impacts to the neighborhood and to make Link not an eyesore. However, I have no preference as to whether the line runs underneath Pigeon Point.

Communication 68: 09/15/2019

Fastastic to see tunnel alternatives considered! And 20th Ave NW is a great location in ballard. I think the cheaper, longer tunner option looks like a good compromise. However both alignments show Interbay station as being located on NORTH side of Dravus Street. Could we see possibility of the station located on SOUTH side of Dravus to provide connections to Athletic Complex (ie. where people are already walking around on foot, and there is green space as soon as you step off train), as opposed to warehouses and parking lots that are pedestrian-unfriendly on the north side (unless those would be demolished to make way for station?).

Communication 69: 09/15/2019

Given the current options for West Seattle line, I support the elevated Andover/Yancy line over others. Primary reasons being:

Path is more aligned to commercial districts, and is generally just more suitable for a higher density zoning/main street corridor/line access. There is a natural expectation that Avalon can handle more traffic, public transportation access, high density living to coincide with light rail use- it has the infrastructure to better support a light rail line. This is far less intrusive on the many single family homes and low density multi-unit residences in the Delridge area.

-Avoids the cost of tunneling, which is a high burden to fall on taxpayers, and within 10 years, the economy will most likely take a turn and Seattle home prices will most likely not appreciate which makes it more difficult to fund the bridges.

-Maintains the integrity of the Golf Course, it would be unfortunate to compromise the tranquil, park experience for light rail transportation.

-Better option for the Pigeon Point greenbelt, let's please keep limited green space intact, and continue to put infrastructure in areas best warranted - commercial corridors whenever possible!

Christine Manesis
2801 SW Nevada Street, Seattle

Communication 70: 09/15/2019

Please keep both 20th Avenue NW station location alternatives in the EIS for evaluation. 20th Avenue NW is much closer to the center of the Ballard Urban Village. 15th Avenue NW is on the eastern edge, yet a station location here also provides opportunities for bus-rail integration.

I do not agree with the assessment Sound Transit previously cited that the 14th Avenue NW site is good for bus-rail integration. It's a poor location for a Ballard light rail station. I would be fine if Sound Transit eliminated alternatives with 14th Avenue NW station location in it. They are too far east and too near industrial/big box uses.

In addition, Sound Transit should eliminate the representative project alternative because of the moveable bridge aspect. Including a moveable bridge adds yet another element that decreases light rail reliability, similar to the at-grade portion in SE Seattle. Do NOT include a moveable bridge.

In sum, my preferences for a good quality light rail station that is incorporated into my community (Ballard) and is fast and reliable is one with an underground/tunnel station at 20th Ave NW or 15th Ave NW near Market Street; an elevated station would also be acceptable so long as the bridge over Salmon Bay is high enough to avoid need to open for marine traffic.

Communication 71: 09/15/2019

I want the Draft EIS for Light Rail from Downtown to Ballard to specifically study the following from Smith Cove to Ballard:

North of Dravus Street: "Thorndyke Portal - Option B" with a tunnel to Ballard and a tunnel station in Ballard on 20th Avenue NW.

Adjacent to the Interbay Athletic Facility and Golf Course: surface light rail between the Interbay Athletic Facility and Golf Course and the BNSF railroad.

South of the Interbay Golf Course: the Level 3 Alternative "Brown Line" which features surface rail adjacent to BNSF and a tunnel portal in Smith Cove west of Elliot Avenue.

Communication 72: 09/15/2019

Both the fixed bridge approach or the Representative project (moveable bridge) will work well in Ballard and be a wonderful asset to the Ballard area. The elevated routes shows off our area to people on light rail and also points SOV drivers stuck in traffic how they should get around. The construction costs are much lower and known since we know what's overhead and we don't know what's underground. As a frequent light rail user it is great to be able to see the area, the ships, the buildings, the landscape, the sky. Trains are not meant for tunnels except in dire circumstances.

Between the fixed bridge and the moveable bridge, my preference is the fixed bridge both for the better view from the train and not needing to stop the train as tall boats go underneath.

The tunnel is an idea promoted by non-transit riders who wish to get as little light rail as possible for as much money as possible for the purpose of killing light rail completely.

Communication 73: 09/15/2019

Prefer the Thorndyke tunnel approach. Need to avoid the bridge and moving the station closer to downtown Ballard makes sense for longer term usage.

Communication 74: 09/15/2019

Sodo at grade seems to make the most sense. Build the overpasses to avoid rail and traffic conflict and keep the train alignment the simplest.

Communication 75: 09/15/2019

The final approach to West Seattle needs to be in a tunnel. It can't be an elevated station into the Junction. Prefer the tunnel that opens at Avalon.

Communication 76: 09/15/2019

At the end of the day, what matters to the people that will be riding this new light rail route is where it takes them. A Ballard station on 20th puts people right in the heart of Ballard. If we think the majority of people taking this route have a final destination of Ballard itself, then whichever alternative accomplishes that at the lowest cost is the best option. However, if we think the majority of people will be taking the light rail to Ballard to transfer to other transit, like the RapidRide D line, then we should stick with the current plan of 14th, as that is much closer to the D line. Based on the current state of the city, I feel that the first scenario is more likely, and thus all alternatives that propose putting the station at 20th should be considered as the best options.

Communication 77: 09/16/2019

The Thorndyke Portal - Option B looks great, especially the trenched Interbay station at Dravus Street.

Communication 78: 09/16/2019

From the Point of View of a rider there is little to no difference between Option A and Option B due to the proposed stations are exactly the same. After that it becomes choose the least restrictive and most cost effective option. Interesting that the A/B comparison is really no comparison.

Tunnel Crossing / Tunnel Station at 14th or 15th seems to address the impacts issue (less restrictions) and then it becomes a cost issue.

Tunnel is the way to go. And keep stations convenient to riders.

Communication 79: 09/16/2019

Any level of elevated track would have severe implications for this area. The tunnel option is the only one that is respectful to the area environmentally and socially.

It would take decades for the community to recover from the displacement an elevated alternative would cause. Please tunnel, our neighborhood deserved the same level of care as Downtown, Capital Hill and Beacon Hill.

Communication 80: 09/16/2019

I want the Draft EIS for Light Rail from Downtown to Ballard to specifically study the following from Smith Cove to Ballard:

- North of Dravus Street: "Thorndyke Portal - Option B" with a tunnel to Ballard and a tunnel station in Ballard on 20th Avenue NW.
- Adjacent to the Interbay Athletic Facility and Golf Course: surface light rail between the Interbay Athletic Facility and Golf Course and the BNSF railroad.
- South of the Interbay Golf Course: the Level 3 Alternative "Brown Line" which features surface rail adjacent to BNSF and a tunnel portal in Smith Cove west of Elliot Avenue.

Communication 81: 09/16/2019

If we are going to get third party funding for a tunnel to Ballard, it absolutely must be the 20th Ave option. 14th and 15th are too far away from the core of Ballard and would result in fewer trips and a bad experience.

Communication 82: 09/16/2019

I really like the alignment that puts the Ballard station at 20th Ave NW. I also like the location of the Interbay station better here, however I'd also like a consideration of placing the Interbay station on the south side of Dravus street. I think Thorndyke Portal - Option B provides the best compromise solution. Extra funding could be found by reducing the elevated alignment through Interbay and having a trench instead.

Communication 83: 09/16/2019

I strongly support the "20th Ave Tunnel Ballard – Thorndyke Portal" option for the Ballard station.

I believe it will serve future riders much more effectively than the 15th or 14th Ave stations, which are too far from the urban village center and require the majority of pedestrians to cross 15th Ave. In addition, the 20th Ave station is much more aligned with current and future residential density, as Ballard continues to grow in that area and not in the single family home district near 14th.

The port should support the tunneling options for the reduced impacts to marine traffic and Fisherman's terminal. Given the tunneling options are roughly similar in cost, the 20th Ave station should be strongly preferred for its other benefits.

And finally, having attended the Ballard station open house earlier in the year, it was very clear to me that the majority of Ballard residents prefer a station near the center of Ballard. And I'm sure the burgeoning scene of restaurants and other small businesses would see increased benefits for a closer station, as patrons continue to come from other parts of the city.

In short, the 20th Ave station is the best choice by far.

Communication 84: 09/16/2019

I support the 20th Ave Tunnel Ballard – Thorndyke Portal because it is closer to the center of Ballard and is therefore better for transit riders.

Communication 85: 09/16/2019

I am in favor of a route that least impacts homes and businesses in the event the alignment cannot be underground (tunnel). We have a housing shortage and to destroy homes and properties for the guideways seems counter productive to what our city wants and needs. If we have third party funding to keep it underground, it's a win-win. We have more property for multi-family structures, parks, businesses, ground-level urban experience contrasted with concrete guideways and a large number of properties taken as eminent domain. This alternative seems less impactful on the Delridge and Avalon neighborhoods than the original route as proposed by ST3.

Communication 86: 09/16/2019

I don't really care about most impacts. We need transit now, and boo hoo if traffic, parking, etc will be disturbed or a few homes are demolished. That's life. I don't support alternatives that necessitate a lot more funding, because I sure as hell am not willing to pay an extra however many hundreds of millions of dollars for something that could be done for less. I don't think crossing 15th will be a big deal IF YOU DO IT RIGHT! That said, Sound Transit MUST deal with this crossing properly. Like, if the station is tunneled, it there needs to be an underground entrance to the station on the side of 15th opposite to the station. Similarly if it is elevated. And the land use isn't a big deal - Seattle just needs to rezone. ST push Seattle to do that, so the ridership will be supplied properly.

No support for a movable bridge though. This will be a problem of gigantic proportions in the future if there are maintenance issues with it. I generally support elevated, especially given the great views it will produce. Also, plan for extension. We NEED this line to continue further north and east in the future.

Communication 87: 09/16/2019

thank you for coming further west to 20th Ave NW . It will serve more people than 14/15th Ave NW option. I much prefer a tunnel over the elevated option.

Communication 88: 09/16/2019

For West Seattle my top choice is the Pigeon Point option, for the following reasons.

It minimizes destruction of homes in Youngstown

It minimizes construction impacts on the Delridge WS bridge exit / entrance and multi-use path under the bridge.

It minimizes impact to Nucor's Youngstown facility

The station is a good location

I prefer the most frugal option through SODO

Communication 89: 09/16/2019

I don't really care about business impacts. That's life. What will keeping the SoDo busway accomplish though, that's my question. Would this really be such a big deal for riders? Frankly I don't know, and it's

up to you guys to figure that out. My priorities for this project, in greatest to lowest importance, are: 1/ grade separation on Holgate and Lander Street along with ensuring transit riders have the best service (whatever that means for the SoDo busway, I'll leave that to you guys,) 2/ good transfers! this is really important and I don't know how much sound transit is currently thinking about this. I hope you've learnt your lessons already! 3/ keeping costs down, ideally to money on MORE transit

Nothing else matters. Businesses will deal with the challenges. Impacts to southside riders can be mitigated via a shadow bus given priority.

Communication 90: 09/17/2019

Delridge Station South of Andover - seems like a reasonable alternative with lower costs than some of the other alternatives. A more accessible station is key to passenger utilization in the long run.

Communication 91: 09/17/2019

I'm a resident in northern Delridge and would prefer the Yancy / Andover Elevated route. This route appears to have minimal residential impact and would be a convenient alternative to the bus stop nearby. Please seriously consider this option.

Communication 92: 09/17/2019

Thank you for considering the tunnel options for Ballard station. I believe this option will limit the impact to the community. It will reduce noise and help the community remain intact, undivided by bridges and tracks.

Communication 93: 09/18/2019

Hi

Resident at 2607b SW Adams St in Delridge.

Two sensible light-rail alternatives avert the needless destruction of many Youngstown homes and the accompanying decimation of a long-established community – the Andover-Yancy and the Pigeon Ridge Tunnel alternatives. Both prevent needless destruction of homes.

The Andover-Yancy alternative minimizes the destruction of homes and could be a cost-saver for Sound Transit if the Delridge and Avalon stations were combined into one station. A multi-modal transfer/transportation complex can be constructed adjacent to the station. This as the BEST option for transfer opportunities. Nucor truck traffic can be mitigated with design and construction planning (there are already protected traffic signals at Andover and Delridge). The Avalon light-rail guideway should be advanced into the DEIS with two options for the Avalon guideway: 1. An Avalon tunnel 2. An Avalon above ground guideway.

The Pigeon Ridge Tunnel alternative is our preferred alternative. It averts the destruction homes in Youngstown as well as homes on Pigeon Point and the destruction of businesses located on Delridge Way. The tunnel alternative also does away with traffic disruptions for vehicles exiting the West Seattle Freeway and for trucks accessing Nucor Steel and it also preserves existing bikeways. When given further study, tunnels have been found to be practical alternatives. For example: The Sound Transit tunnel infrastructure in the Roosevelt District of Seattle.

Marc Bridner
206-910-7890

Communication 94: 09/17/2019

Dear Ms. Chahim:

As I returned home to Bellevue yesterday, I was struck by the alignment of the light rail through the city. It's elevated in areas that strongly impact businesses. I found that fact very important in light of the briefing you held Thursday. By the way, thank you for that meeting; it's my second opportunity to hear of the agency's plans from you and I again came away feeling confident that our concerns are being reviewed. The SODO Station Design Coalition, led by Robb Stack and Mark Weed, has coalesced around the dual-elevation option as the key to saving jobs and businesses in the district. The businesses, representing several million square feet of building space in the district, are advocating for inclusion of this option in the Draft Environmental Impact Statement. Our coalition has taken the contacted our representative Sound Transit board members to advance our concerns. I have included two letters for your review. An overpass at Lander between 41h and 6l will devastate our businesses. Ours are the tenants at 505, 545 and 555, property owned by Lander Street Partners. We don't have access from an alternate entrance that can help ease the impacts of a construction wall across our main entrance, such as is the case with Pacific Galleries just down the street. When work begins on an overpass, business will likely stop at 6th and Lander.

Employees

Three of the businesses within this complex are highly retail in nature. Western Safety Products is at 505 South Lander. They, along with two other tenants in the building who don't display a storefront, rely on access off Lander. Hilti, often the number one sales outlet of all company stores across the United States, is at 555 South Lander. Praxair, at 545 South Lander, is the leading regional distributor of gas and welding products, allied with the largest bottled gas distributor in the world. Between these five businesses integrated within two buildings, there are 20 to 25 fulltime and another five part-time employees.

Revenues

Though I don't have any confidential profit numbers, I have as a landlord become very familiar with the operations of these businesses over the years and have been able to arrive at an estimate of their economic impact. I don't think it would be unreasonable to assume that \$15,000,000 to \$20,000,000 in gross income is generated annually from these businesses. In the peak of the construction market in Seattle, Hilti, Inc of 555 South Lander recorded the highest volume sales in history. Western Safety Products confirmed three years ago that relocating to the most visible (and accessible) street corner of any cross street in the district (Holgate and Spokane Street included) resulted in a 20% increase in their walk-in sales traffic. Praxair and Hilti so believe in the access, exposure and profitability of this corner that they have signed long-term leases at above market rental rates.

Transportation

Western Safety Products often relies on delivery from the biggest shipping trucks available. With an overpass, they will have no access to their delivery dock. Praxair has two daily shipments of equipment that require access for a 40-foot truck. Hilti, Praxair and Western Safety Products generate significant retail traffic. In 2017, we counted 152 vehicle trips into this combined lot on one day. On a day when

Hilti has a sales staff meeting, add 20 more vehicles to the mix. On a daily average, you can probably expect 50 to 100 vehicle arrivals.

Access

There will be no access during overpass construction. We can't bring vehicle traffic in from the east. Of course, this raises all sorts of concerns about condemnation and the compensation due property owners. Given the success we have had at this corner, we would obviously find ourselves joining a lot of other businesses in that fight.

In my letters to the board members, I have pointed out the great lengths to which cities like Bellevue and Redmond have gone to support and encourage business growth. That attitude is what led to light rail alignments in Bellevue preserving the most significant economic generator on the east side. We have a tunnel under the downtown core and we have an elevated alignment that sails over key businesses in the much vaunted "auto row." In fairness to the design, this was a consideration of topography as well. We need such an alignment in the SODO district and, though the board makes that decision, the staff needs to hear how this impacts us as well. Let me close by thanking you for your briefings and asking that my written comments be entered in the record. My strong advocacy is clearly for a dual-elevated alignment.

Bob Gillespie Lander Street Partners

Cc: Eric Mitchell, ESM Properties Douglas W. Scott, Attorney Members-SODO Station Design Coalition

Communication 95: 09/14/2019

Seattle seeks a sensible solution that is comprised of portions of the current proposed alternatives. Accordingly, the Draft Environmental Impact Statement for Light Rail from Downtown through Interbay to Ballard should specifically study the following route from Smith Cove to Ballard:

[A] North of Dravus Street: "Thorndyke Portal - Option B" with a tunnel to Ballard and a tunnel station in Ballard on 20th Avenue NW.

[B] Adjacent to the Interbay Athletic Facility and Golf Course: surface light rail between the Interbay Athletic Facility and Golf Course and the BNSF railroad.

(C) South of the Interbay Golf Course: the Level 3 Alternative which features surface rail adjacent to BNSF and a tunnel portal in Smith Cove west of Elliot Avenue.

This combination of the options would be best for transit riders, reduce costs of elevated routes, minimize

construction impacts on 15th and Elliot Avenues W., reduce transit noise within a developing residential and commercial area, and preserve aesthetics throughout Interbay and between surrounding communities.

Communication 96: 09/13/2019

The 20th Avenue Tunnel is my choice for the alternative and the Thorndike Portal makes better monetary sense. I cannot imagine the potential problems with scheduling, etc. with any above ground route over the Canal.

Thank you.

Jinny Weintraub

Communication 97: 09/18/2019

I was heartened to hear that you were considering the option of a tunnel through Pigeon Point as an option for the light rail route. I'm a firm believer that the route that impacts the fewest homes is the best alternative. We're happy to have light rail in West Seattle, but in an era when housing is so expensive, it doesn't make sense to use the route that demolishes dozens of affordable homes that are already serving citizens of modest incomes. Please choose the Pigeon Point route.

Thank you.

Jane Taylor

Communication 98: 09/18/2019

"JACK BLOCK PARK TRANSIT CENTER" ?

The Jack Block Park location, just a few blocks north of Spokane Street on Harbor Ave. A perfect choice for West Seattle's Light Rail Transit Center. But Sound Transit is looking the other way, without respect for the best interest for West Seattle.

This is the only location in West Seattle where ample acreage is available for parking and a beautiful Community Transit Center for west Seattle Light Rail riders.

Space for 1500 car garage. Riders could park and ride to downtown locations. As in comparison to Spokane Street where only limited parking would be available.

Jack Block site would allow the Water Taxi to be moved from existing site to a new Pier at Jack Block Park. This would ease parking problems near Don Armeni boat launch, Seacrest Pier, and Salty's. There is no parking available for beach walkers presently. Moving the Water Ferry away from the Seacrest Pier would also reduce wave disturbances to Paddle Boarders and Kayaks north of its present location.

Light Rail from Downtown would cross either under or over the Duwamish Waterway, stopping near Delridge/Chelan and then curve to the northwest to Jack Block Park.

From there two tunnels, one west to Admiral District, and one southwest to Avalon and West Seattle Junction.

Why haven't we not heard more about this location?

Ask you City Council, or better yet ask the Port of Seattle which owns the parcels.

West Seattle, Don't get fooled again with promises of expensive overhead tracks.

Who would like a monorail blocking your view.

Communication 99: 09/18/2019

REGARDING THE "JACK BLOCK TRANSIT ALTERNATIVE"

Well let me ask a question.

If you wanted to travel downtown to see a game or go to work, what ever, do you think there would be parking near the Junction, Fauntleroy, or 35th. stations?

My guess in NO.

This is why a larger parking facility like near Jack Block Park would work.

Similar to the success of the West Seattle Water Taxi, people just love it.

They park in West Seattle on Harbor Ave. and relax on their way to the game.

This Parking Facility could reduce downtown traffic considerably.

If you have a better suggestion I would like to hear it.

Communication 100: 09/18/2019

But regarding the parking issues, which I would like to focus on, a parking Lot or Garage near Jack Block Park Transit Center, would relive parking problems all along Harbor ave, from Salty's to the boat launch. For comparison, if there were a station at Avalon Street and 35th. SW, there is nowhere to park. Same goes for Fauntleroy and the Junction. The Stations there would create worst parking problems.

Light Rail Riders would need to take regular busses to these locations and transfer to downtown light rail.

OneRogueCloud

Communication 101: 09/18/2019

Yancy/Andover Alternative does not present any compelling advantage, and appears to disadvantage several important elements, including the Delridge Station location. The increased residential impacts on Avalon affect multifamily development, compared to the "less impact" that occurs elsewhere in the less dense project area. Taking that into account, it appears the residential impact may be higher overall if the interests of single family vs multifamily homeowners are to be weighed equally.

Communication 102: 09/18/2019

Two Questions.

If there were a station near SW Genesse st. I don't see anywhere to park, would cars park on 26 ave. s.w.?

2. To cross the Duwamish river you would either need to tunnel, or build a low lever draw bridge or a high lever bridge to clear ships.

Could the West Seattle Freeway Bridge be modified to support Light rail beneath it, like suspended beneath the bridge?

Communication 103: 09/18/2019

I firmly believe the Fixed Bridge Crossing / Elevated Station at 14th is the best option, given its lowest cost for construction and not as disruptive to the residential neighborhood as it would, had it been built along 20th Ave. crossing Market St.

Thank you!

Communication 104: 09/18/2019

I admit I do not completely understand how funding works, but as a tax paying citizen, I would like to see a tunnel option for the Ballard light rail extension. Riding the bus every day, I am subjected to the delays caused by the Ballard Bridge going up and as maritime traffic increases (along with the population of this city), I do not feel a movable bridge would scale well to the demands of both. A fixed bridge option is probably the second choice, but I do worry about the structural integrity of such a project. Granted, I am not an engineer. I have no strong feelings about the placement of the station in Ballard - closer to the urban core or not. At least we have a station in Ballard, I say. I guess the key to all this is 3rd party funding. I am not sure I favor another tabs increase or property tax initiative to pay for this tunnel idea. Americans, we're like the cheapest people in the world but we want everything perfect. Thank you for reading my opinions.

Communication 105: 09/18/2019

I firmly believe that the Delridge Station South of Andover, connecting to an elevated Andover station, is the ideal path forward if a tunnel alternative cannot be managed without additional timelines and taxes.

The proposed station north of Delridge is too remote, and does not integrate with pedestrians, cyclists or busses. We cannot build a station that does not easily incorporate or introduces barriers to integration with the new Rapid Ride busses and SDOT improvements to Delridge.

The Delridge Station South of Andover delivers on the promise of ST3 without delaying the construction and delivery of lightrail to West Seattle. Sound Transit should not risk their standing in the community by changing the scope of the project and adding several years to the delivery date to entertain a tunnel. A tunnel would be ideal, but we cannot delay or raise more capital for lightrail without losing trust with voters or facing more political backlash.

Communication 106: 09/19/2019

The 20th Ave stations in Ballard are a must. Saving the reliability of trains from potential faults in the drawbridge approach, and serving the core of Ballard with its much higher density compared to 14th's parking lots, should be a no brainer.

West Seattle has no greater benefit to reliability, nor ridership with a tunnel, and tunneled West Seattle alignments should be forgone.

Communication 107: 09/19/2019

I support any of the alternatives that maintain or improve the initial timeline (2030 or before for West Seattle). Elevated routes are perfectly fine and neighborhoods may have to be reconfigured slightly to build this. I would rather any potential additional funds be used to improve ridership and access or reduce construction time, and not be spent on preserving existing developments. An elevated line does not have to be an eyesore - I think it would make for great views as a rider and could be creatively woven into the community with thoughtful design and artwork.

Communication 108: 09/19/2019

I LOVE the 20th Ave NW station placement in Ballard. This is where the station should have been all along. This would put the station in the heart of the neighborhood where all the density and commercial activity already is. Let's find the funds to make this happen.

Communication 109: 09/19/2019

The full at-grade SODO station presents easy transfers and savings for the project, despite the loss of the bus corridor. However, better bus connections can be added throughout the line to make up for this. The full elevated West Seattle line along Andover should be prioritized as other options will balloon the costs and not increase ridership. The Thorndyke tunnel in Ballard could benefit the line for future ridership growth and bring light rail to the true urban core of Ballard. All of these options could mean high quality stops for about \$250 million in third-party funds which is reasonable considering that with more analysis, ridership is probably higher than originally thought in Ballard and West Seattle. Please consider these options. Thanks!

Communication 110: 09/19/2019

I think having the ballard station on 20th ave NW would be much better than than on 14th/15th ave. A station at 20th ave would drop you off in a really walkable area, and much closer to all of the businesses on Leary and Ballard aves.

Communication 111: 09/19/2019

We should stick to the original ST3 plan approved by the voters. Unless we tear down Ballard bridge, the effects on the maritime traffic is already there. Make sure the Ballard bridge and the light rail drawbridge up and downs are synchronized, so the effects on maritime traffic won't be changed. Or build a high bridge that can accommodate both light rail and cars?

Communication 112: 09/19/2019

First, alignments must be grade separated (or equivalent) from traffic and must not be interrupted by traffic (such as boat passage requiring openings of a movable light rail bridge). In no case shall other forms of transport interrupt light rail as part of regular traffic or due to crashes/accidents. Secondly, alignments with the shortest construction time should be chosen. Third, alignments that provide for future expansion should be chosen. Fourth, alignments with the highest projected ridership should be selected.

Communication 113: 09/20/2019

For Delridge, I am in favor of either the Pigeon point tunnel (first choice) or the Yancy/Andover elevated station for lower residential impact and improved access for those in Delridge valley. the one closer to the community center offers natural stopping point where the Yancy/Andover is at the farthest north point of the community,

For the SODO structure I am in favor of the double elevated line. the City is spending a fortune and years of detours building the Lander street overpass to mitigate railroad/car interaction. now you want to "undo" that by building lightrail back on the surface?

Communication 114: 09/20/2019

Please do double elevated in Sodo.

Thanks,

-A south end rider

Communication 115: 09/20/2019

Hi,

As a resident of Ballard, I consider at least a non moving bridge, and preferably a tunnel, as a must do. Building closer to the heart of Ballard with the alignment on 20th is better to support growth and density already there.

Communication 116: 09/20/2019

Sodo elevated option A and Pigeon Point tunnel are the best options for WS in my opinion. The cost increase is not easy to figure out but if we are going to do light rail here, we have to do it right. The tunnel option should be a slam dunk for residents in West Seattle.

Communication 117: 09/21/2019

Image this.

All above ground tracks, crossing Dawamish river north of West Seattle Bridge. Prefer a high bridge for view. No disturbance of river bed soil as with tunneling under. Above ground station near Chelan's, where busses regularly go. Then above ground tracks to just south of Pier 1. Where on Seattle and Port Property a major transfer station with lots of parking. Coffie shops, small food stores. Also the Water Ferry moved to this location to reduce traffic and parking from where its presently located.

A short tunnel to Admiral District. only 3258 feet.

A track back to SW Spokane street and then a tunnel to 35th SW and then tunnel (7500 feet) to station between located fairly between Fauntleroy and the Junction on Alaska street.

Total tunneling would be about 12000 feet. Savings would be invested in Harbor Ave. Transit Center.

Benefits would be reduction of underground by 60%

Benefit, parking for lots of cars on port property, just south of Jack Block Park. Additional parking there would relive parking problems near Salty's and Boat Launch. Would not require purchasing property of station near SW Genesee street, where there is no parking available.

Only one station near 35th SW, saves costs.

and only one station near the Junction saves cost.

OneRogueCloud

Communication 118: 09/21/2019

I think that monorail instead of light rail would be better in this corridor for many reasons, to many to detail now. But the initial cost should be less, construction time less, would avoid expensive tunneling including second tunnel under Downtown Seattle, could be extended to Crown Hill, compatible with high-level bridge over ship canal, safer, less obtrusive, would require less acquisition of land, and more. It would be similar to the defeated Green Line of the Seattle Monorail Authority, but there would be variations in the route according to current requirements. I will have more details on my website www.seattlemonorail.org, but haven't had time to update it yet.

Bob Fleming, Seattle

Communication 119: 09/21/2019

Why is there only one tunnel option? What is the height of the elevated tracks? Is street level an option? I think the Yancy/Andover route for the first stop is great, especially if we look forward to making a route go down Delridge then there will be a stop farther north for all of those residents as well as workers for the businesses that are in that neighborhood. As for the pre-Delridge addition the walk to the Yancy/Andover stop isn't too far to walk to. If there is a way to tunnel after the first Yancy/Andover stop, I think that would be preferred by many. Underground is 100% better than an elevated track. I have lived in many cities, NYC and SF being the two with the best public transportation options. Follow their lead underground is the way to go.

Communication 120: 09/21/2019

Having an elevated track through Alaska junction will be terrible for the core of West Seattle. If it has to be elevated, it shouldn't go to California Ave. It should go on Fauntleroy

Communication 121: 09/21/2019

An above ground light rail would be extremely detrimental to the west Seattle neighborhood and community. At no point should an above ground light rail in west Seattle be considered. The only correct way to do a light rail in west Seattle is a tunnel and if that can't be accomplished it shouldn't be done at all.

Communication 122: 09/21/2019

The Delridge Station at Dakota Street option seems to be the most respectful to the neighborhood. Better station access and TOD potential, as well as tunnel access through West Seattle to the Junction would make West Seattle seem less like an afterthought, and more like a proper neighborhood of Seattle. It would impact fewer residents and businesses. Having an elevated rail would negatively impact light access for residences, increase sound pollution, reduce visibility on the main streets making them less safe for pedestrians, add visual clutter, and lessen the quality of the urban environment.

Communication 123: 09/21/2019

It was kind of the team to consider the alternatives of a tunnel, but elevated transit makes the most fiscal sense and serves the broadest swath of our neighborhood through service that will begin earlier and with less expense. Our family moved from Chicago and is eagerly awaiting the debut of light rail in West Seattle — and will happily look at a new home adjacent to an elevated section of track! Having lived adjacent to the red/brown line tracks in Chicago - it's like a built in sound machine, plus the convenience of local stations can't be beat!

Communication 124: 09/21/2019

No to the elevated Yancy/Andover option. Too much negative impact on businesses. Do a tunnel.

Communication 125: 09/22/2019

The station needs to be in the heart of Ballard, at 20th ave. 15th and 14th would require too much walking to get into the business heart of Ballard and would be almost useless for me and most people. We need to invest in this vital infrastructure and we need to get it right so that it will be used. If it's outside of the business core of Ballard, it's a complete waste and missed opportunity.

Communication 126: 09/22/2019

For Ballard: 20th Ave Tunnel Ballard – Thorndyke Portal option is clearly the best alternative as it both minimizes disruption to the light rail that a moveable bridge would cause, while also allowing for a

station in the heart of Ballard. Combined with a lower cost than the BNSF option, this is clearly the alternative to choose.

Sodo: either at-grade or partial elevated options are good, the money that would be spent on double elevated could be better used elsewhere.

W. Seattle: the Delridge Station at Dakota St alternative is cost prohibitive, especially given the meager benefits it brings. Yancy / Andover Elevated option is also bad because the station location of Andover would be terrible for accessibility and ridership. That leaves elevated line in Delridge Station South of Andover alternative as the best option.

Communication 127: 09/22/2019

The Pigeon Point Tunnel route not only requires the additional cost and construction time/logistics to build, it also routes the elevated portion of the light rail up SW Genessee which is a narrow and very steep 2-lane road. It is the only east-west arterial for the north Delridge area and is traveled by school and Metro transit buses. Disruption of traffic on this relatively short stretch of road would be dire. And constriction of access (already difficult for bicyclists and cars) would be problematic.

Communication 128: 09/22/2019

As a WS resident, I don't see a lot of value in this route. It avoids the steep incline of SW Genessee but the Delridge station is so far north that it doesn't serve the community center easily or South Seattle College students. I don't understand why the route can't follow the WS Bridge/Fauntleroy corridor rather than disrupting so many residences.

Communication 129: 09/22/2019

The route with the least impact to housing, but more impact to businesses in the West Seattle plan is probably best. If there is a way to keep the train on the south side of the bridge, that may be more efficient, as well. There doesn't seem to be a lot of reason for the expense to dig under pigeon point with the station being in Delridge. No matter what you'll need to address parking near the station and the impacts to housing resulting from the increase in traffic and proximity to the train.

Communication 130: 09/23/2019

The double elevated alternative (Option A) is the only configuration that seems to work long term. The overpasses at Lander and Holgate will dramatically change the auto and truck traffic, particularly on Lander, and the east west traffic on that corridor is very important to the efficiency of that industrial neighborhood.

Communication 131: 09/23/2019

I am against the at-grade design. The fully elevated option should be pursued.

Communication 132: 09/23/2019

I am writing in support of the double elevated option in SODO. Single elevated with overpass on Holgate and Lander would create traffic congestion in this very busy industrial area. A double elevated would section would keep trains and traffic moving and have minimal impact on businesses in the area.

Communication 133: 09/23/2019

I am AGAINST the Preferred at-grade design with intrusive overpasses, and FOR study of all-elevated tracks and platform at Sodo Station.

Communication 134: 09/23/2019

None of the Ballard alternatives currently address how the different alignments affect future expansion. Each station should also be considered along with how it will impact future expansion of both the line being studied, as well as an East-West line that intersects at Ballard station.

