

PUBLIC COMMENT SUMMARY MAJOR THEMES WSBLE SCOPING PERIOD (FEBRUARY 15, 2019-APRIL 2, 2019)

General:

- Build it faster/Take time and “get it right”
- Build good transfers from other modes at stations
- Minimize property acquisition and impacts to neighborhoods
- Pedestrian safety accessing stations
- Plan for future extensions north and east from Ballard, south from West Seattle
- Use high volume arterials rather than residential neighborhoods
- Safety/crime concerns under the cover of elevated rail

Alternatives/alignment:

- West Seattle:
 - Most support for tunnel in West Seattle, some opposition based on cost
 - General concern about the yellow elevated alternative because of potential property acquisition, noise, vibration, traffic, parking, and visual impacts in the Alaska Junction
 - Other communities on the existing line have tunnels, West Seattle should not be treated differently
 - Some support study of the Pigeon Ridge West Seattle Tunnel (purple line)
 - Some suggested a Yancy/Andover alignment to avoid impacts to Youngstown/North Delridge neighborhood
 - Allow for access to White Center/Burien along Delridge in future
 - Some were opposed to impacts to the West Seattle Golf Course
 - General support for Alaska Junction station near 41st/42nd Ave for a tunnel alignment due to closer proximity to density and better opportunities for transit integration
 - Some mentioned it is worth removing the Avalon Station or consolidating the Avalon/Alaska Junction stations if it saves money to help pay for tunnel.
 - Concerns about north Duwamish crossing due to impacts to the industrial area
 - Concern about the impact of the south Duwamish Waterway crossing on Pigeon Point neighborhood

- SODO/C-ID
 - More support for surface alignments in SODO for easy transfers between lines, but some support for ST3 Representative Project due to fewer property effects
 - More support for overpasses at Lander and Holgate to reduce traffic/ped/bike conflicts, but some concerns regarding impacts to adjacent property owners
 - General support for SODO station closer to Lander for improved access.
 - Some support for new elevated SODO station and elevating existing SODO station
 - Support for shallow/cut-and-cover station in C-ID for easier/faster station access
 - Some support a 4th Avenue S station location to improve connections between transit modes and between the C-ID and Pioneer Square, and to limit potential construction impacts in the C-ID neighborhood
 - Some support for a 5th Avenue S station location, with station access on King Street, Jackson Street, and 5th Avenue because of more efficient transfers between light rail lines, shorter construction duration, and lower cost
 - Interest in Chinatown-International District station name
 - Request for wayfinding/signage at the station and announcements on trains to be in both English and Chinese
 - Interest in aligning new C-ID Station construction with other major construction projects to minimize impacts
 - Interest in creating a good transfer environment, activating Union station and supporting public realm improvements
- Downtown
 - General support for Midtown Station on 5th Ave
 - Concern about Midtown station entrance/construction
 - Interest in efficient transfers between existing and new Westlake stations
 - General support for Harrison Station in South Lake Union due to station access
 - Interest in improved access to First Hill
 - General support for Denny Station on Westlake south of Denny Way
 - More support for Seattle Center Station location at Republican
- Interbay/Ballard
 - Support for continuing to study both Smith Cove station locations; interest in access and serving potential future uses around Smith Cove
 - Support for Interbay station at 17th/Thorndyke; interest in good access from Dravus
 - Support for station on 15th Avenue NW as closer to center of urban village
 - Support for station at 14th to lessen potential property impacts and traffic/freight impacts on 15th
 - Interest in access to Ballard Station from both sides of 15th Ave NW to improve pedestrian access

- Some support for station closer to the existing Ballard commercial core, either on 20th Avenue NW or 17th Avenue NW
- Concern about maritime business, freight, and visual effects of elevated crossing and station
- More support for tunnel crossing and station; some concerns about tunnel cost
- General support for fixed bridge instead of a movable bridge to potentially improve light rail system reliability and lessen potential maritime business, navigation, and in-water impacts

Environmental:

Commenters expressed concern or the need to study the following:

- Transportation:
 - Concern about construction traffic impacts throughout the project corridor
 - Concern about potential impacts to parking, specifically the loss of on-street parking near stations
 - Interest in efficient multi-modal connections/transfers at stations
 - Concerns regarding impacts to SODO busway and Metro base facilities
 - Interest in seamless transfers at SODO Station with West Seattle interim terminus
 - Concerns regarding streetcar impacts during construction of the C-ID Station and Denny Station on Westlake
- Economics
 - Concern about the potential for decreased property values due to noise, visual impacts. Most concern is from West Seattle, with some from Ballard
 - Concern about potential for increased property values around stations that could displace residents in the CID
 - Concerns about potential impacts on freight industry (all modes) in Greater Duwamish and Ballard-Interbay Manufacturing Industrial Centers
 - Concerns about potential impacts to maritime businesses along the Duwamish Waterway and Salmon Bay
 - Concerns about potential economic impacts to business districts, particularly the Alaska Junction business district in West Seattle and the CID
 - Concerns about potential impacts of future development and traffic on industrial businesses in SODO
- Environmental Justice
 - Concerns about potential impacts to historically disadvantaged communities during construction
 - Concerns about potential for economic displacement from increased property values during operations (especially in West Seattle and CID)
 - Interest in incorporating affordable housing as part of potential transit-oriented development (TOD)

- Concern about potential impacts to fish and wildlife especially in Longfellow Creek, the Duwamish Waterway, and Salmon Bay
- Concern about geologic hazards (earthquake faults, landslide areas)
- Concerns about potential to impact historic buildings
- Interest in zoning changes around stations, and potential for TOD
- Concern about impact to public and private parks/open space including West Seattle Golf Course, Camp Long, Delridge Playfield, Delridge Community Center, the “22nd Avenue SW End Park”, Youngstown Playfield, Fairmont Park, Duwamish Greenbelt, the 909/901 5th Avenue plaza and urban green space in Downtown, SW Queen Anne Greenbelt, Interbay Golf Course, and Interbay P-Patch

Other Common Themes:

- Work with city to find additional funding for a tunnel
- Should to be looked at as long-term (100+ year) investment, largely in support of tunnel alternatives
- Money should not be spent on tunnels when it could be used to provide service elsewhere
- Tunnels that would require additional funding sources could slow project implementation
- General fatigue with construction disruption in SODO, CID and Pioneer Square; requests to evaluate parking and cumulative construction impacts.