

 Reply all |   Delete Junk |  ...



question about West Seattle Link?

NS

Nathan Smith <nathan.smith206@gmail.com>

Wed 1/31, 12:10 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Entered in EL

Flag for follow up. Start by Wednesday, January 31, 2018. Due by Wednesday, January 31, 2018.

i was looking at proposed map.

why do need new tunnel downtown can't we use existing up to the point current link turns east?
then start digging there to split off to Seattle center and Ballard?

then at south end turn towards West Seattle (should connect to SSCC, Alaska Jct, Westwood Village,
White Center)

<https://goo.gl/yvTcit>

would think tunneling would make more sense with the roads and housing already compact up there
(and we already have the machines)

then can put link buses between the parallel routes

 Reply all |   Delete Junk |  ...

15th Avenue W.

T

Teresa <teresafiorini@comcast.net>

Thu 2/1, 11:28 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Entered in EL

Please do not remove a traffic lane on 15th Avenue W. for a link. This street is so congested now it will definitely cause gridlock and create more road rage! Use the alternative 20th Avenue route!!

Thank you for considering the opinions of those who have to drive on the street to commute to work and to head to I-5.

I look forward to your response.

Teresa Fiorini

 Reply all |   Delete Junk |  


20th Ave Transit Route

AH



Andrew Hedgcock <andrewhedgcock55@gmail.com>

Thu 2/1, 11:09 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Please use the 20th route for bus transit; not 15th West. Traffic is crowded enough every day.

Thank you.

Drew Hedgcock

Sent from my iPhone

 Reply all |   Delete Junk |  ...


Light Rail - Affecting Traffic on 15th Ave W

CH



Claudia Heiden <metrostanford@comcast.net>

Thu 2/1, 9:39 PM

WSB Link; metrostanford@comcast.net 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Please do not remove a lane on 15th Ave W to make room for the light rail. Traffic is so bad on that street already.

Instead please put light rail though 20th Ave W. It would not affect traffic as much and also be closer to homes in Magnolia who otherwise might not use light rail.

Thanks.

Claudia Heiden
Magnolia Home Owner

Sent from my iPhone

 Reply all |   Delete Junk |  

Transit lane

SA

Susan Ann Allen <susanannallen@yahoo.com>

Thu 2/1, 8:44 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Please use 20th Ave west instead of 15th Ave West. We have enough traffic issues on 25th without removing a lane

Susan Allen

Sent from my iPhone

 Reply all |   Delete Junk |  ...



15th Ave Lanes

NP



Nick Pickel <nick.pickel4@gmail.com>

Thu 2/1, 7:40 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

To help protect your privacy, some content in this message has been blocked. To re-enable the blocked features, [click here](#).

To always show content from this sender, [click here](#).

Please do not remove vehicle traffic lanes on 15th Ave W. Traffic is already so bad there sometimes, and it's a main road through the city. Thank you in advance.

Thanks!

Nick Pickel

P: (206) 890-3500

Sent from Mail for Windows 10

Virus-free. www.avast.com



 Reply all |   Delete Junk |  

15th Ave



EF

Edward Faccone <faccone2616@msn.com>

Thu 2/1, 7:38 PM

WSB Link  Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Do not change any lanes or eliminate any lanes on 15th.

Traffic is at almost a total stop due to the increase in traffic on 15th. New apartments are being built along 15 which will cause even more backups.

Ed Faccone

Sent from [Mail](#) for Windows 10

Downtown to Ballard Route

 Reply all |   Delete Junk |  ...

SL

Steve Lovekin <lovekinlaw@yahoo.com>

Thu 2/1, 7:24 PM

WSB Link  Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Dear Sound Transit:

I understand that you are considering removing one whole lane of traffic on 15th Avenue west in Seattle for the purpose of installing a route from downtown Seattle to the Ballard district. This would be extremely bad for the traffic on 15th Avenue West, which is already extremely congested during rush hour as a result of the city creating bus lanes on that road. If an alternative exists, such as running the Sound transit line on 20th Avenue West, I urge you to use that route instead.

Sincerely yours,

Osgood S. Lovekin

Law Office of Osgood S. Lovekin

1705 Second Avenue, Suite 1050

Seattle, WA 98104

Phone: 206-447-1560

Fax: 206-447-1523

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 Reply all |   Delete Junk |  ...

We preferred running link down 20 Ave w

M


Megan <megan_nydegger@yahoo.com>

Thu 2/1, 7:13 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Sent from my iPhone... with kids climbing on me. Please excuse typos, lack of formality, bluntness or rambling.

 Reply all |   Delete Junk |  ...



Traffic on 15th Ave West

WW



Wende Wood <wendej.wood@gmail.com>

Thu 2/1, 6:59 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Hello Sound Transit,

I have a daily car commute from north Magnolia to Downtown Seattle for the past 25 years. My commute has increased in time over the past 3 years by about 30% due to the increased traffic. I used to be able to bike and or bus to and from work but can no longer do this due to other circumstances. Please do not add significant time to many persons commuting to and from work by eliminating a lane on 15th and cutting it down to just one. Many people cannot take the bus to and from work though we would like to.

Sincerely, Wende Wood 206 790-6678

 Reply all |   Delete Junk |  

Removing lane on 15th

KP


Keri Pickel <moosealope@comcast.net>

Thu 2/1, 6:59 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Do not remove a lane on 15th - we already have too much congestion, use the alternate route of 20th.

Keri Pickel

 Reply all |   Delete Junk |  ...

15th

W


Wantagh@comcast.net <wantagh@comcast.net>

 Reply all | 

Thu 2/1, 6:52 PM

WSB Link 

Early Scoping

 Needs Response  Needs to be entered in EL

Do not take a lane out of 15th. It is bad enough. Of course, if the car tab money is lost, it may not be guilt until 2050.

Sent from my iPad

You're kidding, right?

LS

L Stevens <lori.23.stevens@gmail.com>

Thu 2/1, 6:48 PM

WSB Link ↕

↺ Reply all | ▼

Early Scoping

I've lived in 17 cities... and internationally...

↺ Reply all | ▼  Delete Junk | ▼ ...

Seattle is failing on housing but ESPECIALLY on traffic/ road management/ planning.

Worse than any city I've ever lived in (SF/ Chicago/ LA/ NYC/ DC included - who are known for gridlock.)

My husband grew up here and can't believe what used to be his 'thoroughfare' has turned into an absolute nightmare. (3X it took us over 90 minutes to get from Magnolia to Westfield downtown over the holiday... one time 2.5 hours meeting our friends on Capitol Hill and we took the BUS to "save time from driving"!

You guys have not considered timed lights - from the Mercer Mess - to downtown streets - the buses aren't reliable or consistent to set a watch by...

- = no one-way speedways like Franklin/ Gough N/S or CA E-W (SF) to keep stuff moving...
- = no "skirts" or undergrounds like Chicago
- = ridiculous bike accommodations at expense of roadways
- = horrible public transport - probably worst...
- = and pedestrians? WAY too entitled... they need to cooperate with traffic - not control it!

and you want to block a lane of 15th/ Western/ Elliot now? Are you joking?

Unbelievable. Has anyone on transport/ city planning committees ever lived in a major city before? Seemingly not.

Our visitors from all over the country are stunned that this city is so developer friendly and so infrastructure resistant -- (not to even touch on the gross homeless encampments that seem to be absolutely everywhere we take them to visit/ tour...)

We have bridges... arterials no longer 'hidden'... many many out-of-towners clueless how to navigate... stoplights every. single. block. -- and not just city-center - but outlying... no PED overwalks & passes - all crosswalks with right-of-way entitlement vs vehicles on main stretches (???)

disappearing parking... escalating crime when you do find parking... ugly ugly roads with potholes and only room for one car with condensed parking so you have to reverse a whole street to let someone pass -- zero conscientiousness of people who are forced to drive (you may love the idea of biking but weather and hills are not friendly for this delusional vision to be universally applicable if you want people to shop and participate in dining scene, too.)