Communication 135: 09/23/2019

I have lived in Ballard (on NW 17th Ave and NW 52nd St) for over 15 years. This is just a couple blocks away from Old Ballard Ave-the heart of Ballard. Over the years there has been many drastic and disappointing changes to the neighborhood. This has come from many new developments (condos, restaurants) that end up displacing the old Ballard, the small business that have been there for over 15 years. Many are family owned.

If the Light Rail gets put in on 20th it will destroy old Ballard-the heart of Ballard and many of the businesses. It will have a much larger impact on the neighborhood and not in a positive way. Having the Light Rail on 20th will rip apart old Ballard. I absolutely don't think this is a good idea.

I would vote for putting it in on 14th Ave. That is away from many small businesses. For me as a commuter, I'd much rather cross the street and walk a few blocks to my bus stop over having it closer to me.

Communication 136: 09/23/2019

Reduce the number of options to be studied to those that fit within the original ST3 budget and don't require third-party funding.

While individual homes are obviously important to those who live in them now, don't let the voices of a few override common sense and fiscal responsibility.

Stop adding more options to be studied or doing other things that will result in delayed implementation. The people of West Seattle want light rail as soon as possible (before 2030 if feasible) and don't want the timeline to slip to 2035 or 2040 just to go through more process.

Communication 137: 09/23/2019

BEST OPTION IS FOR THE STUDY OF ALL-ELEVATED TRACKS AND PLATFORMS AT SODO STATION. AT GRADE DESIGN WILL BE DETRIMENTAL TO TRAFFIC IN THE AREA, INGRESS AND EGRESS BOTH.

Communication 138: 09/23/2019

I emphatically support the plans with the following characteristics :

"further west" location, such as 20th (to target max user base)

tunnel rather than elevated bridge (for service consistency and minimized impact to maritime traffic)

I believe this maps most closely to the Thorndyke Portal plans.

Thanks,

-John

Communication 139: 09/24/2019

I really think options a or b are best (B being the most logical in my opinion). They obviously cost more, but the Ballard station should be as central to the Ballard urban village as possible. Otherwise, I feel

ridership will be very negatively impacted. I'm also against the idea of another bridge limiting water vessel and causing potential bottlenecks.

Communication 140: 09/24/2019

Neighbors are concerned with the impact of what would happen to home owners located on 16, 17, and 18 ave SW under the proposed tunnel entrance into pigeon point.

Communication 141: 09/25/2019

In favor of elevating everything possible regardless of cost for all lines yet to be built. NOTHING AT GRADE.

Communication 142: 09/25/2019

It makes more sense for the tunnel to come out at 15th and Market as that is already a major transit center. Thank you.

Communication 143: 09/25/2019

What was wrong with the original route for ST3 Representative Project? Why do we want to spend \$1 billion more than that route? Go with the original option if it costs that much less. The extra money will just delay construction even more while you try to find funding. I would like to see this actually built before I die.

Communication 144: 09/26/2019

Hello,

I am a home-owner and resident in the Youngstown neighborhood of West Seattle (at 4111 26th Ave SW, the intersection of 26th and Dakota). I am writing to express my support of the Pigeon Point Tunnel, proposed by Councilmember Lisa Herbold. Because it comes in at an estimated \$200 million instead of the \$500 million estimated for the previous Pigeon Ridge Tunnel option, I believe it deserves consideration and further study.

Our little neighborhood of roughly 4 square blocks is continuing to develop with high-density townhomes, while at the same time containing smaller, single-family homes that are occupied by working class families (who could afford to buy in Seattle before the major boom). My family of four is definitely in the latter category. Many residents in our neighborhood feel strongly that to dissect the neighborhood with the Blue option would mean the destruction of the City's goals of creating high-density neighborhoods close to downtown.

I urge Sound Transit to consider the Pigeon Point Tunnel option.

Thank you for considering,

Anne Bradfield
206-286-7850

Communication 145: 09/27/2019

I am the owner of Esquin Wine & Spirits. Our business will be negatively impacted by an overpass on South Lander in the at grade option. We have been in business for 50 years and might not survive if another overpass is built on Lander. We have a preference for the double elevated scenario but a strong preference for that option or the partial elevated option.

Chuck LeFevre
206-459-0485

Communication 146: 09/28/2019

Delridge:

Two sensible light-rail alternatives avert the needless destruction of many Youngstown homes and the accompanying decimation of a long-established community – the Andover-Yancy and the Pigeon Ridge Tunnel alternatives. Both prevent needless destruction of homes.

The Andover-Yancy alternative minimizes the destruction of homes and could be a cost-saver for Sound Transit if the Delridge and Avalon stations were combined into one station. A multi-modal transfer/transportation complex can be constructed adjacent to the station. This as the BEST option for transfer opportunities. Nucor truck traffic can be mitigated with design and construction planning (there are already protected traffic signals at Andover and Delridge). The Avalon light-rail guideway should be advanced into the DEIS with two options for the Avalon guideway: 1. An Avalon tunnel 2. An Avalon above ground guideway.

The Pigeon Ridge Tunnel alternative is our preferred alternative. It averts the destruction homes in Youngstown as well as homes on Pigeon Point and the destruction of businesses located on Delridge Way. The tunnel alternative also does away with traffic disruptions for vehicles exiting the West Seattle Freeway and for trucks accessing Nucor Steel and it also preserves existing bikeways. When given further study, tunnels have been found to be practical alternatives. For example: The Sound Transit tunnel infrastructure in the Roosevelt District of Seattle.

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Communication 148: 09/28/2019

Ballard: The BNSF Portal seems reasonable.

SODO: Do the partial elevated option.

West Seattle: Both options are absurd. Stick with doing elevated to the Junction via Delridge and keep the two planned stations in Delridge. We can't afford the luxury options and they perform terribly for access and ridership.

Communication 149: 09/28/2019

In Ballard, build the elevated representative alignment with a fixed bridge (no draw bridge unless it goes up less than a couple times per day).

In SODO, build the partial elevated alignment.

In Delridge, build the yellow line. It doesn't cost as much, but has a station in a more central located position.

Thanks!

Communication 150: 09/29/2019

Regarding the West Seattle extension: I favor the representative project instead of either alternative, and am strongly opposed to the tunnel.

The representative project provides the best station location, with the easiest access. Delridge is a major corridor through WS, and it makes sense for the light rail to stop there.

The tunnel not only has the least convenient stop location, the additional expense and time to complete construction are not the right tradeoff for the benefits to Youngstown and Pigeon Point. As demonstrated by the daily backups on the WS bridge and the unreliability of busses downtown, WS has an immediate need for more reliable transit. Delaying the process with a costly tunnel doesn't make sense.

Communication 151: 09/29/2019

Sound Transit Employees,

I voted for the ST3 expansion. I want rail to be a part of Seattle's future. When I voted for the proposal, the west Seattle rail extension was shown to cross the Duamish parallel to the west Seattle lower bridge, head up Sodo, then head north up Avalon. When we purchased our home around the same time, we took this proposed map into account.

My home is located on delridge way sw and will be affected by the proposed location of the delridge station. I'm very surprised that the delridge station location that is being pushed by sound transit is for a two-block contingent of homes, when there seem to be alternative locations that wouldn't require taking our homes.

Also, all the 'alternatives' that were initially proposed seemed to have the delridge station in one place. So, I just wanna say these didnt seem like alternatives from my perspective.

I also felt like sound transit did a very poor job informing us of these proposals from the beginning. It wasnt until our neighbors started speaking up, that we started receiving notifications in the mail. Up

until that point, were expected to be notified of the eventual demolition of our homes by reading read posters on telephone poles.

In our city homes are a scarcity. Please consider this before you take out a couple city blocks of homes. Your decision will have an impact on the wellbeing and lively hood of many families, so I urge you to please not take it lightly. If there is a route than can serve the greater community and preserve our homes, please take it seriously. Do not rush this process to save a couple years off the construction time.

Thank you,

Alex Scillitani

Communication 152: 09/29/2019

I prefer the Thorndyke tunnel crossing with stations closer to "DT" Ballard.

Communication 153: 09/29/2019

Keeping train and surface traffic separate seems to be a valid long term goal, but also keeping the busway if possible.

Communication 154: 09/29/2019

Difficult access to station is too big a drawback for Yancy'Andover.

Communication 155: 09/29/2019

This is the best alternative, esp. lower Delridge station.

Communication 156: 09/29/2019

Comments on Initial Assessment alternatives - from long time WS resident who commutes daily to SODO from junction

Yancy-Andover:

assessment of impacts seem correct, will be most disruptive to community but its slightly better than previous. Impacts to business park a shame but probably unavoidable. Overall not likely to have a lot of support. this is a heavily congested corridor. the recent SDOT roadwork at 35th and avalon has had detrimental impacts to commute times that impact all commuters, transit, car, bike. folks have a good feel for what construction would do to their day to day routine and can imagine it going on for 10-years and basically becoming unlivable. perception of community could quickly shift to negative even though folks are otherwise looking forward to improved transit options. Why not just expand C line and D line? That's what I will organize my neighbors to push for if this moves forward.

Pigeon point tunnel:

does a good job of meeting needs of community while minimizing impacts from construction and RE acquisition. Only viable alternative that will have community support and doesn't appear to tear WS apart. Avoids heavily used skatepark and golf course which is nice. Add a roof and lighting to skatepark as noise and construction impact mitigation. trees there are non native and a hazard, few people would miss.

SODO at grade station seems like nicest of the three.

thanks for keeping the WS tunnel in the mix. I will continue to support this as long as that stays viable.

Zac Corum

Communication 157: 09/29/2019

Thank you SO much for reviewing the MANY benefits of the Pigeon Point Tunnel alternative as the ONE and ONLY solution for West Seattle light rail, improving accessibility to Delridge residents and ultimately moving light rail lines and stations underneath West Seattle, both at Pigeon Point and ultimately underground to the Alaska Junction.

This is the only acceptable solution for West Seattle and is worth both the effort and expense to implement, even if there is a schedule impact. This is a LONG-TERM solution for transit in our area, and it's worth every penny to do it in a way that is the best for our area.

With all the success and experience of the tunnels dug for the North light rail extension from Capitol Hill to Northridge Mall, Sound Transit has proven that this is a viable alternative that Puget Sound deserves.

Get it done! ;-)

Communication 158: 09/29/2019

I live in West Seattle and have concerns.

I'm against the possibility of a future elevated ST4 lightrail running down 41st Ave SW or 42nd Ave SW. What an eyesore that would be. The thought of dividing West Seattle west/east with an elevated light rail should be unacceptable.

I'm on the side of the many that would like to see a tunnel....or...possibly an elevated down Fauntleroy Ave.....or...a ground level running down Fauntleroy.

Running down Fauntleroy would save 100's of homes from being destroyed.

Thx

Communication 159: 09/29/2019

The Yancy/ Andover route and tunnel through Pigeon Ridge are two alternative routes worthy of evaluation in the EIS. With so much at stake for generations to come, studying multiple alternatives is imperative. The current routes, particularly the blue line, would decimate the Youngstown neighborhood. This is entirely unnecessary. This is a community that should be served by light rail, not displaced by it. It's one of the few remaining affordable neighborhoods in west Seattle and one of the few neighborhoods zoned as Lowrise 2. The neighborhood contains a diversity of housing, from single family homes, to townhouses, rowhouses, apartments, and Low income housing. It would be a huge mistake to displace and destroy this neighborhood.

Communication 160: 09/29/2019

The pigeon point tunnel is the only one that makes sense. It is unclear how

"elevated" the train will need to be in the Youngstown/Delridge neighborhood. It appears extensive cost savings could be made in the project (ie, properties that would not need to be taken over with a right-of-way) if the Pigeon Point tunnel was chosen and the Nort End of the Golf course was used.

The last six holes of the West Seattle Golf Course are notoriously unpopular. Apparently, the original designer died before they were completed.

All of the other options will have an extensive negative effect on Longfellow Creek, a pride of West Seattle.

Communication 161: 09/29/2019

I commute to downtown from South Delridge, close to White Center. That means I typically ride the 120 along Delridge, and will eventually transfer from the 120 to Link at the Delridge station when it opens, as will many of my fellow riders on that and other similar bus routes. The Pigeon Point tunnel option and the yellow line option are both appealing to me because they offer Delridge stations that are farther south and more accessible. I lean away from the Yancy/Andover elevated option or the red line option, which seem like they will make it significantly more difficult to quickly transfer from the busy buses along the Delridge corridor to the Link station there. As far as cost, I have no problem with the more expensive options except to say that this Link expansion is hugely important to all of us who live on the west side, and it's critical that we not miss out on this opportunity because we aren't willing to settle for some of the less preferred options that fit within a realistic budget. If third party funding can be secured to build some of the tunnel options - great! But if it can't, I think the vast majority of us West Seattleites favor building ANY of these options over giving up and building none at all. Thanks for all your hard work on this, ST!

Communication 162: 09/29/2019

Because I live near the intersection of Avalon Way and Genesee, it seems all options may subject my residence to eminent domain. That said, I lean toward the Delridge Station at Dakota and the North Duwamish Crossing as the most effective options for commuter access and least impact to the West Duwamish greenbelt, the largest remaining greenbelt in the City, and an area of significant importance to the Duwamish Tribe. Seattle has kicked the can down the road on mass transit while simultaneously allowing huge development and growth. It is time to pay the piper, get it done with a design that gives ready access and moves the most people, while protecting an important natural area for the City's tree canopy and of cultural significance. The harbor front and north side of the W. Seattle Bridge are far more appropriate locations for any above-ground light rail due to noise and (un)sightliness. These options already impose noise and sight pollution on a good many residences in the absence of a much preferred tunnel solution.

Communication 163: 09/29/2019

Both reasonable light-rail alternatives avoid the unnecessary demolition of a lot of Youngstown homes and the long-established community & neighborhood. The Andover-Yancy and the Pigeon Ridge Tunnel alternatives can avoid unnecessary demolition of homes which should be most effective option that can help the neighborhood. What's the point if neighborhood is being destroyed. The biggest objective is to help and serve the neighborhood but not destroy the neighborhood.

The Andover-Yancy alternative minimizes the destruction of homes and could be a cost-saver for Sound Transit if the Delridge and Avalon stations were combined into one station. A multi-modal transfer/transportation complex can be constructed adjacent to the station. This is the BEST option for transfer opportunities. Nucor truck traffic can be mitigated with design and construction planning (there are already protected traffic signals at Andover and Delridge). The Avalon light-rail guideway should be advanced into the DEIS with two options for the Avalon guideway: 1. An Avalon tunnel 2. An Avalon above ground guideway.

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Communication 164: 09/30/2019

As a seaview resident and Third Party Funding tax base, I support the Alaska Junction tunnel proposal. I would gladly pay a new levy to have an off grade and unobtrusive light rail.

Walt Della
4850 50th Ave SW

Communication 165: 09/30/2019

I think option A is the best solution. Not just because any other option would force me to move my business, but because it is the option that won't leave with any regrets. I know it will cost more, but it will cost more to fix it in the future. I think if we could go back, the whole line would be elevated rail and everyone would be a lot happier. I don't think that large infrastructure projects are the place to be cheap.

Neil

Communication 166: 09/30/2019

The alternative that takes the route north of the West Seattle bridge makes the most sense. That route would minimize the impacts to both residential and commercial businesses. The construction impact on this high traffic area needs to be considered as all the southern options run along/across Spokane. With the expansion of T5 the truck traffic will only be increasing.

Go North!

Thanks for asking.

Communication 167: 09/30/2019

In regards to the Avalon/Junction West Seattle station, please save the retailers at the intersection of 35th & Fauntleroy. Taco Time and the Starbucks Drive Thru are such heavily utilized, convenient food options and it would be a true shame to displace them.

Communication 168: 09/30/2019

After reviewing the evaluation results, it is clear to me that the Pigeon Point alternative offers a number of major advantages over the other options being considered. I was initially somewhat of a skeptic about a West Seattle Tunnel option due to the higher costs, despite agreeing with its proponents that it would be preferable in terms of impact on residents and businesses in the area. However, we are making a major investment in transit infrastructure with this project, and need to consider the long-term benefits of a tunnel option with north-south alignment to enable future expansion towards White Center and Burien. I am now fully sold on the Pigeon Point alternative as the best way to accomplish those goals while minimizing negative impacts from these projects, and am hopeful that we can identify a 3rd party funding source to make this possible.

Communication 169: 09/30/2019

To whom it may concern,

I dislike the Yancy and Andover route, and it makes very little sense to me. There would be tremendous negative effects on the surrounding businesses, the station that is proposed is much too far north for anyone to use the station, and there is a visual pollution as the route is going through many blocks and blocks of neighborhoods. The daycare that I take my child to will close, and many other businesses in that business park will close. This area is vital to the community and supports many many households.

The other solutions such as the ST3 solution has a better route, wont affect as many neighborhoods and small businesses and many more will use the station that is further south.

Please don't destroy the West Seattle neighborhoods by using the Yancy/Andover Station.

Thank you,

Communication 170: 09/30/2019

SODO Double Elevated Option Comments

9/30/19

I question a number of claims stated by Sound Transit Staff concerning the SODO Double Elevated Alternative/Option. And wish to firmly added that there is wide spread support from the SODO business community favoring elevating all rail lines in SODO enabling free flow of freight, vehicle and pedestrian traffic.

Contrary to statements by Sound Transit Staff, the SODO Station Design Coalition found the Double Elevated Alternative/Option may in fact cost less with far fewer economic impacts to the neighborhood over the At-Grade Option. With what is known so far, the Double Elevated Option may cost \$30-50 million less than the At Grade Option, not to mention the immeasurable impacts to employees, business and freight movement during the 1-2 years while the proposed At Grade Option's Lander and Holgate overpasses are under construction. This closing down of the neighborhood alone will constitute tens of millions of dollars in business and job loss, traffic gridlock and re-routing of freight and transit. As can be seen the At Grade Option creates significant unaddressed social equity issues for this fragile job-based neighborhood ignored by Sound Transit in this initial evaluation.

The at-grade and all-elevated alternatives have been scrutinized by design and construction professionals and have been shared with the Sound Transit Board and Staff. Information using "all-in" construction costs shows the Double Elevated design could cost less than the Sound Transit's Preferred At-Grade Option - largely due to relief from building costly overpasses at Lander and Holgate. Those cost estimates and construction considerations were developed by the second largest Design Build Contractor in the United States, who has resident knowledge concerning the construction of the existing ST-1 rail and Station at Lander Street. And station planning was reviewed by a nationally renown architectural planning firm.

This information has been shared with Sound Transit staff over time. The Sound Transit Board has urged Sound Transit Staff to work with the neighborhood to review the findings. And the neighborhood looks forward to a collaborative effort, to fully vet costs and scope between the two Options.

Also, I believe it is important to respond to the summary points provided in the "Sound Transit Initial Assessment for the Double Elevated Station":

- Agree a primary station design goal should: “Facilitate transit integration with SODO busway”, an important aspect of a true transportation HUB and equally sought by Metro Transit. The Double Elevated Option has a greater ability to achieve this goal.
- “Constructs elevated guideway in poor soils”. This becomes an issue with the At-Grade Option as well. Contractors and Sound Transit are well-experienced in such construction and able to minimize costs and impacts.
- “Guideway and station footprint potentially resulting in greater business effects”. Curious comment, these business “impacts” are all negative if the At Grade Option with overpasses is constructed. The Double Elevated Option will produce measurable benefits while the At Grade Option poses greater potential for short-and long-term negative impacts to businesses and jobs. The At Grade Option produces severe social equity issues.
- Confusing language “Maintains at-grade Lander Street, and gated at-grade crossing of existing light rail line”. All rail tracks are elevated in the Double Elevated Option, signaled crossing at-grade not necessary at Lander.
- “Holgate roadway overcrossing eliminates light rail/traffic conflicts” Yes very important.
- Agency states there would be “More complex and costly elevated track” Sound Transit has not revealed a cost break down that could be used to evaluate differential costs. Has staff accounted for "all-in" cost to build overpasses and impacts to the community of the At Surface Option? The claim of higher potential business effects” there are measurable short and long term business impacts if the At Surface Option overpasses are constructed - construction will block SODO’s vital cross streets for 1-2 years during build-out with resulting long term negative impacts as well. The all Elevated guideways are far less intrusive to on ground level activity during and after construction.

Claim of \$300-\$500 million greater cost to elevate the line not substantiated.

Given these facts the Double Elevated Alternative must be considered and included in the EIS for further study.

Communication 171: 09/30/2019

I'm writing to oppose the Yancy/Andover Elevated alternative. As a resident of West Seattle, I feel strongly the Yancy/Andover route is not a worthwhile option to include in the draft EIS for further study (let alone the best option to ultimately pursue). The route performs poorly across many of Sound Transits' evaluation measures, and, importantly, performs worse than other alternative routes under metrics like operational constraints, passenger transfers, business displacement, and commerce effects.

The Yancy/Andover elevated route jeopardizes more than 110,000 square feet of business development and will significantly affect large commercial operations and local businesses alike. Not only will the route disrupt freight movement to large enterprises like Nucor Steel, the Yancy/Andover elevated proposal will displace myriad small business that serve our neighborhood. From child care centers to local bars and restaurants, the services our neighborhood uses on a regular basis would be displaced.

The route also has a significant negative visual impact. The Yancy/Andover elevated proposal calls for nearly two times as much track above 75 feet tall relative to other alternatives.

The Yancy/Andover proposal invites a significant amount of disruption and does not offer clear benefits over other alternatives. I urge you to remove it from consideration.

Communication 172: 09/30/2019

Please don't destroy West Seattle with an elevated track like they did with the Alaskan Way Viaduct. Did we not learn anything from that? A tunnel is the only option to save our village feeling.

Communication 173: 10/01/2019

As a Pigeon Point resident of 12+ years who lives next to the greenbelt on 19th Ave SW, I've witnessed the slow deterioration of our hillside due to the normal weathering that we experience yearly. I've had our soil tested - as have neighbors - and it is evident that we are in an area that is precarious when it comes to hillside management.

I am very concerned about putting a tunnel under Pigeon Point. Even though it would not run under my home, I am very concerned about the hillside support for the entire 3+ block stretch of 19th Ave SW (basically from SW Charleston down past SW Genessee where the Pathfinder school sits). My assumption is that other neighboring streets will similarly be concerned, as it relates to their similar hillsides and soil. I want to know what will be done to offer support for the vulnerable hillside that would likely experience impacts from the tunnel-building process.

Who will be managing those concerns to Environmentally Sensitive Area (ESA) before, during, and likely after the project? What expectations should residents have to ensure that the hillside maintenance will be protected if the Pigeon Point tunnel were to become a reality?

Thank you for your time.

Regards,

Marty Reinsel
19th Ave SW Resident on Pigeon Pt.

Communication 174: 10/01/2019

Dear ST3

I am a long time rider of public transportation from Magnolia to downtown Seattle

I want the Draft EIS for Light Rail from Downtown to Ballard to specifically study the following from Smith Cove to Ballard:

- North of Dravus Street: "Thorndyke Portal - Option B" with a tunnel to Ballard and a tunnel station in Ballard on 20th Avenue NW.
- Adjacent to the Interbay Athletic Facility and Golf Course: surface light rail between the Interbay Athletic Facility and Golf Course and the BNSF railroad.
- South of the Interbay Golf Course: the Level 3 Alternative "Brown Line" which features surface rail adjacent to BNSF and a tunnel portal in Smith Cove west of Elliot Avenue.

These options would be best for transit riders and minimize construction costs and impacts on 15th and Elliot Avenues W.

Thank you,

Bruce D. Carter
3012 West Eaton Street

Communication 175: 10/01/2019

Hello,

We are the Smith family. Andy and I were married young. We had our first child young. He went to art school and I went to Seattle Central. We moved to West Seattle and lived in terrible apartments trying to stay afloat and never were able to connect with the people around us. That all changed when we moved to 25th Ave SW. My husband and I purchased our first home (4102 25th Ave SW) in 2011 as part of a first-time home buyers grant through the City of Seattle. There is NO way we would have been able to do it without the help of this grant. We are a family of four plus one. My husband worked full-time, while I was a stay-at-home mom for the first 6 years of my girls' lives. Currently, I work as a clerical substitute with Seattle Public Schools. My older sister recently moved in with us after a sudden life change afforded her no other options. She needed family, and along with the rest of our neighborhood, we welcomed her home. Our youngest daughter, 10, recently started at TOPS K-8 to attend the school district's only Deaf and Hard of Hearing program. She is an avid reader, plays the upright bass, and loves to play rugby with the WS Wildcats. Our oldest daughter is a senior at West Seattle High School and a Denny Middle School "graduate". We have taken full advantage of the 120 and 50 metro routes being so close to home; using the bus lines as our primary school transportation, but these bus lines were not the only reason we decided to purchase our home on 25th Ave SW. We chose this home because of its location. Plain and simple. It's proximity to the bus lines, the bridge, the community center, the play fields, Longfellow Creek trails, the Duwamish River, the Delridge Deli Mart, and the skatepark. What we didn't expect was to fall in love with is the people around us. We finally found the community and the trust in others we were looking for the minute we moved into this little place. We worked hard on our small footprint in the city to become one of the top 25 urban farms in the city taking the reins of hosting a stop on the Seattle Tilth's Urban Farm Tour three years in a row. It brought those closest to us over and started a conversation about sustainability in West Seattle and right here on 25th. Unfortunately, our little homestead will be displaced from this little place we love to somewhere outside of the city because the housing market is way out of reach for us. We were able to buy when home prices were not as steep and combined with the help of the city. There is no way for us to stay in Seattle city limits. That means, our youngest daughter will not be able to finish out school in the only neighborhood she knows and our oldest will not be able to come home from college to the place she grew up in and remembers as "home". We will be displaced from a neighborhood we love.

We are just one family with one story, but there are so many other families that call this place home. Matt has been a staple in the neighborhood, living in the very first home built in Youngstown and holding down the corner of 25th and Dakota with guitar playing on sunny spring and summer evenings, we saw his son graduate high school and college...Chris and Karoline have been feeding the neighborhood cats and teaching the kids the importance of learning an instrument, bike helmets, and playing outdoors....Theresa blesses everyone with her eccentric and spontaneous plastic turkey on her flag pole and beautiful artwork...Bill and Cathy reminisce about their glory days of bowling with my avid and college bound bowler and the beauty of Montana... babies have been born, fresh eggs have been shared, holidays, birthdays, and anniversaries celebrated, and the people in this neighborhood have shared in all of this goodness TOGETHER. We are truly a great group of neighbors that encourage each other and support each other the way that neighbors should.

Soon you will be making recommendations for Sound Transit Light-Rail routings. We, the Aguilar-Smith family, respectfully request you recommend, for inclusion in the EIS, BOTH the Purple/Pigeon Ridge Tunnel and the Andover-Yancy-Avalon routes. These two light-rail routings circumvent the needless destruction of our Youngstown neighborhood and homes. These two routes merit in-depth study during the EIS.

Purple Route/Pigeon Ridge Tunnel route highlights:

This sensible routing would skirt our Youngstown neighborhood and eliminate many of the routing difficulties caused by paralleling the West Seattle Freeway and the severe impacts on Delridge Way traffic, businesses, our Youngstown homes, and Pigeon Point homeowners.

With the Purple Route/Pigeon Ridge Tunnel, the light-rail station would be in the most preferred location; straddling Delridge Way at SW Genesee St; allowing good traffic flow and good transit connections for residents connecting to and from the south; the station would be accessible to pedestrians from either side of Delridge Way; this route parallels our Youngstown neighborhood and does not destroy our homes, nor the homes of residents of Pigeon Point.

If Sound Transit conducted a more detailed cost-study, balancing the costs for the high-rise crossing of the Duwamish River near the West Seattle Freeway, engineering and shoring up the point of Pigeon Ridge, the costs for blending into the traffic lanes of north Delridge Way, the costs of acquiring residential properties and several North Delridge businesses versus the cost and simplicity of the Pigeon Ridge Tunnel route, the Pigeon Ridge Tunnel route might be more attractive than originally thought.

Plus, you would avoid displacements and relocations, negative impacts on the lives of Youngstown residents, Pigeon Ridge residents, and the disruption of the livelihood of North Delridge business owners and employees. There is no dollar amount that compensates people for the disruption of their families and their lives.

We believe both Nucor Steel and the Port of Seattle would welcome being blocks away from the Delridge Way light-rail construction. Construction impact mitigation requirements would arguably be lessened for all parties (including Sound Transit).

With less than 5 percent of engineering completed, the cost for the Purple Route/Pigeon Ridge Tunnel has been pegged at \$500 million. Is this number reliable? Will more study show otherwise?

As a point of clarification: It is our understanding that the \$1.2 billion tunnel construction number that is recurrently cited and debated is the combined total for two West Seattle tunnels – Pigeon Ridge (\$500 million) and Avalon (\$700 million) tunnels.

Andover-Yancy-Avalon route highlights:

A single Delridge/Avalon light-rail station option on Andover Street has the potential to provide the most significant cost-savings and would allow Sound Transit to stay on or below budget for this segment.

Instead of two stations (Delridge and Avalon), one light-rail station on Andover placed midway between Delridge Way and Avalon. This location will draw from multiple neighborhoods: the apartments and

condos along Avalon; from the single-family neighborhoods of Delridge, Pigeon Ridge, and Avalon; plus, riders transferring from the multiple transit routes that run along both Delridge Way and Avalon.

This Andover Street area west of Delridge Way is currently somewhat blighted and ripe for development. There are three large parking lots and wide road shoulders that can be developed into a transit hub, at ground level below the light-rail station. At the transit hub/light-rail station, there potentially could be some limited Transit Oriented Development (TOD). New bus roadways to and from the Andover transit hub would deliver riders from Avalon and Delridge Way buses; passengers could transfer to and from modes of transportation at the light-rail station/transit hub.

Minimal impacts on residential properties. This routing saves the Youngstown neighborhood.

Some impacts on businesses.

Minimal neighborhood construction noise and minimized construction impacts on residential neighborhoods.

Minimal noise infiltration to residential areas from light-rail operations.

Provides an option to be 100 percent above-ground and reduce the Sound Transit's cost to build. Or, one tunnel with a portal on Yancy St.; running under Avalon to and from the West Seattle Junction.

Requirement for successful implementation: An honest open, two-way dialogue with Nucor Steel to coordinate construction so to minimize and mitigate construction impacts. Explore upgrading the truck access to Nucor Steel; explore potential for truck access from the north, east or west sides of Nucor property; explore feasibility of ramps for dedicated truck access in and out of the Nucor property – similar to roadways built for the Port of Seattle; priority-controlled traffic signal lights for trucks entering into and merging with street traffic or accessing Nucor property. Work together with Nucor to coordinate construction times and the positioning of guideway towers; again, work to minimize and mitigate negative construction impacts for Nucor Steel.

Thank you for your thoughtful consideration of these two options for Youngstown/North Delridge light-rail. Please encourage members of the Sound Transit Board to enter these two routing alternatives into the EIS for further study. This Youngstown neighborhood is an example of everything the City of Seattle professes it wants...diversity of incomes, ethnicities, and ages; mixed and affordable housing; close-in to the city core; infill and increasing density; proximity to transit. We love this place and hope you can see the value not only in a structure but in a community that has been nurtured for years.

Sincerely,

Andrew Bri'Anna, Evan, Matilde Aguilar-Smith and Danielle Aguilar
4102 25th Ave SW

Communication 176: 10/01/2019

Dear Sound Transit,

I have lived in the Queen Anne-Magnolia Community for more THAN 40 years and I am very familiar with the traffic issues. It is absolutely unacceptable to clog traffic on Elliott or 15th with the ST3 construction and right of way.

I want the Draft EIS for Light Rail from Downtown to Ballard to specifically study the following from Smith Cove to Ballard:

- North of Dravus Street: "Thorndyke Portal - Option B" with a tunnel to Ballard and a tunnel station in Ballard on 20th Avenue NW.
- Adjacent to the Interbay Athletic Facility and Golf Course: surface light rail between the Interbay Athletic Facility and Golf Course and the BNSF railroad.
- South of the Interbay Golf Course: the Level 3 Alternative "Brown Line" which features surface rail adjacent to BNSF and a tunnel portal in Smith Cove west of Elliot Avenue.

These options would be best for efficiency, regular uninterrupted schedules, transit riders and would minimize construction impacts on 15th and Elliot Avenues W.

Thank you.

Betty Sanders
betzsanders@hotmail.com

Communication 177: 10/01/2019

thank you for publishing the FIVE alternatives you are studying. I prefer the fixed bridge with elevated station on 14th. It seems the least disruption to Ballard businesses. Ballard has no trouble growing and expanding and will continue to do so to meet this new line on 14th. The cost of displacing everything that needs to be moved to make the run on 20th seems crazy. I would also support a tunnel crossing on or near 14th, but the cost difference seems prohibitive.

Communication 178: 10/01/2019

As a West Seattle resident and senior citizen who will use West Seattle Link, I urge the Board to select the Pigeon Point tunnel option as a route that rates higher on all criteria including safety and long-term feasibility. The Yancy-Andover route should not be considered in any EIS assessment as it clearly does not meet even "medium" criteria for a viable, feasible route. Additionally, any extension of Link coming in to the Alaska Junction should be well East or farthest away from California Avenue in order to maintain not only the quality of life of the Junction but accessibility for the majority of the population who will use Link.

Jacquie Stock

Communication 179: 10/01/2019

As a resident very near Interbay I prefer the Thorndyke Portal Option B.

