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 for 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.