



West Seattle Link Extension

Station and Access Planning Engagement Executive Summary

In the fall of 2023, Sound Transit staff engaged with the community to progress design concepts of the four proposed stations as part of the West Seattle Link Extension (WSLE) project to ensure that as we advance station design work, it reflects current community priorities and travel patterns. Sound Transit gathered community feedback on concepts for station access, urban design, and transit-oriented development (TOD). As part of this engagement effort, the City of Seattle also presented potential projects around each future station area for the community to weigh in on.

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 in-language focus groups, open houses, briefings, and community tabling events. Translation and interpretation services were provided to ensure that non-English speakers could participate in community feedback opportunities.

Notifications



Sound Transit 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.

Sound Transit created posters and flyers advertising the West Seattle Station Planning Forum and the survey in Spanish, Vietnamese, Somali, and Korean. The project team 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.

Engagement by the numbers



Two in-person events with 198 attendees total.



1,232 completed online surveys.



Five email updates to over 12,000 project subscribers.



Two in-person focus groups with 20 attendees total.



Seven community briefings.



Four tabling events with 130 engagements.



Door-to-door outreach to distribute posters to nearly 100 businesses and community boards.



200,000+ impressions on social media with nearly 2,000 link clicks.



Materials translated into multiple languages to support equitable engagement.

In partnership with City of Seattle Community Liaison program, Community Liaisons 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.

Open houses / events

Sound Transit held two events to share information about the WSLE stations and gather feedback.

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

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.



Focus groups



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.

Briefings

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.

Briefing 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
Feedback shared in email	White Center Community Development Association
Feb. 1, 2024	HPAC: Highland Park (South Delridge, Riverview) Action Coalition

Tabling events



Sound Transit 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

Survey

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.

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.

What we heard

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.

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.

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.

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.

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).

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.

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.

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.

Next steps



Public input will inform 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.