Communication 180: 10/01/2019

I want to comment on the Yancy/Andover route specifically. It seems absolutely absurd that a choice would prioritize preserving a golf course while causing significant inconvenience to a high traffic road like Avalon. I also object to the fact that the eyesore and noise of a raised line along Avalon would impact an area of high density housing. Seattle/King County should be encouraging high density housing along streets like Andover, not making those areas unpleasant to live in.

For the same reasons, I want to encourage you to consider putting as much of the West Seattle line underground. Seattle needs to plan ahead for a growing population by putting in high density housing along the new rail lines. By claiming significant chunks of land for above-ground lines, you are

significantly taking away areas that could be developed, and discouraging developers from building close to the lines and station.

Communication 181: 10/01/2019

I had suggested in the past that there be a station at the edge of the golf course along Genesee and then tunnel in from there to the Junction. And use part of the golf course for parking. Has this been considered?

Communication 182: 10/01/2019

What happened to tunneling under Genesee from Avalon to Fauntleroy? Effort would try to preserve housing in the Avalon/Genesee neighborhood.

Communication 183: 10/02/2019

I like the Thorndyke Portal-Option B.

Communication 184: 10/02/2019

A 20th avenue station would be walkable to the Ballard core businesses on Ballard Ave and many residential units. This is the heart of Ballard and would be worth the increased construction costs of a tunnel. I vote for the more affordable of the two tunnel options - the Thorndyke portal.

Communication 185: 10/02/2019

Thorndyke seems to be the solution we've all been asking for. \$450 million is pennies when the reliability improvements and integration into "Old Ballard" are considered. Plus, the cost is more like \$250 million if the cost savings from an at-grade SoDo station are realized. Please, please, please go Thorndyke.

Communication 186: 10/02/2019

Re: West Seattle

Advance to EIS: WS Elevated (Delridge South of Andover)

Do not advance: Pigeon Point (too expensive, complex), Yancy/Andover (unacceptable placement of Delridge station), WS Tunnel-Delridge at Dakota (unacceptable impact to Youngstown, too expensive)

Re: SODO

Advance to EIS: At-Grade

Do not advance: SODO Elevated (Poor cost/benefit), Partial Elevated (Unnecessary system complexity)

Re: Ballard:

Advance to EIS: 20th Ave Tunnel/Thorndyke Portal, Ballard Tunnel with 15th Avenue Station

Do not advance: ST3 Representative (movable bridge presents unacceptable operational impacts), 20th Ave/BNSF (too expensive, unacceptable impacts to freight, potential for unwilling 3rd party), Fixed Bridge/14th Station (Ballard station on 14th presents unacceptable ridership and station access impacts), Tunnel/14th station (Ballard station on 14th presents unacceptable ridership and station access impacts)

Communication 187: 10/02/2019

I think in Ballard, you should go with the more affordable "Thorndyke Portal" tunnel, but also study an elevated option on 20th Ave NW. For SoDo, the at grade options (with overpasses) seem sufficient, and safe use of available funds. In West Seattle, I don't think a tunnel is wise; I would not advance the Pigeon Point or Yancy/Andover options. Pigeon point because of the increase cost of tunneling; Yancy/Andover for the inconvenient station locations

Communication 188: 10/02/2019

Ballard - a tunnel makes the most sense for long term reliability given the working waterfront in this area. I also strongly advocate for the "Thorndyke Portal" station at 20th/Market for access to the heart of Ballard businesses and residential density.

West Seattle - no to the Pigeon Point or Yancy/Andover options

SODO - use the at grade option

Communication 189: 10/02/2019

A light rail Ballard stop at market and 20th would be fantastic!

Communication 190: 10/02/2019

The west seattle alternative should be elevated. The Pigeon point tunnel doubles the cost of the project with no benefits in ridership. It's not worth it.

The at grade option should be constructed in SoDo. It makes transfers easy and benefits the rider experience, which is something ST often overlooks.

The ballard tunnel puts it actually in Ballard. I think a drawbridge is a negative

Communication 191: 10/02/2019

BNSF Portal - Option A is my preferred option. Given the unexpected delays resulting from issues boring the Alaskan Way tunnel, the shorter tunnel option is much preferred. The added complexity of option B is not worth the headaches and delays. Thanks!

Alex F

Communication 192: 10/02/2019

The tunnel to 20th is the obvious best choice (option A&B). It brings the station to a location that is immediately useful to both commuters and day/weekend trippers. Unlike the 15/14th station location options that are only useful to commuters and no one else.

Additionally a location at 20th means any future Ballard to UW line could potentially run all the way to 20th. If the station is placed on 15/14th that is where any future line will end. There is zero chance we will ever build a short run track any further West than where we build the station today.

A station at 20th serves today's users and completely leaves open the ability to run an East/West line the future that can pick up 15/14th street and more if desired. Nothing is sacrificed other than money. To do the opposite means Ballard proper will never receive a light rail station. Just a terrible station at the outer edge of the neighborhood.

Do the right thing, build the tunnel and no station on 14th Ave.

Communication 193: 10/02/2019

Hi,

Thank you for the time and effort put into presenting these options. Starting with Ballard, I support advancing the Thorndyke tunnel option. While a tunnel comes with a greater cost, it enables more convenient station placement in Ballard center. In SoDo, while the at-grade options would mean the loss of the bus corridor, the cost savings would be significant, and should be advanced over the fully and partially elevated options. Increased Link capacity would also replace some of the bus functions. For West Seattle, the high costs of the Pigeon Point tunnel should take it off the table - instead, elevated routes in West Seattle should be considered, ideally the Delridge Station South of Andover. The tunnel might be less impactful, but will cost far, far more and take longer to become operational. Money saved here could be spent on service expansion and improvement in other areas.

Thank you,

Communication 194: 10/02/2019

SODO at grade should be advanced as it is the most cost effective, while still gaining all of the separation benefits of the elevated options due to the over/underpasses at Lander and Holgate.

The Pigeon Point tunnel is needlessly expensive, gaining no time or ridership benefit while almost doubling the cost for that segment. It should not move forward.

Communication 195: 10/02/2019

The SODO at-grade design with the station location further south to directly integrate with the road overpass on Lander St. seems like the best option to me. The whole point of the elevated lines was to avoid having the train ever have to deal with idiot drivers and moronic pedestrians trying to "beat the train". At a supposedly cheaper price, at-grade rail with road overpasses at Lander and Holgate seems like a perfectly acceptable option.

The direct integration with the overpass at Lander St. is key though, as that allows for simple bus integration to move people further around the general SODO area, especially 1st Ave which seems to be an up and coming night life (aka bars) area.

Split elevated and at-grade makes no sense what so ever.

Fully elevated only serves to protect that busway. But light rail will absorb a lot of those passengers on its own. And for the bus routes that need to continue can easily be moved over to 4th Ave (and stop at the Lander St. overpass station too) to continue on their way to downtown. So its lose is not really that important.

Communication 196: 10/02/2019

Please further the Delridge Station south of Andover option. Prioritize the least expensive options that have timelines that can be accelerated. Don't cave to neighbors who want super expensive underground options! Please build light rail to the Morgan Junction and White Center (NOT Westwood Village) ASAP!

Thank you for the opportunity to comment,

Amy

Communication 197: 10/02/2019

Thorndyke Portal is a great option for Ballard. This would provide a centrally located station with the mid range cost.

Communication 198: 10/02/2019

For the Ballard alignment, the Thorndyke portal/20th Ave station is clearly the best option for expansion and accessibility. This station would be placed in the center of the neighborhood activities and residences, and allow for uninterrupted Salmon Bay crossings, which is essential.

Communication 199: 10/02/2019

I strongly support the 20th Ave Tunnel Ballard options! (either option would be fine, though the cheaper one might get more support).

This would be a far superior station location than near 15th AVE, putting riders in the heart of the walkable core rather than on the edge, wedged up against heavier automobile traffic. This will draw in far more riders and make for a positive urban experience!

Communication 200: 10/02/2019

A fixed bridge or tunnel for the Ballard segment is quite important for reliability. I highly recommend not selecting an option with a movable bridge.

Thank you

Communication 201: 10/02/2019

Advance "Thorndyke Portal" tunnel and study elevated option on 20th Ave NW. This provides a location closer to the heart of Ballard and provides better connection opportunities for future east-west routes.

Please also study an elevated high-bridge option with a 20th Ave NW station in case funding isn't available for a tunnel.

Communication 202: 10/02/2019

This potential alternative does not provide a public benefit that matches the increased costs. It also does not provide adequate bus transfer integration.

Please remove so funding can be used for other key parts of the line.

Communication 203: 10/02/2019

I support elevated rail throughout West Seattle. I'm a homeowner in the Delridge station area and am not concerned about impacts on views or changes to the neighborhood. It would be great to minimize disruptions to the neighborhood where possible, but it's also time to think about the vast potential benefits that light rail will be providing and work on building it ASAP.

I support the original representative alignment in Delridge but with a further south station. I also like the idea of the Yancy/Andover alignment to avoid impacts at Genessee and Delridge, with potential for redevelopment of the low-rise office spaces near Nucor. I don't see the benefits of \$700 M to spend on a West Seattle tunnel, and would rather not pursue that alternative, given that such monies should be spent on improving or extending service and access rather than avoiding visual impacts for a select group of affected residents.

Thanks to Sound Transit staff for all your work!

Communication 204: 10/02/2019

The additional cost of this alternative does not provide any worthwhile benefit over elevated options. The additional funding for a Pigeon Point tunnel could be used for other transit expansion options.

Communication 205: 10/02/2019

Ballard: Advance “Thorndyke Portal” tunnel and study elevated option on 20th Ave NW.

SODO: Do not advance elevated or partial elevated options.

West Seattle: Do not advance the Pigeon Point or Yancy/Andover options

Communication 206: 10/02/2019

As a business owner, I would like to see these stations be the cost effective solution where there is limited residential and business removal. I think the following make the most strategic sense for this line.

Delridge Station at Dakota Street; North Duwamish Crossing but with a station near Andover with limiting residential impacts, it seems that that is not reflected on here.

Sodo at grade with overpasses being the most cost effective solution without service interruptions and effects on other forms of transit through SODO.

Ballard alignment with 15th as that more centers the station to allow more transit riders within walking distance (1 mi) and tunnel or high fixed bridge, whatever makes the most financial sense.

Communication 207: 10/02/2019

Thank you for taking public comment on this. I strongly believe that the investments being made in ST3 will pay off best when they serve the most users in a reliable and efficient manner. To that end, I strongly believe that a station on 20th ave. in Ballard is critical. It appears that the Thorndyke Portal option is the best for achieving this as it's lower added cost than the BNSF Portal. As a regular bus and bike commuter from the Whittier Heights area that uses both the Ballard Bridge and the Fremont Bridge, I experience on a regular basis the delays in commuting that are caused by at-grade infrastructure over draw bridges. I strongly believe that transitioning Seattle from a car-focused city to a mass-transit city requires efficient and reliable options, and the at-grade options with a movable bridge over Salmon Bay will be frustrating and impact ridership. I fully realize that the tunnel options cost more, but this is money that will be very well spent to give us a modern and functional mass transit alternative for decades to come.

Thank you,

Jonathan

Communication 208: 10/02/2019

A tunnel needs to be built and it needs to allow for up zoning for Transit Oriented Development.

I agree that a \$750 million dollar tunnel is not valuable, but the \$350 to \$450 is worth the money.

Communication 209: 10/02/2019

West Seattle: Do not advance the Pigeon Point or Yancy/Andover options. Considering the high costs of tunnels and potential funding difficulties, it's critical that a lot of focus is put on advancing the best

elevated option possible for West Seattle. From this round, the Pigeon Point option, which would add \$1.1 billion to the cost of the scoped \$1.5 billion project should be permanently excluded from further consideration. The Yancy/Andover option should likewise be excluded from consideration because it would make Delridge, a key bus transfer station, worse for bus-rail integration.

Do Advance the Delridge option.

SODO:

The at-grade options presented in earlier studies which includes overpasses to avoid car-train conflicts so the elevated and partially elevated options don't increase reliability. Do Advance the at Grade with the Grade separations of Holgate and Lander to eliminate light rail/traffic conflicts.

BALLARD:

It is difficult. While an alignment and station on 15th would integrate well with existing bus service, it would not be that close to the 'commercial center' of Ballard. the station on 20th could do this but would make it more difficult for passengers to transfer to a bus. I think going the less expensive per estimated passenger boarding, route is key to success. I am not sure which one that is. the more passengers we have on board and who board daily to go to and from work will be the keystone, for future support and increased benefit via economic activity.

Communication 210: 10/02/2019

I support the at grade SODO station option and oppose both elevated options.

I support the Thorndyke Portal tunnel and support a study of elevated light rail to 20th Ave in Ballard.

I oppose the Pigeon Point and Yancy/Andover options for West Seattle link. These alternatives cost hundreds of millions of dollars for no meaningful increase in ridership and merely serve to appease wealthy homeowners who don't want their view obstructed. The money should be used in Ballard (where there are real ridership benefits to a 20th Ave station) or used to extend the West Seattle line to Morgan Junction.

Communication 211: 10/02/2019

The Ballard station should be on 20th; further east is far less valuable.

I live on Leary between Market & 20th.

Communication 212: 10/02/2019

WEST SEATTLE: Do not advance Pidgeon Point nor Yancy/Andover options. The benefits do not seem to justify the costs. Prefer the "Delridge Station South of Andover" for its superior integration/transferability with bus operations.

SODO: Do not advance elevated and partially-elevated options. Prefer the at-grade option that eliminates at-grade crossings at Holgate and Lander.

BALLARD: Prefer Thorndyke Portal option. Less expensive than the BNSF Portal, but with similar benefits. Moving the station into the heart of Ballard greatly increases the ridership potential. Build the station with considerations for future expansion to Crown Hill (North) and U District (East).

Communication 213: 10/02/2019

For the West Seattle line:

Please drop the Pigeon Point option from further consideration. The costs seem too high and I think it's important to focus planning on elevated options.

Please also exclude the Yancy/Andover option. It looks like it will make bus integration really hard

For the SODO portion:

Please don't advance the elevated or partial elevated options. The extra costs don't seem worth it considering the reliability improvements are very marginal, or zero.

For the Ballard line

Please advance the Thorndyke Portal (Option B). the huge increase in accessibility seem to me to be worth the potential cost and we should at least study it further.

Also for Ballard, in case additional funding for a tunnel and station around 20th Ave doesn't come together, it'd be great to see an elevated high-bridge option with a 20th Ave NW station also studied.

Communication 214: 10/02/2019

Considering the high costs of tunnels and potential funding difficulties, it's critical that a lot of focus is put on advancing the best elevated option possible for West Seattle. From this round, the Pigeon Point option, which would add \$1.1 billion to the cost of the scoped \$1.5 billion project should be permanently excluded from further consideration. The Yancy/Andover option should likewise be excluded from consideration because it would make Delridge, a key bus transfer station, worse for bus-rail integration. Yancy/Andover option also performs worse than the "Delridge Station South of Andover" option on nearly all the metrics presented by Sound Transit.

Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station even if we consider potential future transit-oriented development. Ballard Avenue isn't moving east.

The more affordable of the two tunnel options—the "Thorndyke Portal" option— adds \$450 million to the project, but may be worth it for the huge increase in accessibility. For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option. That said, we would like to see an elevated high-bridge option with a 20th Ave NW station also studied in case funding isn't available for a tunnel.

Communication 215: 10/02/2019

Bringing light rail to West Seattle is incredibly important, and provides the ability and capacity to increase density and activity in our neighborhood. Any of the north station options at Delridge results in limited opportunity for Transit Oriented Development, and reduces transfer opportunities for busses along Delridge Way.

I live at Nevada and 28th, and will be one house away from construction along Genesee, but prefer those options to the Yancy because the southern station locations can bring a significant improvement in housing and business amenities to our neighborhood.

I love the concept and idea of both the Pigeon Point and West Seattle Junction tunnels. All else being equal, I'd rather spend the extra \$900 million on extending LRT south to Morgan Junction or White Center than pay for the tunnel. So unless funding that could only ever possibly be used to tunnel, and wouldn't otherwise be eligible to extend rail, I would prefer the elevated option at Dakota Street.

Communication 216: 10/02/2019

I am a Ballard resident and would like to voice my support for the Thorndyke Portal option. This places the station in a place more accessible to myself and the many other residents of the neighbourhood while providing a consistent tunnel route.

Communication 217: 10/02/2019

I believe that an Elevated option in West Seattle is the best option for expansion of the line. As such, expensive tunnels that have been suggested (i.e. Pigeon Hill) do not meet these expectations. I support the north-south elevated alignment on 41st for this reason.

I see no benefit for the Sodo elevations since there already are grade separations at intersections already in the draft EIS.

I believe that either a Fixed Bridge or 20th Ave station through Thorndyke are viable for study.

Communication 218: 10/02/2019

There seems to be no point in either the Pigeon Point Tunnel or the Yancy/Andover alternatives. Both cost more and move the stations to inferior locations in comparison to the representative option.

The efforts to avoid impact the gold course are particularly egregious. Its a large and barely used public golf course whose very existence is being called into question due to its low usage numbers.

Unlike the Ballard Tunnel options that actually provide for a better station location. These West Seattle alternatives are nothing more than some landowners trying to shift the line onto someone else property regardless of the impact on station choices. It simply is not worth nearly a billion dollars so a few homeowners can shift the impact onto other owners who don't have enough money/time to shift it back.

In short the decision should be based on whatever gets us the best station locations and these expensive alternatives do not do that.

Communication 219: 10/02/2019

Ballard

Thorndyke Portal - Option B is the best

Having a station that splits the difference between the historic core and the new development on 15th is the responsible choice. Also, being a shorter walk (same side of long crossing time 15th) to the hospital is good planning.

A fixed bridge option at 20th should also be considered, as it probably would significantly reduce cost.

The ability to extend the line north toward 85th and east toward UW needs to be preserved.

SODO

The at-grade station with Holgate and Lander grade separations is by far the most economical and logical choice.

However, if you want to add an alternative:

Double Elevated - Option A is more worthy of additional study, as the elevation would have some slight operational benefit over grade separated at-grade. Could also use the space beneath for nonmotorized facilities.

But again, this would be a waste of money compared to the at-grade option with Holgate and Lander overpasses.

Yancy / Andover

Do not advance if it makes Delridge bus transfers more difficult.

Pigeon Point

I like the station location over Delridge. Overall, if this is what the Port wants, the Port should pay the difference. More receptive to Pigeon Point tunnel than Alaska Junction tunnel. Do not delay the other North King projects for this tunnel though. The new downtown tunnel and Ship Canal Crossing are going to have their own complications.

Light rail guideway should be elevated at Delridge and after, with an alignment that directs future extensions down Fauntleroy. 6 minute walk from the junction to Fauntleroy/Alaska area is preferable in order to avoid disruption to CA Ave businesses. A Fauntleroy alignment also helps prevent more house demolitions for when the Burien extension happens.

Communication 220: 10/02/2019

I do not want to spend additional time or money for unrealistic tunneling options in West Seattle. I want the project to be completed. Please advance the most realistic options and do not advance options that can't be funded or which give false, unrealistic hopes to community members who are afraid of looking at concrete.

Communication 221: 10/02/2019

West Seattle: please throw out both the pigeon point and Yancy/Andover options because the costs -- both monetary costs and bus-rail integration costs -- are too high in both these cases

SoDo: Please throw out both the elevated and partially elevated options in favour of a Lander and Holgate Street overpass. The overpass option is most fiscally responsible while still providing much-needed grade separation

Ballard: please advance the Thorndyke portal option. Tunnelling into the centre of Ballard's urban village provides great benefits for walkability, access, and further expansion to the north and east. If funding for a tunnel is not available, the next best option would be a high bridge to 20th Ave NW

Communication 222: 10/02/2019

Hi There, I'd like to offer my input on the proposed Sound Transit 3 alternatives:

West Seattle:

I don't like the Yancy/Andover option because it would make the Delridge station less accessible to bus transfers.

I believe the Pigeon Point option would be the best possible option long-term since a tunnel is the least disruptive and visually unappealing, however I'm not married to the idea if funding becomes an impossible hurdle.

SODO:

I don't think either elevated option is worth the extra money as long as overpasses remain to avoid traffic conflicts at intersections, and the construction on poor soil could result in more long-term maintenance costs. It would be nice for the station's location to integrate better with bus service, but ultimately it's a trade-off I'm willing to make.

Ballard:

I do not support any plan that would put the station at 14th avenue instead of 20th. Keeping the station closer to the heart of the Ballard commercial district is crucial to making light rail a useful transit hub in that area. I support the Thorndyke Portal option over the BNSF option purely for cost reasons, as they both seem to have about equal pros and cons.

best,

Kristen Grote
1216 N 45th St
Seattle, WA 98103

Communication 223: 10/02/2019

For Sodo, please do not advance elevated or partial elevated options

For West Seattle, please do not advance the Pigeon Point or Yancy/Andover options.

For Ballard, please advance "Thorndyke Portal" tunnel and study elevated option on 20th Ave NW

Communication 224: 10/02/2019

I would like to see additional review performed around the 20th Ave NW station for Ballard, as that is the center of the neighborhood and will help provide more benefit to the community.

I would like to see additional details around the thorndyke option.

Communication 225: 10/02/2019

I am writing to support the SODO partial elevated alternative because it maintains the busway. The busway is an important piece of transit infrastructure. Without it, the impact of needed bus travel in the south end of the city would fall more disproportionately on the area between Chinatown and Pioneer Square.

Communication 226: 10/02/2019

20th Ave Tunnel Ballard – Thorndyke Portal would be my preferred even though it is ~\$450mm extra because of the better positioning in Ballard's core.

Alternatively I would also support Tunnel Crossing / Tunnel Station at 14th or 15th

Communication 227: 10/02/2019

As a resident of the Delridge neighborhood, I think the best layout is the "Yancy/Andover Elevated", given the location of the Delridge station. The "Pigeon Point Tunnel" would be great too, but I suspect the cost will be prohibitive. I think the worst choice for residents in our neighborhood is the "Delridge Station South of Andover Street; South Duwamish Crossing" plan, which has the highest impact on residents, traffic and noise.

Communication 228: 10/02/2019

Option B is by far the best looking long-term, with A as a second best. Tunneling under Salmon Bay is much better than a bridge, and getting closer to 20th is a win.

Communication 229: 10/02/2019

Tunnel alternative in west Seattle really needs to move forward. This will have a permanent impact on our community.

Communication 230: 10/02/2019

When I first moved to West Seattle in 1990 I lived on Avalon Way. The route is undeniably better for the neighborhoods impacted by the other two proposals, but the station location so far north doesn't give much of a walk shed or opportunity for transit ride-share and other connections, and I question whether it's even worth locating a station there at all.

I don't believe it is worth the time, effort and expense of pursuing this option any further.

Communication 231: 10/02/2019

Please do the West Seattle tunnel and elevated for Sodo. There is already so much traffic on the local streets, we so not need to add more stress to the local routes

Communication 232: 10/02/2019

Sodo at grade seems to be the most usable and affordable. I really like how you can cross the platforms above the tracks and see what's coming.

Ballard: Fixed Bridge Crossing / Elevated Station at 14th is still the best. Yes it misses downtown Ballard but the connection to buses is too good to miss. It is much nicer to take a train above ground! The views will be fantastic!

West Seattle: avoiding the golf course and instead impacting housing is not desirable. The edge of the golf course seems the obvious place to build.

Communication 233: 10/02/2019

CANCEL THE ENTIRE (expletive removed) SYSTEM JUST LIKE YOU DID THE MONORAIL. THE MONORAIL WAS A MUCH BETTER SYSTEM BUT YOU BLOODSUCKERS COULDN'T STEAL AS MUCH MONEY AS YOU CAN WITH THIS HORSE (expletive removed) RAIL SYSTEM YOU ARE TRY TO SHOVE UP OUR (expletive removed)!

Communication 234: 10/02/2019

The Thorndyke portal option appears to have all the same long term public benefits at a lower cost, compared to the BNSF portal option. Thorndyke portal option also avoids impacts to freight and rail which are important to our region's economic health. Seems like the Thorndyke portal option is the best alternative and should indeed be studied in the EIS.

If included in the EIS, the other alternatives previously studied should include analysis of long range impacts to the existing commercial node in Ballard.

Impacts related to those previously studied alternatives:

Placing mass transit so far from the main hub of commercial activity will result in fewer mass transit users and continued single occupancy vehicle trips.

Making mass transit subject to potential stoppages for marine traffic (elevated low bridge option) is a very poor use of a huge public investment and will have very long lasting impacts on the efficiency of our city's mass transit.

Providing a high bridge would very likely need to acquire more property for bridge supports than currently estimated, creating delays and financial impacts. This option would first need a detailed engineering plan that's been approved by all government entities in order to create an accurate cost estimate.

A tunnel with a station that serves the core of the Ballard retail area is by far the best option for the public and the long term health of our city.

Communication 235: 10/02/2019

Look, if money were no object option A looks awesome, but +\$750 million? Unless some benevolent billionaire comes forward offering to pay it in the next 3 months scrap that one.

Option B still needs someone to step forward with how they're going to pay for it, but if the community can come up with funding this is better from a rider perspective than any of the options currently being evaluated.

Communication 236: 10/02/2019

Having an underground station at 20th Avenue NW and NW Market Street is a huge improvement from having a Ballard station 14th or 15th! A 20th Ave station is closer to the core of Ballard and makes the light rail more usable for more people without having to take a bus to connect. We will be able to commute to Downtown with a station on 20th Ave.

Communication 237: 10/02/2019

Tunnel in West Seattle! Spend the money now and do it right!

Communication 238: 10/02/2019

If a source of funding comes forth for the full \$900 million then this is a great option from a rider perspective and a community perspective. But if that doesn't materialize right quick I'd say drop this proposal.

Communication 239: 10/02/2019

Two sensible light-rail alternatives avert the needless destruction of many Youngstown homes and the accompanying decimation of a long-established community – the Andover-Yancy and the Pigeon Ridge Tunnel alternatives. Both prevent needless destruction of homes.

The Andover-Yancy alternative minimizes the destruction of homes and could be a cost-saver for Sound Transit if the Delridge and Avalon stations were combined into one station. A multi-modal transfer/transportation complex can be constructed adjacent to the station. This as the BEST option for transfer opportunities. Nucor truck traffic can be mitigated with design and construction planning (there are already protected traffic signals at Andover and Delridge). The Avalon light-rail guideway should be advanced into the DEIS with two options for the Avalon guideway: 1. An Avalon tunnel 2. An Avalon above ground guideway.

The Pigeon Ridge Tunnel alternative is our preferred alternative. It averts the destruction homes in Youngstown as well as homes on Pigeon Point and the destruction of businesses located on Delridge Way. The tunnel alternative also does away with traffic disruptions for vehicles exiting the West Seattle Freeway and for trucks accessing Nucor Steel and it also preserves existing bikeways. When given further study, tunnels have been found to be practical alternatives. For example: The Sound Transit tunnel infrastructure in the Roosevelt District of Seattle.

Communication 240: 10/02/2019

I think the Ballard Station should be on 20th Ave rather than 14th or 15th St., which are already a mess with very long lights, backed-up traffic, problems with getting into and out of businesses, and lots of pedestrians. Also 20th is in the midst of the heavy population density. Having that many additional pedestrians converge on 15th would be disastrous.

Communication 241: 10/02/2019

I've already commented previously about all the reasons why a tunnel under the ship canal is the best choice for the maritime/industrial community along and immediately adjacent to the waterfront, so I will restrict these comments to the choice of station location. On the one hand, I don't care where the station is located as long as you build a tunnel. That said, my wife and I are at that point in life where we are caring for elderly parents and from that perspective a station at 20th would be much better for older people trying to get to the hospital and surrounding medical community. Neither of our sets of parents could make it to the core of Ballard from a station at 14th under their own power.

Sincerely,

Scott Yale

Communication 242: 10/02/2019

My comments:

Pigeon Point tunnel is too expensive for the limited benefits it provides and should be eliminated

Yancy/Andover doesn't do well based on its bus transfer environment and other ST performance metrics and should be eliminated

SODO elevated alignments should be eliminated; the at-grade alignment has sufficient grade separation to maintain system reliability and saves \$200 million in costs

Thorndyke Portal tunnel to 20th Ave. NW should be advanced; it offers better proximity to Ballard's urban core than the other studied options while being cheaper and less complex than the BNSF Portal tunnel

A high-bridge Ballard alignment to 20th Ave. NW should be studied; since a tunnel will be more expensive and the necessary funding may not materialize, a high bridge will maintain system reliability better than a drawbridge without spending as much money as a tunnel

Communication 243: 10/02/2019

The pigeon point tunnel looks like a very good alternative to study.

Communication 244: 10/02/2019

total waste of money their are more important things that our city needs like taking care of the homeless,veterans and our roads why do we need a train in West Seattle that will lead to more traffic problems

Communication 245: 10/02/2019

I like the high bridge. It's better for less displacement and I think visibility drives riders to consider light rail. And it's not that far from Historic Ballard. Might regenerate another area there as well. Plus, it's most affordable.

Communication 246: 10/02/2019

I would vote my enthusiastic support for the 20th Ave Tunnel Ballard – Thorndyke Portal option, which, unlike many of the other alternatives studied, actually has a station near the heart of Ballard. While discussion of some of the other options has included opportunities for redeveloping lower-density areas where stations are being considered, this option would actually serve an existing neighborhood with a relatively high-density residential population and moderate-density concentration of jobs. It also would offer better access to the core neighborhood restaurants and entertainment venues, extending ridership activity into the evenings. Since the Port of Seattle would benefit from a tunnel under the ship canal, rather than a bridge over, the Port should be approached for an economic contribution.

Communication 247: 10/02/2019

I write in support of the Double Elevated configuration at SODO Station and in strong opposition to the At-Grade option. By the measures included in the Initial Assessment and by those conspicuously missing, the Double Elevated is the better solution for a growing SODO neighborhood and Seattle as a whole.

SODO Station has historically been the worst performing station along the line. One of the chief reasons for this is lack of foresight put into transit connections as well as the lack of integration of the station into the neighborhood. The At-Grade option will double down on the mistakes of the past, while the Double Elevated scheme has the potential to spur development throughout the district.

Following are thoughts on the criteria both studied and not.

Bus/Rail and Rail/Rail Integration

At best, SODO Station will be the catalyst for transit-oriented development (TOD) adjacent to the station, at minimum it will facilitate connections across a different modes of transportation. The At-Grade solution was assessed to have a medium impact on integration with rail despite displacing bus traffic from the E3 busway and proximity to future light rail service to Sixth and potentially an elevated

and heavily freight-trafficked Lander overpass. The Double Elevated solution allows for both buses as well as other last-mile solutions such as shuttles, ride share vehicles and bikes to be directly beneath the light rail. This latter solution brings about the density of transit solutions that characterize true transit hubs. Approaching this problem with a big vision will yield big results for the larger community.

Development Potential

Equitable Development Opportunities

The Assessment suggests that both configurations will have a roughly neutral impact on future development around SODO Station. From a future-oriented perspective, this position reflects a lack of vision about the impacts of TOD on the growth of a city. The current lack of a long-term city plan for SODO and specifically for the area around SODO Station does not adequately reflect the potential that bringing two highly-trafficked routes together creates. Development around the station will happen. Whether it contributes to the growth of the community depends specifically on the decisions made around the station configuration. The At-Grade solution with its twin overpasses (urban walls) doubles down on bad urban planning decisions that cities around the country have been undoing for the past 40 years. Urban walls in other cities have created significant socio-economic stratification; this is not a neutral effect. These overpasses will chop up the district and make future development difficult with street life significantly compromised for several blocks on each side. This is a decision that will inform the development of SODO for the next 75 years.

Property Acquisitions and Displacements

Financial Sustainability

The 'Lower' categorization of the Double Elevated scheme is predicated on the need to acquire the adjacent post office site. This is not necessary and should not burden this option financially. While it may be necessary to acquire a parcel to allow for creation of the station near Lander, Sound Transit currently has a deal for the use of the adjacent, vacant parcel to the east. This site would seem to provide a much lower cost option for any necessary acquisition.

Community Construction Impacts

Burden on Minority and Low-Income Populations

Business and Commerce Effects

Incredibly, the Assessment grades out the At-Grade option as 'Medium' for each of these two measures while assigning a 'Lower' grade to the Double Elevated solution. This directly contradicts the testimony and public comments of several dozen nearby property and business owners over the past several months in the presence of Sound Transit's team. They are unanimous in their belief that the overpasses will negatively impact their businesses and employees in the short- and long-term. These businesses provide good middle-class jobs that will be under direct threat by the construction of the overpasses; this surely has a negative impact on the measures noted. The grading also directly contradicts the quantifiable evidence created out of the ongoing Lander overpass at the BNSF tracks. There, Home Depot has reported in-store sales declines of nearly 10% during construction. The nearby Dona Queen reports sales down 50%. For businesses, these impacts over the course of two years are often not

something that can be overcome in the long-term. Several businesses directly adjacent to the overpasses note that their properties will no longer be accessible as a result of the construction. These businesses require freight access, which will no longer be possible.

Traffic Circulation and Access

Transportation Facilities

Freight Movement and Access on Land and Water

Strangely, these measures grade out in direct contradiction to the testimony and public comments of nearby property and business owners. Lander and Holgate are two of SODO's most important east-west freight corridors. If freight is required to climb up and down two overpasses on Lander and one on Holgate, the result will be back-ups in each direction consistently. The differences between the two schemes should be studied in a formal traffic analysis. If bus drop-off at SODO Station occurs at the top of the overpasses, this will increase traffic along Lander and result in dropping people off along a loud, high-trafficked street. Buses travelling east along Lander will drop people off on the wrong side of the overpasses. If bus drop-off occurs along Sixth, that will require people to travel to the side of an imposing wall. Neither are friendly options conducive to increasing ridership on the lines and making corresponding connections into the neighborhood.

