



West Seattle Link Extension

Station and Access Planning Engagement Report

February 2024

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1 INTRODUCTION

1.1 Overview

The West Seattle Link Extension (WSLE) Project would provide fast, reliable light rail connections to dense residential and job centers throughout the region. The WSLE would add 4.1 miles of light rail service from SODO to West Seattle's Alaska Junction neighborhood. The project is currently in the environmental review phase. The West Seattle and Ballard Link Extensions (WSBLE) projects were evaluated together in a Draft Environmental Impact Statement (EIS), which was published on Jan. 28, 2022, and followed by a 90-day public comment period. As described in the WSBLE Draft EIS, the two extensions will function as two separate lines, with the WSLE connecting to Everett and the Ballard Link Extension (BLE) connecting to Tacoma. The WSBLE Draft EIS was developed to help Sound Transit, as well as partner agencies and the public, to better understand the potential impacts and benefits of the projects, evaluate potential impacts and benefits of the alternatives on the natural and built environment and transportation system, and identify potential mitigation measures. In July 2022, after reviewing the WSBLE Draft EIS and the comments from Tribes, the public and agency partners, the Sound Transit Board identified the preferred alternative for the West Seattle Link Extension. The extensions were initially on the same environmental review timeline. However, given additional environmental review needed for project refinements for BLE resulting from the Sound Transit Board action in March and July 2023, environmental review for the two extensions will now proceed on different timelines. WSLE will proceed to a Final EIS anticipated in mid-2024.

1.2 Purpose of report

Sound Transit has worked to design the four proposed stations along the WSLE alignment, considering the community's input since the start of the project in 2018. Sound Transit, the City of Seattle, King County Metro, and other agency partners, worked throughout 2020 and 2021 to evaluate the WSBLE Draft EIS station alternatives and offer ideas and recommendations in response to the community priorities we heard. This work is summarized in a Station Planning Progress Report that was published alongside the WSBLE Draft EIS to help communities understand the opportunities and challenges of the different alternatives.

In fall 2023, Sound Transit shared station design progress and gathered community feedback on concepts for access, urban design, and transit-oriented development at the four future stations to ensure that as we advance our station design work, it reflects current community priorities and travel patterns.

Engagement blended in-person and online opportunities, gathering public feedback about the WSLE stations through two in-person open houses, an online open house, online survey, in-language focus groups, briefings, and community tabling. This report includes a summary of public outreach activities, notification methods, and a summary of what we heard during our station planning engagement.

Public input will help Sound Transit advance the design for station areas in collaboration with the City of Seattle and other agency partners. Potential projects to improve getting to and from the station by walking, rolling, biking and transit were informed by the City of Seattle's draft

Seattle Transportation Plan and previous feedback heard to date. Some of the proposed transit-oriented development opportunities may be possible on property acquired by Sound Transit to build the station. Feedback would help Sound Transit refine the station design, consider potential development opportunities, and inform future community engagement and partnering opportunities.

1.3 Equitable engagement

Sound Transit provided multiple ways for the public to participate in station planning engagement. Station planning materials and the survey were available in Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese. Sound Transit created posters and flyers advertising the Station Planning Forum and the survey in Spanish, Vietnamese, Somali, and Korean. Sound Transit ran digital ads in Spanish and Vietnamese publications to advertise the project online open house and the Station Planning Forum. Facebook ads in Spanish and Vietnamese advertised both the Station Planning Forum event and links to the translated survey. Sound Transit emailed information, links to the survey, and offered briefings to community organizations with a focus on those that serve communities that speak other languages than English and those that serve communities in South Delridge and White Center.

In collaboration with City of Seattle Community Liaison program, Community Liaison helped share information about the events and the survey using translated materials within their community networks, conducting door-to-door business outreach south of Delridge Way SW, in High Point and White Center. Community Liaisons also helped identify and staff information tables at community events as well as shared information through peer-to-peer networks to advertise the survey and collect feedback. In partnership with Community Liaisons, the project team held two focus groups with community members that speak Vietnamese and Somali to gather input. Focus group attendees were compensated for their participation.

1.4 Engagement at a glance

- Online open house and survey translated in four languages (Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese) with 1,232 completed surveys.
- Two in-language focus groups with 20 attendees total.
- Two in-person events with 198 attendees.
- Four tabling events with 130 engagements.
- Seven community briefings.

2 NOTIFICATIONS

2.1 Notifications Overview



The project team notified the public about participating in station planning engagement through various channels including both digital and in-person communications. This included invitations to the events as well as sharing the online survey.

On social media, we posted a boosted event for the Oct. 25 Station Planning Forum and two boosted ads about the online survey with a total of nearly 200,000 impressions combined. Social media had above average engagement rate rankings with a total of nearly 2,000 link clicks. We also engaged with community partners in West Seattle and SODO through stakeholder emails, with many organizations sharing content and information to their networks.

Community Liaison staff also supported sharing information and the survey with their community networks. Through nine digital media publications, Sound Transit purchased ads to inform the public about the open house as well as the online survey. The project team also sent five email updates via GovDelivery to over 12,000 project subscribers.

We conducted four door-to-door outreach efforts in October to distribute posters and share information about Oct. 25 Station Planning Forum, sharing information and flyers with 65 businesses in the station areas. In the South Delridge, High Point, and White Center area, the team shared flyers at 21 businesses and set up information table at four community gathering spaces, as well as posted at numerous public bulletin boards and buildings. Posters advertising the open house was posted around the West Seattle neighborhood on poles and in business as well. The team also conducted additional door-to-door outreach in November to 53 businesses in SODO to share flyers about the SODO drop-in session.

2.2 Notifications at a glance

- Social media posts and ads:
 - Sharing Oct. 25 Station Planning Forum details (English, Spanish, and Vietnamese)
 - Sharing links to the survey (English, Spanish, and Vietnamese)
- Door-to-door outreach:
 - October in West Seattle, High Point, and White Center
 - November in SODO
- GovDelivery newsletters advertising event and survey
- Community Liaison outreach
 - Partnered with City of Seattle Community Liaisons to share information about the event and survey with their community networks
- Posters (English, Spanish, Vietnamese, Somali, and Korean)

- Stakeholder emails
- Tabling events:
 - Dia de los Muertos 11/4
 - Delridge Library 11/19
 - Hope Central 12/9
 - West Seattle Food Bank 12/12

3 ENGAGEMENT FEEDBACK SUMMARY

3.1 Engagement methods

Engagement efforts blended in-person opportunities with an online survey and invited feedback on a station design, access improvements and TOD preferences. In-person methods included focus groups, open houses and community tabling events. At these interactions, staff documented what we heard to inform this engagement summary. We also conducted an online survey. Translation and interpretation services were provided to ensure that non-English speakers could participate in community feedback opportunities. This section summarizes what we heard through these engagement efforts and more detail is provided in later sections.

3.2 Station design

A station that feels safe and vibrant and one that is easy to navigate and move through emerged as priorities for all station areas from all engagement methods. Many also expressed other ideas and a desire for restrooms at the station.

3.3 Station access

For the Alaska Junction and Avalon stations, respondents indicated that walking would be the primary access method, transit would be second, and a personal bike or scooter third. For the Delridge and SODO stations, transit would be the primary access method, walking would be second, and a personal bike or scooter third. Driving and parking near the station was not provided as a choice in the survey, but many respondents indicated it would be their access method in the write-in box attached to the question.

For those who would take a bike or scooter to get to the station, most would choose to bring it on the train with them. A secure facility, with a locker being the most popular, emerged as the option most likely to make a person leave their bike or scooter at the station. People also said that security guards would help them feel more comfortable leaving their bike or scooter.

For shared bike or scooter users, convenience in accessing one near the station was the most important factor in determining usage. A transportation network that supports safe usage was also important.

In general, while we did hear from many people that parking was a concern, we also heard from many people that stations should be safe for pedestrians, bike and scooter riders, and those who use a personal mobility device. Suggestions for wider sidewalks, barriers between people and cars, bike lanes, and crosswalks were prevalent. People also felt that increased security measures such as lighting and guards would help make stations feel safer.

3.4 Potential projects

People felt that some of the potential projects introduced by the City of Seattle could improve getting to and from the station by walking, rolling, biking, and transit. See [section 4](#) for more detail about each of these projects.

3.4.1 Alaska Junction Station

The following potential projects received the most and similar amounts of support.