And when things do move, you get 12-year-lasting at best developments that look like ugly generic boxes that are basically cheap adult dorms.

Make it stop - please! Many cities get it right/ have a clue/ or at least TRY.

I haven't given up hope yet... but... man I'm close. WOW.

--

 Reply all |   Delete Junk |  ...



Ballard link: Suggested priorities for crossing Ship Canal

BR

Brady Reed <brady_reed_iii@hotmail.com>

Thu 2/1, 6:36 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

1 is highest and most desirable, in my opinion of the following options that have been circulating.

1. Tunnel under the Ship Canal, like the present UW link.
2. Bridge over the Ship Canal, high enough for water traffic clearance. This would seem to have negative noise and aesthetics impact for nearby neighborhoods.
3. Share Ballard bridge or a separate drawspan structure. Please do not do this! If I were commuting to or from Ballard, I would hate to have to wait for water traffic to pass.

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

 Reply all |   Delete Junk |  ...



Downtown to Ballard link up 15th Ave W

K

k <ksegrid@hotmail.com>

Thu 2/1, 6:34 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

Because of congestion and convenience, I prefer the 20th Ave W alternative.

Kristen Nelson

Sent from [Mail](#) for Windows 10

 Reply all |   Delete Junk |  

Vehicle lane on 15 Avenue

CC

Carole Chirgwin <carolechirgwin@gmail.com>

Thu 2/1, 6:19 PM

WSB Link  Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

I am in favor of using 20th Avenue for the sound transit lane and NOT 15th Avenue.

Sent from my iPhone

 Reply all |   Delete Junk |  



Move sound transit to 20th NW not 15th

RM

Rosie Moore <rrosiecmoore@aol.com>

Thu 2/1, 6:17 PM

[WSB Link](#) 

 Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

15th will be a traffic nightmare

Sent from my iPhone

 Reply all |   Delete Junk |  



Please do not remove a traffic lane from 15th

S

smbabe <smbabe@gmail.com>

Thu 2/1, 6:14 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

It's too congested now

 Reply all |   Delete Junk |  ...

First Hill mid town station

BP

Brian Parker <bkparker35@gmail.com>

Thu 2/1, 5:59 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

Due to the increasing residential density of First Hill and also it's major medical institutions, a mid town station around 8th & Madison would be a major game changer for our neighborhood.

Loosing the original First Hill Station after years of neighborhood involvement and planning was a major disappointment. Yes we were given a concession prize with the First Hill Streetcar, but it is not the same high capacity, reliable and rapid transit that an urban village deserves.

Sincerely,

Brian Parker
615 Boren Avenue #35
Seattle, WA 98104

 Reply all |   Delete Junk |  ...



20th Ave w instead of 15th Ave w

CD

Cody Davis <codydavis@mac.com>

Thu 2/1, 5:42 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

Hello,

Please use the proposed alternative route 20th Ave w instead of 15th Ave w. 15th Ave w is already congested and losing another lane will make traffic that much worse. I recently had to take my son into the ER and was caught in the traffic on 15th. Its not safe to create any more congestion. Please use the alternative route through 20th Ave w.

Thank you,

Cody

Sent from my iPhone

 Reply all |   Delete Junk |  

West Seattle feedback

JC



James Cadd <jamescadd@hotmail.com>

Thu 2/1, 4:51 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

First thank you for your work! I work in Redmond and it's 1.5 hours each way on public transit. I would gladly pay any sum to make this happen faster. I live in Morgan junction and work at Microsoft.

Thanks,
James

Tunnel vs elevated

TF

Terry & Kathie Forsyth <cooper1@rockisland.com>

Thu 2/1, 4:47 PM

WSB Link ↕

↻ Reply all | ▼

Early Scoping

📧 Needs to be entered in EL 📧 Needs Response

↻ Reply all | ▼ 🗑 Delete Junk | ▼ ...

A couple days ago I read several inputs to Mr. AT's unofficial drawings and submitted an entry that is close to the following:

I absolutely agree with the keeping the "visualness" of the area with the mountains to the east and west. While I would personally agree to a fully tunneled line, I recognize the cost and need to get the line running years sooner is a priority, as well. A compromise would be tunnelling in critical areas to prevent changing the atmosphere of the area. I think The Junction is such a location. One discussion was underground for a few blocks; I would propose resurfacing distance be a mile as that is only 16 or so blocks. I think downtown Ballard would be another place for tunnelling.

The big issue of cost resolution is probably best demonstrated by the surface line between Mt. Baker station and the next two or three stations on that boulevard. The recurring service disruption between downtown and the airport due to auto accidents was, in my opinion, a very short-sighted cost reduction, albeit \$400m. This disruption area is surely the impetus for the strong request in ST3 survey about building all road crossings with road/track separation. I remember saying people will soon forget the savings after enough frustration from auto accident disruptions.

I compared the Central Link's initial terminus at International Blvd vs airport in the same project to this project's proposed West Seattle terminus failing to reach the ferry terminal--in the middle of no where and no destination.

Since sending the comment I have realized that with the current 4.3 mile tunnel project to Northgate taking seven years to build, it seems it would behoove ST to prioritize first the long tunnel through downtown so construction could begin soonest possible. If the pits for the future stations on Fifth were temporary and small enough just for accessing the TBMs, it seems years could be cut off the project's completion. Should this not work due to downtown traffic issues, what about doing this northward boring to the to-be-determined north portal. I suspect the Fifth St. stations will be very deep so it can pass under the foundation of that building with the white pedestal then under Westlake Station. Glad the proposed ST3 plan has only three stations downtown.

These are truly exciting times for ST and Puget Sound residents. Still, glad that San Juan Island is home.

Terry Forsyth

 Reply all |   Delete Junk |  


NEW TRANSIT TUNNEL

M

Michaelobrien <michaelobrien5000@aol.com>

Thu 2/1, 4:38 PM

WSB Link; michaelobrien5000@aol.com 

 Reply all | 

Early Scoping

 Needs Response  Entered in EL

Flag for follow up. Start by Tuesday, February 13, 2018. Due by Tuesday, February 13, 2018.

Sent from my iPhone THERE WAS MENTION PREVIOUSLY ABOUT A SECOND TRANSIT TUNNEL TO BE BUILT DOWNTOWN. IS THAT STILL BEING PLANNED?

 Reply all |  Delete Junk | 


Light Rail Link to Ballard

DD

Doug Dixon <DougD@PFIShipyard.com>

Mon 2/12, 9:31 AM

WSB Link; Larry Ward <LarryW@pfishipyard.com>; LEIF PEDERSEN <Lpedersen@fv

 Reply all | 

Inbox

 Entered in EL  Needs Response

You forwarded this message on 2/12/2018 1:14 PM

Will the Shipyard at Fishermen's terminal be displaced like it would have been with the Monorail??

Please use my new email address doug@PFIShipyard.com

Best Regards,
Pacific Fishermen Shipyard and PFI Marine Electric
Doug Dixon, General Manager
(206) 718-0253
5351 24th Ave NW
Seattle, WA 98107
www.pacificfishermen.com

Please see our YouTube videos:
[US Corps of Engineers: Shipyards of the Government Locks](#)

[Jacques Cousteau's R/V CALYPSO in Ballard](#)

[HM King Harald V and his Norwegian American Fishing Pioneers at Pacific Fishermen Shipyard](#)

Best regards,
Dixon Marine Surveys
John Douglas Dixon, P.E. CXLT
Principal Surveyor/Lead Environmental Auditor
Naval Architect and Marine Engineer
Washington Registration No. 21427
ISA Certified English XL Tribometrist
9308 28th Ave NW
Seattle WA 98117
206-718-0253

 Reply all |   Delete Junk |  

removing traffic lane on 15th

LR

Leslie Reed <lesizmor12@gmail.com>

Fri 2/2/2018 8:33 PM

To: WSB Link 

 Reply all | 

Early Scoping

 File for awareness  Entered in EL


I am strongly opposed to removing a traffic lane for a dedicated bus line on 15th Avenue. I am a magnolia resident, 39th and Emerson. traffic on 15th is already bad enough. thanks.