Crime, Safety

Critically, crime and safety are not studied as part of the Assessment. Cities have long understood and documented that urban walls create conditions where people report feeling more unsafe. This is backed up by statistics that show greater incidence of crime near urban overpasses.

Thank you,

Case Creal
Gensler

Communication 248: 10/02/2019

Hi, I am a resident on 32nd Ave SW and am commenting after discussing the latest alternatives with other residents on the 4000 block of 32nd between Andover and Genesee. Our recommendation is that the Yancy/Andover alternative be dropped from consideration because

poor station location in Delridge with reduced TOD and bus transfer potential

major impacts to mid-rise buildings on Avalon and to the new bike-friendly and reconstructed Avalon Way.

there is additional space to construct an elevated line along the golf course as opposed to along an important arterial street

I am personally opposed to all tunnel options that would delay project completion beyond 2030.

Thank you,

Joe Zagrodnik

Communication 249: 10/02/2019

I'm sending feedback regarding the potential alternatives in Ballard (20th station options)

I'm concerned about the following for the 20th station options:

Cost - the cost is too much greater than that of a station on 15th.

Risk - the technical risk is higher than a station on 15th.

Convenience in 2035 - the 15th location is still very close to the core of Ballard and has already been upzoned. By the time the station is built in 2035 the core population density will be shifting in the direction of the upzones (and I would propose more come). Build for the future population.

Disruption - 20th is potentially highly disruptive to current properties but the 15th station has empty parking lots on the east and west sides of the street.

Extensibility - Build a light rail that can easily and cheaply be extended north towards Crown Hill and beyond, and west - east from the Ballard locks to UW. What are the risks for extensibility for a 20th station? I suspect many.

Let's save the money and avoid a 20th station. Let's build the most efficient, least risky, most extensible, least disruptive, cost appropriate station on 15th and then keep building northward, eastward, and westward. Thanks.

Communication 250: 10/02/2019

The only alternative that actually serves the population center is the tunnel with a station on 20th NW. A station anywhere east of 15th NW would render the commute ridiculously complicated for the vast majority of Ballard Urban Village residents, and it is not in walking distance from the Metro 40 route that serves a huge portion of transit users (nor does it link to the 18 and 17 express routes).

There is little population surrounding the proposed 14th Avenue NW site, and building it there would be inefficient and a waste of money.

Communication 251: 10/02/2019

regardless of surface or tunnel, grade separation must be kept, and secondly build it yesterday!

Communication 252: 10/02/2019

I would LOVE a 20th Avenue alignment for Ballard, ideally with the Thorndyke portal to save some money. Yes, we'd have to drum up the extra money (maybe something within the city?), but the results are significantly better, placing the line where people are rather than where they might be in the future.

Ballard is there. We ride, and I would love to see 20th street happen.

Communication 253: 10/02/2019

Invest in our city's future by going with either tunnel option and a stop on 20th and market in ballard. An elevated rail is shortsighted. Displacements may be painful now, but we will all benefit from a high trafficked rail stop that doesn't disrupt us above ground.

Communication 254: 10/02/2019

The Thorndyke Portal option should be the preferred concept. The BNSF option would cause impacts to the bike infrastructure on Emerson that would be a vital connection to the station.

Also the Thorndyke Portal would create a physical barrier from the people living in interbay down to the Fishermans terminal but doesn't have much benefit and is far too costly.

Communication 255: 10/02/2019

I am wondering why all of a sudden there is a new alternative for routing along Andover and on Avalon Way? When there was going to be the huge repaving project along Fauntleroy, community members expressed concerns that if the project went underway, it would be likely that all of the work would have been in vain if years later an elevated train would be on top. As a result, the project was put on hold. And for the next 10 years Fauntleroy will remain a hideous mess for pedestrians & bikers. Now, we are in the process of an Avalon repaving project, and all of a sudden, there is an alternate for the train to be elevated on top of Avalon - this makes no sense. Also, it appears that there have been multiple options for the station location at the Junction. There are multiple options for a Delridge station. Is there absolutely no options for an Avalon Station other than the same one that keeps on being presented? Has there been no alternate stations near Avalon (on Genesee) because the community has not been vocal in the same way as Delridge residents and those near the Junction? Or is there absolutely no option other than a station on top of the small pocket of SF homes sandwiched between the WS bridge and Apartments/Condos on Avalon? I support the routing South towards the Duwamish, through the hillside via a tunnel and into Delridge. Then West along Genesee into another tunnel. This seems to be the least likely to displace residents and businesses. It also looks to the future, towards a city that can maintain beauty, and more importantly will better serve communities further South, that need better transportation to the city. It also stays clear of the WS bridge on both sides; keeping the Port operating openly and avoiding the potential issues related to the impacts on the North Pigeon Hill region.

Communication 256: 10/02/2019

do the 20th ave tunnel

Communication 257: 10/02/2019

Please continue with the tunnel option at the Avalon station. The eyesore of the raised tracks on Genesee in order to support an above ground station is not preferred by those of us that live in that area and the thought of wiping out an entire block of residential homes to construct the above ground station is unreasonable for those affected home owners and the visual of a station in our neighborhood is terrifying.

Communication 258: 10/02/2019

I believe it is worth the extra cost to construct a tunnel that would bring the Ballard station over to 20th Ave. I think that would better serve the residents of Ballard by going to the area with the best walkability and the most density. It also would serve the region better by providing much better access to the Ballard historic core, which is a regional attraction.

I think it is best to stick with the representative alignments in West Seattle and SODO.

Communication 259: 10/02/2019

Love the Thorndyke portal/20th Ave tunnel option! It's critical for light rail to be central to the heart of Ballard.

Communication 260: 10/02/2019

I am a 20yr resident of the area that would be most directly effected by the West Seattle Expansion plan (25th Ave SW & Dakota St)... this neighborhood has always been a place of diversity and represents an

accurate cross-section of the greater Seattle area than might be being conveyed to your board. Other, less collateral-damaging options should be explored, and it's frustrating that it doesn't seem any consideration is being given to the displacement of families vs. The arm/will of the Port or whatever is driving this particular Longfellow Creek area plan, going forward. Please reconsider this route.

Communication 261: 10/02/2019

I do not like the North Andover- Yancy- Avalon route! Those multiple curves through the neighborhood seems like a hazard and the way it will affect the flow on Avalon Way, does not seem to be worth it. Plus, it looks like it would take out multiple apartment buildings on the corner of Avalon and Genesee? Honestly, I don't like the idea of it going West from Delridge at all. Seems like it should just go south on Delridge or maybe 35th. And build a park and ride with free shuttles around each junction. Thank you.

Communication 262: 10/02/2019

Thorndyke Portal is cheaper and stays underground the whole time. I feel like I must be missing something because I cannot see any advantage to the BNSF Portal.

Communication 263: 10/02/2019

West Seattle tunnel at Avalon has to be the option. A platform will destroy those neighborhoods. Have you done a sound study to determine how loud the elevated track will be and how far the sound may travel? I know the elevated stretch near the airport is very loud. I can't imagine that slicing through residential areas.

Communication 264: 10/02/2019

This city is in desperate need for efficient and effective public transportation. When it takes 45 minutes to commute via car from West Seattle to Downtown, and nearly an hour to commute via car from West Seattle to Fremont, and over an hour for the same commute via bus (two buses to be exact), there is a serious problem.

As you can see from the numerous cranes/new buildings/new businesses popping up in West Seattle, this neighborhood is changing. People might grunt at the sight initially. But in five years, they will both forget about the shiny new apartment or new Whole Foods that opened up, and benefit from the higher property values.

Arguments against an elevated light rail because of concerns for aesthetics of the neighborhood should hold little to no weight. If we, as a City, are serious about improving our homelessness problem and mitigating our impacts on the environment, then we need a light-rail solution implemented across Seattle's neighborhoods as soon as possible. If a tunnel option will delay the timeline or increase the costs, then we need to disregard a tunnel option.

Communication 265: 10/02/2019

I'm not a fan of any more tunnels. Many commuters are either claustrophobic or afraid of heights. These people NEED to commute too. Having some degree of both myself, I can tell you that my claustrophobia would be impossible to cope with under water. The thought alone terrifies me. Why not an elevated system, with drawbridge? I'd rather close my eyes or look to the distance, than know I could drown any second in a tunnel...

Thank you.

Amy Jacqmin

Communication 266: 10/02/2019

Our family 6 members are voting for the 14th ave tunnel option - understood its not the cheapest but we and nieghbor's feel its the most sustainable option that holds true to the long view!

Communication 267: 10/02/2019

Leave the golf course

Communication 268: 10/02/2019

I urge you to use the tunnel alternative to West Seattle Junction for the West Seattle light rail project. I think the money would be well spent to make sure the Junction is preserved and protected. I urge you to save the Junction.

Communication 269: 10/02/2019

I really want to see the junction tunnel and a pigeon point tunnel. I don't want the elevated train thru a whole bunch of multi family zoning

Communication 270: 10/02/2019

I love the simplification of the Pigeon Point Tunnel design.

Yes, it requires additional funding, but we need to design for the future! Non-tunnel options are just a sequel to the defunct Viaduct. Build it once, build it right. Build to maximize neighborhoods, available land for development, mitigate detracting aesthetics (an elevated line will blight North Delridge).

The tunnel does it right and sets up for future expansion.

Communication 271: 10/02/2019

As a Ballard resident, I strongly support the 20th Ave NW tunnel for Ballard.

Communication 272: 10/02/2019

I am strongly in favor of the Pigeon Point Tunnel. I know it looks as if it will cost more, but I think the other alternates are options we will live to regret. Choosing a cheaper option that doesn't pan out is always more expensive than choosing a seemly more expensive option that will stand the test of time.

Thanks!

Communication 273: 10/02/2019

For Ballard, please please please use a tunnel. Long term a bridge solution, of any type, will either a) get in the way of something or b) just be an eye sore along what could become a beautiful section of the canal.

I've spent extended periods of time in multiple European and Asian cities. Above ground, of any sort, in an area that's only going to rapidly increase in population density before this is built, never works. Please build for not only when it's completed, but +5-10 years so it's not at capacity or already in the way by the time it's completed.

Communication 274: 10/02/2019

Our first choice is a 20th Ave NW tunnel, since Old Ballard is a better destination (shops, library, closer to most of Ballard). Either 20th Ave option. Third choice would be the 15th Ave NW tunnel.

Please do NOT adopt a bridge. Too many conflicts with the Ship Canal, and both noisier and uglier in the approach area on both sides of the Ship Canal.

Communication 275: 10/02/2019

Please, please put the Pigeon Hill tunnel and Andover/Yancy routes into the EIS. I've lived on 26th Ave SW in West Seattle since 2006. We are a mixed family and have worked so hard to stay in this neighborhood. I'm actively involved in my neighborhood and am on the Advisory Council at the Delridge Community Center. Our neighborhood represents everything Seattle wants to be. My family would likely not be able to remain in West Seattle if we are forced to move and this would have a huge negative impact on us. I'm happy to share more of our specific story if contacted.

Thank you,

Talia Thepvongsa
(206) 384-8161

Communication 276: 10/02/2019

Hello, I am a Ballard resident and have formerly lived in two cities with subway systems (Washington, DC and Boston). I currently take the bus to and from Ballard to downtown almost daily along 15th Avenue, and cannot wait for the light rail train extension project. I am writing to express my strong support for the options that include a tunnel UNDER Salmon Bay (Options A or B, or Tunnel Crossing with a station at 14th or 15th), as opposed to an elevated path and bridge near or along 15th Avenue (ST3 or Fixed Bridge options). I'm in favor of an underground tunnel option even if it's the more expensive option, because it's the right - and only viable - option to support sustained long term growth in Ballard. As we can all see daily, even buses must stop and wait anytime the Ballard Bridge opens. Spending all of the money and time associated with the extension project only to create an elevated track where the train would also have to wait for boat traffic is short sighted and will do much less to alleviate the surface traffic congestion in and out of Ballard. In addition and as noted, there are real impacts on the maritime industry associated with any additional raised tracks/surfaces over Salmon Bay. I implore Sound Transit to make the choice that is right for the future of Seattle and its long-term growth: underground to Ballard!

Sincerely,

Bridget K. O'Connell

Communication 277: 10/02/2019

there needs to be a tunnel. to avoid destroying all the neighborhoods an overhead line would do.

Communication 278: 10/02/2019

I strongly, STRONGLY believe that the Pigeon Point tunnel is the best option. There's no perfect here, but this one avoids many of the biggest concerns. It's higher quality & would be the most solid plan in the long run.

Communication 279: 10/02/2019

I'm a homeowner in Ballard and feel that any elevated or surface tracks will be extremely disruptive to living here. Visible tracks will be unsightly and noisy impacting home values, desirability, cleanliness. This is an expensive and sought after neighborhood; exposed tracks/stations will make buying/selling in

Ballard much less popular. We need the neighborhood maintained, not turned into a transit center. Please strongly consider underground options thru one of Seattle's most desirable neighborhoods.

Thank you,

Beth Anne Patterson

Communication 280: 10/02/2019

The tunnel alternative is the best choice, I've walked the areas that would have overhead rail lines in Delridge and there's nothing that could be done with them below where the rail lines would go except tear down all the housing and what ever is left has to be next door to a rail line above turning it into a slum as nobody would want to live under the rail lines. Please dont create a slum where none currently exists.

Communication 281: 10/02/2019

Ballard routes:

BNSF Portal tunnel is stupid.

Option B would get the most use and would serve the most people differently than today.

The fixed bridge to 14th seems like the best--especially if you can combine it with a bike route over the ship canal. Plus, then it can head right up 14th to BHS and Loyal Heights and then to Greenwood in the future. These are all areas with lots of people living in them.

Communication 282: 10/02/2019

no elevated route in the heart of west seattle-would destroy our quaint beautiful community. hideous look, loud, dirty.

Communication 283: 10/02/2019

I prefer option B.

Communication 284: 10/02/2019

I care the most about the SODO TRANSFER station. The choices made for SODO station will affect us for decades to come, because it will be the transfer point for traffic going between South King County/Sea-Tac Airport and West Seattle (and any extensions south of W Seattle). It will also serve transfers between the two different The top priority MUST be to streamline transfers between the two for passengers going in the same direction (Lynnwood to Sea-Tac Airport for example).

A cross-platform transfer is the best option. With the double-elevated station, you have the opportunity to interweave the two lines as they come together. There are numerous examples out in the world to observe.

The second best is for there to be only ONE change in platforms/levels to make a transfer. With all the options I see, a passenger must use at least TWO stairs/escalators/elevators to transfer between lines. Either going down to the surface and back (in the case of At-Grade or Double-Elevated) or to a mezzanine and then the platform (in the case of Single-Elevated).

PLEASE prioritize transfers.

Communication 285: 10/02/2019

How deep Will the proposed Pigeon Point tunnel be?

Will it interfere with the stability of the slope between 21st Street SW and 22nd Street SW?

Our home is at 2123 SW Dakota Street where SW Dakota Street comes to a dead end between 21st Street SW and 22nd Street SW. The proposed tunnel will be very close to it.

I know that the city has attempted to extend SW Dakota Street at this point in the past and could not do so because their attempt caused a landslide.

What guarantee would we have that this proposed tunnel would not result in the slope becoming unstable once again?

It seems completely illogical to take the light rail through prime residential property and alongside the West Seattle Golf Course where it will be an eyesore and also very noisy.

It would be more practical to bring the light rail under the West Seattle Bridge to Delridge Way and then to go along Andover Street to Avalon Street thus avoiding residential areas and the West Seattle Golf Course.

I believe that this route would also eliminate the need for a tunnel and therefore would be more cost effective.

Yours sincerely,

Gillian Chappell.

Communication 286: 10/02/2019

emailing from West Seattle - please build link even if the funding is not available for a tunnel. We can live with elevated. the home owners that lose their homes will be given fair market value for their property; They will be taken care of. The need for right of way transportation given the increasing population on the peninsula and increasing traffic on the West Seattle bridge makes it absolutely necessary that link be built over here.

Communication 287: 10/02/2019

As a homeowner in West Seattle in the Avalon corridor, I promote a tunnel both for safety, sound and visual.

Communication 288: 10/02/2019

I promote a Seattle tunnel. It is important to value the integrity of the West Seattle neighborhood, as we are doing with our northern neighbors Ballard. We love our house and community. Transport is important to us, and we want it to be safe, visually appealing and maintain the neighborhood.

Communication 289: 10/02/2019

Looking through the updated lines, it's seems like the Yancy/Andover line has the greatest chance for disruption. While I understand the appeal of running the train past Nucor steel, turning up Avalon seems like a mistake compared to any other alternative.

There is increasing density in that corridor as large, multi-unit dwellings are put up. Having seen the disruption to traffic during the recent paving I also shudder to think what a project of this magnitude would do to entry and exit to West Seattle.

In both the short and long-term the Yancy/Andover alignment seems foolish and will have the greatest negative impact. I would fight hard against this proposal.

Communication 290: 10/02/2019

To Whom It May Concern at Sound Transit,

My (now) 3 year-old daughter, husband, and I moved to Seattle from New York City a year ago. On February 22, we closed on our house- our first ever! We were so excited. Our daughter even said, "All done with new houses?"

Three days after we moved in, our new next door neighbors held a flyer in her hand, provided to us by Dennis Noland, our fearless neighborhood leader. It suddenly included a route that would cut through our actual house. Three days! We were and are incredibly shocked and upset that we feel like we were completely duped by the city, our builders, and Sound Transit into buying our house, which is coincidentally a new construction. We researched the Sound Transit website, and nowhere during our home search did this new third route show up anywhere (specifically, the Delridge Station at Dakota Street).

We attended the next community meeting, and I even took a day off of work to speak at one of the board meetings. At this point, we feel completely helpless. We relocated to provide a better life for our soon-to-be expanding family. However, now we will spend the next few years biting our nails and waiting to see if our 750k home investment was a joke from day 3, essentially, and if we'll need to brace for years of litigation, mediation, and stress. Why the Sound Transit board feels the need to go forward with routes that would decimate almost one hundred houses is beyond me. As stated at the meeting I attended, never have they demolished and destroyed so many families' houses from one light rail station.

My husband works at Columbia Center, the tallest building in Seattle, and yet it only takes him two stops by bus. By light rail, it would take a transfer and multiple stops. I'm not quite sure what population this would be serving. I imagine the light rail is meant to serve more people of color, with all the talk of equity. Yet, at my first community meeting, out of a hundred people, I was the only person of color! As an educator who has worked in Kent School District and now in Highline, and as a special educator and administrator for the last 13 years, I have devoted my entire career to attempting to equalize opportunity for under-served populations. The complete lack of representation of people of color during my interactions has been appalling.

At this point, our heads are spinning, we have no idea what's going to happen, and we really don't feel our statement will have much impact. If I were to choose from the proposed options, I would vote for the Yancy/Andover Elevated option. I was the only behavior specialist for the entire Kent School District last year within Inclusive Education, and am currently the behavior dean at a middle school of 800 kids in Highline. I cannot afford to take more time off of work- not monetarily, but simply because the kids need me more than I can affect any sort of change through speaking at these meetings. I hope my words will be considered. Thank you.

Sincerely,

Pearl Chan, Gregory Welliver, and Morgan

Communication 291: 10/02/2019

I don't feel the other alternatives presented are viable options. The tunnel crossing and station at 14th Ave is the best option and would be the less disruptive to transportation patterns. It would also provide the best location for riders in the heart of Ballard. Thank you, Susan

Communication 292: 10/02/2019

I think moving the station to 20th is worth the extra cost. I think this would make a huge difference for long term usage of the light rail.

Communication 293: 10/02/2019

a 20th Ave tunnel to Ballard is the best outcome for Ballard. We need to connect to the Urban hub so that tourists and residents of the urban neighborhood who are less likely to have cars can have the easiest time connecting from downtown to the core of Historic Ballard. Let's serve our Seattle neighborhoods as best we can!

Communication 294: 10/02/2019

I feel like I've said plenty in the past so you have those comments but I was not aware that the yancy / andover route was on the table. That works for me. The tunnel thru pigeon point would be a second choice.

Communication 295: 10/02/2019

Ballard

first choice is 20th via Thorndyke portal (+200M), if 3rd party can be secured. This will be the best location for the existing ballard neighborhood and attractions

Otherwise use representative alignment

Building on 15th will make a new Ballard and be better for bus transfers from now until ST4. I would not use this to "go out to Ballard" like I would use the 20th option. Again, we could to the 14th tall bridge is 3rd party funding can be secured (+100M), but I'd rather go for double or nothing with the funding for Thorndyke.

SoDo

At grade is best - it builds overpasses to avoid traffic. I can not see spending extra money here unless I knew it would help transfers between lines. I think this would be a major location for transfers this like ID will be. I would like to see plans for how with will work and how its being planned into the design of the stations like in BART (Oakland&12th / Hayward). Calthal Ridge told me this would be decided later during a previous event. It's likely we should have two center platforms as SoDo for transfers between red and green lines. Then ID can focus on transfers to the blue line south.

West Seattle

If we have funding from a 3rd party the pigeon pt tunnel is fine. Otherwise go with South of Andover for good station alignment with the 120/50 buses. Yancy is okay, but the station is really out of the way. I'd

like to see us go back to the representative alignment elevated up Avalon elevated either way for the rest of the line. Too much effort is required to turn it south for expansion we don't know if expansion will happen.

Communication 296: 10/02/2019

The 20th Ave Tunnel Ballard is a must in our opinion. The Ballard residence would most benefit by it. Both options A and B are very good, but considering the \$300 million additional cost for option A, it makes the most sense to go with option B, Thorndyke tunnel.

Jim & Tina Rodgers

We live in and love Ballard

Communication 297: 10/02/2019

Do not advance pigeon point tunnel option because it is too expensive. Yancy alternative is terrible for bus transfers.

SoDo - The elevated options do not add enough value, just add another lander at bridge over the tracks.

Overall - Protect the project by staying on cost as much as possible.

Communication 298: 10/02/2019

I prefer the tunnel crossing to be at 14 Or 15th. this neighborhood area has better potential and less disruption.

Communication 299: 10/02/2019

Pigeon Point Tunel - Delridge Station

As the SW area continues to see increasing Metro ridership, this station makes sense. I've been on Metro routes 125 & 128 since 2002. The weed day standing only 128 routes show that doing EIS on this location and moving forward with it is important, as this station will have an immediate ridership impact. It also provides, by using Delridge at least 3 easy points of further access to West Seattle and White Center. (Avalon, High Point, Roxbury)

Communication 300: 10/03/2019

West Seattle: Do not advance the Pigeon Point or Yancy/Andover options. A tunnel to West Seattle doesn't provide sufficient benefits to ridership or reliability to justify the costs

Ballard: Advance "Thorndyke Portal" tunnel and study elevated option on 20th Ave NW. The Ballard station will be much more easily accessible to more people on 20th Ave than on 14th.

Communication 301: 10/03/2019

Ballard - Thorndyke tunnel is worth pursuing since it's closer to downtown Ballard. But I'd be worried about a very deep station leading to longer times to get to the surface. 15th Bridge is also worth pursuing since RapidRide D wouldn't have to turn to go on 20th. Concerned about moveable bridge frequency/reliability, but maybe that can be engineered away.

Sodo - elevated options don't seem worth the money / disruption

West Seattle - Pigeon Point is much much more expensive for not any more convenience. I'm not seeing the benefit of Yancy at all.

Ultimately, I hope we build something fast and not spend a lot of time on the Seattle process.

Communication 302: 10/03/2019

Any station south of Andover will significantly result in greater congestion on Delridge which backs up over one mile during commute time in the morning and afternoon resulting in wait times over 20 minutes to get onto the West Seattle Bridge heading northbound on Delridge. This has significant impact not only on the residents in the area most of who are low income minority and a large percentage immigrant populations but also on commuters who need to drive into work and need to use their cars for work. A station south of Andover would also have significant impact on hundreds of residents that reside directly in the Delridge corridor.

Communication 303: 10/03/2019

Personally I would still prefer having the train travel through a tunnel all the way from downtown to Ballard. I think that residents of Seattle 50 -100 years from now would appreciate the additional effort to keep the system quiet, out of grade and secure.

Out of the options that you list, I would prefer the Thorndyke B route followed by the Thorndyke A.

Natassia Stelmaszek
Ballard

Communication 304: 10/03/2019

As these projects seem to take decades, avoiding main arterial like 15th and Market would be very helpful. Ballard is very alive and fun now (except for trying to get there, parking, and throngs of aggressive homeless), I would hate to see it choked by construction fields and detours.

Any path that does not devour 15th seems good. I have to say the simple inclusion of and "additional \$350 MILLION or \$450 MILLION takes my breath away! For a simple plebeian that seems like a lot of money.

Thank you

Communication 305: 10/03/2019

Pigeon Point tunnel is a terrible idea. It disrupts/devastates the 17th Ave SW Riverview neighborhood. Go overland.

Communication 306: 10/03/2019

Seems like tunneling is the most expensive & risky. Stay elevated. How tall does the bridge need to be to escape the draw bridge requirement?

Communication 307: 10/03/2019

I urge the board to consider the Pigeon point tunnel option as it will disrupt fewer existing homes and have less of an impact on the surrounding neighborhood (a neighborhood we have lived in for 20 years). Thank you.

Communication 308: 10/03/2019

I strongly support the Delridge tunnel option. It appears to be much better integrated with the existing neighborhood, as well as allowing for future transit oriented development.

Communication 309: 10/03/2019

Tunnel through pigeon point is the least disruptive of homes and businesses west of Delridge. It is appalling the number of homes showing displaced in some of the alternatives and the above blue line in level three takes out literally the only restaurant within walking distance of my office building on Delridge and Andover. (Sure it's a subway, but also Uptown Espresso which is a bright spot in this food desert of an area.)

Communication 310: 10/03/2019

Please consider that the pigeon point tunnel with a station straddling delridge connected to a West Seattle Junction tunnel will be the best arrangement for a project intended to serve the public for the next 100 plus years.

Communication 311: 10/03/2019

I am a resident of Pigeon Point in West Seattle and would like to throw in my vote for the tunnel option rather than an elevated line in my neighborhood. Thank you for your consideration.

Communication 312: 10/03/2019

I think the tunnel options are the best. While moving the station close to the current urban core sounds good, I don't think it's worth the added cost. A tunnel station at 15th and Market would presumably allow commuters to enter without having to cross the busiest intersection in Ballard, which would encourage more use. I think the tunnel crossing with a tunnel station at 15th is the best choice.

Communication 313: 10/03/2019

This seems most equitable and least disruptive allowing a lower socioeconomic area of West Seattle to grow economically rather than creating further blight.

Communication 314: 10/03/2019

Having the Ballard station on 20th rather than 15th is a no brainer - MUCH better to have rail come through the heart of Ballard rather than the eastern edge.

Communication 315: 10/03/2019

TUNNEL and station at Market and 20th! Please, this is a must!

Ballard is growing so quickly. By the time the West Seattle/Ballard extension is built, it will HAVE to be a tunnel due to the many new businesses and buildings going up everywhere in the neighborhood. The project simply cannot be above ground in what is already a densely populated neighborhood whose density increases monthly. The new re-zone insures the neighborhood will continue to bust at the seams for years to come, the transit option MUST not interrupt or destroy the neighborhood!

The tunnel alternatives are the only viable ones in terms of livability in Ballard. The Ballard station should be located in the center of the neighborhood, not on one side or the other.

Communication 316: 10/03/2019

The Pigeon Point tunnel makes the most sense for getting over to West Seattle, avoiding the already overcrowded WS bridge & lower bridge & port area. The 2nd tunnel into the heart of West Seattle also seems like the best option due to the height required to run an elevated track up the incredibly steep Genesee hill between Delridge & Avalon. The required elevation is so out of scale and proportion with the surrounding areas, it's laughable! It will destroy the area....we just spent millions of dollars to take down the viaduct in downtown to create a better connection between downtown and the waterfront,

so why are we proposing to build another one in West Seattle?! Elevated tracks suck to be around noise, blight, visual pollution, etc, it will ruin the fabric of the charm that makes people want to live in West Seattle. Do it right the first time & spend the money for the tunnels.....it won't get any cheaper in the future!

Communication 317: 10/03/2019

My family and I live in ballard. The 20th Ave ballard option improves Ballard resident access to light rail / transit and is the most desirable option.

Communication 318: 10/03/2019

As a Magnolia resident, I urge you to consider a tunnel first, and a bridge with bike lanes second.

Communication 319: 10/03/2019

The Delridge station needs to have a good bus transfer experience. Putting it off the street will negatively impact thousands of commutes a day.

The SODO station should be at grade. Without any performance benefits it seems difficult to justify anything else

Other West Seattle tunnel options should not move forward. There are no better performance metrics for the tunnels, and an added nearly \$1B cost.

Alternatives to Ballard should focus on the currently built up core around 20th Ave, and should not include a reliability killing drawbridge. The Port could potentially kick in money like with the 99 tunnel if the alignment avoids port lands like the 20th Ave tunnel alignment. If it turns out possible, a fixed bridge should also be studied

Focus on the reliability of the service, and the ridership experience! Construction impacts aren't nothing, but they also won't be "forever" like these alignments! We have to make the tough choices for short term pain if it means long term gain.

Communication 320: 10/03/2019

We must go underground as much as possible. The best route for west seattle is the tunnel. Pigeon Point tunnel and junction tunnel although truth be told I'd like a full tunnel under all of west seattle no elevated at all.

Elevated in west seattle is going to destroy so much of what makes this a great place to live. Lovely neighborhoods and green spaces that have yet to be destroyed by development.

We need to think of the future. We NEED a tunnel to preserve our section of the city.

The city talks a lot about walkable neighborhoods but what's the point of making transit if you remove the people by building an ugly eyesore.

Communication 321: 10/03/2019

Build the West Seattle Link without delay or cost overrun!!

The vote was based on an elevated track. Please build it and build it now.

Do NOT delay for a tunnel. If there is an extra billion dollars, then expand the light rail to White Center. Do NOT build a tunnel!!!

Communication 322: 10/03/2019

Serving 20th in Ballard is better than 14th locations, as it is closer to the historic town center in Ballard that should continue to be the core in the future. Crossing 15th is not a pleasant experience.

Communication 323: 10/03/2019

Fixed Bridge crossing at 14th. Stick to original plan. Look at historical bridge crossing at 14th. 14th is already wide. You just have to deal with Coastal Transportation and Burlington Northern.

The station at 14th and Market area is also better since it aligns with the North - South - east - west transportation corridor. Locating station in downtown Ballard puts it too far away from this corridor. Businesses and bus routes around the Market and 15th/14th NW corridor are used a lot more and much easier to access than businesses in downtown Ballard.

Communication 324: 10/03/2019

Comment 1:

Do not advance the Pigeon Point or Yancy/Andover options. They are expensive and do not serve the users any better. Their main purpose seems to be to appease a very small portion of homeowners at the expense of the rest of the city and region.

Comment 2:

Do not advance elevated or partial elevated options. These are more expensive than they are worth. As long as the rail is separate from train/road conflicts, then the at-grade alignment is sufficient. Save the money for the 20th Ave Ballard station or for speeding up delivery.

Comment 3:

Advance the "Thorndyke Portal" tunnel. This is far and away the best location for a Ballard station, serving the dense urban part of Ballard. This will generate ridership gains and is the best way to serve the majority of Ballard residents as well as those coming to Ballard for business and leisure. Consider studying an elevated alignment with a 20th Ave station if costs are an issue. However, as this alignment eliminates conflicts with Fisherman's terminal, the Port should be receptive to contributing funds. Also, costs savings from using the elevated West Seattle and at-grade SODO alignments can be redirected here.

It is of utmost importance to first consider the average user of the system -- the person walking to a light rail station on their way to work or fun. For this reason, we should save money on expensive aesthetic alignment details and instead put it towards placing the stations in the middle of the neighborhoods they are intended to serve. For this reason, I strongly support the 20th Ave "Thorndyke portal" option, but do not support the West Seattle tunnels or the elevated SODO alignment.

James

Communication 325: 10/03/2019

As a West Seattle resident, I support the Pigeon Point tunnel option. We only have one chance to give West Seattle the potential for equitable transit-oriented development. Let's do what we can to make West Seattle more accessible for development, which will help relieve some of the housing pressure that Seattle as a whole is facing.

Communication 326: 10/03/2019

Of main concern to me as a parent of a Pathfinder K-8 student is the effect to the Pigeon Point neighborhood. My preference is the Pigeon Point Tunnel plan because it would provide the least negative affect to neighborhoods. A lot of issues would be mitigated and would be a safer outcome with less disruption to current residents of the neighborhoods involved. I live in South Park so this is not my neighborhood but I do a lot of activities in West Seattle and both my children attend school in this area of town. So it matters to me what happens to the established communities here. I understand the tunnel option will cost more money. However, quality of life is very important to the people that live and thrive in Pigeon Point. Anything that could be done to provide the least amount of disruption would be most important in my view. The human factor is more important than the quickest, cheapest route to mass transit. We can have both. Thank you for listening.

Communication 327: 10/03/2019

I think the best option here is the Thorndyke portal. It is critical that we have a station in the heart of Ballard. That is where people want to go, not 14th. Also tunneling is the smartest option for the future. It will provide grade separation and trains can run at maximum speeds out of traffic and congestion. This is a multi-generational decision and we must get it right.