- [Potential project 1](#) at SW Alaska St between 44th Ave SW and SW Fauntleroy to provide features like wider sidewalks, protected bike lanes, sidewalk lighting, and planted space between the sidewalk and roadway to support access to frequent transit.
- [Potential project 2](#) at SW Alaska Street which considers designs that prioritize buses and bus stops, bike lanes, and sidewalks to improve connectivity.
- [Potential project 4](#) at 42nd Ave SW between SW Oregon St and SW Edmunds St to enhance the neighborhood greenway with gathering spaces, wider sidewalks, planted spaces, protective bike lanes and sidewalks lighting.

[Potential project 3](#) at 42nd Ave SW between SW Hanford St and SW Oregon St to extend the existing neighborhood greenway to Admiral District was the least popular. This sentiment was shared between the survey respondents and community members who attended events. There was also support for a plaza (potential project #5) and generous sidewalks (potential project #6).

3.4.2 Avalon Station

The following potential projects received the most and similar amounts of support.

- [Potential project 2](#) at 36th Ave SW between SW Admiral Way and SW Juneau St to upgrade neighborhood greenway within the West Seattle Junction triangle.
- [Potential project 3](#) at Fauntleroy Way SW between SW Alaska St and the West Seattle Bridge to install traffic calming measures, protected bike lanes, landscaping, and wider sidewalks, as well as improve crossings at the Neighborhood Greenway.

The survey respondents and event attendees both showed support for potential project 3, but survey respondents showed a higher level of disagreement that this project would improve access (16.3% somewhat or strongly disagree).

[Potential project 1](#) at SW Alaska Way between Fauntleroy Way SW to SW 35th St to upgrade existing bike lanes to protected bike lanes received the least amount of support.

3.4.3 Delridge Station

[Potential project 4](#) at 23rd Ave SW Trail Crossing and Alki Trail to provide a safer and more intuitive trail crossing under the West Seattle Bridge, received the most support.

Potential project 8 at 23rd Ave SW/22nd Ave SW between SW Oregon Street and 21st Ave SW to improve neighborhood connections with a multiuse trail and improved bus stops also received a high consensus of support.

Potential project 1 at 26th Ave SW between S Genesee Street and SW Andover Street to upgrade the Neighborhood Greenway with protected bike lanes, traffic calming features, and improved crossing at SW Genesee Street also received support.

The following potential projects ranked in the bottom half.

- Potential project 5 at SW Andover St between Delridge Way SW and 21st Ave SW to connect 21st Ave SW Neighborhood Greenway by extending the multiuse trail on the north side of SW Andover Street.
- Potential project 6 at SW Andover St between SW Avalon St and West Seattle Bridge to improve neighborhood connections by providing new/improved sidewalks, directional signage and ADA ramps.
- Potential project 9 at SW Brandon St between 23rd Ave SW and 30th Ave SW to improve neighborhood connections with a multiuse trail or sidewalks and improve drainage along SW Brandon St.
- Potential project 10 at SW Graham St to upgrade the existing stairs between Delridge Way SW and High Point and improve lighting along SW Graham St along Bataan Park and along 26th Ave SW and the trail.

Support for the following potential projects was not consistent between survey respondents and event attendees. For example, survey respondents ranked potential project 3 third while open house attendees ranked it eighth.

- Potential project 2 at the intersection of SW Andover St and 26th Ave SW to improve this key connection for walkers and bikers from the neighborhood to the station.
- Potential project 3 at Yancy St between 28th Ave SW and 26th Ave SW to improve walking and biking connections over Longfellow Creek.
- Potential project 7 at SW Genesee St between SW Avalon St and Delridge Way to improve neighborhood connections by widening sidewalks, improving transit stops, and improving plantings and streetscape elements.

3.4.4 SODO station

One potential project to improve and expand sidewalks at S. Lander Street between 6th Ave S and Airport Way S. was presented for consideration at S. Lander St between 6th Ave S and Airport Way S. Feedback indicated this project could address the desire for improved bike and pedestrian connections, including more sidewalks throughout SODO.

3.5 Transit Oriented Development (TOD)

Affordable housing emerged as the priority for all station areas except SODO, which due to zoning, has a different set of TOD options. SODO respondents prioritized incubator or accelerator spaces for startups, technology offices with production facilities, and breweries.

Preferred TOD uses include shopping and retail, food and drink, and convenience services for all station areas. Many people also expressed interest in community gathering spaces at stations, as well as a variety of shopping opportunities, with the goal of creating vibrant, safe, and busy stations.

4 OPEN HOUSES

4.1 Open Houses Overview

The project team held two events to share information about the WSLE stations and gather feedback. Both events included display boards with station designs, maps showing potential projects to improve access to the stations, and general information about the WSLE. Sound Transit, City of Seattle, and King County staff were available to answer questions. Attendees could share feedback at display boards, sharing more detail on flip charts, or by taking the survey at the event. City of Seattle Community Liaisons also participated in the events. The SODO Station Planning Drop-in event was hosted in conjunction with the SODO BIA.

Date	Event	Attendees
Oct. 25, 2023	West Seattle Station Planning Forum	180
Nov. 29, 2023	SODO Station Planning Drop-in (hosted by SODO BIA)	18



4.2 What we heard: WSLE Station Planning Forum Oct. 25, 2023

4.2.1 Station design

Items are listed in order of importance based on feedback on boards at event.

Q: What is most important to station design?

- Safe and vibrant.
- Easy to navigate.
- Convenient features.
- Reflect unique community character.
- Spaces for community.
- Welcoming.
- Other ideas included: restrooms, adjacent dense housing, prioritizing walking/biking/bus connections over access for cars.

Q: When you visited other rail stations, what did you like? What could be improved?

- Small businesses.
- Shelter from weather.
- Clean and safe (security staff, cameras, good lighting, clean station, and elevators).
- Each access to and through the station (signalized crosswalks for people walking, quick escalators/elevators, access from multiple areas along the street).
- Greenery.
- Restrooms.

Q: What aspects of neighborhood character should be reflected in the design?

- Native American culture.
- Community / land history / local businesses.
- Neighborhood gathering space (musicians, makers space, gardening).

Q: What is your vision for the area around the station?

- Activities and spaces for children.
- Local businesses.
- Community gathering spaces.
- Easy to navigate and get around.
- Feature natural areas (Longfellow Creek, views of mountains, etc).

4.2.2 Bike and scooter parking

Items are listed in order of importance based on feedback on boards at event.

Q: What would make you more likely to park your bike or scooter at the station?

- More secure facilities (locked door, security guards, etc.)
- Locate parking near the station entrance.
- Space large enough for my cargo bike or child seat/trailer.
- Provide a place to charge my bike or scooter battery.
- Locate parking close to my route.

Q: What type of bike or scooter parking would you prefer?

- Locker.
- Secure Room.
- Racks.

Other bike/scooter feedback:

- Free parking, covered bike areas, and storage in visible areas for additional security.

4.2.3 Other feedback

In no particular order.

- Equitable access to restrooms and water stations.
- Prioritize biking/walking/rolling prioritized over access for cars.
- Opportunities for refugee/immigrant/Black-owned businesses at stations and in planning/building the project.
- Increase availability of middle housing opportunities.
- Integrate businesses in stations (not next to).

4.2.4 Alaska Junction Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the Alaska Junction Station?

- **Potential project #2:** 41st Ave SW between SW Oregon St and SW Edmunds St
- **Potential project #1:** SW Alaska St between 44th Ave SW and SW Fauntleroy Way.
- **Potential project #4:** 42nd Ave SW between SW Oregon St and SW Edmunds St.
- **Potential project #3:** 42nd Ave SW between SW Hanford St and SW Oregon St.



Q: Which design do you like best at the 42nd Ave SW station entrance (potential project #5)?

- Plaza closed to vehicles but allows for emergency vehicles and food trucks.
- Shared street that allows vehicles at low speeds and can be temporarily closed for events.

- A curb less street for people that only allows vehicles for business loading and unloading.

Q: Which elements would you like to see in public spaces near the Alaska Junction Station?

- Lighting.
- Shade or weather protection.
- Landscaping and trees.
- Open space for community gatherings, cultural festivals, food trucks, or farmer's market.
- Public art.
- Parking for bicycles or shared mobility devices like scooters.
- Tables and seating.
- Places for children to play.

Q: Which of the following uses should be prioritized?

- Affordable Housing.
- Rental Housing.
- Ownership Housing.
- Offices.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Shopping (groceries, retail, and household goods).
- Convenience / errands (banks/credit union, pharmacies, and convenience stores).
- Government Services (library, civic and government offices, education).
- Social Services (childcare, health clinic).
- Offices (professional services, offices).
- Recreation (health clubs, gyms, and recreation facilities).

Other feedback about Alaska Junction Station and access

In no particular order.

- Interest in local businesses, food/drink, neighborhood services like daycare, school, pharmacy.
- Interest in bike parking.
- Interest in park/open space.
- Interest in restrooms.