 Reply all |   Delete Junk |  ...

Downtown to Ballard Link - No on removing a lane on 15th Ave W

BB



Beth Billington <beth@bethbillington.com>

 Reply all | 

Fri 2/2/2018 7:12 PM

To: WSB Link 

Early Scoping

 File for awareness  Entered in EL

Hello Sound Transit,

I am against removing a lane on congested 15th Ave W . 20th is a better alternative. 15th is already extremely congested and with the viaduct being removed and Expedia moving from Bellevue, it will be gridlock.
Thank you.

Beth Billington

Sent from [Mail](#) for Windows 10

 Reply all |   Delete Junk |  ...



Please use 20 Ave W

BP

Bonnie Porter <bonnie@porterfamily.net>

Fri 2/2/2018 6:32 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

Hi,

I just heard you were considering taking away a lane from 15th Ave for the Sound Transit project extension (very exciting!). As a resident of Magnolia who frequently goes to Ballard and then downtown, this would be a huge impact. Traffic is often terrible and taking another lane away would be really horrible for traffic. Please, please, please consider using the 20th Ave W alternative!

Kindest regards,
Mrs. Bonnie Porter

 Reply all |   Delete Junk |  ...

Link light rail should run along 15th Ave

AS

Anna Schmidt <anna.schmdt@gmail.com>

Fri 2/2/2018 4:49 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

Hello: I am a resident in North Queen Anne. For us or our children to have access to any light rail service, it should run along 15th Avenue, as was originally planned.

In order to benefit the greatest number of people, including the University Students in North Queen Anne and the many apartments and condos in that area and in Interbay, a train should run along 15th. Running it through 20th Avenue, which is much less populated, would cut a huge number of people off from being able to access it.

Anna Schmidt

 Reply all |   Delete Junk |  ...

15th Ave W traffic and proposed train line

MV

Mattie Vadon <mattievadon@gmail.com>

Fri 2/2/2018 2:58 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

Please do not remove vehicle traffic lanes on 15th Ave W.

Traffic is already so bad there. It is a main road, one of the few that go through the city!

There is still incredible needs in the city to drive a car, especially for families & the elderly. Driving between east & west in the city is so horrendous - the few north / south roads that actually move somewhat are absolutely necessary.

Thank you in advance.

Mattie Vadon
QA resident

 Reply all |   Delete Junk |  ...



Sound Transit along 15th Ave NW

PB

Patty Bomba <patty.bomba@yahoo.com>

Fri 2/2/2018 1:54 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  Needs Response

I DO NOT support a sound transit rail line along 15th Avenue NW. Traffic is already so congested at anytime of day. Removing a lane is irresponsible. This is a MAJOR thoroughfare and moving traffic, not impeding it, should be the priority. When Expedia gets over here from Bellevue, there will be thousands more cars utilizing 15th NW. It makes more sense to run the line along 20th Ave W.

 Reply all |   Delete Junk |  ...



Please do not consider removing a lane from 15th Avenue West

JK



JoAnn Kelly <jkelly@brandingspaces.com>

Fri 2/2/2018 12:19 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Traffic is busy on 15th Avenue West every day and all day long, please do not consider removing a lane of traffic – ever! Jo-Ann Kelly

 Reply all |   Delete Junk |  ...



Please do not take away a vehicle lane on 15th Ave W to serve the Ballard community. Either run ST3 on 20th Ave W or acquire land parallel to 15th Ave W.

BK


Barbara Kiley <barbara.kiley@outlook.com>

Fri 2/2/2018 11:00 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

2/13/2018 Please do not take away a vehicle lane on 15th Ave W to serve the Ballard community. Either run ST3 on 20th Ave W or acquire land parallel to ...

Sound transit light rail plan - choose 20th Ave W, NOT 15th Ave W

BH

Brad Halverson <bradhalverson@mac.com>

🔄 Reply all | ▼

Fri 2/2/2018 10:32 AM

To: WSB Link ↗

Early Scoping

 Reply all | ▼
 Needs Response  Delete  Junk | ▼ ...

Good morning,

I hearing you are considering two options from light rail from downtown to Ballard. 15th Ave West, which would require removing a lane of traffic, or 20th Ave West, which would cost more money.

As a resident who uses this corridor every day, I offer a vigorous NO to building light rail on 15th Ave West. I ask you to pursue 20th Ave West for development.

Each day, the 15th Avenue West/Elliott corridor is a slow stop and go commute at rush hour, thanks to constant delays of the Ballard bridge, along with significant development over the last 10 years of more offices, apartments and retail. In addition, 2 additional lanes were already created in the last 10 years for bus lanes.

15th Avenue West is the corridor most of 130,000 residents of Queen Anne, Magnolia, Ballard/north would use to transport kids to and from high school, grocery shop, commute and get to other parts of the Seattle area. That's 20% of the city population. And we have NO other major arterial north-south or east-west to get anywhere else...to/from downtown, north, east of I-5 or South Seattle.

Developing 20th Ave West for light rail costs more money, but it will have a less devastating impact on our time in traffic, the environment, education, work and stress.

Thank you,

Brad Halverson
resident in zip 98199

 Reply all |   Delete Junk |  ...


Balland Bridge for Light Rail

LY


Larry Yenglin <lyenglin@gmail.com>

Fri 2/2/2018 9:54 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

I understand that you need to look at current resources, but you can not, and should not, make a decision like this that will affect generations and decades of work!

You MUST build a TUNNEL to Ballard. It is the RIGHT thing to do. I do not know of ANY TRANSIT AUTHORITY in the world that constructs a link in their system which could impede transit. It is counter intuitive! To have a drawbridge is insane!

Do not construct a bridge. Do the tunnel, so that there will be unimpeded mass transit to to of the largest population centers of Seattle.

Sincerely,
Larry Yenglin

 Reply all |   Delete Junk |  ...


Downtown to Ballard Link

S



sam <samcgspam@gmail.com>

Fri 2/2/2018 9:30 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

To Sound Transit,

As a Magnolia resident, I would LOVE to have the Downtown to Ballard Link line run up 20th Ave W rather than 15th Ave. It would open more of Magnolia to transit, as we currently have little. 15th Ave already has the express busses, so having the Link run on 20th would expose more areas to better transit. I do not drive a car, so I only commute via transit and I know I for one would be much more likely to ride the Link if it was on 20th! Thanks for your time.

-Sam Grantham

 Reply all |   Delete Junk |  ...

West Seattle/Ballard Light Rail Comment

MG

Mark Guth <markg822@gmail.com>

Fri 2/2/2018 8:55 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Hi Sound Transit!

I live in Des Moines and work in South Lake Union, but this requires a daily bike-ride on a bike share which many people aren't willing to do. The route maps seem to show that this is the route that will eventually serve the South Lake Union neighborhood, allowing people to bypass the Mercer Mess. The schedule shows that this project is scheduled for 2030; but numbers tech companies are opening huge offices much sooner than that.

If there's anyway to bump the priority and complete this project sooner I think it'll have a major positive impact on this particular busy neighborhood which currently isn't well-served by transit. I see it taking a lot of cars off the road.

Thank you for considering,
Mark Guth
206-979-5174

 Reply all |   Delete Junk |  ...

Alternate route proposal

G



Gmail <g.huggs@gmail.com>

Fri 2/2/2018 8:15 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Please do the alternative and run the train along 20th Ave w rather than 15th ave. It is already MASSIVELY congested this will make it so hard for commuters who can't take sound transit.

Sent from my iPhone

 Reply all |   Delete Junk |  



15th Ave w lane removal

BS



Ben Staulcup <staulcup@hotmail.com>

Fri 2/2/2018 7:50 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs Response  Needs to be entered in EL

Please do not remove a lane from 15th Ave w. This will make traffic much worse on a route that already faces congestion. Find an alternate route for rail. 20th w has been proposed. Use that instead.

Thank you for your time and all your hard work!