Communication 328: 10/03/2019

The Ballard Tunnel option with Thorndyke portal is critical to the long term success of this line as it makes the Ballard station accessible and centered in the Urban Village. Other tunnel and elevated options seem like a waste of money for the benefit offered.

Communication 329: 10/03/2019

I'm no engineer, but why all the expensive curves in the tunnel under Thorndyke option B? seems like the field is pretty much wide open for a straight shot between the interbay and ballard stations. no?

Communication 330: 10/03/2019

The station is better at 20th rather than at the far end of the business district. The Thorndyke portal seems like a good choice.

Communication 331: 10/03/2019

SODO at grade is the best choice.

Communication 332: 10/03/2019

Delridge station south of Andover looks to be the best choice.

Communication 333: 10/03/2019

Any of the options other than ST3 Representative are a huge win. Having a train full of riders stop to wait for a sailboat would be a huge mistake. One of the other alternatives is a must even with increased cost. The routes that end further east cost less and so seem like higher priority - they'll serve a wider swath of residential Ballard as well despite being further from from the downtown core. The underground Ballard station options seem to set the table for further expansion north or east as well which should be a consideration.

Communication 334: 10/03/2019

Pigeon point is too much money for too little gain. It should not be done. The Delridge route with the south Duwamish crossing makes the most sense.

Communication 335: 10/03/2019

If I am to trust the summary information presented above, then Option B would be my preference. It is presented as having less impact on communities of color and low-income folks.

However, the Initial Assessments presentation does not objectively quantify the environmental effects on "minority and low-income populations" leaving the reader to either trust or distrust the presenters' definitions of "Little to no...Moderate...Substantial" impact. The historical track record of government and majority culture treatment of communities of color and low-income populations has had substantial to an extraordinary negative impact on these same populations. Whatever choice is made, be ready to provide substantial mitigation for any negative impact to the communities of color and low-income populations.

Communication 336: 10/03/2019

The underground station at 20th (Thorndyke tunnel) is, of these choices, the best option -- most people going to Ballard are interested in traveling to this part of town and the highest density of people is there. Close seconds are the representative project and a tunnel to 15th, which facilitates transfers with existing bus lines.

The stop at 14th is a poor choice, far from the urban center (mandating a crossing of 15th on foot for the many people who would come from the west) and not on existing bus lines

Communication 337: 10/03/2019

I would strongly urge the tunnel under pigeon point alternative. Please do not ruin the pigeon point neighborhood. It is where my children go to school and where we live, all options but the tunnel would severely negatively impact this neighborhood. Please DO NOT ruin our neighborhood.

Communication 338: 10/03/2019

Please strongly consider the tunnel option under Pigeon Point. That option would be the least disruptive to the Pigeon Point neighborhood and cause the least amount of noise for the residents who live there including myself.

Communication 339: 10/03/2019

I am very excited to see light rail come to Ballard. I really like the thorndyke tunnel option. My one concern is planning for future extensions. I think an east west tunnel under market would be ideal. This would allow for a Ballard to U-district line to be constructed, as well as a future northern extension down 15th. A station entrance could also be closer to 15th negating the need for buses on 15th to reroute for connections. A block or 2 would be very walkable.

Double elevating SoDo really only makes sense from a ridership perspective if it can decrease the travel time through that area. Keeping the busway does allow for a high degree of flexibility for the future which may or may not be necessary.

In west Seattle future expansion south should be the number 1 priority. The cost does seem outrageous for the tunneled options, so I think those should be excluded from further analysis.

Communication 340: 10/03/2019

As a Ballard resident, I support having the station on 20th ave. Thanks for doing the analysis on all of the alternatives.

Communication 341: 10/03/2019

Love the 20th Avenue tunnel and station combination. Please include it in the DEIS. This would best support the huge increase in density that Ballard has already experienced in the last two decades, with more coming on line with the City's MHA rezones.

Communication 342: 10/03/2019

I can't wait for this! Please proceed as quickly as you can. This will change peoples lives for the better.

Can't wait!

Thank you for doing this, wish we'd started 20 years ago! :D

Communication 343: 10/03/2019

We do not think that the pigeon point tunnel should be an option on the table based on it's environmental impact and outrageous cost. We are native Seattleites and were finally able to purchase our home here on pigeon point. This is our forever home and we plan to give it to our daughter. We have re-established the erosion prone hillside with native plants and fruit trees. I am disappointed in my city that taking on a cost like this tunnel would be considered and that you would consider invading the greenbelt, impacting the sensitive ecologic area. We have nesting osprey, eagles, barred owls, a heron rookery, hummingbirds and many other species living here. Isn't the city working toward a green canopy?

The additional money that is needed for this tunnel option could be used to create a line that runs south on Delridge, to an already congested residential area. Why aren't we seeking to support these already disadvantaged communities of color with rapid transit? If we have the money to make the unnecessary tunnel why would we not use it to make this transit available to a larger number of people?

The areas that will be impacted by the other options are really in need of rejuvenation and perhaps with your plans for those areas you will consider increasing further the native vegetation.

The tunnel is WAY too expensive and will disrupt this beautiful, sensitive hillside and it's ecology. Please help me have pride in my city again.

Communication 344: 10/03/2019

Please get SODO right! The current SODO station was poorly designed (no shelter, no bathrooms), and poorly positioned (no vehicle access for pickup, dropoff, PARKING). You have a chance, especially with the FULLY ELEVATED OPTION, to fix the stations, keep E-3 busway, and not cut the neighborhood in half while exposing pedestrians to unnecessary danger (at-grade tracks). Having two overpasses will make for a terrible transit ride AND make it incredibly difficult for trucks to manage the already very constricted/limited east-west of SODO streets, a major freight portal. Let's get this right for future generations!

Communication 345: 10/03/2019

As a Ballard resident, I prefer option A or Option B. The other options feel more like they are checking the box than actually serving the needs of the residents. Using a non-fixed bridge would continue the major disruptions that are caused by maritime activity. And moving the station to 14th st would mean a vast majority of the well-established portion of Ballard would be much further than necessary.

Having lived and spent many years in my life both Boston & Washington, DC, I know how important a viable train/subway system is. It is already too bad that Ballard, a thriving close in community isn't going to receive rail service for more than fifteen years. We need to ensure when the service does arrive in the community; it meets the needs of that area. Please consider option A or B for Ballard.

Thank you,

Ben Bayder
1519 NW 63rd St
Seattle WA

Communication 346: 10/03/2019

Regarding the Pigeon Point Tunnel alternative. As a local business center owner of the West Seattle Corporate Center, we have objections to the original plan of the Delridge station south of Andover. We do recognize that alternative transportation options need to be realized. However, early in the process I suggested an option of tunneling thru Pigeon Pt as it greatly reduces the overall impact to the neighborhoods, business', AND the existing traffic flows across both of the bridges to/from West Seattle. Especially during the construction of the crossing structures. The overall reduction in turns, the approach/exit elevation thru the tunnel in each direction is easier on equipment, and also on the construction implementation. Then the reduction of construction impact on the neighborhoods from residents losing their homes to Eminent Domain, and the inconvenience of traffic issues over long periods of time. Having the line South along the Genese hill also frees up the views which we all know will "some day" change should the steel plant ever close, and be redeveloped. The vision needs to maintain the long view of how that area of Youngstown/Pigeon Pt will change. West Seattle is truly a hidden gem that needs to be cultivated over the long term, and not let it become a haven for apartments and other transient residents who are not engaged in seeing the community complete the transition from former mill worker homes to a community with multi-level socio and economic strength to expand its urban center capacity.

Communication 347: 10/03/2019

Any Ballard solution should avoid terminating at 14th Avenue NW which is too far from the core of Ballard to be a viable option. Locating the station at 14th Avenue would increase pedestrian risks crossing Market and 15th intersection. It also assumes transit oriented development would occur to the east of 15th Avenue NW. Based on current experiences with upzoning, this is a big assumption to make. Locate the Ballard station - either with a tunnel or a bridge - on 15th Avenue or 20th Avenue.

Communication 348: 10/03/2019

I still prefer the "del ridge station south of Andover" from the earlier options. I do not see the additional (nearly) 1billion dollars materializing to create the pigeon point tunnel, and the "blue" option would eradicate the Youngstown neighborhood, which I do not endorse.

I will mention, as I have previously, that is a landlord on 25th Ave who have been representing themselves as residents in public meetings and fighting against the reasonable alternatives and pushing for the tunnel. Knowing this person, he is pushing this in a strategy that will make is MORE likely that the properties he is trying to sell (he is moving to AZ) will be included in the property buyouts so that he can wait it out and have a guaranteed buyer (ST). I know I can't stop that strategy, but it would be in ST's best interest to identify who is an actual resident when weighting comments.

Communication 349: 10/03/2019

I support 20th Ave Tunnel Ballard – Thorndyke Portal.

At grade for Sodo should work.

Pigeon Point Tunnel is too expensive, and I support the Delridge Station South of Andover.

Communication 350: 10/03/2019

Hello, I am a 30-year resident of North Delridge and want to strongly urge you to include the Yancy/Andover and the Pigeon Pt. Tunnel routes in your initial EIS assessment process. In my comments here, I will argue primarily for the Yancy/Andover route, since I believe it does the least harm to the residential neighborhood in the area and to the green spaces that are a core element of the area. Here are my main points:

The ST racial toolkit identifies an imperative to "minimize harm" and avoid "disproportionate impact" on the diverse neighborhood of Youngstown—that is, the destruction of moderate-income housing and negative impacts on the significant green spaces in the neighborhood. The Yancy/Andover route would skirt the residential area, saving somewhere between 40 and 50 residences in this diverse, mid-low income neighborhood. The Yancy/Andover route would also minimize both construction and operational noise for most residents in the area. Other options would essentially wipe out the neighborhood by eliminating many homes directly and/or severely impacting the quality of remaining residences.

Moving light rail traffic along the Yancy/Andover route would dramatically minimize the construction and operational impacts on the two primary green spaces in this part of W. Seattle--the W.S. golf course and the Longfellow Creek area, and would avoid impacting the Delridge Park/Playfield area south of Genesee.

The Yancy/Andover route west of Delridge is currently primarily a corridor that is lightly used--except for the trucks entering and exiting Nucor Steel and nearby businesses. The traffic congestion at this intersection with Delridge has long been problematic, and while light rail construction could be seen as an added complicator, it could also be a catalyst for working with Nucor and the Port on developing a long-term win/win solution to this particular traffic intersection.

The Yancy/Andover route "pencils out" to a cost similar the representative route.

Yancy/Andover also provides an option to be 100 percent above-ground and reduce the Sound Transit's cost to build. But I would strongly urge ST to consider one tunnel with a portal on Yancy running under Avalon to and from the West Seattle Junction.

Thank you for your consideration.

Scott Caldwell
4505 26th Ave SW
Seattle

Communication 351: 10/03/2019

Ballard - Thorndyke tunnel makes a lot of sense, but is really expensive and makes extensions to the north even more expensive. The bridge in the ST alignment just west of Ballard Bridge is pretty darn

good. Having the station at 14th is a terrible idea. Too far from central Ballard and density. Would it be possible, if a 3rd party funding measure (aka ST4 or a local Seattle measure) was passed to include money for a tunnel, could a 65th, 75th, or 85th street tunnel station be added as well? Or the line be tunneled to the Fred Meyer area in Greenwood? At minimum, just the raw, unfinished tunneling be continued farther north similar to T Central subway in SF, where the tunneling extends way beyond the end-of-line since they already had the tunneling machines in the ground. That would make it, to me, a lot more appealing to vote for and much more forward thinking.

SODO - Seems silly to have two stations here. Why not make it a single line with a better, faster flying junction at the south end? The current curve from Sodo past the Link yard is really slow. Is a stacked elevated station with a center platform an option with one line on the upper level, one line on the middle level, and a ground level plaza? This way, it could be built to the west of existing busway and Link line, then switched over quickly. Seems like there would be lessons to be learned here with the NYC subway system and how they arrange unique stations and track ways like this.

West Seattle - Pigeon Point tunnel seems to make sense. Puts the Genesee station in a better location, has less tall Link tracks & stations, reduces interference with old west Seattle bridge interchange, avoids tearing down a ton of homes, and avoids a bunch of noisy curves that would certainly slow trains down in the same way they've been slowed down on the current line. Is single-bore tunnel an option like on the Evergreen Line in Vancouver? If West Seattle itself is going to get a tunnel station for Andover and central West Seattle, their community must be open to much more housing and density, and fewer single-family homes.

Communication 352: 10/03/2019

West Seattle Comments

-When comparing both station options the Yancy/ Anodver station location is less desirable than the Pigeon Point Tunnel locaiton. But for \$900M extra dollars I would prefer then Yancy/ Andover location. With that being said, was there exploration of an option that had the Pigeon Point tunnel with the Delridge and Genesee station and elevating the track from that location without the addition of the \$700M tunnel under the Junction? I think combining the Pigeon Point tunnel and station location along with a fully elevated option option through West Seattle, similar to other options, would provide the best station location to additional cost option.

Sodo

-The partial elevated with Holgate St overpass is the best option.

Ballard

-The Thorndyke Portal tunnel is the better option in terms of disruption and coordination with other businesses. I am still not opposed to an elevated bridge option of having a station either on 15th .

Communication 353: 10/03/2019

I want to start with saying thank you so much for making this design process so open to the public. I believe it will result in a better ST3 for all. I have a few comments on the provided potential alternatives:

20th Ave Tunnel:

This option presents a opportunity to place high quality transit directly into a dense walkable neighborhood. The 450 million dollars for option-B or a potentially cheaper elevated option would more than worth the price tag to enhance the neighborhood. The areas near the station opened up by the construction would be an excellent location for TOD and would help further the goal of equitable development and transit. I believe it is well-worth consideration for continuing study as an alternative in the EIS.

SODO Elevated:

I believe the cost savings and reduction of traffic/train conflict points that benefits both lines for the at-grade potential alternative be the superior option here. The only downside is the loss of the busway, but I believe the light rail will reduce its necessity. Partially elevated doesn't improve the existing line as much and double elevated costs extra for minimal to no benefit over the at-grade option. I recommend that you do not advance these two potential alternatives.

Yancy/Andover Elevated:

I believe this potential alternative should not be advanced due to its reduced accessibility for very little benefit over the existing alternatives. Connectivity of a station should be one of the biggest concerns when building a station and sacrificing that for shorter term concerns for something that'll last a century or more isn't worth it.

Pigeon Point Tunnel:

While this option provides more TOD opportunity, the extremely high extra price tag makes this alternative an extremely tough sell. I believe if the intention is to enhance access and TOD potential a cheaper elevated option would be a much preferable. With the 1.1 billion dollar price tag in mind, I suggest that this potential alternative should not be advanced.

Thank you for reading and for your work creating a more vibrant, connected, and equitable region!

Christopher Addison

Communication 354: 10/03/2019

Very enthusiastic about the option A Ballard extension. Thank you.

-Cara Sutherland

Communication 355: 10/03/2019

I believe the Tunnel Crossing / Tunnel Station at 14th or 15th is the best option. The less the light rail is effected by sea or car traffic the better. Sure it is likely to cost more but it'll be worth it.

The light rail needs to extend southwards to Whitecenter and Burien. We need to extend service to as many communities in the area and we cannot ignore the already under-served South and Southwest Seattle communities when it comes to transit expansion.

Communication 356: 10/03/2019

I want an underground tunnel for West Seattle.

Communication 357: 10/03/2019

Do not advance the Pigeon Point or Yancy/Andover options for West Seattle.

Do not advance elevated or partial elevated options in SODO

Move forward with the “Thorndyke Portal” tunnel and study elevated option on 20th Ave NW

Communication 358: 10/03/2019

Please build the 20th Ave Tunnel Ballard – Thorndyke Portal (option B), as Ballard has gone through a large population expansion with little transit options expanded to match, creating large amounts of traffic in Ballard. Building a station on 20th may, in the long run even eventually impact where I live, yet despite that fact this option really is the best for transit needs, economic development, and meeting the future needs of the current building plans immediately around 20th and Market, let alone ones down the road. Please build this.

Thanks,

Erik Hanisch

Communication 359: 10/03/2019

I think the Ballard 20th Tunnel is the way to go. Of course its more expensive initially but it will be a better project with lesser ongoing (think 50-100 years) impacts from ugly elevated tracks. Thorndyke Portal seems just as good (to passengers, which should be the top criteria) and is cheaper and therefore more feasible.

SODO Station I like the emergent Option B, Partial Elevated Station. There is no rule saying that rail transfers can't include elevation changes, in fact most subway system transfer stations have changes in elevation between connecting lines. This maintains the Busway, which is a huge bonus.

Yes, go ahead and include the Yancy/Andover Elevated option in the DEIS. I am not convinced its the best, but that is why further study is needed. Whatever option chosen for this station must be compatible with an underground subway station in Alaska Junction.

Yes, go ahead and include the Pigeon Point Tunnel although it might not be affordable. I wonder why it was paired with the Alaska Junction tunnel as if they are inseparable? The subway station at Alaska Junction will be critical to maintaining the neighborhood without the imposing overhead rail. Again, think 50-100 years out, the more initial cost is well worth the better project in the long run.

Communication 360: 10/03/2019

Please DON'T select any of the options that run light rail to Ballard up 20th Ave. Many properties along this street, which is within the Ballard Urban Village, have already been developed and, consequently, the land values are VERY high. Too much funding would need to be allocated just to purchase land. Furthermore, given the existing density already seen in this area, building along this street would represent a major disruption to MANY residents in this neighborhood. Either of the 14th Ave options make more sense since there are many more properties that have yet to be redeveloped along this street and fewer new structures. As the area north of Gilman park is redeveloped (it is newly designated as Urban Village), the areas around 14th are likely to become more dense in the future. If the city acts quickly to secure properties before this area is redeveloped, it may save the city much needed \$\$\$.

Communication 361: 10/03/2019

The Pigeon Point tunnel option is the only way to go!

Communication 362: 10/03/2019

I would like to comment on the 20th Ave Tunnel in Ballard. I support the Fixed Bridge Crossing / Elevated Station at 14th through Ballard. The tunnel under 20th Ave would be disruptive north of Market Street where it exits. The bridge is a least expensive option and could be built. 15th Ave NW is already a transportation corridor.

Bret Wirta
7303 21st Ave NW

Communication 363: 10/03/2019

I believe West Seattle deserves a tunnel. We have the land mass to allow for something like that to be built that would maintain the integrity of the community without tearing down more affordable housing. Please consider this option. Thank you.

Communication 364: 10/03/2019

Please, no tunnel for West Seattle. This is excessive action for aesthetic preferences - spend the money where it matters. We need trains yesterday.

Communication 365: 10/03/2019

It makes far more sense to go to 20th in the heart of Ballard than the old 14th/15th proposal. In general, tunnel everything that can be, then use elevated, and fall back to at-grade surface rail only as a last resort. This will provide the least friction with impacted neighborhoods and traffic.

Communication 366: 10/03/2019

In Ballard, please stop considering any option east of 15th. This is a very bad cost-saving compromise that will result in a "Ballard" station that poorly serves the neighborhood of Ballard for generations to come.

15th Ave isn't ideal either but it might work if there is a station entrance at every corner of the intersection.

20th Ave is the best option despite the added costs. I also wonder if there would be any overground option to 20th that could be studied.

Communication 367: 10/03/2019

My vote is for the tunnel option under Pigeon Point so that more of that neighborhood can remain in tact.

Communication 368: 10/03/2019

We are two residents at 14th Ave West/West Barrett Street who have been engaged in this site planning since the most recent ST gathering at Ballard H.S.

Our comments:

ST3: We believe this should be eliminated from consideration, for several reasons. The stop at 14th Ave NW is way to Far East to be of any use to people of Ballard; 70-foot towers and their supports (north and south-bound) approach to a stops at 15th Ave W and West Dravus St. would severely impeded traffic on 15th, already crowded with Rapid Ride buses (which we love), large trucks, business street parking, emergency responding fire trucks, plus intrudes on the privacy of 14th Ave W residents if built

on east side of 15th and interferes with operations at Interbay golf if built on the west side. Also, we have not yet assessed the impact of 4,000+ moved Expedia employees will have on 15th Ave W. traffic. A Dravus-15th stop would also severely impact small businesses and new Condo residents now moving in with no idea they may be staring at a huge light rain station out their front windows. Such a station would also severely impact already heavy afternoon commute traffic turning left onto 15th Ave W. northbound headed to the

Ballard Bridge or east to Fremont on Nickerson.

BNSF portal - Option A/B - Both should be studied as far superior alternatives to 15th Ave-Dravus stop.

We acknowledge the “engineering challenges” of Option A and the potentially costly moving of a large underground utility facility of both. But the stop at 17th and Dravus makes much more sense to residents of Interbay and those of West Queen Anne and Magnolia (equal distant access). Also, only one local business would be affected, as opposed to a half dozen in Option A, and the 17th Ave stop would have a potentially large park and ride component, eliminating a potentially expensive and time-consuming shuttle system. (We would gladly walk the long extra two blocks to ride Link to either downtown or Ballard on north than the one block to an unsightly and disruptive 70-foot tower stop.) We also approve of a central Ballard stop rather than what we have now and would continue to have with an east Ballard stop, a transfer to a Metro bus to get to central Ballard.

Thank you for the opportunity to allow us to state our opinions on this matter.

Eric Zoeckler

Mary Hinderliter

Communication 369: 10/03/2019

Please use a tunnel option for the Ballard segment. I prefer a station at 15th to support the denser development which is planned for the east of 15th Ave.

Communication 370: 10/03/2019

No tunnels, we cannot wait for tunnels.

Communication 371: 10/03/2019

I support a fixed bridge option as a first choice. A tunnel as a second option.

This is a long term investment and needs to look at a long term solution. Trains running on time and on schedule require a fixed option to cross over or under the Ballard waterway.

Communication 372: 10/03/2019

Thanks for giving the opportunity to comment.

I believe the Tunnel options with underground stations in both Ballard and West Seattle are the best for each community (think London). The reasons are many. The most important is safety. Accidents will happen, elevate the trains and you always have the possibility of a horrible accident that sends trains off their tracks causing harm. Also, street level tracks (like on Rainier Ave S) or stations in a traffic challenged place like Seattle is a poor choice for many reasons, especially safety, when a better alternative is available.

Almost as important is the fact that putting a rail-bed, or any barrier, above ground splits neighborhoods. Big corridors do that. Examples in Seattle alone are Aurora, Rainier Ave S, 15th NW, Northgate Way, 5th Ave under the Monorail, etc. But you can see how this has happened all over the world. Hopefully these trains will be around a long time, but so will the neighborhoods. I believe adding a barrier in neighborhood begins the decline of adjacent areas. I'm also not a big fan of eminent domain taking away from people their hard earned businesses and homes.

As a lifelong resident of ever growing Seattle I've seen our area make some not so great decisions (I-5 has two through lanes in Downtown Seattle, then built a Convention Center over it so it can never be expanded - who does that?). The planners must not imagined Seattle would ever be very successful as a city, like how bad can traffic get in Seattle?

Yes, tunnels will be more expensive, but we have a history of building tunnels people didn't vote for. And maybe some of those huge companies who pay little or no taxes and whose employees will be riding these trains can kick in some serious cash!

In the end, we will all be gone one day but the decisions we're making now will impact Seattle's residents for generations. I am hopeful that your group will make good, thoughtful decisions that improve life here, not decisions the future will regret.

Thanks for reading this, Tom

Communication 373: 09/30/2019

Sound Transit Staff:

On behalf of the Stack family and the Sodo Station Design Coalition, a group of landowners and tenants controlling over 5 million Sq. Ft. of surrounding properties near Sodo Station, it is crucial to build the most functional station that best serves our Sodo neighborhood and causes fewest impacts to commerce. Now, with the recent support and advocacy for an All-Elevated design by the Sodo Business Improvement Area (BIA) representing an even broader array of businesses calling Sodo home, there should be no mistaking the true "preferred alternative" among the tenants, employees and property owners..... that being the Double Elevated Design.

We are grateful that S-T Staff is now more open to discussing the all-elevated alternative and vetting the true cost of at-grade and all-elevated designs. The third hybrid design does not work for the neighborhood and should be disregarded. It is essential to study economic impacts to local businesses that would suffer during shut down of Lander and Holgate for the 1-2 year construction period. With that study, there should be no decision to make regarding cost between each design. The cost to businesses like Fed-Ex and UPS to route around the center of Sodo will be incalculable. The notion as recently raised by Staff to demo the Post Office garage is equally incalculable.....and for reasons not understood. If it's for more ROW, then that cost should be equally applicable to both at-grade and all-elevated designs. If there is need for more ROW, why wouldn't the tracks shift east slightly and take vacant land we control next to the station? At what cost is it to relocate the roost for dozens of mail route trucks, for the vehicle repair and mail sorting currently going on? This looks more like a last minute wish-list than a true requirement for a better Sodo Station. The one good idea stated by the Agency is to move the entire station closer to Lander Street which positive effect would be largely

negated by planting a massive, shadowy overpass next to new grade-level platforms. And the loss of Metro buses from the E3 are counter to all notions of good transportation planning.

We are working with Gensler Architects and Walsh Group to engage with Staff to learn true hard and soft costs for the 2 primary designs. Again, we trust honest input will result in an honest outcome.

ST-1 provided a Station, but not one that functions well, feels safe or offers any amenity to encourage ridership. That gross error can be rectified this time aroundwith cooperative input from the neighborhood and an eye toward future uses in Sodo. A mass transit HUB, as this will become, should accommodate foot traffic, vehicles and offer intermodal transfer ability. The City's future input on zoning will determine the ultimate utility of Sodo Station but we trust ridership will only go up with an appealing design that fosters good TOD. The at-grade alternative with overpasses is poor urban planning that leaves a divisive concrete walls to navigate around. It will cause business and jobs to depart the area. It is the least friendly, most ominous and imposing design that one could inflict on a neighborhood that someday may become home or workplace to thousands of citizens opting to rely on mass transit. The Double Elevated design accomplishes so much more toward this goal, please include this locally "preferred alternative" in the EIS process.

Robb Stack, for family and the

Sodo Station Design Coalition

2201 Sixth Ave. S.

Seattle, WA. 98134

206-622-6288

Communication 374: 10/03/2019

The large area and population served by the Ballard station makes the 5 block difference between 15th NW and 20th NW insignificant. Put it where it works, which apparently is 15th NW.

While some Ballard establishments would benefit from the shift west, others there will benefit if the focus of new development shifts away from them towards the 15th NW station - the west part of "downtown" Ballard is rapidly losing any meaningful character. There's plenty of potential to the east.

Communication 375: 09/30/2019

Dear Ms. Fann:

The SODO BIA represents over 1200 business and property owners in SODO district of Seattle, ranging from traditional manufacturing and industrial supply to retail, restaurants and event venues. SODO is an industrial business district with over 45,000 employees coming to work each day.

In addition, there are hundreds of thousands of people that patronize SODO's commercial, industrial, sports and entertainment facilities. Freight mobility, transit availability, traffic congestion, and pedestrian mobility are key issues for our property owners, businesses, employees and patrons. The SODO BIA strives to ensure that SODO is represented in the decision making processes for key infrastructure projects that will impact our district.

5000 BIA goals for light rail implementation in SODO would:

- Provide for safe, reliable and effective transit in 5000 for connections within SODO and to the region
- Maintain effective roadway network for freight, general traffic that supports the businesses, industry and success of SODO
- Minimize the impacts to property with light rail and station implementation at manageable costs

With these goals in mind, the SODO BIA strongly encourages Sound Transit to fully evaluate a fully elevated alternative for both stations and both trackways in SODO in the project DEIS. SODO BIA requests that further study and refinements for the elevated trackway alternatives be conducted in the DEIS for the SODO segment. At grade light rail tracks are a safety problem now for SODO- and leaving the light rail line at grade will not fully address this problem. Elevated light rail will eliminate the at grade safety issues that exist at the light rail station and vicinity. It is through the DEIS process that the full extent of advantages and impacts may be identified for both the preferred and the fully elevated alternatives, along with refinements to the concept designs for each alternative. The SODO BIA delivers these comments to reinforce the priorities for continued overall mobility, business and industry success in the South Downtown district of Seattle.

The SODO BIA believes that the proposed preferred alternative for the SODO station and light rail alignment will be detrimental to the continued livelihood of SODO- with the proposed at grade light rail alignment and occupation of the E3 busway for light rail. The preferred alternative, with at-grade light rail in the E3 busway, will adversely impact SODO mobility and business/industrial operations and viability. The key impacts that remain unanswered are as follows:

- Loss of the E3 busway would relocate buses to the street network which is already overloaded with general traffic and truck traffic, thereby accelerating gridlock in SODO.
- Impact of the loss of bus traffic on the E3 busway on regional bus movements.
- Proposed bridges over light rail trackway would not accommodate truck travel, with unacceptable grades and limited access to properties.
- Mobility connections between 1st Avenue S and 4th Avenue S for all travel modes remain unanswered for the Holgate Street corridor- and these would be exacerbated by the loss of the E3 busway for transit use.

SODO BIA also has concerns about the new Partial Elevated (refinement) alternative for 5000 station and tracks. This alternative does not appear to provide anything positive for SODO, leaving the trackway at grade at Lander Street (a continued safety and operational issue) and is insufficient to address SODO mobility, freight mobility, transit access and property impacts. These concerns should also be addressed through the DEIS process.

We request that Sound Transit more fully explore all options for the 5000 segment through the OEIS so that the potential impacts and costs to our vital industrial/business district can be truly understood.

We look forward to the DEIS documentation for the project and for the SODO station and trackway alternatives, fully reflecting a viable, safe and effective elevated link station and trackway alignment through SODO.

Sincerely,

Erin Goodman
Executive Director

Communication 376: 10/03/2019

YES!!!! Ballard option with a 20th Ave station is the best possible location for maximum walking access!
Please choose this option!

Communication 377: 10/03/2019

More than anything, I strongly support Ballard's 20th Ave Thorndyke Portal Tunnel option. Because of increased ridership and centrality of location, this option is worth every penny of 3rd party funding. Next, please do not advance any option that places a station on 14th Ave. 14th Ave is simply too far away from from the core of Ballard's Urban Village.

I support SODO's At Grade option the most.

For West Seattle, I am not in support of the Pigeon Point option for cost reasons or the Yancy option for bus connection reasons.

Communication 378: 10/03/2019

There are many houses located on 25th Ave SW between SW Genesee St and SW Dakota St. The house located at 4143 25th Ave SW in particular has been a home to three generations of my family. The names as well as hand and foot prints of my grandparents, uncles, mother and myself adorn the concrete surfaces of this home as a timeless reminder of our collective devotion to it. Being presented the opportunity of continuing my family's history and contributions to the community of Youngstown was truly a gift, and a rare one at that. I, like the generations of my family before me have devoted much of my time toward adding my personal touch to the comforts of this home and as a result of our efforts it is truly unique. It would be absurd of anyone to assume what constitutes "just compensation" without sharing the devotion my family, neighbors and I have for our homes and community. My family, our home and others like it have been a part of this community for over 100 years and are an undeniably essential part of it. The current "preferred" Delridge Station location and associated alignments as defined by Sound Transit would needlessly destroy this neighborhood and its resident's way life.

There are no expendable neighborhoods in West Seattle and while eminent domain may grant certain legal rights it does not absolve ethical responsibility. For a multitude of reasons, limiting residential displacements being paramount, the seemingly logical light rail alignment routes would be those that closely follow existing right-of-ways. It is essential that the Yancy/Andover Elevated and Pigeon Point Tunnel options be included in the draft EIS as both routes warrant comprehensive evaluation.

Communication 379: 10/03/2019

In Ballard I think it is important to have the station as centrally located as possible (i.e. the farther west the better). I would like to see an elevated high-bridge option with a 20th Ave NW station also studied in case funding isn't available for a tunnel.

In West Seattle, I am concerned about the high price of the tunnel options and in SODO I am concerned that the elevated/partially elevated options are too costly with insufficient benefits.

Communication 380: 10/03/2019

spend the money on a tunnel....no one ever regrets a tunnel

Communication 381: 10/03/2019

West Seattle: Do not advance the Pigeon Point or Yancy/Andover options

SODO: Do not advance elevated or partial elevated options

Ballard: Advance "Thorndyke Portal" tunnel and study elevated option on 20th Ave NW

Communication 382: 10/03/2019

based on the information presented, I feel that the thorndyke portal option A is the best for the ballard route. Although it does require additional funding, it is less than the BNSF portal option while still avoiding a draw bridge which could interrupt service for the entire line in perpetuity. It also terminates at a station within the heart of the ballard urban village which will serve many more people.

Communication 383: 10/03/2019

I'm strongly in favor of the "BNSF Portal" and "Thorndyke Portal" alternatives, because they both bring the line closer to the core of Ballard where it'll see the most usage.

Thank you!

Communication 384: 10/03/2019

Comment for Ballard, the only viable option is 20th which is the heart of Ballard and near not only residential but also close to all the key commercial attractions including bars, restaurants, old Ballard, Nordic museum and the locks. 14th should be thrown out, as it is not Ballard; it's over a mile from 24th ave. That would be akin to calling the Westlake station Capitol Hill. Transit should be built for density today not tomorrow. Zoning around 14th is industrial and unless that changes to all residential 90ft+ then it makes no sense to have a station there. Also If it's about bus connections then 20th is not a bad choice since it will be a terminus anyways for all buses coming from north. The extra turn from 15th won't make a difference or impact people's connection time. Also passengers from both can always continue to interbay stations and board link there or go to northgate. Ballard station needs to be in Ballard which is not 14th or 15th but between 24th and 17th which means 20th is the right place. Even the forward thrust initiative from the 60s had the foresight to put it there.