4.2.5 Avalon Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the Avalon Station?

- **Potential project #3:** Fauntleroy Way SW between SW Alaska St and West Seattle Bridge.
- **Potential project #2:** 36th Ave SW Admiral Way and SW Juneau St.

- **Potential project #1:** SW Alaska St between Fauntleroy Way SW to SW 35th St.

Q: What changes to Fauntleroy Way SW would improve for people walking, biking, bussing?

- Safer intersections/easier to cross.
- Close streets near the station to prevent cut-through traffic.
- Landscaping/street trees between cars and people.
- Improved crossing for walking and biking along the greenway on 36th Ave.
- Wider sidewalks.
- Speed reduction cars driving off West Seattle Bridge.
- Spaces to gather near station entrances.

Q: Which elements would you like to see in public spaces near the Avalon Station?

- Landscaping and trees.
- Lighting.
- Public art.
- Shade or weather protection.
- Parking for bicycles or shared mobility devices like scooters.
- Open space for community gatherings, cultural festivals, food trucks, or farmer's market.
- Tables and Chairs or benches.
- Places for children to play.

Q: Which of the following uses should be prioritized?

- Affordable Housing.
- Rental Housing.
- Ownership Housing.
- Offices.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Social Services (childcare, health clinic).
- Convenience/Errands (banks/credit union, pharmacies, and convenience stores).
- Shopping (groceries, retail, and household goods).
- Government Services (library, civic and government offices, education).
- Recreation (health clubs, gyms, and recreation facilities).
- Offices (professional services, offices).



Other feedback

In no particular order.

- Interest in continuous protected bike lanes.
- Mixed opinions about eliminating or keeping Avalon Station.

- Concern about construction closures affecting West Seattle Bridge and nearby streets.
- Concern about vehicle speeds and need for safe pedestrian crossings of Fauntleroy Way SW, interest in pedestrian tunnels or overpasses, interest in making Avalon between Fauntleroy and 35th pedestrian only.
- Interest in restrooms.

4.2.6 Delridge Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the Delridge Station?

- **Potential project #4:** 23rd Ave SW Trail Crossing and Alki Trail.
- **Potential project #1:** 26th Ave SW between SW Genesee St and SW Andover St.
- **Potential project #8:** 23rd Ave SW/22nd Ave SW between Oregon and 21st Ave SW.
- **Potential project #2:** Intersection of SW Andover St and 26th Ave SW.
- **Potential project #7:** SW Genesee St between SW Avalon St and Delridge Way SW.
- **Potential project #10:** SW Graham St with stairway and pedestrian connections between Delridge Way SW and High Point.
- **Potential project #9:** SW Brandon St between 23rd Ave SW and 30th Ave SW.
- **Potential project #3:** SW Yancy St between 28th Ave SW and 26th Ave SE.
- **Potential project #6:** SW Andover St between SW Avalon St and West Seattle Bridge.
- **Potential project #5:** SW Andover St between Delridge Way SW and 21st Ave SW.

Q: Which of the following uses should be prioritized?

- Affordable Housing.
- Rental Housing.
- Ownership Housing.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Shopping (groceries, retail, and household goods).
- Social Services (childcare, health clinic).
- Convenience/errands (banks/credit union, pharmacies, and convenience stores).
- Recreation (health clubs, gyms, and recreation facilities).
- Government Services (library, civic and government offices, education).
- Offices (professional services, offices).

Q: What kinds of uses and activities would you like to see at the public plaza?

- Plenty of bicycle racks or places to park small mobility devices like scooters.
- Landscaping and trees.
- Small-scale but permanent structures containing retail or food and beverage uses.
- Public art installation.
- Community information kiosk.
- Open space for community gatherings, cultural festivals, food trucks, or farmer's market.
- Small merchant kiosk or food trucks.
- Places to sit and watch the world go by.
- Tables and chairs to enjoy food/drink and conversation.

- Temporary shading or weather protection structures.

Other feedback about Delridge Station and access

In no particular order.

- Interest in making the Delridge Station a vibrant place (visual design, inviting, iconic, gathering space).
- Interest in prioritizing neighborhood businesses inside the station as well as near the station (mentions of existing neighborhood businesses like health club, child care, music venue, deli, fresh food options including grocery store, etc.)
- Interest in restrooms.

4.2.7 SODO Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the SODO Station?

One potential access project was presented for SODO station at S. Lander St between 6th Ave S and Airport Way S. The improvements include expanded sidewalks to make them accessible for people walking and improve bike connections.

Q: Which of the following uses should be prioritized?

- Incubator or accelerator spaces for startup maker firms.
- Technology offices with production facilities.
- Brewery or Laboratories.
- Food production or commissary.
- Light Industrial.
- Fabrication Laboratories.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Services and Errands (day care, clinics, pharmacies, and convenience stores).
- Shopping (groceries, retail, and household goods).
- Social Services/Government Services (library, civic and government offices, education).
- Recreation (health clubs, gyms, and recreation facilities).
- Offices (professional services, offices).

Other feedback

In no particular order

- Interest in restrooms.
- Interest in more housing and increased zoning height near station.
- Increased safety at station with better lighting, visibility, more people using the station.
- Interest in easy transfers between lines and getting to the station.

4.3 What we heard: SODO Station Planning Drop-in Nov. 29, 2023

The SODO Station Planning event was focused on the SODO community and hosted in collaboration with the SODO BIA. General feedback from this small event is noted below.



4.3.1 SODO Station – Improving access to the station

- Interest in improving bike and pedestrian connections, including protected bike lanes on Airport Way S and other SODO streets, and more sidewalks throughout SODO.
- Interest in additional protected drop-off zones at the station.
- Concern about lack of neighborhood parking in general.
- Interest in additional signals or signal changes, including signal at 6th Ave and bus loop at new station, and signal timing / no turn on reds at 4th Ave S and S Lander St.

Other feedback

- Improvements to ability to travel east to west in SODO.
- Interest in increased building height limits in SODO.
- Interest in improving the first/last mile connection around SODO station.
- Concern about construction road closures for freight movement and neighborhood traffic, including with planned overpasses.
- Interest in trees and other greenery.

5 FOCUS GROUPS

5.1 Focus Groups Overview

Sound Transit worked with Community Liaisons to host two in-language focus groups in December 2023. At these sessions the project team shared information about WSLE stations and gathered feedback. The first focus group was hosted in Vietnamese and the second focus group was hosted in Somali and other East African languages. Each focus group participant was compensated for their time. A focus group for in Spanish was planned but was not held because of scheduling difficulties.

5.2 What we heard: focus group #1

Participants in this focus group were primarily interested in utilizing the Delridge station in future and would access the station by taking the bus or drop-off.



5.2.1 Station design feedback

- Interest in open space, greenery, good lighting, seating areas, and art / celebrating community culture in and around the stations.
- Interest in providing restrooms at stations.
- Interest in businesses and services (convenience or grab-and-go items to serve transit riders) as well as community gathering spaces at stations.
- Interest in excellent wayfinding and signage, in multiple languages and pictograms.
- Increased safety measures in and around stations, and the ability to alert others in the event of emergency (i.e. security buttons/lights).
- Prioritize accessibility with station design, including easy to navigate stations and easy bus transfers, and easy to see drop-off zones.
- Inquiries about car parking near the station.
- Interest in development that would provide activity around station at all hours of day and night, to increase presence of people and feeling of safety.

5.2.2 Bike/scooter parking at stations

- Would like to see a similar storage like University District Station.

5.2.3 Alaska Junction Station – Improving access to the station

- Interest in pedestrian improvements including wider sidewalks, visible crosswalks with traffic signals, and easy to see entrances to the station.
- Speed management devices on roadways like raised bumps or raised crosswalks.
- Interest in more bike lanes.
- Interest in more frequent bus service to station.

5.2.4 Alaska Junction Station – Uses, businesses, and services

- Affordable housing.

- Entertainment.
- Healthcare.
- Community center or community gathering space.
- Grocery store, convenience store, and food and drink options.
- Childcare.

5.2.5 Avalon Station – Improving access to the station

- Interest in pedestrian improvements including wider sidewalks, visible crosswalks with traffic signals, and pedestrian skybridges or tunnels.
- Interest in lower traffic speeds.
- Interest in more bike lanes.
- Interest in more frequent bus service to station.

5.2.6 Avalon Station – Uses, businesses, and services

- Affordable housing.
- Offices.
- Park / playground.
- Community center.
- Grocery store and food and drink options.

5.2.7 Delridge Station – Improving access to the station

- Interest in pedestrian improvements including wider sidewalks and more visible crosswalks with traffic signals, and more sidewalk space at bus stops.
- Increase frequency of bus service to reduce wait time for transfers from bus to light rail.
- Interest in improving traffic flow on Delridge Way SW as well as interest in slowing down vehicle speeds.