Ben Staulcup
3448 36th Ave w
Seattle, Wa

[Reply all](#) |   [Delete](#) [Junk](#) |  

Proposed elimination of traffic lanes on Seattle 15th Avenue for Light Rail

SA

Stephanie Anderson <stephanieanderson@comcast.net>

 [Reply all](#) | 

Sat 2/3/2018 11:34 AM

To: WSB Link 

Early Scoping

 Needs to be entered in EL  File for awareness

To whom it may concern,

I would like to voice my strong objection to removing any lanes on 15th Avenue to accommodate the light rail. It is a heavily traveled roadway with commerce, ferry traffic, commuters and people that live in the area trying to get from point A to point B. Traffic would be at a standstill. It is already at a standstill whenever the Ballard Bridge is raised. I understand there is another route under consideration and I would hope that common sense would prevail and the other route would be used. The reason that the light rail from downtown to the University district is so successful is because it is underground. I suspect you will receive very strong objections for use of 15th Avenue for light rail from the community once this is better publicized.

Stephanie Anderson
Seattle resident

 Reply all |   Delete Junk |  ...


Feedback

SS

Sergei Shevlyagin <sergei.shevlyagin@me.com>

Sat 2/3/2018 9:21 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

I voted for ST3 and I'm glad to see this process starting. It's very difficult to get to and from Ballard and West Seattle and this project will be a huge benefit to the community.

Sergei Shevlyagin
Seattle, WA 98122

Sent from my phone

 Reply all |   Delete Junk |  ...

infrastructure



Comcast <jmchien@comcast.net>

Sat 2/3/2018 9:12 AM

To: WSB Link 

 Reply all | 

Early Scoping

 File for awareness  Entered in EL

Please do not remove vehicle traffic lanes on 15th Ave W. Traffic is already so bad there sometimes, and it's a main road through the city. Thank you in advance.

Jason Chien

 Reply all |   Delete Junk |  ...



Removal of a vehicle traffic lane on 15th Ave. W

CR


Cheryl Ralya <cheryl.ralya1@gmail.com>

Sat 2/3/2018 8:06 AM

To: WSB Link 

 Reply all | 

Early Scoping

 File for awareness  Entered in EL

Please do not remove vehicle traffic lanes on 15th Ave W. Traffic is already so bad there sometimes, and it's a main road through the city. Thank you in advance

 Reply all |   Delete Junk |  ...



Traffic on 15th

JD

Julie Duncan <jblayne@gmail.com>

Sat 2/3/2018 7:16 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

To whom it may concern,

Please do not withdraw a lane on 15th Avenue for the bus!! Route it on 20th instead. 15th Ave is the only reasonable N/S route and it is already far too congested!!

Thank you,

Julie Duncan



Sent from my iPhone. iType therefore iTypo. Julie Duncan

 Reply all |   Delete Junk |  ...

Ballard light rail

S



sloans@gmail.com on behalf of Sloan <sloan@pobox.com>

 Reply all | 

Mon 2/12, 3:19 PM

WSB Link 

Early Scoping

 File for awareness  Entered in EL

I'm curious why this is light rail and how you intend on sticking to under 20 minutes to downtown when the bridge is up, there is an accident on 15th, or other traffic congestion occurs?

Why is this not a subway / tunnel for the entire length to avoid any congestion issues and really build for the future (the cars could also be a lot longer if run underground). Go to anywhere in Asia and you'll see almost no one uses light rail for a reason. It doesn't scale and you'll be obsolete and underscaled way before 2035.

--

Sloan Seaman

 Reply all |   Delete Junk |  ...

Public Comments on West Seattle - Ballard Link

M

Mark <theresmark@gmail.com>

Mon 2/5/2018 10:22 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Hello,

I can't attend the West Seattle event on the 13th because I'm coaching basketball practice during the same timeframe. I do want to provide feedback on the proposed above grade station at Alaska Junction. I think this is a terrible idea to put one of these massive concrete structures over the street. It will really feel like a parking garage was installed on Alaska. If you can't include a tunnel, which is the best option for an urban neighborhood (ie. Beacon, Capital Hill, UW), please evaluate and pursue a cut/cover tunnel. An above grade train station does NOT work in an urban neighborhood. Alaska Junction is not Northgate, nor is it the Tukwila Int'l Blvd Station, nor is it the Airport).

Please, please, please, think about long term neighborhood and community value and put the Link UNDER the roadway, one way or another. Nobody needs this train cruising above the street on a massive concrete bridge. Put it under the ground like any reasonable planner would press for.

Thank you,
Mark Lenssen

 Reply all |   Delete Junk |  ...

light rail University station

JY

Joan Yamada <joanyamada@gmail.com>

Mon 2/5/2018 4:48 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

Great station and perfect for getting to the airport and downtown. All except. No place to park over night . There are a lot of people in The Laurelhurst neighborhood area, Mathew Beach Area, Wedgwood, Lake City, Roosevelt area that would love to use the Light Rail to get downtown, capital hill Medical facilities and the airport . but what do you do with your car. Its too far to walk and the bus stop is no where near the UW light rail station. If you take UBER from Mathews Beach it is \$13.00 one way and there is no place for a car to drop you off.

Who in the world was doing the planning???? This is all a joke. Light rail only to accomodate students at the UW who don't pay property taxes.. What about all the property owners in the near vacinity who are paying for this light rail with their high property taxes and not able to take advantage of its use.

In the future any proposal that would affect additional property taxes should only be voted on by actual property owners.

 Reply all |   Delete Junk |  



I can't make your meeting.

JS

John Schlick <john_schlick@hotmail.com>

Thu 2/8/2018 7:44 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

So...

Underground!
Underground!
Underground!
Underground!
Underground!
Underground!
Underground!
Underground!
Underground!
Underground!
Underground!
Underground!

And

NEVER AT GRADE! (The raineer valley should have taught you that lesson!)

John.

2/13/2018

I can't make your meeting.

 Reply all |   Delete Junk |  ...


Ballard Line

KG

Karl Groff <karl.groff@icloud.com>

Fri 2/9/2018 8:44 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Hello,

Please build either a non-moving bridge or a tunnel to cross salmon bay to Ballard. The train should not be held up by boat crossings. We should spend the extra money to ensure uninterrupted train travel. The interbay portion of the rail has to also be fully grade separated so we can avoid any car interference with the train.

Thanks.

Karl



More

 Reply all |   Delete Junk |  ...

NL

Nelson Lowhim <nlowhim@gmail.com>

Sat 2/10/2018 7:36 PM

To: WSB Link  Reply all | 

Early Scoping

 Needs to be entered in EL

Hi,

Looking forward to the extensions of light rail, though I live on Madison and wonder when will that improvement start?! Everything should be rushed!

Also the timing of the buses in general needs to be improved. Once every 15 minutes during the day isn't enough. And more bus only lanes.

Is it politics that's stopping this (especially in seattle proper?)

best,

Nelson Lowhim


[Blog & Books](#)[Signup for Shorts & Books](#)

 Reply all |   Delete Junk |  ...

(No subject)

DC

David Christensen <david.r.christensen@gmail.com>

 Reply all | 

Mon 2/12/2018 7:16 PM

To: WSB Link 

Early Scoping

 Needs to be entered in EL

It's a shame your plan done take service up to Admiral and Alki. These areas of Seattle are becoming dense just like the Junction. In the event is impossible, there should be very regular linked shuttle service to the Junction stop.

 Reply all |   Delete Junk |  ...

Comment

N

Nancy <nancy.bringolf@gmail.com>

Yesterday, 5:57 PM

WSB Link 

 Reply all | 

Early Scoping

 Entered in EL

This is probably a good thing but I am having trouble with the cost especially since I will undoubtedly be in my grave by the time it is finished and even if I am not, it will not be coming to my area of West Seattle. If I make it over to where the projected station will be, it is likely that there will be no parking. That is already an issue.