Communication 385: 10/03/2019

20th Ave tunnel very costly; Third Party funding uncertain/problematic. 14th Ave a better alternative.

Communication 386: 10/03/2019

I would very much like Sound Transit to consider the Pigeon Point Tunnel; Delridge Station straddling Delridge Way alternative as they move forward with the West Seattle Light Rail project. This alternative would protect the most homes, be more centrally located, and provide the most access to additional transit options.

Communication 387: 10/03/2019

The route north of the West Seattle Bridge is my first choice as it seems to impact the fewest homes & there's already 'white noise' from the port.

Second would be the tunnel as the impact on the environment seems to be less.

Communication 388: 10/03/2019

This Comment pertains to the West Seattle Line.

The pigeon point tunnel design and Delridge station look good. Much better than northern elevated designs. The missing step in this design is the continuation of a tunnel on the Genesee slope leading to a single station stop in the triangle area of the Alaska Junction. Eliminate the Avalon station which has no parking. Used the money saved in eliminating this station to making an underground station and termination point. Residents of West Seattle would prefer this to the elevated plan of record. Alternatively stop the build at the Delridge station until funding supports the tunnel design for West Seattle. Feel free to call if you have questions: Gary 206-601-1051.

Communication 389: 10/03/2019

My comment concerns the West Seattle Yancy/Andover Elevated design. This design was never a plausible. Minimal thought was put toward what it would look like and how it would impact homes, condos and Delridge businesses and traffic on Avalon Way. Avalon is a vital access point to the upper and lower bridges leading to/from West Seattle. The tunnel design through Pigeon point leading to an elevated station at Delridge is the only workable design. Dump the Yancy/Andover Elevated design.

Communication 390: 10/03/2019

I am the corner house at Oregon and Fautleroy- house with the palm trees. Build around me, but please don't take our home! Thanks Family of SIX! Underground rail please????

Communication 391: 10/03/2019

One of the most crucial elements for ST3's success is station placement. Placing stations in dense cores where they are convenient to riders should take precedence over consideration of impacts and should be done even if they are more expensive.

For Ballard two things are essential. The first is that a station at 20th, where the center of Ballard is, is an absolute must. A station at 15th will lead to much lower ridership as 15th is a miserable street to cross and is rather farther from the commercial and residential core. A station at 14th would be abysmal, as crossing 15th is a requirement. Additionally, the light rail should be insulated as far as possible from interruptions from marine traffic. Thus, a tunnel to 20th is truly the best option, and should be strongly preferred.

For West Seattle, the best options are those that give the best Delridge station, a tunnel in this case provides no benefit but adds immense cost. As the West Seattle link project will already be protected from interference from marine and other traffic without a tunnel, so there is no need to provide one. The South of Andover option is the best.

For SODO, the double elevated option is by far the best, as it would reduce impacts of street traffic on Link reliability and make transfers far smoother.

Communication 392: 10/03/2019

Ballard - prefer Thorndyke 20th tunnel option. It's gets closest to real Ballard with less cost.

Sodo - prefer older at grade option since it saves money with little change in ridership.

West Seattle - no tunnels! prefer Yancy/Andover elevated. Same costs as representative alignment. I do not support a Pigeon point tunnel. It's way too expensive with little impact on ridership.

Communication 393: 10/04/2019

West Seattle needs a tunnel, period. An elevated track is blight, plain and simple, and represents an insult to the neighborhood, not an improvement. Look at the existing elevated tracks in South Park or the Monorail on 5th Avenue. Old, failed technology diminishing property use and values all along the route. Elevated tracks in WS would be a massive, regrettable mistake, limiting and prohibiting all types of future beneficial land uses.

Communication 394: 10/04/2019

I am fully in support of a tunnel into West Seattle. An elevated train through our community would destroy the feel of West Seattle and the Alaska Junction area. Why is our area not treated as respectfully as Capitol Hill or the University District? The Alaska Junction is already changing so much, having lost its small town appeal, that adding an elevated train to the middle of the Junction would continue to erode any remaining community feel to the area. Putting an elevated train through a residential area (albeit a small one, and a "less valuable" one in the Delridge area also is disrespectful of the residents who call that area home.

A tunnel into West Seattle is well worth the cost over the loss of community.

Communication 395: 10/03/2019

The Draft EIS for Light Rail from Downtown to Ballard should specifically study the following from Smith Cove to Ballard:

1. North of Dravus Street: "Thorndyke Portal – Option B" with a tunnel to Ballard and a tunnel station in Ballard on 20th Avenue NW.
2. Adjacent to the Interbay athletic facility and golf course: surface light rail between the Interbay athletic facility and golf course and the BNSF railroad.
3. South of the Interbay golf course: the Level 3 Alternative "brown line" which features surface rail adjacent to BNSF and a tunnel portal in Smith Cove west of Elliott Avenue W.

These options would be best for transit riders and minimize construction impacts on 15th and Elliott Avenue W.

Thank you.

Stephen E. DeForest
Magnolia Resident

Communication 396: 10/02/2019

Dear Sound Transit:

As the manager of the Pacific Coast Feather property at 1964 Fourth Ave. S., I strongly urge you to evaluate an all-elevated station and track design in your upcoming EIS study.

The At-Grade-Alternative (AGA) and the required ADDITIONAL overpass on Lander St. will adversely influence our prospective tenants and will add drive times and hassle factors to users of mass transit as they circumvent Lander St.

Traffic concerns during the two-year construction project are not the only concern. Tandem overpasses, as proposed on Lander St., creating ghost-towns below them, are proven to be detrimental to business activity and traffic flow. Decisions affecting the longterm viability of SoDo need to be fully explored. I respectfully request you consider all options in the EIS.

Thank you for your consideration of this email.

Jeffrey Long
Hanauer Properties
206-499-2800

Communication 397: 10/04/2019

The Pigeon Point Tunnel should be studied because the other ways of getting around Pigeon Point present very complex engineering problems. It is not clear whether existing ST3 cost estimates fully account for those engineering problems. A robust cost estimate is essential to making an informed choice between the tunnel or elevated alternatives based on their relative costs and benefits.

Communication 398: 10/04/2019

The light rail needs to be done in WS sooner than later in order to alleviate the traffic congestion and provide an alternative to single occupant vehicles. Whatever model would be the most efficient, cost effective and have the least impact on the environment would get my vote.

Communication 399: 10/04/2019

Thank you for the opportunity to comment. I am a bike commuter in West Seattle, and I am also a realist. I think the elevated line makes the most sense, not only because it will be cheaper but also because it will (presumably) get finished quickly. However, if the option promises far too much litigation by homeowners and businesses on the proposed path, then ST might be best with the tunnel route, even if that requires outside funding.

I am also not clear why the train can't simply come down Delridge instead of up to the Junction, with the end at Westwood village or even all the way to White Center. Move people to the train with enhanced busing, cancel most bus routes traveling into downtown but offer more short, frequent trips to Delridge. The junction does not need the economic boost that a train would give but Delridge, Westwood, and White Center do.

Communication 400: 10/03/2019

I'd like to continue to notate that I'm extremely concerned about the Yancy line no matter how its routed as an elevated and want to see a tunnel option instead. I still feel we are making a tremendous effort to save the golf course which is used by so few in our community, and Jefferson park is so close.

M Miller

Communication 401: 10/04/2019

The Yancy/Andover alternative is not worth studying. Its sole purpose is to make the residential/business effects happen somewhere else. The Yancy/Andover station location is inferior to all other options, and the high-guideway S-curved track is worse for travel times than the other alternatives, which have fewer curves that are located closer to the station (where speeds are slowest anyway).

Communication 402: 10/02/2019

Sound Transit,

I support these recommendations for the light rail station locations near Magnolia | Ballard:

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay.

At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street.

Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development.

For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Sincerely,

Alison Grevstad

Communication 403: 10/02/2019

To Members of the Board, Sound Transit

On behalf of my company, its employees, customers and suppliers we would like to express our concern for what we recently read, implying that on-grade rail crossings at both S. Lander and S. Holgate streets have displaced an elevated two track overpass from serious consideration. I'm not a civil engineer, nor am I an environmental engineer, but I am an engineer cum businessman who knows how most things are made and how to run a business. I look at the extraordinary structure presently going up on S Lander blocking 1st to 4th Avenues and I imagine two approximate duplicates proposed to block both S. Lander yet again, and then S Holgate. Then I look at the two tracks that carry light rail, I simply scratch my head and say to myself....."What are they thinking"? To me, at least, when all the tremendous disruption of regular vehicular traffic (including heavy commercial trucks) is included, I see a SODO version of a demolition derby. Perhaps not, but then I ask about the two track option. Compare that to a four lane road of how long and how wide, made up of how much reinforced concrete and taking how long, all x2, the cost and the environmental impact has to be enormous. I think you've got your numbers reversed at the very least. Remember, to be fair, from a citizen's perspective, Sound Transit's capital budget forecasting hasn't been stellar.

From a human standpoint, please understand that this is not all about you and what you want. We the citizens pay the bills. We are the shareholders. Many of us also live here; we conduct business here; and

therefore this is our collective livelihoods. The retail people especially will be heavily impacted. Some might collapse. Environmentally, time for a project like this is a pollutant in itself, compounded by the tremendous traffic rerouting. I cannot imagine why an elevated dual track, possibly, or at least largely prefabricated and moved into place could not be done (then duplicated) far faster and with much less disruption than constructing two more S. Lander overpasses. I, and anyone who I know from this immediate area, implore you to insist on a thorough, objective, construction analysis of the two options and then have those given a further audit by an unaffiliated, qualified, engineering firm.

Thank you,

R Jim Parkes
Fabriform LLC
3300 Airport Way S
Seattle, WA 98134

Communication 404: 10/02/2019

These are our comments on the recently released alternatives for the West Seattle and Ballard Link extension. Our comments build on the basic concepts we've been talking about since ST3 alternatives analysis started. Focus on reliability, expandability, and accessibility and make decisions that work best for transit riders. Wherever possible, include alternatives that are both affordable and high quality.

West Seattle: Do not advance Pigeon Point or Yancy/Andover

Considering the high costs of tunnels and potential funding difficulties, it's critical that a lot of focus is put on advancing the best elevated option possible for West Seattle. From this round, the Pigeon Point option, which would add \$1.1B to the cost of the scoped \$1.5B project should be permanently excluded from further consideration. The Yancy/Andover option should likewise be excluded from consideration because it would make Delridge, a key bus transfer station, worse for bus rail integration.

Yancy/Andover also performs worse than the "Delridge Station South of Andover" option on nearly all the metrics presented by Sound Transit.

SODO: Do not advance elevated or partial elevated options

The cost of both SODO elevated and partial elevated options don't appear to translate into meaningful benefits for riders at \$500M and \$200M of added costs respectively. The at-grade options presented in earlier studies include overpasses to avoid car-train conflicts so the elevated and partially elevated options don't increase reliability. The loss of the SODO busway is a drawback, but Link's increased capacity and frequency in the future replaces the busways function.

Ballard: Advance "Thorndyke Portal" tunnel and study elevated option on 20th

Locating the Ballard station in the center of the Ballard urban village instead of at the far edge is a huge improvement over the other considered alternatives. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave option a far better location for a Ballard station even if we consider potential future transit oriented development. Ballard Ave isn't moving east. The more affordable of the two options --the "Thorndyke Portal" option-- adds \$450M to the project, but may be worth it for the huge increase in accessibility. For expandability, a station on 20th works well with future interlined expansion to the east and makes a Ballard/UW line with an added

station on 8th an even more attractive option. That said, we would like to see an elevated high bridge option with a 20th station also studied in case funding isn't available for a tunnel.

Thank you for the opportunity to comment. We're excited to see this hugely important high quality transit expansion become a reality.

-Seattle Subway

Communication 405: 10/04/2019

Looks like you are leaving behind the Fixed Bridge Crossing / Elevated Station at 14th options which I think is too bad. It is the most cost-effective solution and we all know the public willingness and the ability to secure all the extra funds for the tunnel could ebb overtime. Let's just get a cost effective solution planned and keep this project moving forward to execution.

Sincerely,

Matt Elley

Communication 406: 10/01/2019

My name is David Bestock, I am a native Seattleite, and I have been a Delridge resident for the last 10 years, and work full time for the Delridge Neighborhoods Development Association.

I am writing to express my support for the Blue Line as it moves through Delridge, mostly for the transit oriented development opportunities that line and station would provide. Priorities for me include north-south bus connectivity, the ability to add as much new affordable housing to the area as possible, as well as other services benefiting the community such as a grocery store, community facilities, etc.

I know there are challenges with the Port of Seattle, but I also support the crossing of the Duwamish river North of the West Seattle Bridge. I believe cutting into Pigeon Hill will be tricky engineering, and could have negative impacts on the geology of the hill itself (steep slope), as well as surrounding infrastructure.

I also support a tunnel and underground station supporting upper West Seattle, to limit adverse impacts on businesses and residents up the hill.

I absolutely oppose an elevated track through Delridge at 150 feet, I believe that would be detrimental to residents and businesses in Delridge, to the character of the neighborhood, and would counteract many of the benefits of the plentiful green space in the area. Please stop considering such a high elevated track, it has no place in Delridge, and I will actively fight against this option. If a surface option must be considered to climb the hill (as opposed to preferred tunnel option) please look at possibilities for the train to climb the more gentle slope of Avalon after a stop along Delridge (perhaps near Chelan though that would be a little far afield from core services).

Thank you for all you do,

David Bestock

Phone: (206) 935-2999

Communication 407: 10/02/2019

The “results at a glance” for Option A and Option B should include (1) the construction effects of the ST3 Representative Project for either an elevated or at grade light rail line on 15th Avenue NW from the Magnolia Bridge to the ship canal, during the period of construction, AND (2) the long term financial impact from the congestion that will result on this heavily traveled major arterial. In other words, the long term cost to the public of the ST3 Representative Project may substantially offset, or even exceed, the costs of Option A or Option B.

Communication 408: 10/04/2019

Hi.

I'd like to share some concerns about the elevated station at Delridge Way SW and SW Genesee St. This intersection is a very busy intersection and gets a lot of pedestrian foot traffic, car traffic, and bike traffic. Elevated stations require a lot of tall concrete support columns. Please make sure to design the support columns so that pedestrians and cyclists have straight-through paths under the station, without any blind corners. Pedestrian pathways with blind corners are a magnet for illegal activity and trash buildup, and they are unsafe to walk through at night. Please make sure that the design includes a safe & accommodating pedestrian walkway underneath the station.

Communication 409: 10/04/2019

The proposed Pigeon Point tunnel would go directly beneath my house on 19th between Andover and Dakota.

As someone who worked in Pioneer Square while the 99 tunnel was being built, I noticed the floors shift in the old office building I worked at. Having the same thing happen to my 100 year old house in Pigeon Point would be potentially dangerous, and devastating to the value of my home.

Sound also travels very clearly up to our hill, and the trains and port already make quite a bit of noise up here. Dealing with years of construction and then a train coming in and out of a tunnel just a couple hundred yards from our homes would dramatically effect the quality of life those living in Pigeon Point.

Please consider the alternative route along the north side of the hill. The homes on that side already have walls in place to deal with the noise from the bridge, and far fewer residents would be affected.

As someone who primarily takes the bus and rides my bike, I'm very excited about the idea of having a rail system in our neighborhood, but having a train tunnel on the east side of the hill would be a huge blow to quality of life of those of us who live over here.

Communication 410: 10/02/2019

Hello,

I wanted to email in to voice my opinions for the Ballard and West Seattle lines being planned:

To save costs, serve the most people, and provide better bus integration, I believe we should build the best elevated line possible in West Seattle

SODO Station should be at-grade for cost benefit reasons

The Thorndyke Portal Tunnel should be seriously investigated, and the Ballard Station should be constructed on 20th NW and NW Market - it will serve more people and offer a better connection to the heart of the neighborhood than options further to the east

Thank you,

Evan

Communication 411: 10/04/2019

I prefer one of the tunnel options under the ship canal to a station near 20th/Mkt St. The tunnel would improve reliability for the system, eliminate overhead visual blight, and the station is more centrally located in Ballard than a station at or east of 15NW. The station should also be designed for future extensions north and east. Thanks.

Communication 412: 10/04/2019

Thank you for developing alternatives that put the station closer to the Downtown Ballard hub. All buses converge in Ballard at Market and 22nd so the alternative plans make much more sense for commuters coming from all directions. It's also walking distance from many of the huge condo/apartment complexes and the hospital.

I don't know what a "portal" is as it relates to Light Rail, so I'm not sure of the differences in locating the portal in Interbay or Fisherman's Terminal. With this limitation in my knowledge, I'd vote for the project that displaces the fewest residential/commercial locations, and with the most reasonable building costs.

Communication 413: 10/02/2019

For West Seattle: Do not advance the Pigeon Point or Yancy/Andover options. Tunnels are too expensive and not necessary in this area. Instead, focus on the two elevated options.

For SODO: Do not advance elevated or partial elevated options. Again, in an area like SODO that is not terribly dense these expensive options are needed. The at-grade options with overpasses to avoid car conflicts are the best.

For Ballard: Advance "Thorndyke Portal" tunnel and study elevated option on 20th Ave NW. Ballard is a dense neighborhood (and getting denser) it needs grade separated transit badly and the investment should bring the train to the heart of Ballard to maximize ridership, not on the outskirts where it might be simpler to build, but less useful.

Thanks!

Leif

(206) 334-8890

Communication 414: 10/04/2019

Build for the future of these growing neighborhoods, tunnels are the best bet in the long run so do it right from the start.

Communication 415: 10/01/2019

Please, please give consideration to the two alternatives to the "preferred" station in North Delridge. The proposed diagonal cutting through our Youngstown neighborhood will take out many affordable

homes and a community who has coalesced over the past year in opposition to this uprooting of their lives.

The two alternatives should be given an equitable treatment (Draft EIS), i.e., the Andover/Yancy plan as well as the Pigeon Point tunnel. I use the word “equitable” because this is an equity issue.

Please listen to the voices of our residents, many of whom would not be able to affordably relocate, would lose their life savings and investments. It is unconscionable to impose this travesty when other solutions are possible.

Thank you for your attention to this plea.

Melinda Jankord-Steedman
4117 26th Avenue Southwest
Seattle, WA 98106

Communication 416: 10/04/2019

I think the partial elevated SODO station is a good alternative to minimize design challenges related construction in poor soils.

While the Yancy/Andover alternative is more cost effective, I agree that the Pigeon Point tunnel option provides more access to people on transit since there are several bus lines that stop at Delridge and Genesee. The Rapid Ride H bus line will have a stop at Delridge and Genesee. The Pigeon Point tunnel would have the least impact to freight from Nucor Steel.

The Duwamish crossing could pretty challenging as the Pigeon Point alignment impacts the business park on south Harbor Island and the potential to impact the Lower Duwamish Superfund Site.

Communication 417: 10/02/2019

The Sound Transit Board and Expansion Committee have heard the results of an internal study of two light-rail guideway and station placement options/alternatives that, instead of going through the heart of a longstanding Youngstown neighborhood of 100+ homes would, instead, skirt the perimeter of this North Delridge neighborhood. These are the Pigeon Ridge Tunnel and the Andover-Yancy alternatives.

It’s perplexing and a mystery to all of us who are friends and residents of Youngstown, why Sound Transit prefers guideway routes that place a light-rail station in the heart of a community of homes. Sound Transit seems to favor decimating a neighborhood when clear-cut alternatives minimize the destruction of affordable housing and a close-knit community of friends and neighbors.

The issue we have been trying to make clear: Our Youngstown neighborhood is a densely-developed residential community that covers roughly two square blocks. Important to the discussion: This neighborhood is unique because it is not part of a continuous band of homes. There are open spaces to both north and south of the neighborhood; these open spaces can be utilized for guideways and the placement of a station.

We have extended invitations to each of you to visit the neighborhood so that you can see firsthand the layout of the neighborhood and the location of two sensible routing alternatives. Thank you to those who have walked the neighborhood. To those who have not, the invitation is still there.

We remain hopeful. We want you to fully grasp the impact and importance of your upcoming decision regarding the inclusion of the Andover-Yancy and the Pigeon Ridge Tunnel routing alternatives in the DEIS.

Before you vote to include or exclude these sensible alternatives for full study in the Draft Environmental Impact Statement, you owe it to a community of fellow citizens and yourselves to make a visit and see the lay of the land.

As much as you might prefer this to be an impersonable decision, it's not. If you chose the preferred alternatives over the two alternatives that skirt the Youngstown residential community, you will be unnecessarily devastating the lives of 100 working-class families and retirees. Please make an informed decision. Set a time to walk the neighborhood.

More specifics:

Highlights of our North Delridge Community

A station location in the open areas near our homes will be an asset to our neighborhood and community. Our Youngstown neighborhood is a textbook example of everything the City of Seattle professes it wants... increasing density, affordable housing options, easy access to the city core with great transit service; a diversity of incomes, ethnicities, ages and life styles; families with young children, retirees, and multi-generational households. This is a neighborhood that should be served by light-rail; not destroyed by light-rail.

Highlights of Pigeon Ridge tunnel alternative:

This guideway would be next to and not through our Youngstown neighborhood. This guideway would also save homes on Pigeon Point and eliminate the routing difficulties of paralleling the West Seattle Freeway, which include the reconfiguration the steep sloped greenway at Pigeon Point and the construction of a steeply sloped guideway (130 foot in height) required to parallel the West Seattle freeway; this steep slope would slow trains and increase travel time. The Pigeon Ridge tunnel alternative also eliminates the closure of a major thoroughfare during a long construction phase (the Delridge Way exit and onramps from and to the West Seattle freeway), eliminates negative construction and traffic impacts on north Delridge Way businesses (including Nucor Steel), and preserves an existing bikeway.

The Pigeon Ridge tunnel places the Delridge light-rail station at the most preferred southerly location; it would be in an east-west configuration straddling Delridge Way at SW Genesee St. The cost projected for this tunnel has been revised to \$200 million over the base budget.

We ask the Sound Transit Board to inquire further about the staff findings that link the Pigeon Ridge tunnel to an Avalon tunnel. The Sound Transit Board needs more information. Can the Pigeon Ridge tunnel be built and utilized without an accompanying Avalon tunnel? Can the Avalon guideway route associated with the Pigeon Ridge tunnel be an elevated guideway?

Is the more expensive Avalon tunnel (\$700 million over base budget) currently supported by a majority of the Sound Transit Board members? If so, the Pigeon Ridge tunnel, for the many reasons listed above, is a sensible companion routing choice.

Tunnels:

For previous rail lines, detailed study has shown that tunnels cost less than originally estimated. In Bellevue, early cost estimates for a tunnel in 2009 ranged to as much as \$900 million higher than an above-ground line. After engineering study, the estimate was reduced to under \$300 million, which allowed Bellevue and Sound Transit to reach an agreement in 2011 on how to split additional costs.

In the Roosevelt neighborhood, study reduced the estimated cost of a tunnel when compared to an elevated line alternative. In both cases, the Sound Transit Board approved a tunnel, when above-ground rail had been originally planned.

Because Sound Transit is using an accelerated planning process, the need to identify sources of “third-party” funding should not be used as an argument to preclude routing options from further study in the DEIS. Sourcing of third-party funding should begin earlier than in previous planning models and be done concurrently with the Draft Environmental Impact Study.

Highlights of the Andover-Yancy alternative:

This route has the potential for the most significant cost-savings; this would allow Sound Transit to stay on budget. Additional savings result when two stations (Delridge and Avalon) are combined into one station location on Andover Street (approximately halfway between Delridge Way and Avalon). A transit hub and transfer point (serving the bus routes on both Avalon and Delridge Way) could be built in the open, undeveloped space beneath the station. This location could support TOD. The current use of this open space: Three large street-level parking lots and two underutilized roadways (Andover Street and Yancy Street).

As currently planned, this is the only segment of Sound Transit Light Rail where two stations would be constructed within three blocks of each other. Why plan two stations so close together when one could suffice and serve both communities?

Because of the station height, an elevated (but also level) pedestrian bridge could be built from Avalon to the light rail station. A level walkway from Delridge Way to this station location currently exists.

For unexplained reasons, Sound Transit has been adhering to preliminary plans that were formulated approximately four years. For example, the station location used for the Andover-Yancy alternative remains depicted in an undesirable location (near the Delridge exit and onramp from and to the West Seattle freeway). Moving the station location to Andover Street makes it more accessible, offers better transit integration, and better TOD opportunities. Sound Transit Board members should challenge the staid, four-year old planning configurations and integrate creative solutions and include input that reflects the wisdom and insights of community members.

The 85 families of the Youngstown Neighborhood Coalition have been Bcc'd.

Dennis Noland

On behalf of the 85 families of the Youngstown Neighborhood Coalition

Mailing address: 1615 SW Cambridge St., Seattle, WA 98106

Phone: 206-708-7735*

Communication 418: 10/04/2019

I prefer the tunnel under Pigeon Point. It's more discreet and will upset less homes/businesses... and tunnels are cool.

Communication 419: 10/04/2019

Thank you for reviewing my comment!

I am concerned that new proposals are being suggested after a vote has already passed. If we have voted for a plan, then changing that plan after the fact makes the vote invalid. I strongly feel that the original plan should be realized.

Apart from the concerns mentioned above, I also find that building a tunnel through Pigeon Point will be a much more expensive, time-consuming, and environmentally impactful project than building a line which runs north of Pigeon Point.

Communication 420: 10/04/2019

The Pigeon Point tunnel concerns me as it will go (at least by the supplied non final graphics) directly under my home at 4144 22nd Ave SW. Is this going to adversely affect my home's value? How many homes are condemned by this route as a opposed to the equally destructive south route next to the West Seattle Freeway? I am supportive of a tunnel if it doesn't do harm to our neighborhood.

Jim Sander

Communication 421: 10/04/2019

Although I'm a big fan of lightrail and public transit, I'm adamantly against the Pigeon Point tunnel option because of the impact on the Duwamish Greenbelt. I also think it's a needlessly expensive option.

Communication 422: 10/04/2019

I feel that the Yancy/Andover route and pigeon ridge tunnel route are the two best alternatives and should absolutely be included in the EIS.

Communication 423: 10/04/2019

Hi there - I live in North Delridge and really hope the tunnel option would be selected. It is the best station location for utilization of the light rail and the impact on the community would be the least.

Thanks

Karthik

Communication 424: 10/04/2019

We need the pigeon point tunnel. It's the only option that makes sense and doesn't ruin our community.

Communication 425: 10/04/2019

I am writing to voice my support for the Pigeon Point Tunnel and the Yancy/Andover Elevated option. Either option would save my family's home that would most likely be destroyed or severely impacted by the other route options. My wife and I purchased our first home on the corner of 25th and Dakota and are now raising our 1-year-old twins there. We love our neighborhood and our neighbors, we have great childcare nearby and manageable commutes into downtown. If we were forced to relocate by this project it would be a massive negative impact on our family and would likely mean displacement from

the city of Seattle. Please save our home and our neighborhood by choosing the Pigeon Point Tunnel or Yancy/Andover elevated route.

Communication 426: 10/04/2019

To whom this May concern:

I am a west Seattle resident and voicing my support for Sound Transit on the Pigeon Point Tunnel plan.

Sound Transit is bringing light-rail to West Seattle. The current options being pushed on us will seriously hurt the neighborhood surrounding Pathfinder.

There is an option on the table to tunnel under the neighborhood. This would greatly mitigate a number of issues.

Our family is in favor of the option to tunnel under the neighborhood as it will help foster and maintain our community.

Sincerely,

Thu Le (West Seattle resident)

Communication 427: 10/04/2019

I support the Pigeon Ridge tunnel and Andover-Yancy routing alternatives.

Communication 428: 10/04/2019

The Yancy/Andover and Pigeon Point tunnel should be given full consideration in the EIS. These are two very viable options that make for better infrastructure long term and cause the least amount of displacement of residents. It's a no-brainer to evaluate these and a mystery that they weren't included in the first place.

Communication 429: 10/04/2019

I'm fully in support of a 20th Ave Tunnel in Ballard. Either Option A or Option B are fine. What's important to me is that it's a tunnel that ends at 20th Ave NW.

I strongly disagree with all of the alternatives previously studied (movable bridge / fixed bridge / tunnel all ending at 14th or 15th).

Communication 430: 10/04/2019

I strongly prefer an opinion with a station in the Ballard urban center, not on the edges

Communication 431: 10/04/2019

While I am excited with the future of light rail coming to Ballard, I feel that the additional costs associated with moving the station to an underground entrance on 20th is not worth the extra costs. My preference is to keep the station stop to be on either 15th or 14th. The much higher costs to move it only 5 blocks to the west would not be a prudent use of funds. The Market/15th street intersection is more of a central transit hub than 20th St making access more readily available to users coming in from other areas outside of downtown ballard.

Communication 432: 10/04/2019

Concerning the alternatives proposed I suggest the Pigeon Point and Yancy/Andover options for West Seattle NOT be advanced as they are much too costly for the minimal to non-existent rider benefit they would provide.

Furthermore, where Ballard is concerned the Thorndyke Portal option should be advanced as its layout provides great rider accessibility as well as great potential for future expansion. If money for the Thorndyke tunnel is not available than perhaps an elevated 20th Avenue option should be studied moving forward as well.

Lastly, I do not believe the advancement of elevated or partial elevated options in SODO is worth the added costs they would bring.

Thank you for your time.

Communication 433: 10/04/2019

SODO Tunnel: Advance to the next stage and consider in conjunction with the high bridge options. I am in favor of eliminating any potential conflicts with boat traffic. We need to be as future friendly as possible and this means not introducing the schedule variability that would be present with a low bridge. We already made this mistake with respect to at-grade light rail on MLK.

SODO Elevated: Do not advance. This is an unnecessarily excessive cost when the original options called for Lander and Holgate overpasses to prevent grade conflicts anyways.

Yancy Elevated: Do not advance. This option seems to have been forced in only because of outrage over conflicts with the golf course. ST3 estimates ridership for the West Seattle extension to be 32-37k/day. Are we seriously saying a golf course takes priority over this amount of ridership? It's absurd.

Pigeon Point Tunnel: Do not advance. An obscene expense to avoid an elevated track. We do not have the money to consider this option.

Communication 434: 10/04/2019

Please go with the Pigeon Point Tunnel for West Seattle. It is more accessible, will not harm the neighborhood, and is more future oriented than the short term savings of an elevated (potentially dangerous) pathway.

Communication 435: 10/04/2019

Do not advance the Pigeon Point or Yancy/Andover options. The Pigeon Point option should be permanently excluded from further consideration based on increased costs. The Yancy/Andover option should be excluded from consideration because it would make Delridge worse for bus-rail integration.

Do not advance elevated or partial elevated options at SODO. The added costs of these options over the at-grade options do not translate into meaningful benefits for riders.

Advance the Thorndyke Portal tunnel and study an elevated option on 20th Ave NW based on increased accessibility and expandability over the other options.

Communication 436: 10/04/2019

Greetings,

Here are my comments about the West Seattle-Ballard alignment for ST3:

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay.

At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street.

Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development.

For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Thank you!

—

Mark Linsey
3247 Magnolia Blvd West
Seattle WA 98199
206.285.7375
linseyenterproses@comcast.net

Communication 437: 10/04/2019

West Seattle - Residing in West Seattle and not in/around the Junction this is the routing that I care most about. I think the most important thing for those of us on the south side of West Seattle is bus connectivity for trips into downtown. While the C-Line and future H-Line are good options for now Link will be the preferred routing in the future. To that end I think the Pigeon Point tunnel is a nice idea however without additional funding not practical. That being said the Yancy elevated does not allow for good bus connections or a particularly good walkshed. I think that the ST3 Representative project was the best for facilitating bus transfers with the least level of impact to local residents. If the tunnel cannot be funded keeping the station towards the southern end of the project would be ideal. I do not think that the West Seattle line needs to be tunneled not and that an elevated line would work well. Having moved here from Vancouver with parts of the SkyTrain being elevated it works just fine. Grade separation should be the functional goal of all future Link LRT planning.

SoDo - any alignment that keeps the LRT from coming into contact with traffic is ideal. Based on what I've read here I think that a partially-elevated station would work if the cost-savings can be used to

further grade separate the tracks between the ID and Beacon Hill. Ideally the LRT should be fully grade separated and additional trackage in SoDo could assist in that goal.

Ballard - greatest possible walkshed. Anything to make a station on/around 20th Ave work is preferred. Whether that be a tunnel or fixed bridge so be it. No to a moving bridge as it will impact service (like the previous mistakes in at-grade routing in SoDo and the Rainier valley).

Communication 438: 10/04/2019

Greetings,

After many years of engage in community and transportation for the Magnolia and Queen Anne communities, I believe that the following alignment modifications are best for freight mobility, transit, commuters, and will serve as a solution for the next 100 years.

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay.

At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street.

Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development.

For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Thank you!

Janis Traven
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206.285.7375
janistraven@comcast.net

Communication 439: 10/04/2019

If they're gonna upzone our burg for more density, a la Urban Villages, then build the transit infrastructure to accommodate that upzone properly (tunnel! Don't destroy our neighborhood in the process). Alternatively, don't upzone West Seattle, a la Magnolia and Laurelhurst, and skip rail altogether. We'll make Rapid Ride do. But please don't blight our neighborhood with elevated or at-grade rail.

Build it right or don't build it at all.

Communication 440: 10/04/2019

I think we should extend the railway to White center instead of the west Seattle Tunnel. Ridership should take precedence. We have value here in the delridge area too!