5.2.8 Delridge Station – Uses, businesses, and services

- Community center or other community gathering spaces.
- Affordable housing.
- Healthcare.
- Paid parking near the station.
- Shopping, grocery stores, and food and drink options.
- Childcare.

5.2.9 Delridge Station – Uses and activities as part of the Delridge plaza space

- Gardens, especially trees to provide shade.
- Tables and benches.
- Gathering spaces including community center, playground, and performance space.
- Transit information kiosks.

5.3 What we heard: focus group #2

Participants in this focus group showed most interest in utilizing Avalon Station, with the next interest being Alaska Junction station, with primary access to stations being by bus or drop-off.



5.3.1 Station design feedback

- Interest in providing restrooms at stations.
- Increased safety measures, including lighting and staff to assist passengers.
- Interest in excellent wayfinding and signage, in multiple languages and pictograms.
- Interest in easy bus transfers and close drop-off areas to make getting to the station easy.
- Interest in cultural inclusivity in station designs and on trains.
- Interest in every station including a youth center or youth-focused space.
- Interest in having a community marketplace near each station with small shops.
- Interest in parking at all stations.

5.3.2 Bike/scooter parking at stations

- Bike facilities should be close to the station entrances.

5.3.3 Alaska Junction Station – Improving access to the station

- Interest in pedestrian improvements including wide sidewalks and good lighting.
- Interest in clear signage in multiple languages.

5.3.4 Alaska Junction Station – Uses, businesses, and services

- Affordable housing.
- Healthcare.
- Grocery and café/convenience store.
- Community center or community gathering space.

5.3.5 Avalon Station – Improving access to the station

- Interest in pedestrian safety including wide sidewalk, well-marked crosswalks, and slower traffic speeds.
- Interest in good lighting.
- Interest in signage in multiple languages.

5.3.6 Avalon Station – Uses, businesses, and services

- Affordable housing.
- Grocery store (to provide fresh food options).
- Community center and cultural center.
- Healthcare.
- Library.
- Interest in central plaza with businesses, services, and culturally relevant art.

5.3.7 Delridge Station – Improving access to the station

- Interest in pedestrian safety and slower traffic speeds.
- Interest in highly visible signage.

5.3.8 Delridge Station – Uses, businesses, and services

- Community center with additional amenities – like a YMCA.
- Affordable housing.
- Large apartment units with 3+ bedrooms for families.
- Senior housing with parking.
- Easy and accessible parking.
- Grocery/convenience stores, café, and culturally relevant “to-go” restaurants (no chains).
- Faith centers.



6 BRIEFINGS

6.1 Briefings Overview

Sound Transit met with seven community groups and organizations to share information about WSLE stations and to gather feedback. Community briefings also provided a chance to advertise the station planning engagement survey if people were interested in sharing additional feedback. Community briefings were held both in-person and virtually.

Date	Organization
Nov. 15, 2023	West Seattle High School Earth Club
Nov. 20, 2023	Delridge Neighborhood Development Association
Nov. 30, 2023	West Seattle Transportation Coalition
Dec. 5, 2023	South Seattle College
Jan. 2, 2024	West Seattle Bike Connections
Jan. 3, 2024	District 1 Community Network
Unable to meet; shared feedback via email	White Center Community Development Association
Feb. 1, 2024	HPAC: Highland Park (South Delridge, Riverview) Action Coalition

6.2 What we heard: Briefings

6.2.1 Station design feedback

- For Delridge Station, including references to acknowledge Longfellow Creek and other natural areas near the station as part of station design; acknowledge ecology in placemaking at station.
- Maintain tree coverage (minimize trees removed and add more near stations), more greenery at stations.
- Lots of interest in providing restrooms at stations.
- Interest in excellent wayfinding and signage that makes it easy to navigate to and through station.
- Businesses and services (convenience or grab-and-go items to serve transit riders).
- Good lighting.
- Interest in safety at stations, including staff to answer questions at the station.
- Appreciation for the direct bus to light rail connections as part of current station design.
- Art at stations to reflect neighborhood.
- Seating areas.

6.2.2 Bike/scooter parking at stations

- Preference for a variety of sizes/types of bike parking.
- Bike room would be preferred, especially if staffed.
- Larger locker spaces to fit cargo bikes.
- Electric bicycle charging station at stations.
- Visibility with lights and windows in bike storage.

6.2.3 Alaska Junction Station – Improving access to the station

- Interest in slowing down traffic / minimizing traffic on 42nd Avenue SW
- Including 44th Ave SW as a new potential access project.

6.2.4 Avalon Station – Improving access to the station

- Improve pedestrian crossings across Fauntleroy Way SW.
- Prioritize Fauntleroy Boulevard projects, especially the option to create a dedicated bike lane.
- Interest in pedestrian-only streets nearby.
- Concern about increase in car traffic.
- Concern about bus stops creating bottleneck from bridge traffic when it is heavy.

6.2.5 Delridge Station – Improving access to the station

- Better lighting, better visibility, reducing overgrown vegetation on SW Genesee Street staircase (to east of station area).
- Improve connections from High Point.
- Improve connections to South Seattle College, through additional and more frequent bus service or shuttles.
- Increase frequency of bus service.
- Better bus connections to White Center residential areas (many residents chose to drive because it is more convenient).
- Add bike crossings at new signals and pedestrian crossings.
- Concern about drop-off zone location adding car traffic on the 26th Avenue greenway.
- Improving access for people that live farther south and will use buses to reach this station.

6.2.6 SODO Station and access feedback

- Address the challenges that pedestrians and bicyclists have when crossing 4th Avenue.
- Provide a bicycle connection to Georgetown.

6.2.7 Delridge Station – Uses, businesses, and services

- Affordable housing.
- Grocery store (to provide fresh food options).
- Childcare.
- Arts, culture, music space, with priority for youth activities.
- Food and drink options.

6.2.8 Delridge Station – Uses and activities as part of the Delridge plaza space

- Adjacent plaza-level business should support/compliment the plaza space (relevant activities between business and plaza like café seating).
- Live music opportunities, space for buskers.
- Water feature or other elements to acknowledge Longfellow Creek nearby.
- Food truck space.
- Maintaining commercial uses here to serve the community.

7 TABLING EVENTS



The project team participated in four tabling events to share information about the West Seattle Link Extension stations and gather feedback about station planning. Events were staffed by both Community Liaisons and project team members who provided materials including maps showing potential projects to improve access to the stations and general information about the West Seattle Link Extension Project. Attendees were able to provide feedback on what they like to see at the station including future development ideas.

Date	Event	Attendees
Nov. 4, 2023	Dia de los Muertos	70
Nov. 19, 2023	Delridge Library Tabling	5
Dec. 9, 2023	Hope Central Clinic at Rainier Beach Community Center Tabling	40
Dec. 12, 2023	West Seattle Food Bank Tabling	25

What we heard:

- Interest in restroom facilities at the station / access to restrooms.
- Seating by the platform.
- Bus stops and increased bus frequency near stations for easy transfers.
- Concern about potential rent increases following construction of stations.
- Increased lighting in and around station including blinking lights to nearby crosswalks.
- Bicycle facilities.
- Inquiries about car parking around the station.
- Passenger amenities such as convenience stores and cash machines.

8 EMAIL FEEDBACK

We received four emails from the community through the WSLE project inbox during the station planning engagement period. Two of the comments from the inbox were concerned about business and environmental impacts to the neighborhood. One email noted the opportunity for the West Seattle golf course to be used as pedestrian and bicycle connection. While there was not a common theme of feedback that arose from the inbox, three of the four emails indicated that they took the online survey as well.

9 SURVEY

9.1 Survey Overview

Sound Transit in collaboration with the City of Seattle conducted a survey between Oct. 25 and Dec. 20, 2023. Respondents selected their station of primary use and which stations they would like to provide feedback on. Respondents answered questions about how they would access the station, potential projects to improve access, transit-oriented development (TOD) preferences, and what station design features were most important to them.

The survey was available in five languages:

- **English:** 1,220 completed surveys / 918 partially completed surveys / 57% completion rate
- **Spanish:** 4 completed surveys / 17 partially completed / 19% completion rate
- **Vietnamese:** 7 completed surveys / 15 partially completed / 31.8% completion rate
- **Simplified Chinese:** 0 completed surveys/ 2 partially completed
- **Traditional Chinese:** 1 completed survey

Number of survey interactions by station area:

Station	Primary Station Respondents	Total Partially Completed Surveys*	Total Completed Surveys
Alaska Junction	47.6% (965 respondents)	632	847
Avalon	12.8% (259 respondents)	431	566
Delridge	24% (487 respondents)	503	571
SODO	8.2% (166 respondents)	365	407
7.4% of respondents selected the option "none of the above"			

*Partially completed survey responses are reflected in results to the point the respondent exits the survey.