From my perspective, it is not a good thing and you can bet there are more like me, though I am certain that our voices will not be heard. It seems you already have an agenda so you may we'll be paying lip service to those who are not for the expense.

Sent from my iPad

 Reply all |   Delete Junk |  ...

West Seattle Extension Comments

HS

Heidi Snell <heidiahelbling@icloud.com>

Yesterday, 5:24 PM

WSB Link 

 Reply all | 

Early Scoping

 Entered in EL

Hello,

We are long term W Seattle Residents and very excited about the upcoming transit options - with one notable exception - above ground rail in the Alaska Junction.

This is a historic area for families, street markets, and Sunday strolls. Am above ground rail will absolutely ruin the charm of the neighborhood. Believe me, as former residents of Queen Ann and Bellevue, we know the power of money and lobbying. The reason we love W Seattle is that it is absent of such historic nuances. But, as such in situations like these, we have less a chance to have our voices heard in debates like these. Development and transit are very important and we've always voted for such, but leave a little if the real W Seattle left!

Please, respect our neighborhood too and, like others, consider putting the rail below ground just in this historic area.

Thank you for your consideration.

Regards,

Heidi Snell

(206) 708-9583

 Reply all |   Delete Junk |  ...

West Seattle and Ballard Link Extensions

RW

Rob Wastman <rwastman@northshoreext.com>

Mon 2/12/2018 3:54 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Here is my idea for the New West Seattle Sound Transit Station.

Redevelop the existing back nine holes of the West Seattle Golf Course (by SW Genesee Street), The West Seattle Stadium and the current golf club house location for the new West Seattle Sound Transit Rail station and parking garage. Relocate the club house to a location South of SW Brandon street; which has been in the planning for many years anyway, also at that location include a new community center and high density low income housing. Keep the existing front 9 hole golf course located at the South end below Camp Long but, the North end of the Golf course by SW Genesee will be sacrificed to progress. From a golfers perspective it's not a bad plan as the back nine is like golfing in a cow pasture anyway.

Rob Wastman

Ph – 808-284-9042

 Reply all |   Delete Junk |  ...

Removing traffic lane from 15th Ave

J

John and Julie GREEN <jjgreen9@comcast.net>

Mon 2/12/2018 2:10 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Please do not remove vehicle traffic lanes on 15th Ave W. Traffic is already so bad there, and it's a main road through the city. I use this road every day for work and it would create gridlock not just when there is a traffic issue but every day, and when there is a traffic issue it would be crippling. I have born and raised in Seattle for 65 years and traveled this road almost all my adult life (45 years).









Thank you in advance.



Julie Green
jjgreen9@comcast.net
3320 37th Ave W
Seattle, WA

West Seattle-Related Comments

KF Kevin Freitas <kevinfreitas.net@gmail.com>  Reply all | 
Mon 2/12/2018 9:51 AM
 Reply  |  Delete Junk |  ...

Early Scoping

 Needs to be entered in EL

Good morning! My name is Kevin Freitas and I'm a Seattle resident at 4747 36th Ave. SW, 98126 and a member of a West Seattle Junction Neighborhood Organization (JuNO) committee tasked with pulling together neighborhood feedback related to ST3 and proposing sacrifices and alternates that best fit with the needs of our residents and commuters.

I attended last week's City of Seattle Planning Commission meeting where I urged the commissioners to keep a few things in mind. First, the maps they were shown by City staff took into account walksheds of only 5 minutes from each station which, I pointed out, differ from the 10 minute walksheds being factored in around transit to determine boundaries of expanded urban villages in proposed HALA/MHA zoning changes. I suggested the City and Sound Transit expand the station walksheds to 10 minutes which could quickly reveal redundancies in stations that could be eliminated while having little to no effect on ridership. I also asked that, in the case of our area and along the Magnolia cut, they make sure to consider topography of those areas related to how they effect the shape of a walkshed (e.g. not a perfect circle as was shown in each slide) which will effect accessibility and ridership. Finally, I challenged them and ST to consider the scale of this heavy "light" rail infrastructure coming into historic and dense neighborhoods like ours especially as compared to the areas where ST Link is above ground far south in the suburbs. I believe by expanding the walksheds above and eliminating redundant stations like the Avalon station in West Seattle, one of the SLU stations, and possibly one in the Magnolia cut that ST can explore a more appropriate in scale and cheaper with regards to property acquisition option of a tunnel into West Seattle.

More comments to come. Thanks so much for your time and consideration in creating a great transit solution for our neighborhood that we can be proud of 50 or even 100 years in the future.

Cheers! ~ Kevin

[↩ Reply all](#) | [🗑 Delete](#) [Junk](#) | [▼](#) [...](#)

Light Rail to West Seattle - feedback

ML

Monika Lidman <monikalidman@gmail.com>

Tue 2/13, 11:07 AM

WSB Link [▼](#)[↩ Reply all](#) | [▼](#)

Early Scoping

[📁 File for awareness](#) [📁 Entered in EL](#)

Dear Lauren,

Progress means moving forward, but our great neighborhood is already being compromised by poor political decisions and a severe lack of long term vision. Now comes Light Rail. Before the character of the neighborhood is gutted completely, I urge you to help others to slow down and plan more carefully.

As a resident of the West Seattle Junction, I feel strongly that we need a tunnel with underground stations rather than an elevated line in our neighborhood. We only need one central station to serve our neighborhood. Avalon station is not needed and can be removed from the plan to free up money for the tunnel. I also want you to consider an option where West Seattle is served by a new bus-only bridge rather than a rail-only bridge. If we cannot fund a tunnel, I would prefer a bus rapid transit option instead.

Thank you.

Monika Lidman
206-696-3389

 Reply all |   Delete Junk |  ...


West Seattle light rail

LR

Lucia Robinson <robinsonlucia52@gmail.com>

Tue 2/13, 12:49 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

You will RUIN the WS Junction by putting this right thru the middle of it - we need the terminal near 36th and Fauntleroy and then the elevated tracks going down Fauntleroy- NOT THRU THE JUNCTION!!!
Lucia Robinson ARNP and long time WS home owner

Sent from my iPhone

 Reply all |   Delete Junk |  ...

45,000 workers in SODO

DN



Denise Ness <denisen@veteransnw.com>

 Reply all | 

Tue 2/13, 1:39 PM

WSB Link 

Early Scoping

 File for awareness  Entered in EL

Hello,

Over 45,000 people commute in to SODO every day to go to work. Please make sure that there are adequate stops and service in the SODO area of Seattle to service that need. Thank you for your consideration.

Denise G. Ness**Office / Marketing Manager**

2926 6th Avenue S.
Seattle, WA 98134

P: 206-324-9777

F: 206-324-9780

denisen@veteransnw.com

 Reply all |   Delete Junk |  ...

Notes from the WS open house.

V

vpardee <vpardee@aol.com>

Tue 2/13, 8:19 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

The numbers have proven themselves! If you build it, people will use it. The reality is, we are so far behind. This lack of infrastructure will be what limits Seattle's role globally. The "planning" now for the next 20 years...there is NO WAY you can make this sound like it's "New"!!!! "We have a plan! Let's build a better way to move around our crowded city!" I am glad it's happening, 20 -30 years late.

A good point was brought up tonight. From Avalon, tunnel to the West Seattle station. Just like the Beacon Hill station.

I personally love elevated transit. Especially downtown!!! It is so much safer than at grade. The view is magnificent (don't take that away from commuters!!!), it much less expensive to build than a tunnel.

Vicki Pardee

vpardee@aol.com

206/769-5556

Comments on Downtown to Ballard Light Rail Line

MA

Matt Adkins <matthew.t.adkins@gmail.com>

🔄 Reply all | ▼

Tue 2/13/2018 8:22 PM

To: WSB Link; Email The Board; Durkan, Jenny; council@seattle.gov; Bowman, Stephanie <bowman.s@portseattle.org>



🔄 Reply all | ▼ 🗑 Delete Junk | ▼ ...