Communication 441: 10/04/2019

Thank you for listening to transit riders and city dwellers and adding the 20th Avenue Ballard option. This is the most effective option and should be in the EIS for comparison. The concentration of pedestrians, jobs, residents, and proven attractions is between 24th and 15th. This includes the Ballard Avenue bars, shops, and farmers' market; Swedish Ballard with its all-day influx of patients, staff, and visitors; most of the current and future apartments; the library and park; etc. Even if 15th and 14th get as big apartments as Market Street, there never will be as much east of 15th, or anything comparable to the proven century-old attractions in Old Ballard. Upzones east of 14th are completely speculative and can't be counted on. Don't let the port or nimbys compromise the Link alignment and put it further away from urban village residents and visitors in Ballard or Interbay. That defeats the purpose of building light rail in the first place and wastes the investment.

There must be EXCELLENT TRANSFERS at Westlake, International District, and likely SODO! This is one of the primary necessities of a multi-line subway. The walking distance between trains must be short, and not require going up a level and down again to turn around (such as Bellevue to SeaTac trips). The shallow 5th Avenue option at International District is still the best for the same reason; it's the shortest walking distance to the commercial district east of the station, and it's the cheapest option. So that option should remain in the EIS and be the preferred alternative.

In West Seattle and SODO, none of the alternatives are better than the representative alignment, so keep the Representative Alignment in the EIS. The most important issue is which station locations can the most people walk to or have a good bus transfer to. Don't compromise this to preserve some single-family houses; there are many times more transit riders than residents in those houses. I'm unsure about the tradeoffs between the east-west and north-south orientations for Alaska Junction Station. Making it forward-compatible for a possible extension to Burien is a good idea. On the other hand, if it takes out several new apartment blocks in the densest part of the urban village, that's a negative.

Communication 442: 10/04/2019

Dear Sound Transit,

Feet First is Washington's only statewide nonprofit organization representing people of all ages looking for safe, accessible, and inviting ways to go by foot. Through our Sound Access for All program, we have promoted pedestrian accessibility at Sound Transit Link light rail stations throughout the region. As part of this effort, we have been following planning for the eventual extension of light rail to West Seattle and Ballard. The following are our comments on the recently-proposed potential alternative alignments for possible study in the ongoing DEIS process.

20th Avenue NW Ballard Tunnel:

We are very pleased to see that Sound Transit is considering alternatives that would place a Ballard station at 20th Avenue NW, within close walking distance to the core of the urban village to the west. We anticipate that closer proximity to this urban core will result in higher ridership. We also see

considerable development potential near a 20th Avenue NW station. Of the two new alternatives presented, we recommend advancing the Thorndyke Portal alternative forward for consideration in the DEIS, primarily due to the considerably lower cost relative to the BNSF Portal alternative.

West Seattle Options:

Although we have significant concerns about the cost of the proposed Pigeon Point Tunnel alternative, this alternative does reduce residential impacts and is well positioned to facilitate transfers between light rail and bus service along Delridge Avenue SW. We support moving this proposal forward for further study in the DEIS. However, we recommend against advancing the Yancy/Andover Elevated option. The Delridge station location in this alternative is poorly situated for light rail/bus transfers and has a much more limited walkshed than other alternatives.

Sincerely,

Jon Cowin,
President, Feet First

Communication 443: 10/04/2019

The high bridge into Ballard and 14th seems like a prudent improvement. I'm not eager for Sound Transit to try to tunnel under Salmon Bay.

The new proposals for West Seattle, which build new multi-block light rail viaducts/stations directly over Delridge or Fautleroy Way, seem very short sighted. The single tunnel into the Alaska Junction and a Dakota-located Delridge station is still my preferred build. It also avoids building new viaducts in West Seattle's busiest roads.

We should avoid building more surface-level tracks in SoDo. The majority of light rail shutdowns now are on the surface-level where road traffic or pedestrians wander into tracks. Overpasses may help, but people still wander into the path of light rail trains away from roadways.

Communication 444: 10/04/2019

I am writing to provide public comment on the options presented for Initial Assessment as part of the West Seattle and Ballard Link Extensions. Board Motion M2019-51, in addition to designating a Preferred Alternative and Preferred Alternative with Third Party Funding, directed staff to conduct an initial assessment of other alternatives.

For the Delridge and Duwamish Crossing areas, an alternative identified for initial assessment is the Pigeon Point Tunnel option. This is a revised option of the former "Pigeon Ridge" (or "purple") option, that included a longer alignment, and a crossing further south. Tribal government had concerns about a crossing that far south due to potential impact on fishing rights. Some industrial businesses opposed the original Pigeon Ridge alternative due to the impacts to their operations.

As part of the Elected Leadership Group process, I proposed the revised option to provide for a shorter crossing closer to the West Seattle Bridge that would avoid some of the impacts of the earlier option and potentially reduce costs.

I appreciate Sound Transit's work on the Pigeon Point Tunnel option. This revised alignment reduces the costs beyond the baseline for this segment from \$500 million to \$200 million. I believe it merits more detailed study in the Draft Environmental Impact Statement.

Please note that the \$900 million figure listed in the presentation shown to the Board includes the \$700 million estimated for the Junction and Avalon tunnel option that includes a tunnel in the Junction area.

Sound Transit's Racial Equity Toolkit analysis noted that the station location at Delridge Way SW and SW Genesee Street was the highest rated for transfers from the south for lower-income communities and communities of color. These communities will access light rail on the future RapidRide H Line; efficient, userfriendly transfers will be an important element in the future success of this line.

I request that you include the Pigeon Point Tunnel alignment for study in the Draft EIS, so that an option that reduces the impact on the Youngstown community, best serves lower-income and communities of color, while providing for a station location that maximizes our overall transit network, moves forward for consideration.

Sincerely,

Lisa Herbold
District 1 Seattle City Councilmember

Communication 445: 10/04/2019

Hello,

We are long time owners of two properties in SoDo, on South Stacy Street between Sixth Avenue South and Eighth Avenue South. They are a short distance from the existing light rail station. The two buildings on the properties have companies that employ at least 150 people in total. We believe the plans for the expanded light rail station need to include a double elevated alternative to an at grade station as it would be the best for riders and cause the least detrimental environmental impact to the area regarding public safety, air pollution, etc. Additionally, the disruption an at grade station would cause to the already crowded street traffic would have a significant negative impact on businesses in the area, who depend on customers and suppliers being able to get to and from them efficiently.

Thank you.

Scott E. Soules
Sixth & Stacy, LLC
PO Box 95939
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scott.soules@frontier.com

Communication 446: 10/04/2019

I'm commenting on the 20th street Ballard station alternatives proposed in this comment period.

I live in the general area and see the density potential that stations on 14th and 15th as for more significant than around 20th street. Stations nearer 14th and 15th would generate more housing and encourage growth for both business and residential construction not just around 14th and 15th street but into the West Woodland area (up through 3rd and Market for example). Increasing the density in

this area is more advantageous than around 20th because the process poses less disruption than around the already more developed area around 20th. For example, the area between 14th and 3rd and south of NW Market Street has already shown enormous potential for increased density and a station on 14th or 15th could capitalize on and further spur this growth in a less invasive and more cost effective way.

Further, the main advantage that the results of the 20th street alternatives cite (bringing transit closer to the urban village) neglects the access from surrounding areas like Phinney and Fremont. A station on 14th or 15th would open access for far more neighborhoods and likely increase ridership and accessibility.

Communication 447: 10/04/2019

We need to hit our climate goals by spending hundreds of millions of dollars on more green transit, not tunnels. Please do not spend any money on tunnels unless it is the cheapest option.

Thank you,

Calvin Jones
Madison Valley

Communication 448: 10/04/2019

West Seattle: I think the Pigeon Point Tunnel will provide the best connectivity for the Delridge neighborhood. Additionally it seems like a tunnel into the Junction will provide the best starting point for future expansion south to Burien. We have to be thinking about how we will proceed from these current end stations. I foresee that going elevated into the Junction may be cheaper now, but when you need to expand south it will be more expensive than tunneling it now. Additionally the Pigeon Point Tunnel will reduce impacts for the Port and they may be willing to close the financial gap.

SODO: Either both at grade or both elevated. Both those options have the most grade separation from streets. From there whichever provides the best rider transfer between Red/Green lines should be chosen.

Ballard: Similarly to West Seattle we should be choosing which you can expand to the north from easiest. To me this seems like options along 14/15th are preferred as the rail can run up that corridor easier than starting from 20th and meandering over.

We should choose the best solution for how the system will look in 50 years, not now. To me, a tunnel in West Seattle and a 14/15th option in Ballard will provide the least cost to expand the system in the future.

Communication 449: 10/04/2019

To whom it may concern:

Having review the various ST3 options presented I would like to express my support as a community member and strong transit supporter for a number of positions:

Ballard: advance the "Thorndyke Portal" tunnel and make 20th Ave the preferred station location

SODO: do not advance any of the elevated (or partially elevated) options

West Seattle: do not advance the Yancy / Andover or Pigeon Point options

Thank you,

Steven Neuman

Communication 450: 10/04/2019

The North Seattle Industrial Association supports 20th Ave Tunnel Ballard – Thorndyke Portal be included in the EIS.

We feel that the cost of this alternative is in the ballpark of the other alternatives.

It would not require any rezoning of industrial lands a prime concern of my organization.

A station at 20th and Market would allow more transit-oriented development around an existing urban and employment center

Communication 451: 10/03/2019

As a long time owner of property and businesses in the immediate area of the SODO station, I am strongly advocating for the Double Elevated Alternative (DEA) and ask you to consider the following advantages of the DEA over the At-Grade Alternative/AGA in your EIS:

- Safety Considerations
- Traffic congestion
- Increased air and noise pollution

I'm sure you are aware of the frequent and serious injuries with Link Light rail that have all involved at-grade tracks. There are real physical costs with every accident, both to the accident victim and the City. In the very near future, SODO station will likely be a very crowded station and congested area in general, with a huge increase of people, especially alcohol and pot impaired people coming to and from the games. Cars, trucks, buses and pedestrians (all at-grade) entangling with at-grade train tracks is an obvious recipe for increased accidents and fatalities. The inherent design of the Double Elevated Alternative greatly decreases the chances of accidents between Light Rail riders, trains, vehicular traffic and pedestrians because it provides clear separation of people, trains and vehicles. The DEA design clearly delivers a safer and more efficient movement of traffic, pedestrians, LR riders and trains. Where there is ease and efficiency of movement, there is less traffic congestion and thus less pollution of emissions and noise.

The AGA proposed overpasses at Holgate and Lander are two important east/west freight and traffic roadways. The steep grades on these overpasses would impede emergency vehicles and first responders and make it more difficult and much slower, while burning more fuel, for buses and trucks to navigate these crosstown corridors, thus causing a greater negative environmental impact in the SODO area than the DEA.

Elevated tracks of Light Rail in the DEA provide a more orderly, seamless movement of freight, traffic, trains and people with greater safety, less congestion and less pollution creating a better overall environment in the SODO area. It's important that the EIS consider the Double Elevated Alternative, which is the preferred neighborhood option and would reduce negative environmental impacts and hazards in our vital and growing area.

Sincerely,

Kathleen Stack
katystack@gmail.com

Communication 452: 10/04/2019

Thank you for the opportunity to comment on the proposed expansion of light rail to Ballard. Please accept the following comments with the understanding that my goal is to get the expansion completed as quickly as possible, steered towards the best possible opportunities for development and expandability. None of the ST3 options are bad, particularly compared to the polluting and time wasting existence that is Ballard's current connection with downtown. Build the affordable and high quality light rail, and build it soon. But here are some suggestions to build it better:

Coordinate the development of light rail to Ballard with the following infrastructure and development projects:

- Replacement of the Ballard Bridge;
- Relocation of the Magnolia Bridge/Expansion of Dravus Street Overpass/Construction of new Admiral Way Overpass;
- Improvements to the intersection of Nickerson Street, Emerson Street, and 15th Avenue;
- Construction of a replacement BNSF/Salmon Bay rail crossing;
- Update and repair of the Ballard Locks;
- Relocation of the National Guard Armory and proposed amendments to RCW 43.167 (creation of Public Development Authorities); and
- Construction of Expedia Headquarters and development of the Uplands Master Plan at Terminal 91.

Reject alignments or portions of alignments at grade in the right-of-way of 15th Avenue/Interbay.

Advance the Galer Street location as the Preferred Alternative for the Smith Cove station. This promotes the development at Expedia, provides access for employees of the Port facility and Terminal 91, and connects to the redevelopment of the National Guard Armory.

Advance the location on Dravus Street as the Preferred Alternative for the Interbay Station. This promotes the development of residential facilities in the area zoned SM-D, and not pulling development towards the industrially zones between Dravus and Nickerson.

Maintain the options for a Ballard Station as 14th or 15th Avenue without adding another alternative for a station closer to the Ballard Historic District. Earlier alignment analysis identified stations closer to Historic Ballard as ranking low or very low in potential for continued expansion as well as extremely high on expense. Conversely, 14th and 15th Avenue locations allow for significant development potential, as well as future expansion of light rail to the north and west.

While a tunnel is the best alternative for crossing the Ship Canal, a bridge is understandable. This bridge must be fixed. Do not advance any alternative that requires a drawbridge.

Pay for the good escalators and elevators, and lots of them.

Again, thank you for the opportunity to comment on this priority transportation expansion.

Sincerely,

Ray Dubicki
Ballard

Communication 453: 10/04/2019

The Yancy line would be the option that would do the least amount of damage to the West Seattle Community. Putting the rail through a community center, golf course and one of the only stadiums used for high schools throughout the city not just WS makes no sense to me. I am no engineer but I would also think that putting it on one of the highest graded hills in the city would also be difficult. The Yancy line would be next to an already noisy steel mill instead of one of the only large open green spaces left. Please don't pollute it with a rail going through it.

It would also allow ST to keep it's goal and promise of taking the least amount of housing from the community especially the lower income neighborhoods. I hope the goal is to serve the West Seattle Community and not just make a scenic ride for tourists.

Communication 454: 10/03/2019

We live in North Queen Anne.

At Dracus, please build a surface alignment adjacent to the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street.

Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. A tunnel is the best solution to preserve the area. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development

Thank you

Teresa Osborn

Kind regards, Teresa

Communication 455: 10/03/2019

Hello Sound Transit,

I write to you as a board member of Seattle Subway to submit public comment regarding the upcoming Environmental Impact Statement process for ST3.

Regarding West Seattle, I oppose moving forward with Pigeon Point or Yancy/Andover.

Considering the high costs of tunnels and potential funding difficulties, it's critical that a lot of focus is put on advancing the best elevated option possible for West Seattle. From this round, the Pigeon Point option, which would add \$1.1B to the cost of the scoped \$1.5B project, should be permanently excluded from further consideration. The Yancy/Andover option should likewise be excluded from consideration because it would make Delridge, a key bus transfer station, worse for bus rail integration. Yancy/Andover also performs worse than the "Delridge Station South of Andover" option on nearly all the metrics presented by Sound Transit.

Regarding SODO, I oppose elevated or partial elevated options

The cost of both SODO elevated and partial elevated options don't appear to translate into meaningful benefits for riders at \$500M and \$200M of added costs respectively. The at-grade options presented in earlier studies include overpasses to avoid car-train conflicts so the elevated and partially elevated options don't increase reliability. The loss of the SODO busway is a drawback, but Link's increased capacity and frequency in the future replaces the busways function.

Regarding Ballard, I support the "Thorndyke Portal" tunnel and study elevated option on 20th

The accessibility gained by positioning the Ballard station in the center of the urban village is well worth the addition \$450M cost to the project. We can only hope to increase transit ridership if we place stations in areas with high foot traffic. For expandability, a station on 20th works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th an even more attractive option.

Thank you for your consideration.

Sincerely,

Rachel Brown

Communication 456: 10/03/2019

Dear Sound Transit,

Here are suggested comments: At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay. At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street. Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development. For

expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Many thanks in advance,

Camberly Gilmartin

Magnolia Resident

Communication 457: 10/03/2019

Dear Sound Transit,

I am deeply concerned that a ground level track for Sound Transit is even being considered.

The EIS currently underway must take into account these unacceptable burdens:

1. Heavy truck traffic on an elevated street will slow traffic, waste energy and fuel, pollute our air and put a heavy burden on our carbon footprint.
2. The AGL Plan will take an inordinant amount of time ti construct and it will upset current Sound Transit passengers.
3. The traffic going around an AGL construction site, then around a finished site, will ensure huge amounts of wasted fuel, energy, and time.

Why put so many others in tight times when you have another worthy option? Namely creating an elevated train track that leaves the pedestrian user safer, continues to place a high priority on grade level businesses, and encourages access to ground level businesses.

I urge you, as an occasional SODO commuter to include an above-ground track on Lander and Holbrook Sreerts.

Thank you,

Nancy Mack

Communication 458: 10/03/2019

Hello,

I would like to submit the following for comment re: light rail in ballard.

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay. At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street. Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the

other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development. For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Aaron Barnard-Luce
202-830-7938
Aaron.Barnard-Luce@obamaalumni.com

Communication 459: 10/04/2019

I support carrying forward the 20th Ave NW Thorndyke portal tunnel into the EIS. The rest of these new options are not worth studying; they add cost for little benefit.

Communication 460: 10/03/2019

Sound Transit Staff,

My name is Ted Lehmann and I am working on behalf of the SODO Station Design Coalition. We have been advocating for the Double Elevated Station Design at SODO Station for multiple reasons; including, better design, potential cost savings, neighborhood preference, preservation of the vital E3 Metro Busway, safety, and reduced environmental impacts. I would like to highlight several problems facing the ST's Preferred At-Grade Option and why the Double Elevated Option eliminates those concerns. The list is long, but I wish to overview safety and carbon foot print.

Safety considerations: In July 2019, a man was struck and pinned by the Link Light Rail and sent to Harborview with serious injuries. In September 2019, a light rail train crashed into a stolen car left on the tracks in Columbia City. In March 2019, a pedestrian was struck and killed on the at-grade BNSF rail tracks near Holgate. These are all accidents that have occurred in 2019 because tracks are located at-grade. There's hardly a month that goes by that an accident or fatality is not reported as rail related. Does Sound Transit really want to see annual accident numbers like this increase by adding more at-grade light rail infrastructure in SODO where street level activity is high (sic)? If so, then Sound Transit needs to add the physical costs of these accidents, the medical costs our citizens incur, and the liability costs these accidents cause into their cost estimates of ST's Preferred At-Grade option. And what about the emergency response time increased by the impediments introduce during and after construction of overpasses at Lander and Holgate? More importantly, ST needs to clarify why putting Seattle's citizen's lives at risk is a wise long-term plan. There is a safer option – Double Elevated!

Carbon foot print: ST's preferred at-grade option requires two very large concrete overpasses be built at Lander and Holgate. The resources that go into those overpasses have a very large carbon footprint that could be minimized by elevating the tracks. In addition, the closing down of these two major east/west freight corridors for up to two years will cause a dramatic increase in congestion again adding to the carbon foot print of the At Grade Alternative. Furthermore, once complete, the two overpasses at Holgate and Lander will require diesel semi-trucks, buses and other vehicles to climb a steep grade to move cargo and people through two of the SODO's most important east/west roadways. These will increase the fossil fuel use of every truck and car travelling on these roads for decades to come. It is vital that the environmental consequences of the At Grade Alternative and its two overpasses be

studied in the EIS side by side with the neighborhood preferred option - the Double Elevated Alternative!

Thank you for taking the time to review my input.

Regards,

Ted Lehmann

Communication 461: 10/03/2019

Hello Sound Transit,

As a Ballard resident, I would like to share my comments with you. I URGE you to please plan for ridership above all else. You are building a system that will be used for hundreds of years literally! So please do not give in to concerns about some extra traffic during construction... This is a long-term investment and we need you to take the long-term view. PLEASE! ??

Also, please do not discount easy transfers... It is criminal to think how much effort it will be to transfer at SODO or International district because you won't think long-term. Make 1-platform transfers a reality or at least minimize the walking required to change lines.

The rest of my comments are taken from the Seattle Subway /Urbanist piece here:

<https://www.theurbanist.org/2019/10/02/west-seattle-and-ballard-link-suggested-options/>

Focus on reliability, expandability, and accessibility and make decisions that work best for transit riders. Wherever possible, include alternatives that are both affordable and high quality.

West Seattle: Do not advance the Pigeon Point or Yancy/Andover options

Considering the high costs of tunnels and potential funding difficulties, it's critical that a lot of focus is put on advancing the best elevated option possible for West Seattle. From this round, the Pigeon Point option, which would add \$1.1 billion to the cost of the scoped \$1.5 billion project should be permanently excluded from further consideration. The Yancy/Andover option should likewise be excluded from consideration because it would make Delridge, a key bus transfer station, worse for bus-rail integration. Yancy/Andover option also performs worse than the "Delridge Station South of Andover" option on nearly all the metrics presented by Sound Transit.

SODO: Do not advance elevated or partial elevated options

The cost of both SODO elevated and partial elevated options don't appear to translate into meaningful benefits for riders at \$500 million and \$200 million of added costs respectively. The at-grade options presented in earlier studies include overpasses to avoid car-train conflicts so the elevated and partially elevated options don't increase reliability. The loss of the SODO busway is a drawback, but Link's increased capacity and frequency in the future replaces the busway's function.

Ballard: Advance "Thorndyke Portal" tunnel and study elevated option on 20th Ave NW

Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a

Ballard station even if we consider potential future transit-oriented development. Ballard Avenue isn't moving east.

The more affordable of the two tunnel options –the “Thorndyke Portal” option– adds \$450 million to the project, but may be worth it for the huge increase in accessibility. For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option. That said, we would like to see an elevated high-bridge option with a 20th Ave NW station also studied in case funding isn't available for a tunnel.

Thank you very much!

-Ted Wiederhold

Ballard, WA 98117

Communication 462: 10/03/2019

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay.

At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street.

Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development.

For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Barbara Bernard
3010 31st Ave W
Seattle WA 98199

Communication 463: 10/04/2019

I write in support of the newly-reopened Yancy Elevated option for the West Seattle extension. While it is not as good as the more expensive full tunneled (light blue) option, it is FAR superior to the "red" elevated option: 100-foot, neighborhood-killing columns running up Genessee are a nonstarter in a city moving TOWARD, not AWAY FROM, beautification. The underground blue option is still the best, but the Yancy Elevated represents a reasonable compromise.

Nick Jenkins

Communication 464: 10/04/2019

Ballard needs a connects to where the most people live, work, and shop. There is nothing on 14th St and it does not make sense to spend billions to build rail there. Please build a 20th st station before considering whether West Seattle needs a tunnel. Aesthetic concerns need to take a backseat to functionality when building a 50 billion dollar light rail system.

Communication 465: 10/04/2019

The tunnel clearly is the better option as it's straighter and has a lower grade. Putting such a windy elevated section in will inevitably lead to slower trains requiring more spacing and thus limit line capacity and future growth. The pigeon point tunnel also puts the line through a denser part of the neighborhood which will lead to higher transit utilization.

The best comparative to make my first point would be Chicago CTA's brown line at North Ave where it makes 3 large turns to avoid a cluster of buildings whereas the red line runs in a tunnel underneath in a straight line. The red line can run more trains per hour because it doesn't have to slow down to make the turns the brown line does. That curve is something that will forever limit brown line capacity and it doesn't even have to deal with a grade change.

As a West Seattle property owner is even be fine with a higher tax bill to build it right the first time than pass a known capacity limitation to be fixed later on by further spending.

Communication 466: 10/04/2019

To Whom it May Concern,

I am a resident of Pigeon Point and have lived in the community for several years. Since the day that we moved to Pigeon Point, I knew we had arrived in a special neighborhood. It was evident early on that Pigeon Point was filled with people who had lived in the neighborhood for decades, raised their children here, and built a thriving and supportive community.

The most recent option, Pigeon Point Tunnel; Delridge Station straddling Delridge Way, threatens to destroy the Pigeon Point neighborhood. There are countless consequences that are appalling about the PPTDSDW tunnel route and entrance location - but it is also disturbing that this is the very first I have heard about this new route option when the proposed route would quite literally destroy my home, my neighbors homes, and the community of Pigeon Point. This lack of communication and outreach from Sound Transit to the Pigeon Point community is outrageous, especially when it has been touted that community feedback was a critical part of reasoning for the new PPTDSDW tunnel route.

The PPTDSDW route disrupts exponentially more residents compared to the previously investigated routes - Delridge Station South of Andover Street; South Duwamish Crossing and the Delridge Station at Dakota Street; North Duwamish Crossing. Rather than protecting the residential community, the PPTDSDW prioritizes the inconveniences that may influence the commercial freight industry and the interests of developers who have advocated for the re-routing. In choosing to pursue the PPTDSW, Sounds Transit would quite literally be destroying my neighborhood, rendering individuals homeless, prioritizing the needs of the wealthy over the individuals, and damaging an environmental critical area. It is ludicrous to pursue the PPTDSW route option when there are two other route options - Delridge Station South of Andover Street; South Duwamish Crossing and the Delridge Station at Dakota Street;

North Duwamish Crossing - that are comparable in cost, offer greater potential for future development, would not destroy the neighborhood of Pigeon Point, or further threaten the Duwamish habitat.

It is abundantly clear that the Delridge Station at Dakota Street; North Duwamish Crossing is a significantly better option than the PPTDSW. The Delridge Station at Dakota Street is the best option for the individuals - by providing a more equitable and accessible station point, the best option for Pigeon Point - by not ruining the fabric of the community, the best option for the habitat - by avoiding the critical West Duamish Greenbelt habitat area - and the best option for Sound Transit by creating a station and route with more future development potential.

The PPTDSW route will most certainly be detrimental to individual residents, the neighborhood of Pigeon Point, and the critical environmental area of the North Duwamish. Please use either the Delridge Station South of Andover Street; South Duwamish Crossing or the Delridge Station at Dakota Street; North Duwamish Crossing - only pose the mere possibility of inconvenience rather than a definitive detrimental impact to the area and its community.

Respectfully,

Rebecca Fuhrman
Pigeon Point Resident

Communication 467: 10/04/2019

20th Ave Tunnel Ballard – Thorndyke Portal

I've lived in Ballard since 1984 when I got out of college. I voted for the Seattle Monorail Project twice. I voted for the original (large) ST package in '95, then reluctantly for the pared-down package in '96. I voted for ST2.

I voted against ST3 because in 20 years nothing had been done yet for transit to & from Ballard. ST3 states Ballard will finally get service in 2035 (40 years after my first vote). Meanwhile Metro's RapidRide does nothing to improve transit for Ballard (constriction on a 1914 bridge and a side-track into LQA). All the while, Ballard's density and development into an urban village has screamed out for a decent inner-city transit connection.

If you want to help our urban village north of the Canal, find the funding to commit to the tunnel and station at 20th & Market indicated in the first line.

Communication 468: 10/02/2019

On behalf of Nucor Steel Seattle, Inc. (Nucor), as well as General Recycling of Washington, LLC. (GRW), thank you for the opportunity to provide comments on the Potential Alternatives that may be included in the draft EIS for the West Seattle-Ballard Light Link Rail Extension. The Nucor facility is a steel mill located at 2424 SW Andover St. that has been a part of the West Seattle community since 1905. It is the largest recycling facility in the state of Washington and supplies both private and public construction projects throughout the Pacific Northwest with responsibly-produced steel products. The GRW facility is located at 4260 W Marginal Way SW. It is primarily a scrap steel receiving and sorting facility that supports the recycling activities at the steel mill. Both facilities' existence is heavily dependent on road, rail, and marine freight mobility.

Nucor and GRW combine to provide over 320 direct living wage jobs as well as over a thousand industrial, maritime, and transportation jobs in the greater Puget Sound area. The industrial, maritime, and transportation sector that Nucor, GRW, and their various support vendors occupy are extremely important components of a diversified economy that provides living wage jobs, and does so in an increasingly expensive city. While Nucor and GRW support expansion of light rail, we believe that careful attention must be paid to the potential impacts to the industrial and maritime operations in and around the Duwamish River Valley both during and after construction of the extension. At the above referenced meeting on August 6, 2019, Led a Chahim and Stephen Mak from Sound Transit briefed the Nucor management team on the two new potential alternatives (the Yancy/ Andover Elevated and Pigeon Point Tunnel) that may be considered and included in the draft EIS for the West Seattle-Ballard Light Link Rail Extension.

At that meeting, Nucor expressed its concern for the new Yancy/ Andover Elevated station location and its proposed route. The location of the station as described will now be west of the original Representative Line, which was to be sited on Del ridge Way in the public-right-of-way north of Andover Street, adjacent to the Nucor mill. As described in the above Reference 1) letter regarding the Delridge Station Siting, the Potential Alternative Yancy/ Andover Elevated station siting does not eliminate any of the concerns raised in that letter. As stated in that letter, constructing a station north of Andover Street whether on Del ridge Way in the public-right-of-way or west of Delridge Way in the adjacent commercial/retail park would make the movement of freight (both during and after construction) vital to the mill's success, nearly impossible.

The Delridge-Andover intersection is already highly problematic for freight movement today. Additional busses, bicycles and pedestrians all converging to a station north of Andover would not only greatly constrain freight movement but also create significant safety risks for the community and commuters. Nucor has stated many times in meetings with Sound Transit that siting a station north of Andover would pose significant risks to its operations and would jeopardize its ability to make steel and serve its customers. This would result in a significant negative impact to Nucor teammates and local living wage jobs, Nucor suppliers and vendors, community organizations, and the region's tax base.

Besides having a significant impact on freight mobility and community safety, the Yancy/ Andover Elevated station location will also impact Nucor's facility in another way. The proposed rail line will now travel over portions of Nucor's property as it travels westward on the north side of Andover Street. The rail line would pass over production areas that are used frequently by rail and trucks. This encroachment of our property could have substantial impacts and unfavorable financial consequences as moving these production areas will be difficult within a constrained physical property footprint.

In summary, we ask that the Sound Transit Board recognize the significant impacts of siting the Delridge Station north of Andover, either in the Representative Line location or in the new proposed Alternative Yancy/ Andover Elevated location, by including a thorough assessment of those impacts in the draft EIS process to allow for a true reflection of costs, including short and long-term mitigation. For these reasons, we ask the Sound Transit Board to choose an alignment with the siting of the Del ridge Station south of Andover Street as the preferred alternative for the EIS process, or ensure that such an alignment is included in the environmental review. Nucor Steel Seattle, Inc. and General Recycling of Washington, LLC. look forward to continue its work with the Sound Transit Elected Leadership Group and the Sound Transit Board, as it brings light rail to the West Seattle community. Nucor Steel Seattle

would welcome further discussion on any of the remaining alternatives in the near future as a final decision is reached.

Sincerely,

Mathew J. Lyons
Vice President and General Manager

Communication 469: 10/04/2019

Advance the study of the Ballard tunnel station at 20th Ave via Thorndyke and the moveable bridge to 15th Ave. 14th Ave is a bad location for a Ballard station, being both inconvenient for bus riders (requiring all bus routes to divert a block and make meandering, slow turns) and walk-up riders (putting most of central Ballard outside the 10 min walkshed of the station).

Advance the at-grade SODO station, given that it saves \$200 million and creates a grade-separated road crossings for both light rail lines.

The Delridge Station South of Andover provides by far the best bus connection and maximizes the walkshed of the station. Do not advance the Yancy/Andover Elevated station. The Yancy/Andover station would require riders of the 120 to cross Delridge and walk 1-2 blocks to access the station, deterring most potential riders from making this transfer. The Yancy/Andover station also has a much worse walkshed than the alternatives to the south.

Communication 470: 10/04/2019

For West Seattle - Please don't waste time or money studying infeasible options like the expensive Pigeon Point tunnel and Dakota St/West Seattle Tunnel or the unhelpful Yancy/Andover option. West Seattle needs something fast, not after an extra five years trying to appease property owners that don't want the expansion in the first place. The peninsula is growing and has too few transit options. Please make sound, rational decisions and move forward with Delridge south of Andover.

Sodo - You already have the right-of-way with the Busway, the grade separations prevent the types of problems seen in the Rainier Valley, and the cost savings are substantial. Move forward with the At-grade option.

Ballard - Good luck trying to make this work. No moveable bridge, though!!!

Communication 471: 10/04/2019

Tunnel Crossing / Tunnel Station at 14th or 15th is the preferred option.

If 20th Ave Tunnel Ballard option is considered, please consider a connection or stop for the 1100 small businesses operating in Interbay and the Fisherman's terminal. Interbay needs more public transportation access!

Communication 472: 10/04/2019

A couple thoughts. There is no note in the "elevated 14th plan" of negative impact on industrial aspects of East Ballard. This area is designated in the "BINMIC" and it is intended for shipping and freight trucks to be able to access the area without hinderance. An elevated track on 14th would take the main access street in the area and hurt truck maneuverability. The other options all have good merits. A tunnel

under 14th or 15th would be the least impactful for surrounding businesses, both office and industrial, and the best options for all stakeholders.

Thank you.

Communication 473: 10/04/2019

I have two general points in regards to the Andover/Yancy and Pigeon Point options:

Most importantly, the residents in and around Youngstown and North Delridge are entitled to have an option studied in the DEIS that makes a reasonable effort to decrease the needless demolition of a large part of their neighborhood.

Secondarily, as Sound Transit must attempt to account for anticipated changes to the project budget, comparative estimates are necessary but it seems logical that we shouldn't allow these "guesses" to restrict the scope of what is studied.

If we agree that maximizing the benefits to the regional population as a function of cost is one of the most important missions of the agency, we should allow time and consideration of a variety of options where creative solutions and value engineering have time to develop.