9.2 Station Design

Q: Which of the following station features do you think are most important to the station design? (Select up to 3)

Value	Percent		Responses
The station feels safe and vibrant	78.4%		1,593
It is easy to get to and move through the station including with wheelchairs, stroller, etc.	62.9%		1,278
The station is welcoming with quality materials, lighting, and artwork	38.2%		776
The station or station area includes community-enhancing spaces	25.1%		510
The station design reflects the unique neighborhood character	22.6%		460
There are conveniences such as vending machines, outlets to charge devices, benches, etc.	16.2%		329
Other - Write In (Required) (click to view)	14.4%		292

Top three design preferences by station area:

Alaska Junction	Avalon	Delridge	SODO
1. Safe and vibrant	1. Safe and vibrant	1. Safe and vibrant	1. Safe and vibrant
2. Easy to get through and move through	2. Easy to get through and move through	2. Easy to get through and move through	2. Easy to get through and move through
3. Welcoming with quality materials	3. Welcoming with quality materials	3. Welcoming with quality materials	3. Welcoming with quality materials

Themes from write-in responses on station design priorities include:

- Interest in amenities such as restrooms and bicycle storage/parking.
- Desire for easy access to the street and to other forms of transit.
- Desire for reliable escalators and elevators and simple paths to navigate.
- Minimal impacts to the surrounding neighborhood and displacements. Some asked for small footprint stations or stations underground.
- Safety at the station including having the station being staffed, installing security cameras, installing turnstiles to keep people out of the station who are not taking transit, and lighting in and around the station.
- Station safety and cleanliness.
- Prioritizing TOD with small convenience stores, cafes, or vending machines both in and near the station.
- Concern about the project staying within budget and schedule.
- Some opposition to the construction of stations in West Seattle.
- Inquiries about parking for cars.

9.3 Station Access

Q: How would you likely get to the station? (select up to three)

Access modes by station area*:

Alaska Junction	Avalon	Delridge	SODO
1. Walk (62.2%)	1. Walk (52.3%)	1. Transit (53.6%)	1. Transit (55.3%)
2. Transit (45%)	2. Transit (45.3%)	2. Walk (44.2%)	2. Walk (33.3%)
3. Personal or shared bike or scooter (35.3%)	3. Personal or shared bike or scooter (36.7%)	3. Personal or shared bike or scooter (41.7%)	3. Personal or shared bike or scooter (30.4%)
4. Get a ride from someone they know (22.1%)	4. Get a ride from someone they know (23%)	4. Get a ride from someone they know (25.1%)	4. Get a ride from someone they know (19.1%)
5. Shared bike or scooter (8.6%)	5. Shared bike or scooter (8.8%)	5. Shared bike or scooter (9.6%)	5. Rideshare (14.9%)
6. Rideshare (7.1%)	6. Rideshare (8.2%)	6. Rideshare (9.5%)	6. Shared bike or scooter (6%)
7. Personal mobility device (3.1%)	7. Personal mobility device (4.1%)	7. Personal mobility device (3.5%)	7. Personal mobility device (3.5%)

Driving and parking near the station was not provided as a choice in the survey, but many respondents indicated it would be their access method in the write-in box attached to the question.

Q: Are you more likely to park your bike or scooter at the station or take it with you on the train?

	Alaska Junction	Avalon	Delridge	SODO
I would park my bike or scooter at the station	34.8% (73)	32.2% (19)	33.6% (40)	23.3% (7)
I would bring my bike or scooter on the train	65.2% (137)	67.8% (40)	66.4% (79)	76.7% (23)

Q: When you think about riding your personal bike or scooter to the station, how often would you leave it for over 4 hours?

	Alaska Junction	Avalon	Delridge	SODO
Every other week	46.4% (26)	30.8% (4)	39.1% (9)	20.0% (1)
Every week	17.9% (10)	38.5% (5)	26.1% (6)	0
Several times a week	35.7% (20)	30.8% (4)	34.8% (8)	80.0% (4)

Q: When you think about riding your personal bike or scooter to the station, how often would you leave it for less than 4 hours?

	Alaska Junction	Avalon	Delridge	SODO
Every other week	64.3% (36)	66.7% (8)	66.7% (14)	20.0% (1)
Every week	21.4% (12)	33.3% (4)	14.3% (3)	40.0% (2)
Several times a week	14.3% (8)	0	19.0% (4)	40.0% (2)

Q: What type of bike or scooter parking would you prefer?

	Alaska Junction	Avalon	Delridge	SODO
Locker	44.6% (25)	61.5% (8)	34.8% (8)	40.0% (2)
Secure room	26.8% (15)	30.8% (4)	34.8% (8)	60.0% (3)
Racks	28.6% (16)	7.7% (1)	30.4% (7)	0

Q: What would make you more likely to park your personal bike or scooter at the station?

	Alaska Junction	Avalon	Delridge	SODO
More secure facilities (locked door, security guards, etc...)	72.7% (72)	70.0% (21)	79.2% (42)	78.9% (15)
Locating parking near the station	6.1% (6)	3.3% (1)	9.4% (5)	5.3% (1)
Space large enough for my cargo bike or child seat/trailer	4.0% (4)	6.7% (2)	1.9% (1)	10.5% (2)
Locating parking close to my route	2.0% (2)	3.3% (1)	0	0
Providing a place to charge my bike or scooter battery	2.0% (2)	0	0	5.3% (1)
Other (write-in)	13.1% (13)	16.7% (5)	9.4% (5)	0

Q: What is the primary purpose for the shared bike or scooter share when starting or ending a trip at a light rail station?

	Alaska Junction	Avalon	Delridge	SODO
Going to events (sports games, concerts, etc)	36.8% (35)	38.3% (18)	32.7% (17)	40.9% (9)
Commuting to/from work or school	34.7% (33)	31.9% (15)	32.7% (17)	18.2% (4)
Going to restaurants or bars	21.1% (20)	10.6% (5)	25.0% (13)	27.3% (6)
Sightseeing	3.2% (3)	12.8% (6)	1.9% (1)	9.1% (2)
Other (write-in)	4.2% (4)	6.4% (3)	7.7% (4)	4.5% (1)

Q: Which of the following are important when deciding to use a bike or scooter share when starting or ending a trip at a light rail station?

	Alaska Junction	Avalon	Delridge	SODO
If there is one available close by when I exit the station	35.1% (33)	37.0% (17)	37.7% (20)	22.7% (5)
If there are good bike facilities (i.e. bike lanes) along my route	27.7% (26)	26.1% (12)	32.1% (17)	50.0% (11)
It is the fastest or cheapest option	19.1% (19)	17.4% (8)	17.0% (9)	22.7% (5)
If I can park it near the station entrance before getting on the train	14.9% (14)	19.6% (9)	11.3% (6)	4.5% (1)
Other (write-in)	3.2% (3)	0	1.9% (1)	0

Q: How often would you choose to take a shared bike or scooter instead of your personal bike or scooter?

	Alaska Junction	Avalon	Delridge	SODO
Never	4.3% (2)	16.7% (3)	7.1% (1)	0
Every other week	65.2% (30)	38.9% (7)	78.6% (11)	50.0% (2)
Every week	21.7% (10)	27.8% (5)	7.1% (1)	50.0% (2)
Several times a week	8.7% (4)	16.7% (3)	7.1% (1)	0

9.4 Improving Access to Future Stations

Respondents were asked to assess potential projects around each future station area to improve access. These proposed projects in collaboration with the City of Seattle could improve getting to and from the station by walking, rolling, biking and transit. Projects are described in detail throughout the section below.

9.4.1 Alaska Junction Station Potential Projects

Alaska Junction potential projects interest/support ranking at-a-glance:

Rank	Potential project	Percentage that agree or strongly agree
1	1	74.7%
2	4	70.6%
3	3	61.5%
Rank	Potential project	Percentage that disagree or strongly disagree
1	1	10.7%
2	4	11.3%
3	3	14.9%

*Potential project 2, 5 and 6 did not utilize a Likert scale ranking answer structure.