Early Scoping

☐ File for awareness ☐ Entered in EL

Hello,

I live in Queen Anne and I'm excited to participate in the planning of the Downtown to Ballard Light Rail Route. I definitely support the light rail route, but I think Sound Transit should study 2 routing changes that could benefit our community and our region.

1. I would like Sound Transit to study placing the light rail route to be west of 15th Ave. W. As you may know, 15th Ave. W is a city designated Major Freight Route and is very important to our friends and community members that work in the marine, industrial, and freight industries along the Ship Canal. Also, 15th Ave. W carries about twice as much traffic as Martin Luther King Way and with the growth of Interbay and the coming of the Expedia World Headquarters, this north-south arterial will experience a lot of congestion in our community. Also, there is Port and city-owned land west of 15th Ave. W that may be available for the route.

2. I would like Sound Transit to study the idea of building a tunnel from Interbay to Ballard. A movable bridge (drawbridge) puts less reliability into the system and creates opportunities for line shutdowns due to faulty drawbridge equipment. Whereas a tunnel promises to be more reliable and could guarantee a consistently timed trip from Ballard to Downtown no matter the time of day. It will also allow the Ballard station to be more easily placed in a location other than along 15th Ave. W. The underground station could also easily extend north and east to future light rail stations. Designing a transportation system in 2018 that will last 50-100 years that includes a drawbridge does not seem like designing for the future. I hope that Sound Transit includes items in their cost/benefit analysis such as economic impacts to businesses along the ship canal including Fishermen's Terminal, impacts to the design of a future Ballard Bridge for vehicles, and land acquisition costs along 15th Ave W in Ballard.



Thank you very much for your time!
Matt Adkins

 Reply all |   Delete Junk |  ...

West Seattle Light Rail feedback

LB

Lane Bueche <lanebueche1@gmail.com>

 Reply all | 

Wed 2/14/2018 1:13 PM

To: WSB Link

Cc: Shirlee Bueche <sbueche@absoluteloans.com> 

Early Scoping

 Needs to be entered in EL  File for awareness

As a resident of West Seattle I would like to affirm my support for the Light Rail extension.

I would also like you to note my desire **for a tunnel solution** near and at California Ave, Fauntleroy, and the Alaska Junction.

Thanks,

--

Lane Bueche
206.999.7988

West Seattle Light Rail Feed back

     **Shirlee Sophia Bueche** <sbueche@absoluteloans.com>
Wed 2/14/2018 3:39 PM

 Reply all | 

To: WSB Link 

Early Scoping

 Needs to be entered in EL  File for awareness

As a resident of West Seattle I would like to affirm my support for the Light Rail extension.

I would also like you to note my desire **for a tunnel solution** near and at California Ave, Fauntleroy, and the Alaska Junction.

Shirlee Sophia Bueche | MLO-131012

SR. Mortgage Advisor

Absolute Mortgage,

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From: Ray Krueger <RayKrueger@Earthlink.net>
Sent: Tuesday, February 13, 2018 8:18 PM
To: WSB Link
Subject: Multipole Questons Re: West Seattle ST3 Open House

I was promised by an Open House greeter that all my written questions will be answered. I may continue into conversation threads from your response:

1. Where can I visit a current Link site where the elevated guideway is located in the SDOT street right-of-way with clearances equal, or less than, clearances at the termination of the representative alignment (just west of California Ave)?
2. What percentage of riders will walk to each station (transit planner's estimates)?
3. What is the planned peak ridership per train from the peninsula during peak periods (AM/PM)?
4. What is Metro's general plan to change their bus network to feed West Seattle Link stations and that plan's impact on current routes that serve stops across the Duwamish River?
5. What headways are planned within West Seattle (peak/non-peak)?
6. How will the West Seattle Link trains affect the network "spine" headways when the traffic is combined?
7. Will ST adopt the SDOT design for the Fauntleroy Boulevard Project where the two construction designs overlap?
8. What is the estimated cost increment to tunnel for the segment from Delridge to the Alaska Junction?
9. What is the estimated cost increment to tunnel if a station is eliminated?
10. If a station is eliminated, what will be impact for Metro to service the riders' transferring transit modes?

Thank you for your general outreach. I'm sure local groups like JuNO and West Seattle Chamber of Commerce are likely to invite your outreach as more information is gathered and shared with the public.

Ray Krueger
West Seattle, WA 98126
(206) 686-4888 (h)
(206) 390-2017 (c)

 Reply all |   Delete Junk |  ...



West Seattle Light Rail Extension

MB

Mark Bremen <info@secondgearsports.com>

Tue 2/13, 10:11 AM

WSB Link 

 Reply all | 

Inbox

You forwarded this message on 2/21/2018 2:03 PM

Good morning,

I am wondering what accommodations or plans are being made for a park and ride lot in West Seattle to encourage use of the future light rail line out of West Seattle. As a homeowner and business owner in West Seattle I feel having a park and ride lot would greatly encourage use of light rail for those of us who live too far to walk to light rail or taking a bus to a light rail station is not convenient.

Sincerely,

Mark Bremen
Owner, Second Gear Sports
(206) 935-3552
info@secondgearsports.com

 Reply all |   Delete Junk |  ...

no elevated light rail in WS

KW

Kristi Wulf <tkbawulf@comcast.net>

Today, 7:40 AM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

We did not vote to support light rail only to have the character of our neighborhoods destroyed.

Move the station farther to the east. It would service more residents living in the Delrige area.

We do not support an elevated track in West Seattle!!!!

Fwd: Avalon

Rother, Olivia

Wed 2/14, 7:57 AM

WSB Link ↕

↩ Reply all | ▼

Inbox

Please assign to me. Thanks!

↩ Reply all | ▼  Delete Junk | ▼ ...

Olivia Rother

Community Outreach Specialist

Design, Engineering & Construction Management

Sound Transit

W: 206-689-3366

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From: stickemup206@gmail.com <stickemup206@gmail.com>

Sent: Wednesday, February 14, 2018 7:18:09 AM

To: Rother, Olivia

Subject: Avalon

Hello my name is Craig I am writing this email today to wonder and inquire if the location of the Avalon Way station has been decided for light rail

My family owns a home on 36th and Dakota and we are pretty excited if there's going to be a station a block away

Any insight or information would be appreciated thank you

Craig

Sent from my iPad Pro

West Seattle light rail

J

Jim and Sharon Price <jasprice@isomedia.com>

Wed 2/14, 8:15 PM

WSB Link

Reply all |

Inbox

Needs to be entered in EL Response complete

After coming home from your meeting last night at the Masonic Lodge I thought of 2 more problems regarding the path that the light rail might take coming along the south side of the bridge.

1. The bike trail that runs along the south side of the bridge is THE bike route used by Vashon and West Seattle bikers to cross the Duwamish: heavy usage. Any vertical supports for the rail could be obstacles making it more dangerous. It's already a bit dangerous with pedestrians mixed with bikers. My little dog was rear-ended by a biker when I was walking him on a short leash. I am careful not to walk with my little grandsons along there between 3-6pm.
2. As I said last night, this Pigeon Point hill is filled with springs that run year round. Currently, one spring drains out to the sidewalk/bike trail from the northwest corner. We're in the end house, 3624 22nd Ave SW. There is another spring on the southeast corner of our lot, 2/3's up the hill, which is now running south and pours out on the property 3 houses south of us. They have a pump to keep the water out of their basement. If you were to build a huge concrete wall on the north end of the hill along the south side of the bridge, where would the water from the north spring go? Now the hillside is covered with plants and trees that take up a lot of the water. With a wall, there would be more water looking for a way out of the hill. There are a lots of springs in this hill.

FYI, the geologist we hired said we're on Lawton clay.

I think the light rail, which I don't want, needs to go on the north side of the bridge if we have to have it. We're very happy with the bus service which will be even better when the 120 becomes a Rapid Ride. We ride the bus several times a week to 1st Ave in town and it has no problems with the traffic. Sometimes the bus is full of people from the south end of Delridge and we have to stand, though.