Communication 474: 10/04/2019

I am a West Seattle resident. The Pidgeon Point tunnel is the best solution for a Delridge stop, instead of the Yancy/Andover elevated line. All West Seattle rails should be tunneled, when possible. TUNNELS PLEASE!

Communication 475: 10/04/2019

I heartily endorse the Pigeon Point Tunnel routing. This leaves our Harbor Island small business with its 35 jobs intact. We would have faced with a job-killing displacement had one of the original alternatives been selected.

Mark Lindberg

Young Corporation

Communication 476: 10/04/2019

If there is extra money for a tunnel, I think it would be better put to use to extend the light rail to more communities. I live in White Center and despartaly would like to have light rail to my neighborhood but if we have to pay \$700mil extra so that the affluent neighborhoods can have a tunnel, then I fear the rest of us will never get any service at all. Please do not cater to the whims a few who want everything for themselves. I have been voting for mass transit options for 30 years and am tired of people throwing hissy fits when they don't get a golden egg and they end up ruining it for the rest of us.

Communication 477: 10/04/2019

Delridge:

Two sensible light-rail alternatives avert the needless destruction of many Youngstown homes and the accompanying decimation of a long-established community – the Andover-Yancy and the Pigeon Ridge Tunnel alternatives. Both prevent needless destruction of homes.

The Andover-Yancy alternative minimizes the destruction of homes and could be a cost-saver for Sound Transit if the Delridge and Avalon stations were combined into one station. A multi-modal transfer/transportation complex can be constructed adjacent to the station. This as the BEST option for transfer opportunities. Nucor truck traffic can be mitigated with design and construction planning (there are already protected traffic signals at Andover and Delridge). The Avalon light-rail guideway should be advanced into the DEIS with two options for the Avalon guideway: 1. An Avalon tunnel 2. An Avalon above ground guideway.

The Pigeon Ridge Tunnel alternative is our preferred alternative. It averts the destruction homes in Youngstown as well as homes on Pigeon Point and the destruction of businesses located on Delridge Way. The tunnel alternative also does away with traffic disruptions for vehicles exiting the West Seattle Freeway and for trucks accessing Nucor Steel and it also preserves existing bikeways. When given further study, tunnels have been found to be practical alternatives. For example: The Sound Transit tunnel infrastructure in the Roosevelt District of Seattle.

Communication 478: 10/04/2019

Hi I'm a West Seattle resident and I want to see the Pigeon Point tunnel, and all rails to be underground.

Communication 479: 10/04/2019

Advance "Thorndyke Portal" tunnel and study elevated option on 20th Ave NW

West Seattle: Do not advance the Pigeon Point or Yancy/Andover options

Communication 480: 10/04/2019

Sound Transit should by no means adopt the Pigeon Point Tunnel option. To arbitrarily overrule the voter-approved ST3 plan AND add over \$1 billion in costs for no improvement in transit outcomes would be undemocratic, fiscally unconscionable, and represent capitulation to the anti-development fearmongers that have stymied the creation of long-overdue transit for too long.

Sound Transit has a mandate from the voters to deliver the transit we need with sound management and financial discipline. Catering to NIMBYs should not come into consideration. Block out the noise and do your jobs.

A concerned Seattle voter

Communication 481: 10/04/2019

I don't think either West Seattle tunnel option adds enough value to be worthwhile. The 20th/Thorndyke option for Ballard looks good if funding is available. Otherwise I prefer an option on 15th.

Communication 482: 10/04/2019

I support a tunnel option to Ballard if a progressive source of third party funding is identified very shortly (before final EIS is prepared). This will maximize reliability and minimize impacts on the fisherman's terminal.

I believe a 14th or 15th Ave NW station will maximize the future transit oriented development which will be seriously hampered by the historical district near 20th Ave NW. Also this will create improved bus transfers and future connection to Aurora light rail.

Tunnels in West Seattle do not help riders. They are for aesthetic purposes and should not be funded by the most regressive tax system in the nation. To fund these tunnels is a massive Injustice against low and middle income residents who will have to pay for these for the rest of their natural lives as well as their children's lives!

Mark Foltz
3635 Burke Ave N
Seattle, WA 98103

Communication 483: 10/04/2019

I do not support the pigeon hill tunnel. It is too expensive and will delay completion of the West Seattle RT connection.

Communication 484: 10/04/2019

Please stay with the tunnel crossing and the tunnel station at either 14th or 15th Ave NW. Finding \$350 million in third party funding will be hard enough.

The station options at 20th will displace too many people and businesses. Frequent bus service along Market Street can convey people to the light rail station.

The bridge options are non-starters as they will displace maritime businesses that can not relocate.

The Dravus/17th ave station should be trenched.

Communication 485: 10/03/2019

Thank you for the opportunity to express both our general support for, and specific concerns with the proposed West Seattle to Ballard Link alignment. The University of Washington supports the expansion of light rail transit in the Puget Sound Region to serve residents, employees and visitors. We look forward to continuing to discuss Sound Transit's plans. We understand Sound Transit has identified two alternatives, including a preferred alternative, to evaluate in an Environmental Impact Statement. For your consideration in the analysis of alternatives for the route and station locations, we provide information about our concerns for the segment of this alignment in South Lake Union near our UW Medicine biomedical research facilities and Downtown Seattle.

UW Medicine Biomedical Research Facilities in South Lake Union

The UW Medicine facilities at South Lake Union consist of four existing biomedical research and clinical buildings and one administrative and dry lab office building. The facilities are located on multiple parcels of land between Mercer and Republican Streets, and Dexter and 9th Avenues. They range in height from 4 to 8 stories and sit above 3-story, below-grade parking and service levels with close to 700,000 square feet (sf) of occupied space above grade and approximately 310,000 sf of below grade parking and service space. UW Medicine has actively supported the City of Seattle's South Lake Union planning and rezoning efforts and worked extensively with city staff to assure each building's uses and designs support the neighborhood plans and policies.

The facilities contain highly sensitive receptors and experiments which could be subject to potential significant impacts due to construction and operation of light rail near the buildings. Vibration and EMI impacts, in particular, could diminish or completely prevent the research that the individual buildings and this complex was specifically built to provide.

South Lake Union ST Alignments

The map illustrating the Preferred Alternative and other alternative are not specific enough to determine the exact route and station locations. We have concern for any alternative alignments in the South Lake Union/Denny neighborhood that run near our below (and above) ground facilities along Mercer St. and Republican St. The blue “other alternatives” may be of greater concern. The University has concerns as described below.

Scope of Impact Analysis Required

We believe significant unavoidable impacts could occur and that the following scope of analysis is required to determine those impacts and to inform Sound Transit’s decisions regarding the selection of the ultimate Link light rail alignment. Our reasons are set forth below. They are also informed by the joint understanding we have with Sound Transit around testing, identification and resolution regarding impacts to sensitive receptors associated with the construction and operation of Sound Transit’s University of Washington Station and future U District Station.

Vibration – As noted above, highly sensitive receptors to vibration are in very close proximity to the proposed Link alignment. The level and intensity of vibration on surrounding sensitive receptors from construction and operation of Link light rail due to proximity, depth, soil conditions, and other factors should be analyzed and demonstrated. Please note the variable soil and ground water conditions described below.

Electromagnetic Interference (EMI) – As noted above, highly sensitive receptors to EMI are in very close proximity to the proposed Link alignment. The level and intensity of EMI on surrounding sensitive receptors from construction and operation of Link light rail due to proximity, depth, soil conditions, and other factors should be analyzed and demonstrated.

Geology/Soils – Soil conditions greatly affect the ability to construct light rail (and its cost) and affect vibration and EMI. Light rail alignments have sometimes had to be moved later in the planning or design process due to the discovery of soil conditions. It is imperative that the soil conditions in this South Lake Union area (where the soils are known to be varied or poor and, in some places, contaminated) be thoroughly analyzed and well understood. Based on recent construction activities involving the UW Medicine buildings, we know the soil conditions are varied across the 750 and 850 blocks. Soils on the west side of the complex were comprised primarily of glacial till while soils on the east side were primarily loose fill as part of the Denny regrade. Contaminated soils were identified and removed as part of construction.

Construction Impacts – Impacts to sensitive receptors related to tunneling and station construction, proximity to significant construction truck trip pathways, and potential utility disruption should be analyzed and resolved.

Groundwater – Groundwater conditions can affect the ability to construct light rail and may result in long-term flow control issues. Based on recent work on the UW Medicine facilities, we know that groundwater elevation in the area generally ranges from 16 to 27 feet, which is approximately 20 to 30 feet below the first-floor building elevations. Parking and service levels in UW Medicine’s buildings extend below the groundwater table.

Downtown Seattle

The University owns multiple contiguous parcels of land in downtown Seattle between Union and Seneca and between 3rd and 6th Avenues, including some of the street right of way (the Metropolitan Tract and related properties). The University may pursue redevelopment of select properties in this area. Redevelopment could include below grade space that is deeper than what exists today.

Downtown ST Alignments

Sound Transit Motion No. M2019-51 includes only general descriptions of potential station

locations Downtown. Due to the reasons stated above we support an alternative that would have the least potential impact on the Metro Tract and related UW properties.

Scope of Impact Analysis Required

The same scope of impact analysis is recommended for this area of Downtown as listed above for the South Lake Union area with the addition of property ownership, utilities and right of way.

Thank you for your consideration of our concerns and comments. We appreciate the conversations we have had with Sound Transit staff and appreciate the opportunity to discuss these scoping issues with you.

Sincerely,

Julie Blakeslee, AICP
SEPA and Land Use Officer
UW Facilities, Asset Management
jblakesl@uw.edu

Communication 486: 10/04/2019

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay.

At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street.

Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development.

For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Thank you for your consideration.

Ben Staulcup

Communication 487: 10/04/2019

To whom it may concern:

There are significant adverse impacts from a long building process of the AGA and the added drive times required to circuit around to Spokane St. / Royal Brougham, and the dysfunctional access to the at-grade alternative that will confound users of mass transit. To me it is obvious that heavily loaded trucks will

crawl up and down overpasses, slowing commerce, adding drive time and further pollution, and the overpasses will leave a much larger carbon footprint than the all-elevated station. Please make the correct decision: The DEA: Double Elevated Alternative is better and more environmentally friendly.

There are important environmental issues which impact and can cause economic issues. We demand that the Board to include the DEA in the EIS and to later select it for construction. There are probable, significant (“more than moderate”), adverse environmental impacts of the at-grade alternative (AGA) so the Board will ultimately reject it. Note that if the EIS does not “take a hard look” at those latter issues, it will be legally inadequate and vulnerable on appeal.

A second reason to put info into the EIS about the DEA is so there is a legal basis for the Board to select that alternative. Just like the EIS study of the environmental impacts of the AGA, the EIS needs to study the environmental impacts of the DEA. Otherwise, the Board cannot consider it in the decision making process. And, because we know the AGA will be included in the EIS, we want to show that the adverse environmental impacts of DEA are less than the adverse environmental impacts of the AGA. That should be easy on the issues of safety, traffic, mobility, air quality, health, etc..

John Bredvik
5603 11th Ave NE
Seattle, WA 98105
Cell: 206 226 5491
Office: 206 325 2635
Email: jbredvik@gmail.com

You are today where your thoughts have brought you; you will be tomorrow where your thoughts take you

Communication 488: 10/04/2019

For Ballard, please advance for final study:

- * Thorndyke Portal alignment
- * Fixed bridge to 14th, 15th, or possibly 20th

If we can find a way (and the money) to get a tunnel to the heart of Ballard (and avoid a draw-bridge), that seems worth the investment. Alternatively, a fixed bridge over Salmon Bay is preferable to a draw-bridge. I don't have super-strong feelings about 15th vs 14th: a station at 15th that simplified pedestrian connections to the west (and east) would be great, but good bus connections are important too.

For SoDo, please advance for final study:

- * At-Grade with Overpasses

The elevated options do not seem to provide enough reliability benefits to out-weigh the additional cost.

For West Seattle, do NOT advance the Pigeon Point or Yancy/Andover options. The Pigeon Point option adds to much cost and the Yancy/Andover option would negatively impact the important Delridge bus-rail integration.

Thanks!

Brian Ferris
206-303-8220
1157 NW 61st St, Seattle, WA, 98107

Communication 489: 10/04/2019

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay. At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street. Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development. For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Thank you for your consideration,

-Jacob Wicks

Magnolia, Seattle

Communication 490: 10/04/2019

Dear All,

I drive on the 15th street CORRIDOR daily and live in the region impacted. I support the following:

At Smith Cove, please build a tunnel portal west of Elliot Ave W that would greatly reduce impacts during construction on freight, transit, and people moving through Northwest Seattle's single, major artery. A surface station at Smith Cove near Galer Street allows access to the Expedia campus with a pedestrian overpass, and additional savings from maintaining a surface alignment through Interbay.

At Dravus, please build an entirely surface alignment adjacent to BNSF and the Interbay golf course. This allows the most cost savings potential, most TOD potential in Interbay Village, and least negative impact. Transit riders and dropped-off commuters from Magnolia and Seattle Pacific University would greatly benefit from a drop-off- & bus-to-rail integration hub at Dravus Street.

Please build the more affordable of the tunnel options to 20th Ave NW, it offers a huge increase in accessibility. Locating the Ballard station in the center of Ballard's urban village instead of at the far edge is a huge improvement over the other considered alternatives for transit riders who want to access central Ballard's day-and-night destinations. Transit works best when transit is easy walking distance to

residences and attractions, which makes the 20th Ave NW option a far better location for a Ballard station vs 14th Ave NW, even if we consider potential future transit-oriented development.

For expandability, a station on 20th Ave NW works well with future interlined expansion to the east and makes a Ballard/UW line with an added station on 8th Ave NW an even more attractive option.

Finally, please also include an estimated dollar amount for the post construction costs to the public of the ST3 Representative Project from either an elevated or an at grade light rail line on 15th Avenue NW, from the Magnolia Bridge to the ship canal. That is, the financial burden to the users of 15th (businesses, truckers, vehicle drivers) as a direct result of the increased congestion (gridlock?) as well as the ENVIRONMENTAL IMPACT of increased emissions from traffic delays with at grade light rail, because we who live here know that the gridlock will happen if you don't build a tunnel or build the high bridge. I know there is a difference; Sound Transit will have to find the funding for Option A or Option B, whereas the public will bear the monetary consequences of the lane reduction on 15th.

Thank you

Valerie Cooper
Seattle, 98199

Communication 491: 10/04/2019

Dear Board Chair Marchione,

On behalf of the Port of Seattle (Port) and Northwest Seaport Alliance (NWSA), we are providing comment regarding the initial assessment Sound Transit staff conducted regarding potential alternatives to be carried into the Environmental Impact Statement (EIS).

We appreciate Sound Transit's broad stakeholder engagement on the initial assessments of new options for extensions to West Seattle and Ballard. It provides an opportunity to explain some of the impacts the alternatives could have on the region's maritime and industrial sectors. The maritime industry relies on a broad ecosystem of support businesses and supply chain links, hence impacts to a single business cannot be considered in isolation. Should all options be carried forward, we ask that you incorporate our following comments into your environmental review. They are focused on potential impacts to our operations as well as the Port's and NWSA's abilities to fulfill our respective missions to King and Pierce County taxpayers.

Alternative: Pigeon Ridge Tunnel

Recommendation: Continued Study

- The proposed alternative crosses Port Terminals T-104, T-102, T-103 as well as submerged lands at Jim Clark Marina. In addition, the alternative would impact neighboring properties including SSA Headquarters and access to the Port's Harbor Island Marina.
- The DEIS must articulate permanent impacts to operation at the above facilities and access routes to them. The DEIS will further evaluate whether construction impacts can be mitigated to keep Port and NWSA facilities fully operational during and after construction, while ensuring access for trucks and rail serving those facilities.

- The potential for schedule delays and substantial increased costs limit the viability of this crossing but we believe more study is necessary to fully understand how benefits might offset those challenges.

Alternative: Ballard 20th Ave Tunnel Station (BNSF Portal or Thorndyke Portal)

Recommendation: Continued study of Thorndyke Portal (not BNSF Portal)

- We support further exploration of the expressed community desire for a 20th Ave W alternative and appreciate Sound Transit's willingness to consider this additional option.
- Thorndyke crosses under Fishermen's Terminal, representing a potential impact to that facility.
- The DEIS must articulate impacts to Fishermen's Terminal, existing Fishing Vessel Owners/ Marine Ways operations and our planned Maritime Innovation Center. Sound Transit staff has said no vent or escape buildings would be required on Port properties; we request more detail about how that will be avoided. In addition, we ask for information as to how construction impacts can be mitigated to keep Port and NWSA facilities fully operational during and after construction, while ensuring access for trucks and rail serving those facilities.

The following issues should be explored if these alternatives are carried forward into the Draft Environmental Impact Statement.

Alternative: SODO (Double Elevated and Partial Elevated)

- The Port and NWSA have previously expressed concerns regarding alternatives in this area. Chief among them are the imperative to maintain freight mobility in the Duwamish MIC and preservation of industrial lands.
- Alternatives which allow Sound Transit to retain the E-3 busway could provide benefits.

Alternative: Yancy/Andover Elevated

- The Port and NWSA recognize the many challenges your agency faces in choosing an alternative in the Delridge area.
- We believe any alternative choice must support the industrial operations and the family-wage jobs generated by the Nucor Steel facility. Should this alternative be carried forward for further review, the DEIS must identify impacts both during and after construction to Nucor's operations and provide details of how those impacts will be mitigated.

Overall, the Port and the NWSA are pleased with the ongoing collaboration with Sound Transit and other key agencies and stakeholders. We believe many alternatives under consideration provide the necessary access and benefits to the region while not harming the maritime industrial base in Seattle. We will continue to be staunch advocates of the economic engine of the maritime industry, and to support an integrated and robust transportation system that is essential to maintaining Puget Sound's economic competitiveness and quality of life.

We look forward to continuing our successful collaboration with Sound Transit toward a system expansion that complements regional economic development work and provides new transportation solutions for everyone in the region.

Thank you for your consideration and please do not hesitate to contact me.

Sincerely,

Commissioner Stephanie Bowman Co-President,
NWSA Managing Members
President, Port of Seattle Commission

Cc: Sound Transit Board Members Sound Transit CEO Peter Rogoff
Port of Seattle Commission
Port of Tacoma Commission
West Seattle Ballard Link Elected Leadership Group

Communication 492: 10/04/2019

Sound Transit,

I am writing on behalf of the East Alaska Junction Neighborhood Coalition. We strongly urge you to include both the Yancy/Andover Elevated alternative and Pigeon Point Tunnel alternative in the Environmental Impact Study. Both alternatives have the potential to greatly reduce the impact to the neighborhoods of Youngstown and North Delridge.

As acknowledged by Sound Transit's early impact studies, these neighborhoods are home to predominantly middle and lower income individuals and families - the very people Sound Transit has expressed intention to support the most.

There are significant unknowns - such as soil stability, tunnel construction technology, and access to secondary funding - that could significantly alter these very preliminary financial estimates. It is therefore imperative that Sound Transit continue to study the options to determine their viability. A final decision with such massive ramifications should not and cannot be made with only 5% engineering information.

Please respect the neighborhoods of Youngstown and North Delridge - include both the Yancy/Andover Elevated alternative and Pigeon Point Tunnel alternative in the Environmental Impact Study

Thank you,

[EAJ Neighborhood Coalition]

www.eastjunctionneighbors.org

Communication 493: 10/04/2019

The Blues Brothers belong in Chicago- not here in Seattle. Let's honor this revenue and Job generating maritime area. Tunnels are Salmon-approved and ship friendly and will promote a Seattle beautiful! Seattle just leveled a 60-year old viaduct along the downtown harbor-front, so consider lessons learnt by avoiding adding another elevated transit guideway through Interbay towering at a height Similar to the Aurora bridge.

No matter where the channels or tunnels will run, continue south of Dravus on the existing grade before tunneling into southwestern Queen Anne and the Downtown. This will result in the least impact to the area's environment and result in the most immediate and long-teen economic benefits.

If not now, plan on a future RFP for a Transit-orientated mixed-use development including a 100 to 300 feet widened Dravus as an intermodal hub for the ST3 station along with connection points for Amtrak, Sound Transit commuter rail, local bus service, shared vehicles, shared bikes, bike-and-ride, kiss-and-ride, and whatever the future may hold. This Dravus station, along with a landscaped TOD over the freight yard, brings opportunity for capitalizing on urban commercial and mixed-use opportunities just minutes from downtown job centers.

Thank you

David Moehring—

Located just 10 minute walk from the future Dravus station.

Communication 494: 10/04/2019

Some of the new alternatives look like a nice improvement! PLEASE BUILD THE BEST POSSIBLE SYSTEM. West Seattle? Pigeon Point/Alaska Junction tunnels!!! SODO? Both lines overhead!!! Ballard? Tunnel to 20th!!! We are building a system that is going to be around for a long time, please let's do it right! Respectfully, Jon Wright

Communicaiton 495: 10/04/2019

Purpose and Thresholds

I find the higher/lower thresholds mixed and inconsistent by category. In some cases, higher is better and lower is worse and in others, the opposite. I surmise you won't get as much community feedback since we have to interpret each line item for the short feedback deadline. I can't help but determine this is a ploy to overcomplicate the results, therefore limiting the feedback you will receive on a very critical city changing project.

ST3 consistency

While it would be nice to be on time and budget, the city has a history of not being able to accomplish either;

[Seattle streetcar project more than \\$100 million over original budget](#)

[Seattle to spend \\$1 million on aging, deteriorating seawall](#)

Why huge cost overruns are so common in Seattle

<https://crosscut.com/2016/08/cost-overruns-seattle-north-precinct-police-station-seawall-city-light>

Seattle council questions \$34M in cost overruns on utility-billing system

<https://www.seattletimes.com/seattle-news/politics/seattle-council-questions-34m-in-cost-overruns-on-utility-billing-system/>

Bertha, the 2 Billion, mile long tunnel project; "But the more than 150 unexpected change orders submitted during the life of the tunnel project usually resulted in additional costs to the public".

<https://www.king5.com/article/news/local/tunnel-effect/unexpected-costs-added-nearly-58-million-to-sr-99-tunnel-project-price/281-1fd81e38-4729-455a-8c8b-cfebdc0c14bf>

As it turns out, residents statewide will almost certainly cover, through gas taxes, some fraction of a potential half-billion dollars in delay costs.

The original budget; <https://www.wsdot.wa.gov/Projects/Viaduct/Budget>

HB 2193 - 2017-18

Requiring the beneficiaries of the Alaskan Way viaduct project to pay for cost overruns from the project.

<https://app.leg.wa.gov/billsummary?BillNumber=2193&Year=2017>

The final price tag was nearly \$15 billion, and it was 8 years behind schedule. Seattle's viaduct replacement project was expected to cost \$3.1 billion. Right now, the Washington State Department of Transportation has budgeted \$3.3 billion.

Jan 16, 2019

Seattle, elevated bridges, hidden costs , Earthquakes

Viaduct initial and ongoing 16 year maintenance/inspection costs after the Nisqually 2001 earthquake

<https://www.wsdot.wa.gov/Projects/Viaduct/About/ViaductInspections>

“tunnels are among the safest places to be during an earthquake”

<https://www.wsdot.wa.gov/Projects/Viaduct/Status/Blog/tunnels-and-earthquakes>

Our last major earthquake (causing severe monetary damage) in 2001, is due for another course; is an above ground solution in our best monetary (and otherwise) community and life equality interest? Stats appear the answer is no.

https://mynorthwest.com/category/earthquake_tracker/

Can we talk to each other and collaborate on major projects?

Viaduct/ Waterfront/ Bertha; What a perfect opportunity that would have been to combine taxpayer dollars and project efficiencies; <https://waterfrontseattle.org/construction/construction-overview>

And, with the newly (surprise) proposed plan to have street level highway after all, wouldn't it be prudent to remove two lanes for a street level light rail?

<https://www.theurbanist.org/2016/11/03/waterfront-design-predictably-disappoints-seattle/>

Mixed Systems – there may be no black and white

What are the plans to suggest a route with mixed systems (above/ground/tunnel) to address strong community feedback to preserve an area's feel, walkability, peacefulness and functionality at the same time? If this has been taken into consideration, it has not been clear.

Budget – re-allocate city funds to 100 year goals

There are some above ground rail solutions that make sense in industrial sections of Seattle, however to create unsightly +/- 150ft high rails as an option is simply unthinkable. Consider quality of life, the drivers that bring businesses to different communities and the city and the long term impact on the environment and wildlife.

<https://www.seattlebusinessmag.com/policy/breakdown-seattle-city-council-gets-some-bad-budget-news>

Budget Overruns Put the Brakes on Seattle's Bicycle Master Plan

<https://www.planetizen.com/news/2019/04/103825-budget-overruns-put-brakes-seattles-bicycle-master-plan>

City light makes \$17.4M mistake as part of budget overrun (tax)

<https://www.kiro7.com/news/local/city-light-makes-5m-mistake-as-part-of-budget-overrun/779263281>

Bertha, the tunnel and the overruns

<https://www.seattlebusinessmag.com/policy/who-killed-bertha-why-seattle-tunnel-disaster-isnt-what-it-seems-and-why-wsdot-making>

“Stopping the machine and checking the cutter head might have taken a week or two, precious time that could reduce the chance STP would earn the incentives built into the contract with WSDOT for completing the project early”...

Either way, if STP had stopped Bertha, replaced the broken cutters and cleared the goop that had collected in the cutter head, the machine might well have been able to continue on its way with a delay of a few weeks at most. Instead, the severe damage to the machine meant STP had to build a costly concrete pit to remove the cutter head and undertake substantial repairs that would result in a two-year delay.”

“Alarm bell’ over City Light spending as Seattle council considers rate increases

<https://www.seattletimes.com/seattle-news/politics/alarm-bell-over-city-light-spending-as-seattle-council-considers-rate-increases/>

Disruption to community culture

The only viable option to consider is the underground and following 44th avenue south to minimize community disruption, and retain its culture; and to meet the transit goals. Consider this underground option to preserve the culture, walkability and heart of the junction.

Previously funded transit routes

Many are behind schedule and or abandoned or altered. How will these funds, some including ‘use it or lose it’ be re-allocated to newer initiatives such as the light rail?

Above ground transit systems are fraught with monetary issues \$1B in damages

<https://mynorthwest.com/776529/what-more-than-a-decade-of-seattle-viaduct-inspections-have-found/>

Communicaiton 496: 10/04/2019

We live in Pigeon Point, West Seattle, close to the West Seattle Bridge. We would like you to include the tunnel option as a pathway into West Seattle for the light-rail.

1. Vehicular traffic: It would avoid disruption of the only bike path off the north half of West Seattle and traffic from the heavily used Delridge Way by cars and Nucor trucks.
2. Park land: The tunnel would not hurt the greenbelt that wraps around the north end of Pigeon Point, nor the "22nd Ave Street End Park" which our community designed built and maintains (also proudly displays a plaque from the city).
3. Homes: The tunnel would not necessitate taking out any homes in our north end Pigeon Point neighborhood, nor would it hang over our shoulders as the viaduct did in town. The construction would also be far removed and not upset our lives.

Please keep this option to be studied in the EIS discovery phase.

Sharon and Jim Price

3624 22nd Ave SW

Seattle, WA 98106

Communicaiton 497: 10/04/2019

Bring it next to the bridge with an Andover station. Do it now.

Communicaiton 498: 10/04/2019

I thought I had until the end of the day to submit comments on the "Potential alternatives in initial assessment", but the website seems to have closed for submissions. So, since it is still Oct 4, I'm using this email to state my preferences.

I favor:

20th Ave Tunnel Ballard, Thorndyke Portal - Option B (While the cost is higher than I expected, when compared to the tunnel options to 14th or 15th Avenues, it is only \$100 million more for a much better location.)

SODO Elevated, Partial Elevated Station - Option B (Incrementally gaining grade separation without blowing the budget is attractive.)

Yancy/Andover Elevated (I am conflicted on this. I dislike the location of the Delridge station, but I want to regain some of the cost savings of an elevated alignment. Therefore, Yancy/Andover Elevated is only a slight preference.)

I do not favor the Pigeon Point Tunnel. The Delridge neighborhood doesn't have anywhere near enough potential to generate transit trips to justify the expense of the tunnel.

Thanks!

Communicaiton 499: 10/06/2019

In order to avoid total gridlock on 15th, the locally favored opinion is to have the light rail located west of 15th with either a tunnel or an elevated bridge (tunnel is preferred) to get to Ballard.

Thank you, Katie Merisko

Communicaiton 500: 10/07/2019

The station at 14th puts it near some apartments, but far from the core of Ballard's shopping and entertainment, Swedish hospital, and senior community. Placement of a station on 20th would be a far more useful location to minimize cars in Ballard because it would reduce cars from out of the neighborhood attending events and shopping in the Ballard core. It still is within easy walking distance, especially for senior residents, including at the Landmark senior community.

There should be a high bridge option studied in addition to the tunnels.

Mark Langley

Seattle, WA

mlangley7019@gmail.com

Communication 501: 10/08/2019

The Seattle Design Commission is pleased to provide comments to Sound Transit's System Expansion committee in advance of deliberations on additional options to be considered for study in the Environmental Impact Statement. The following comments build on our many recommendations to Sound Transit on the urban design implications of the West Seattle and Ballard Link extensions (WSBLE), including our September 2018 letter to the Seattle Members of the Elected Leadership Group (ELG) concerning the urban design implications reflected in the Level 2 options analysis.

1. 20th Avenue NW tunnel

We are pleased to see two proposals for a tunnel between Ballard from Interbay being forwarded for further study in the EIS. These options provide a more realistic solution than the proposed operable bridge and elevated station at or near 15th Avenue NW reflected in the representative alignment. The SDC's September 2018 letter to the Seattle members of the Elected Leadership Group (ELG) advocated for a 15th Avenue tunnel and station. A proposed 20th Avenue tunnel alignment with a station near Market offers better placement to the historic Ballard district, the Swedish – Ballard hospital campus, as well as higher density zones west of 15th Avenue NW. However, the move to 20th Avenue NW may pose challenges to the structural integrity of historic structures; this issue should be closely evaluated. The move to 20th Ave NW may also pose significant challenges to later expansion. While a tunnel significantly reduces visual impacts of the guideway and station on the community, its proposed alignment may pose challenges for future light rail expansion to the east. How the tunnel alignment and station location is oriented at 20th Avenue NW to address future expansion should be closely evaluated in the EIS.

2. SODO

The proposal for elevated alignment and stations at SODO addresses some of the SDC concerns about the important role that this station will play for intermodal and multimodal transfers. This is the first transfer opportunity south of Downtown between the existing alignment and the proposed WSBLE segment. Reducing transfer impediments should be closely analyzed under elevated or partially elevated stations. Elevated sections still pose challenges to transfers between ST and surface bus lines that will continue to use the busway. How the elevated segments connect to at-grade modal transfers are important to consider in analyzing alternatives. We do have concerns that the proposal may eliminate or impact the alignment at the CID by precluding the full range of options for 4th or 5th Avenue. Including one or both of the elevated alignment alternatives within the DEIS is critical, as these are the only remaining alternatives that will maintain the long-term operation of the SODO busway, which will serve as an integral connection between southern bus connections and the larger light rail system.

3. Yancy/Andover

The proposal to create a Yancy/Andover station would eliminate key linkages to the Delridge community. Its location near industrial uses and Port of Seattle operations may have some benefits for that employment base, but it doesn't address underlying concerns about connectivity of these investments that serve the Delridge community. While the proposal may offer benefits to the West Seattle subarea, including reduced tunnel length on the segment between Delridge and Alaska Junction stations, it comes at the expense of connectivity to the Delridge community

4. Pigeon Point tunnel

We are pleased to see the proposed Pigeon Point tunnel option progressing for further study in the EIS. Its benefits, detailed in our September 2018 letter, include:

- A simplified alignment between SODO and Alaska Junction
- Less potential impact on Port of Seattle operations
- Reduces impact to environmentally sensitive areas, including Pigeon Ridge residential areas,
- Allows for lower guideways at Delridge, and
- Provides an infill station opportunity at E Marginal Way

Finally, we want to take this opportunity to reiterate the necessity for an EIS process that fully analyzes the implications for the WSBLE alignment in the Chinatown/International District (CID). ST current EIS schedule may not allow adequate time for the creation of a community-led vision for the range of multi-modal transit-oriented development scenarios at King/Union Street stations and the immediate neighborhood. A more expansive EIS process should be considered that allows the community to fully participate in developing visions and options for a multi-modal transit-oriented hub at King/Union Street stations that includes:

1. A clear vision for the King/Union Street station area that is supported by multiple stakeholders
2. The impacts of creating a King/Union Station multi-modal hub, supported by transit-oriented development, that assumes re-use and redevelopment of Union Station as its centerpiece, and that is reflective of FTA expectations concerning multi-modal transit supportive developments
3. Transit-oriented development options for the King/Union Street station and the surrounding area, including models of joint governance and public-private partnerships as a catalyst to spur redevelopment
4. An equity analysis of the 4th versus 5th Avenue alignments
5. An analysis of the impacts of replacing the existing 4th Avenue viaduct structure, within a three-four block radius of the proposed 4th Avenue station and alignment options

The Seattle Design Commission appreciates the opportunity provided in this process to further refine options for closer study in the EIS. The success of Sound Transit's investments will be fundamentally measured by developing a transit system that is reflective of community desire and expectation.

Sincerely,
Ben de Rubertis, Chair