9.4.1.1 Alaska Junction Potential Project 1

Location: SW Alaska St between 44th Ave SW and SW Fauntleroy Way

Provide features to support access to frequent transit, including:

- Wider sidewalks.
- A planted space between the sidewalk and roadway to provide a buffer between pedestrians and cars.
- Protected bike lanes in both directions.
- Attractive sidewalk lighting.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	50.0%	621
Somewhat agree	24.7%	307
Neutral	14.6%	182
Somewhat disagree	4.9%	61
Strongly disagree	5.8%	72

Totals: 1,243

9.4.1.2 Alaska Junction Potential Project 2

Location: SW Alaska St

This is a key corridor for people accessing the Alaska Junction station. The City of Seattle is considering designs for the street to prioritize buses and bus stops, bike lanes, and sidewalks to improve connections for people getting to and from the station.

Q: What features are most important to make the street feel comfortable? (Rank in order of priority)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Wide bus stops and waiting areas with seating, lighting, and weather protection	1		3,348	925
Landscaped buffers with street trees between people walking and biking and vehicles	2		2,949	878
Short crossing distances to improve the visibility of pedestrians crossing the street	3		2,935	863
Fully separated, raised, and wider bike lanes	4		2,372	828
Stop signs or signals at every intersection	5		2,106	830

9.4.1.3 Alaska Junction Potential Project 3

Location: 42nd Ave SW between SW Hanford St and SW Oregon St

Extend the existing Neighborhood Greenway to Admiral District by creating an all ages and abilities biking and walking route on streets with fewer cars.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	37.5%	425
Somewhat agree	24.0%	272
Neutral	22.9%	260
Strongly disagree	10.7%	121
Somewhat disagree	4.9%	56

Totals: 1,134

9.4.1.4 Alaska Junction Potential Project 4

Location: 42nd Ave SW between SW Oregon St and SW Edmunds St

Enhance the Neighborhood Greenway by:

- Providing gathering space at popular locations.
- Wider sidewalks.
- A planted space between the sidewalk and roadway to provide a buffer between pedestrians and cars.
- Protected bike lanes where there are more/larger vehicles.
- Attractive sidewalk lighting.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	42.9%	477
Somewhat agree	27.2%	302
Neutral	18.5%	206
Somewhat disagree	4.2%	47
Strongly disagree	7.1%	79
Totals: 1,111		

9.4.1.5 Alaska Junction Potential Project 5

Location: The Alaska Junction station entrance at 42nd Ave SW and SW Alaska St

Community feedback heard so far notes how this entrance is a gateway to the neighborhood and the importance of creating a welcoming space that reflects the identity of West Seattle.

Q: What design concepts for this section of 42nd Ave SW at the station entrance is most important to explore further?

Value	Percent	Responses
A plaza that is closed to cars but allows emergency vehicles or food trucks to enter the space	59.1%	586
A shared slow space that lowers car speeds and volumes and allows the street to serve as a gathering space for occasional events	39.6%	392
A curbsless space for people that can allow business loading and unloading	18.2%	180
Other - Write In (Required)_(click to view)	10.2%	101

We received 101 write-in responses with key themes summarized below:

- Concerns about traffic congestion; people were interested in all roads around the station to remain open to cars.
Interest in pedestrian safety features such as crosswalks.
- Feedback about station design including many people wanting the station to be fully underground and include other features like public bathrooms and good signage.
- Desire to preserve existing businesses and access to them, as well as promoting future business around the station.
- Some desire the station area to be car-free.
- Ample connections and transfers to buses and other modes of transportation.
- Some opposed the construction of the station.
- Inquiries for car parking around the station for people riding the light rail and for surrounding businesses.

Q: As you think about public space near the Alaska Junction station and the role it could play in your community and daily life, what kinds of elements would you like to see there? (Pick your top 3)

Value	Percent		Responses
Open plaza space for community gatherings, cultural festivals, food trucks, or farmer’s market	59.0%		582
Landscaping, like shade trees or native shrubs	58.9%		581
Structures that provide shade or weather protection	43.1%		425
Bicycle racks or places to park shared mobility devices like scooters	29.9%		295
Tables and chairs, or benches	25.1%		248
Public art	21.4%		211
Decorative lighting	19.6%		193
Places and features for young children to play on	10.3%		102
Other - Write In (Required) (click to view)	7.5%		74

We received 74 write-in responses with key themes summarized below:

- Requests for security in the area through security personnel and cameras.
- Interest in making the station attractive, planting trees, and having wide sidewalks.
- Some desire for car-free design aspects.
- Requests for restrooms.
- Interest in access to other forms of transit and easy connections close to the station.
- Concerns about unhoused people and drug users in the area.
- Some opposed the station being built.
- Inquiries for car parking around the station

9.4.1.6 Alaska Junction Potential Project 6

Location: The two blocks of 41st Ave SW between SW Oregon St and SW Edmunds St.

Q: What features are most important to consider in the redesign of 41st Ave SW? (select up to three)

Value	Percent		Responses
Generous sidewalks with places to wait comfortably for your ride, including places to sit with weather protection	72.3%		719
Pedestrian scale lighting	46.4%		462
Significant park-like landscaping with seating	45.4%		452
Features, like curb bulbs, that help slow down the speed of people driving	40.2%		400
Flexible spaces for gathering or pedestrian activity	26.4%		263
Priority curb space for service and delivery	13.7%		136
Other - Write In (Required) (click to view)	7.9%		79

Q: Are there other ideas you have that would help you feel safer and more confident in getting to the Alaska Junction station by walking, rolling, biking or taking transit?

We received 225 write-in responses with key themes summarized below:

- Reduce cars and increase safety for pedestrians and bicycle riders.
- Interest in traffic calming measures such as curb cuts, speed humps, narrower roads, and lower speed limits for cars.
- Interest in car-free zones or areas where the majority of cars are not allowed.
- Increased security including more personnel, cameras, and emergency call buttons.
- Increased bike infrastructure around the station. People asked for separate and protected bike lanes, a larger bike network, and safe bike storage at the station.
- Prioritizing pedestrian safety including crosswalks around the station, raised crosswalks, flashing beacons at crosswalks, and wider sidewalks.
- Increased bus service as well as easy transfers at the station.
- Ample lighting in and around the station.
- Convenient drop-off zones.
- Good signage that extends a few blocks around the station.
- Some opposed to the construction of the station.
- Inquiries about car parking near the station.

9.4.2 Avalon Station Potential Projects

Avalon potential projects interest/support ranking at-a-glance:

Rank	Potential project	Percentage that agree or strongly agree
1	3	73%
2	2	71.2%
3	1	59.2%
Rank	Potential project	Percentage that disagree or strongly disagree
1	2	12.3%
2	3	16.3%
3	1	20.1%

9.4.2.1 Avalon Potential Project 1

Location: SW Alaska St between Fauntleroy Way SW to SW 35th St

Upgrading existing bike lanes to protected bike lanes for enhanced safety and comfort.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	37.5%	237
Somewhat agree	21.7%	137
Neutral	20.7%	131
Somewhat disagree	7.1%	45
Strongly disagree	13.0%	82

Totals: 632

9.4.2.2 Avalon Potential Project 2

Location: 36th Ave SW between SW Admiral Way and SW Juneau St.

Upgrade Neighborhood Greenway within the West Seattle Junction Triangle by:

- Improving the crossing of Fautleroy Way.
- Extending to the neighborhoods to the north and south.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	44.3%		277
Somewhat agree	26.9%		168
Neutral	16.5%		103
Somewhat disagree	3.8%		24
Strongly disagree	8.5%		53
Totals:			625

9.4.2.3 Avalon Potential Project 3








Location: Fautleroy Way SW between SW Alaska St and West Seattle Bridge

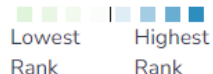
- Traffic calming.
- Protected bike lanes Improve crossing of the Neighborhood Greenway at 36th Ave SW.
- More pedestrian crossings.
- Wider sidewalks.
- Landscaping areas between the sidewalk and roadway.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	52.3%		318
Somewhat agree	20.7%		126
Neutral	10.7%		65
Somewhat disagree	5.1%		31
Strongly disagree	11.2%		68
Totals:			608

Q: The City of Seattle is considering designs for Fauntleroy Way SW and nearby streets to improve connections and access for people walking, biking, and taking the bus. How can the City of Seattle make this connection to the station more comfortable by calming traffic and prioritizing pedestrians? Rank in order of priority.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Simplify intersections along Fauntleroy Way to make them safer and easier to cross	1		2,187	385
Provide landscaped buffers with street trees between people walking and biking and vehicles	2		1,689	358
Create a more seamless crossing for people walking and biking along the neighborhood greenway on 36th Ave SW	3		1,634	352
Widen sidewalks along Fauntleroy Way	4		1,477	326
Reduce the speed and volumes of people driving off the West Seattle Bridge and 35th Ave SW	5		1,281	311
Lower volumes on neighborhood greenways and prevent cut-through traffic through designs that close intersections to people driving	6		1,143	315
Create spaces for people to gather at or adjacent to station entrances	7		813	302



Lowest Rank | Highest Rank

Q: As you think about public space near the Avalon station and the role it could play in your community and daily life, what kinds of elements would you like to see there? (select your top 3)

Value	Percent		Responses
Landscaping, like shade trees or native shrubs	59.1%		249
Structures that provide shade or weather protection	54.4%		229
Bicycle racks or places to park shared mobility devices like scooters	38.5%		162
Open plaza space for community gatherings, cultural festivals, food trucks, or farmer's market	31.4%		132
Public art	24.0%		101
Tables and chairs, or benches	21.1%		89
Decorative lighting	21.1%		89
Other - Write In (Required) (click to view)	11.6%		49
Places and features for young children to play on	7.6%		32

Q: Are there other ideas you have that would help you feel safer and more confident in getting to the station by walking, rolling, biking, or taking transit?