Sharon Price

3624 22nd Ave SW

Question about the SODO station on the Ballard to West Seattle line

IB

Ian Babbitt <ianbabbitt@hotmail.com>

Thu 2/15, 2:51 PM

WSB Link 

 Reply all | 

Inbox

 Needs Response  Needs to be entered in EL

You forwarded this message on 2/21/2018 2:00 PM

Hello,

I am a resident of West Seattle, and plan to use the West Seattle to Ballard line when it opens.

My commute would be from West Seattle to downtown Seattle. I currently use the 21X, 55, or C lines (bus) to make this commute.

I have a question about the SODO station.

From 2030 to 2035 a rider commuting from West Seattle to downtown would need to transfer between the SODO station on the Ballard/West Seattle line to the SODO station on the existing line from Angle Lake to Northgate.

Will the two SODO station platforms be right next to one another? Will there be a long walk involved? If so, how many blocks apart are the two SODO stations?

My reasoning is that if the two SODO Stations are far apart, and/or there is a long wait time for trains, it will be faster for me to continue using the C, 55 or 21X bus until 2035, so that I don't have to make a transfer.

Thanks!

Ian

comments for ballard light rail extensions

CM

Claire Magula <cmagula@bellwetherhousing.org>

Fri 2/16/2018 2:37 PM

To: WSB Link ↗

🔄 Reply all | ▼

Early Scoping

📌 Needs to be entered in EL 📌 File for awareness

Hi,

I live and work in South Lake Union, specifically Cascade. There should be a station (Denny or SLU) within easy walking distance of the Cascade neighborhood. Right now the nearest light rail station is Westlake, a 20 minute walk.

🔗 Reply all 🗑️ Delete 🗑️ Have a stop or between Westlake or Fairview would be better for Cascade residents than only having one near Dexter / Aurora. Dexter / Aurora is too far West to well serve Cascade. For example, the current buses at Dexter / Denny are a mile / 20 minute walk from Mercer / Fairview. Please also consider the major hill along Denny between Westlake and Fairview: it's not pedestrian friendly, busy and very steep.

In terms of the north/south positioning: Right now there is **no** transit option running east / west on Mercer. I-99 / Aurora also cuts off movement between SLU and Queen Anne: there's only two routes: Denny or Mercer. To get from say, north Cascade to Seattle Center, you either have to walk 10 minutes to Denny and catch the 8; or you have to walk along Mercer. Mercer is not the nicest pedestrian route: it's busy and exposed to the elements.

Bottom line, I want Cascade, the north east corner of SLU, to be well served by light rail. There's lots of residents, many of whom are carless and many who live in the numerous affordable and supportive housing in Cascade. I want those populations to be well served, especially since the gentrification in this neighborhood doesn't serve the needs of Cascade residents of all incomes and there's a need to go outside the neighborhood for many basic services.

I also spend a lot of time in Ballard. The station should be within easy walking distance of the downtown Ballard core along Market. I'm not sure how far east or west it should be: as central to as many people as possible, near groceries, near the library and neighborhood service center, near the farmer's market. Market and 15th is attractive because it connects with the 44 and the D; but I'd pause before having light rail on 15th and Market, unless steps were taken to make that intersection much more pedestrian friendly. It's a huge pain to cross the intersection; it is not pedestrian scale and that seems like a mismatch with having pedestrian oriented light rail.

Overall looking forward to the LINK expansion.

Thanks,

Claire Magula
Housing Development Administrator

bellwether
housing
opportunity. community. home.

Development Office: 433 Minor Ave N, Seattle, WA 98109

 Reply all |  Delete | Junk | 

Comments on West Seattle Light Rail possibility

J

Jim and Sharon Price <jasprice@isomedia.com>

Fri 2/16/2018 4:52 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

Also, I want to add that running the rail on the south side of the W. Seattle bridge would hurt our family oriented neighborhood. Property values in the shadows of an elevated rail would be depressed. Our little park that I wrote the grant for and the neighbors designed planted and maintain at the north end of 22nd Ave SW would probably be destroyed. The light rails' vertical supports and wall to support the hill would challenge my husband with even more graffiti clean up. Please don't destroy our neighborhood on the north end of 22nd. We have at least 1 summer potluck gathering on 22nd and last year had 2. This is in addition to the annual Pigeon Point Family Night Out at the top of the hill. There are about 12 kids younger than teenage on this long block and they play together outside a lot. It's a nice community on 22nd that we don't want spoiled.

Sharon Price

3624 22nd Ave SW

From: WSB Link [mailto:wsblink@soundtransit.org]

Sent: Friday, February 16, 2018 4:06 PM

To: Jim and Sharon Price

Subject: RE: Automatic reply: West Seattle light rail

Hi Sharon,

Thank you for reaching out. Your husband can mail his map and drawing to us at:

West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Please let us know if you have any questions.

Best,

Olivia

Olivia Rother

Community Outreach Specialist

Design, Engineering & Construction Management

Sound Transit

W: 206-903-7229

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[facebook.com/SoundTransit](https://www.facebook.com/SoundTransit)



From: Jim and Sharon Price [<mailto:jasprice@isomedia.com>]

Sent: Wednesday, February 14, 2018 10:11 PM

To: WSB Link <wsblink@soundtransit.org>

Subject: RE: Automatic reply: West Seattle light rail

My husband wants to mail a map and drawing to you with suggestions. What address should he use?

From: WSB Link [<mailto:wsblink@soundtransit.org>]

Sent: Wednesday, February 14, 2018 8:16 PM

To: Jim and Sharon Price

Subject: Automatic reply: West Seattle light rail

Thank you for your early scoping comment on the West Seattle and Ballard Link Extensions project. Comments [received](#) during the early scoping period will be summarized in an Early Scoping Summary Report and shared with the Sound Transit Board after the early scoping period on March 5, 2018.

In the meantime, check out our [project website](#) and sign up for email updates so we can keep you in the loop.

Sincerely,
The West Seattle and Ballard Link Extensions Team

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twitter.com/SoundTransit

Light Rail Project Thoughts

BK

Bryce Koski <bryce@tomsautomotive.com>

Mon 2/19/2018 9:34 AM

To: WSB Link ↗

↻ Reply all | ▼

Early Scoping

📁 File for awareness 📁 Needs to be entered in EL

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Hi Transportation people,

I have been to a couple different places in the world that rely on public transportation to get the millions of people in the city from place to place. I believe that the light rail project is a must for Seattle and its outlying areas. The one central idea that I have noticed in my experiences is that building an efficient system of transport is just as important as having an efficient building process. My belief on the situation is that if you keep the negative impact to the community low, then the community will use the transportation more due to the fact of not have a negative mindset towards it. The issue that is seen in most areas whether it is here or anywhere else in the world, is the ability to provide the space for a major construction project. All major transportation lines going in and/or through a populated area has been underground. Look at the examples that we have in the most densely populated Asian areas. All lines are out of the ground until they get close to the city. We have a few giant problems facing our community and the world. One of the main concerns is, our community is growing to quickly for our transportation system to keep up. This transportation project needs to happen but the only way for it to happen efficiently and effectively in my eyes, is to go underground. It will effect less people this way and in turn will have a happier community of public transporters. I believe starting at where the bridge touches West Seattle and digging from there would be the most positive way to perform the project for the community and for the resources that are available. I also hear about a West Seattle beautification project in the works for the same area the light rail would riding above in this original plan. Having a light rail system above a road way is not beautiful. That is just a fact. Keeping West Seattle business in place during this whole process is a major concern for the community. West Seattle is a community of small businesses. Relocation is a great option for some businesses that have a customer base from far and wide but relocation is a death sentence for most businesses that rely on local West Seattle people. Hopefully people that read this have an understanding of West Seattle community and business. It can be hard for someone living in a different area to understand the complexity of another areas culture. West Seattle is completely different from other areas like Northgate, Bellevue, Tacoma, and those areas are completely different from others. The one size fits all doesn't work for pants and it doesn't work for the different communities surrounding down town Seattle. I hope everyone can consider the benefits of cost for the project and the impact on the community. I believe the people that are planning this project are good people and will end up doing the right thing for the West Seattle community.