We received 110 write-in responses with key themes summarized below:

- Prioritize pedestrian and bicycle safety with features such as wider sidewalks, raised crosswalks, and protected bike lanes.
- Interest in traffic calming, specifically calling for lower speed limits for cars.
- Continuation of SDOT's Fauntleroy Boulevard project.
- Security measures including personnel, cameras, lighting, and emergency call buttons.
- More frequent transit service and easy connections.
- Some expressing opposition to the station.

9.4.3 Delridge Potential Projects

Delridge potential projects Interest/support ranking at-a-glance:

Rank	Potential project	Percentage that agree or strongly agree
1	4	82.9%
2	8	72.9%
3	3	69.9%
4	1	69.1%
5	7	68.6%
6	5	68.3%
7	10	66.6%
8	6	65%
9	9	63.7%
Rank	Potential project	Percentage that disagree or strongly disagree
1	4	7.5%
2	8	8.5%
3	3 & 10	8.9%
4	5	10.6%
5	9	11.4%
5	6	11.6%
7	1 & 7	12.7%
Potential project 2 did not utilize a Likert scale ranking answer structure so project feedback is reflected below:		

9.4.3.1 Delridge Potential Project 1

Location: 26th St SW between SW Genessee St and SW Andover St

- Upgrade existing Neighborhood Greenway, including:
- Protected bike lanes where more vehicles are present.
- Traffic calming features Improved ADA ramps.
- Improve crossing of SW Genessee St.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	46.5%	301
Somewhat agree	22.6%	146
Neutral	18.2%	118
Somewhat disagree	5.4%	35
Strongly disagree	7.3%	47
Totals: 647		

9.4.3.2 Delridge Potential Project 2

Location: The intersection of SW Andover St and 26th Ave SW

Improve this key connection for people walking and biking from the neighborhood to the station.

Q: How can the City of Seattle make this connection to the station more comfortable by calming traffic and prioritizing pedestrians? Rank in order of priority.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Create a seamless pedestrian connection across the intersection of SW Andover St and 26th Ave SW with a raised intersection or curbless design	1		1,728	512
Improve the trail connection across Longfellow Creek at SW Yancy St	2		1,246	489
Lower vehicle volumes to keep people walking and biking along the neighborhood greenway safer by limiting traffic on 26th Ave SW	3		1,159	458
Create connections or art under light rail structures	4		881	468

9.4.3.3 Delridge Potential Project 3

Location: SW Yancy St between 28th Ave SW and 26th Ave SW

Improve walking and biking connections over Longfellow Creek by:

- Wider, paved surface and ADA ramps.
- Attractive lighting.
- Rainwater management.
- Directional signs.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	40.8%	164
Somewhat agree	29.1%	117
Neutral	21.1%	85
Somewhat disagree	4.7%	19
Strongly disagree	4.2%	17

Totals: 402

9.4.3.4 Delridge Potential Project 4

Location: 23rd Ave SW Trail Crossing and Alki Trail

Provide a safer and more intuitive trail crossing.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	64.2%		391
Somewhat agree	18.7%		114
Neutral	9.5%		58
Somewhat disagree	1.8%		11
Strongly disagree	5.7%		35
Totals:			609

9.4.3.5 Delridge Potential Project 5

Location: SW Andover St between Delridge Way SW and 21st Ave SW

Connect to 21st Ave SW Neighborhood Greenway by extending the multiuse trail on north side of SW Andover Street.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	40.2%		242
Somewhat agree	28.1%		169
Neutral	21.1%		127
Somewhat disagree	4.5%		27
Strongly disagree	6.1%		37
Totals:			602

9.4.3.6 Delridge Potential Project 6

Location: SW Andover St between SW Avalon St and West Seattle Bridge

Improve neighborhood connection to the pedestrian bridge by: Providing new and/or improved sidewalks, directional signage, and ADA ramps.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	39.1%		233
Somewhat agree	25.8%		154
Neutral	23.5%		140
Somewhat disagree	4.7%		28
Strongly disagree	6.9%		41
			Totals: 596

9.4.3.7 Delridge Potential Project 7

Location: SW Genesee St between SW Avalon St and Delridge Way SW

Improve neighborhood connections by:

- Widening sidewalks Improving transit stops.
- Improving plantings and streetscape elements.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	39.5%		236
Somewhat agree	29.1%		174
Neutral	18.6%		111
Somewhat disagree	4.7%		28
Strongly disagree	8.0%		48
			Totals: 597

9.4.3.8 Delridge Potential Project 8

Location: 23rd Ave SW/22nd Ave SW between Oregon and 21st Ave SW

Improve neighborhood connections: Provide a multiuse trail (wide sidewalk) for better bike and pedestrian access to Delridge Way SW Improve bus stops where feasible.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	48.1%		287
Somewhat agree	24.8%		148
Neutral	18.6%		111
Somewhat disagree	2.8%		17
Strongly disagree	5.7%		34
Totals: 597			

9.4.3.9 Delridge Potential Project 9

Location: SW Brandon St between 23rd Ave SW and 30th Ave SW

Improve neighborhood connections:

- Provide a multiuse trail or sidewalks.
- Improve drainage along SW Brandon Street.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	39.1%		232
Somewhat agree	24.6%		146
Neutral	24.9%		148
Somewhat disagree	4.7%		28
Strongly disagree	6.7%		40
Totals: 594			

9.4.3.10 Delridge Potential Project 10

Location: SW Graham St stairway and pedestrian connections between Delridge Way SW & High Point

- Improve neighborhood connections.
- Maintain and upgrade the existing stairs.
- Improve lighting along SW Graham Street along Bataan Park.
- Improve lighting along 26th Avenue SW and the trail.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	42.8%	250
Somewhat agree	23.8%	139
Neutral	24.5%	143
Somewhat disagree	2.7%	16
Strongly disagree	6.2%	36

Totals: 584

Q: Are there other ideas you have that would help you feel safer and more confident in getting to the station by walking, rolling, biking, or taking transit?

We received 102 write-in responses with key themes summarized below:

- Need for pedestrian improvements in the area. People would like to see a better sidewalk system, increased crosswalks and visibility, and improvements in maintaining nearby stairs.
- Many of these responses noted that they don't currently feel safe walking after dark due to the condition of the sidewalks and stairs.
- Requests for more bike lanes, specifically protected bike lanes.
- Requests for security such as having increased lighting, personnel, cameras, and emergency call buttons.
- Requests for traffic calming measures, including lowering speed limits.
- Increased service and easy connections.

9.4.4 SODO Potential Projects

Location: S. Lander Street between 6th Avenue S and Airport Way S.

Improve and expand sidewalks to make them accessible for people walking and improve bike connections.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	53.8%	220
Somewhat agree	23.0%	94
Neutral	14.9%	61
Somewhat disagree	2.4%	10
Strongly disagree	5.9%	24

Totals: 409

9.5 Transit Oriented Development (TOD)

Sound Transit works with city and community partners (private and nonprofit partners) to redevelop property acquired for light rail construction that is not needed for permanent transit operations. Some of the proposed opportunities may be possible on property acquired by Sound Transit to build the station. Feedback would help Sound Transit refine the station design, consider potential development opportunities, and inform future community engagement and partnering opportunities.

Q: Which of the following uses would you like to see prioritized?

Top TOD priorities by station area:

Alaska Junction	Avalon	Delridge	SODO
<ol style="list-style-type: none"> Affordable housing Rental housing Ownership housing Offices 	<ol style="list-style-type: none"> Affordable housing Rental housing Ownership housing Offices 	<ol style="list-style-type: none"> Affordable housing Rental housing Ownership housing Offices 	<ol style="list-style-type: none"> Brewery / distillery Incubator or accelerator spaces for startup maker firms Technology offices with production facilities Food production or commissary Light industrial Fabrication

*TOD survey options for SODO were different than the West Seattle stations.

Additional Alaska Junction TOD write-in response themes

We received 174 write-in responses with key themes summarized below:

- Interest in retail, shops, and restaurants.
- Interest in commercial spaces.
- Interest in green spaces, including parks and trees.
- Interest in community center or open space.
- Interest in childcare at the station.
- Inquiries about car parking near the station.

Additional Avalon TOD write-in response themes

We received 95 write-in responses with key themes summarized below:

- Interest in business including retail / food / drink.
- Requests for more housing options.
- Some specifically talked about multi or mixed uses for TOD.
- Some expressed opposition to the station.
- Inquiries about car parking near the station.

Additional Delridge TOD write-in response themes

We received 100 write-in responses with key themes summarized below:

- Strong interest in amenities like restaurants, grocery stores, and retail, with an interest in mixed-use buildings with housing above, and a preference for small businesses.
- Interest in more housing, including affordable housing.
- Interest in community space, recreation, or open space.
- Requests for social services, childcare, or a security/police base.
- Requests for a space for entertainment/arts.
- Some requests for the TOD footprint to be eliminated or reduced, noting that TOD should not be part of the project.
- Some expressed opposition to the construction of the station.
- Inquiries about car parking near the station.

Additional SODO TOD write-in response themes

We received 61 write-in responses with key themes summarized below:

- Requests for more housing, especially affordable housing.
- Requests for spaces for small businesses and retail stores.
- Interest in increasing jobs in general.
- Some expressed opposition to the station.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

Top TOD uses by station area:

Alaska Junction	Avalon	Delridge	SODO
1. Shopping/retail	1. Food/drink	1. Shopping/retail	1. Food/drink
2. Food/drink	2. Shopping	2. Food/drink	2. Shopping/retail
3. Convenience/errands	3. Convenience/errands	3. Convenience/errands	3. Social services
4. Social services	4. Social services		
5. Government services	5. Recreation		
6. Recreation	6. Government services		
7. Offices	7. Offices		

Alaska Junction businesses and services response themes:

We received 69 write-in responses summarized below:

- Desire for a community center or spaces for social services.
- Interest in more parking.
- Interest in space for recreation or events.
- Interest in public restrooms.
- Interest in mixed-use space.
- Some want no new businesses or services.

Avalon TOD businesses and services response themes:

We received 40 write-in responses summarized below:

- Some opposition to the station, citing it is not needed.
- Inquiries for car parking near the station.

Delridge TOD businesses and services response themes:

We received 38 write-in responses with key themes summarized below:

- Requests for amenities like restaurants, grocery stores, and retail, and restrooms.
- Some request for a space for entertainment/arts.
- Desire for police or security presence.
- Some expressed opposition to the construction of the station.
- Some calls for the TOD footprint to be eliminated or reduced.
- Inquiries for car parking near the station.

SODO TOD businesses and services response themes:

We received 25 write-in responses with key themes summarized below:

- Interest in restrooms and car parking.

10 NEXT STEPS

In early 2024, we will report on our findings and share how public input is informing ongoing design of the stations in West Seattle and SODO. Sound Transit and the City of Seattle will use feedback on improvements to station access to help prioritize future projects and inform design. Sound Transit will use feedback on uses at development near the station to refine our station design, consider potential development outcomes, and inform future community engagement

and partnering opportunities. An updated Station Planning Progress Report for the West Seattle Link Extension will be available late this year or early next year.



APPENDIX A

Notifications

Paid Media ads



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LOCAL BIZ NATION SPORTS ENTERTAINMENT LIFE HOMES OPINION | THE TICKET JOBS EXPLORE All Sections

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Person fatally shot on Metro bus in White Center

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Commentary Cycling Kitsap

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By Travis Merrigan (Guest Contributor) - October 2, 2023



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Social media example

25

WEDNESDAY, OCTOBER 25, 2023 AT 5:30 PM PDT

West Seattle Link Extension Station Planning Forum

Alki Masonic Hall

About Discussion Invite

Details

- Event by Sound Transit
- Alki Masonic Hall
- Public · Anyone on or off Facebook

Share your ideas about future light rail stations in West Seattle and SODO. Join us on Wednesday, Oct. 25 at the Alki Masonic Center from 5:30-7:30 p.m. Spanish and Vietnamese inte... [See more](#)

Seattle

Alki Masonic Hall

Poster examples



Please join us at our upcoming event to see updated designs for future light rail stations in West Seattle and SODO, and share your ideas and feedback. If you can't join us in person, go online to see the latest station designs and take our survey.

West Seattle Link Extension Station Planning Forum
Wednesday, Oct. 25, 2023
5:30 – 7:30 p.m.
Short presentation at 6 p.m.
Alki Masonic Center
4736 40th Avenue SW
Spanish and Vietnamese interpretation will be provided

Vui lòng tham gia cùng chúng tôi vào Thứ Tư, ngày 25 tháng 10 để xem các thiết kế cập nhật cho các trạm đường sắt hạng nhẹ ở West Seattle và SODO, cũng như chia sẻ ý kiến đóng góp và phản hồi của quý vị. Nếu quý vị không thể tham gia trực tiếp cùng chúng tôi, vui lòng truy cập sự kiện giới thiệu trực tuyến vào ngày 25 tháng 10 để xem thông tin mới nhất và tham gia khảo sát!

Dự án Mở Rộng Tuyến West Seattle Link Diễn Đàn Quy Hoạch Trạm
Thứ Tư, ngày 25 tháng 10 năm 2023
5:30 chiều đến 7:30 tối.
Bài thuyết trình ngắn lúc 6:00 chiều.
Alki Masonic Center
4736 40th Avenue SW
Diễn đàn này sẽ có thông dịch viên tiếng Tây Ban Nha và tiếng Việt

Questions? Contact Sound Transit Community Engagement:
wslink@soundtransit.org or 206-902-7229

To request accommodations for persons with disabilities, information in alternate formats such as braille or large print, or to request an interpreter, contact project staff two to three weeks in advance of public meetings at (206) 903-7229/TTY: 711 or email wslink@soundtransit.org.
Para información acerca del proyecto llame al: 800-823-9230 | 臺灣解項資訊, 請致電: 800-823-9230 | 澳門 800-823-9230 | 800-823-9230 | Để biết thông tin về dự án, hãy gọi: 800-823-9230




Quý vị có thắc mắc? Hãy liên hệ theo địa chỉ
Liên hệ với Ban Gắn Kết Cộng Đồng Sound Transit
wslink@soundtransit.org or 206-902-7229

Để yêu cầu phương tiện hỗ trợ cho người khuyết tật, yêu cầu thông tin bằng các định dạng khác như chữ nổi hoặc bản in khổ lớn hoặc yêu cầu thông dịch viên, xin liên hệ với nhân viên dự án từ hai đến ba tuần trước khi diễn ra cuộc họp công khai theo số (206) 903-7229/Dịch Vụ Tiếp Ám TTY: 711 hoặc gửi email tới wslink@soundtransit.org. Para información acerca del proyecto llame al: 800-823-9230 | 臺灣解項資訊, 請致電: 800-823-9230 | 澳門 800-823-9230 | 800-823-9230 | Để biết thông tin về dự án, hãy gọi: 800-823-9230



Email newsletter example



West Seattle Link Extension Ballard Link Extension

Project update



Join us today: West Seattle Link Extension Station Planning Forum

Come join us tonight, Wednesday, Oct. 25, to see updated designs for future light rail stations in West Seattle and SODO and share your ideas and feedback.

Join us!

- Date: Wednesday, Oct. 25
- Time: 5:30 – 7:30 p.m.
- Location: Alki Masonic Center, [4736 40th Avenue SW, Seattle, 98116](#).

Spanish and Vietnamese interpretation and translated materials will be available. Refreshments and activities for children will be provided.

Also, our [online survey](#) is now available! If you can't attend the in-person event, or if you want to share more feedback, you have until Dec. 20 to complete our online survey.

- Stay current with the [West Seattle Link Extension](#) and [Ballard Link Extension](#) projects.
- 隨時掌握West Seattle Link擴展項目及Ballard Link擴展項目的最新資訊。
- 获取有关West Seattle Link扩展项目和Ballard Link扩展项目的最新消息。
- Luôn cập nhật thông tin về các dự án gồm [Mở Rộng Tuyến West Seattle Link](#) và [Mở Rộng Tuyến Ballard Link](#).
- Manténgase al tanto de los proyectos de la [Extensión de West Seattle Link](#) y de la [Extensión de Ballard Link](#).

[Take our survey](#)