Hint: The current project plan for an above ground light rail is not the right thing :)

Thanks,
Bryce Koski


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 Reply all |   Delete Junk |  ...

Ballard rail bridge

AS

Andrew Stewart <andrew.keith.stewart@gmail.com>

 Reply all | 

Mon 2/19/2018 2:28 PM

To: WSB Link 

Early Scoping

 Needs to be entered in EL  File for awareness

- 1) Please consider a high, fixed bridge or tunnel in lieu of a movable bridge to maintain reliability.
- 2) If a bridge is the chosen crossing device, please include robust pedestrian and bicycling infrastructure.

Andrew Stewart

 Reply all |   Delete Junk |  ...

Comment on Avalon Station

JD

Julia Desmond <julia.desmond@gmail.com>

Mon 2/19/2018 4:49 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL  File for awareness

Hello,

I attended the 2/13 West Seattle neighborhood info session and I would like to make a comment about the Avalon Station.

The Genesee/Avalon neighborhood is a lovely little nook that is a mix of single family and lowrise multifamily properties, and has a great sense of community. Bringing a light rail station to this neighborhood would not only change the entire character, it would disrupt home access and destroy homes. With the Alaska Junction location close by, it doesn't seem necessary to destroy an entire neighborhood when there will be another station close by.

If it is determined that the community would benefit from a station in this area, I would suggestion we locate it at the golf course down the street. This would be more centrally located and would not destroy nor disrupt any homes.

Thank you,
Julia Desmond

Planning of the Downtown to Ballard Light Rail

AD

Andrew Dempsey <Andrew.Dempsey@homestreet.com>

Tue 2/20/2018 10:52 AM

To: WSB Link ↗

🔄 Reply all | ▼

Early Scoping

📁 File for awareness 📁 Needs to be entered in EL

Greetings,

I live in a little duplex at 169 Aloha St on Queen Anne hill and I would like to give you my feedback for the planning of the Downtown to Ballard Light Rail Route. I support the light rail route especially the location of the lower Queen Anne stop that is so close to Key Arena, KEXP, and the Queen Anne Dick's. I do, however, think Sound Transit should study 3 changes that could benefit our community and our region.

1. I would like Sound Transit to study placing the light rail route to be west of 15th Ave. W. As you may know, 15th Ave. W is a city designated Major Freight Route and is very important to our friends and community members that work in the marine, industrial, and freight industries along the Ship Canal. Also, 15th Ave. W carries about twice as much traffic as Martin Luther King Way and with the growth of Interbay and the coming of the Expedia World Headquarters, this north-south arterial will experience a lot of congestion in our community. Also, there is Port and city-owned land west of 15th Ave. W that may be available for the route.

2. I would like Sound Transit to study the idea of building a tunnel from Interbay to Ballard. A drawbridge would result in a less reliable system and creates opportunities for line shutdowns due to faulty drawbridge equipment. Whereas a tunnel promises to be more reliable and could guarantee a consistently timed trip from Ballard to Downtown no matter the time of day. It will also allow the Ballard station to be more easily placed in a location other than along 15th Ave. W.

3) It is important that the underground station could also easily extend north and east to future light rail stations. Specifically a future line from Ballard to Magnuson Park would help citizens traverse one of our cities most difficult east west trips.

Please take these three ideas into consideration.

Thank you very much for your hard work and dedication.

Andrew R. Dempsey

Senior Loan Officer

NMLS ID #698257

T: [206.389.4414](tel:206.389.4414)

M: [206.660.2382](tel:206.660.2382)

F: [206.621.2565](tel:206.621.2565)

E: andrew.dempsey@homestreet.com

W: <https://www.homestreet.com/person/andrew-dempsey>

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Comments on Ballard-to–West Seattle route

 Reply all |   Delete Junk |  ...

L

lukoff@gmail.com on behalf of Benjamin Lukoff <benjamin@lukoff.us>

 Reply all | 

Tue 2/20/2018 2:06 PM

To: WSB Link 

Early Scoping

 File for awareness  Needs to be entered in EL

Hello,

As a Magnolia resident, I'd like to register my opinion about this proposed route.

Please study an alignment west of 15th Ave. W. 15th is already congested with car traffic, as it is the sole sensible route from Ballard and points north to Downtown. An alignment over Balmer Yard with a station at 20th Ave. W. and W. Dravus St. would be preferable to one at 15th and Dravus. This would be more easily accessible from Magnolia and would spur development of the east slope. (Even a station in the vicinity of 17th would be preferable, but it doesn't appear enough land is available without forcing industry to leave, which I don't want to have happen.

Also please study tunneling under the Ship Canal instead of putting in a drawbridge.

Thank you,
Ben Lukoff
Seattle

--

Benjamin D. Lukoff ÷ lukoff@gmail.com

Seattle, Washington, USA

[LinkedIn](#) ÷ [Twitter](#) ÷ [Facebook](#)

[Writing](#) ÷ [Photos](#) ÷ Book: [Seattle Then and Now](#)

 Reply all |   Delete Junk |  



Tunnel option

CS

Clinton Scharen <cscharen@gmail.com>

Tue 2/20/2018 9:33 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Please dig a tunnel to Ballard. I understand it will take longer and cost more.

Thanks

open house notes

PF

Patrick Finnigan <patrick.k.finnigan@gmail.com>

Today, 1:41 PM

WSB Link

Reply all |

Inbox

Hi,

I couldn't figure out how to submit notes on the open house online (where is the submit button?):

Take notes as you go

Use this field to jot notes for yourself as you move through the online open house. Your notes on each page will transfer to the comment form.

For the Ballard to Downtown line -


The Smith Cove and Denny stations seem unnecessary. The Seattle Center station should obviate the Smith Cove station and the Westlake station should obviate the Denny station. In my opinion, leave room to potentially add these stations in the future, but they are not top priority. I would focus on adding the Ballard and Seattle Center stations and connect to Westlake. The Interbay station is also a great location and would serve Magnolia, Queen Anne, and Seattle Pacific University.

I would try to get Ballard to Westlake up and running as quickly as possible and then gradually bring other stations online.

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Sound Transit Community Outreach
Phone: 206-903-7229
Email: wsblink@soundtransit.org
Web: soundtransit.org/wsblink

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So I am including my full notes text here:

For the Ballard to Downtown line -

The Smith Cove and Denny stations seem unnecessary. The Seattle Center station should obviate the Smith Cove station and the Westlake station should obviate the Denny station. In my opinion, leave room to potentially add these stations in the future, but they are not top priority. I would focus on adding the Ballard and Seattle Center stations and connect to Westlake. The Interbay station is also a great location and would serve Magnolia, Queen Anne, and Seattle Pacific University.

I would try to get Ballard to Westlake up and running as quickly as possible and then gradually bring other stations online.

2035 is so far away! We need this sooner. Are there other funding options available to accelerate this project? Private partnership options?

Thank you!

-Pat

 Reply all |   Delete Junk |  ...

ST3 Early Scoping

DE

DeForest, Stephen E. <sdeforest@foxrothschild.com>

 Reply all | 

Wed 2/21/2018 11:12 AM

To: WSB Link

Cc: DeForest, Stephen E. <sdeforest@foxrothschild.com> 

Early Scoping

 Needs to be entered in EL

I am submitting the following comments for your consideration. The decisions that the Sound Transit Board makes will profoundly affect the growth and development of a substantial area in northwest Seattle for the next century.

Councilmember Sally Bagshaw has unequivocally endorsed 20th Avenue West (“West is Best”) for the light rail route from downtown Seattle to Ballard. It is critical that the long term consequences be analyzed NOW. The relevant time marker is not 2035, when the line is scheduled to begin operating (or possibly a year or two earlier); it is 2100 or 2118, because any one of more of the following events will happen, either before or after 2035, but certainly by 2118:

1. The Ballard Bridge will have to be replaced. It is showing its age, which is not surprising. I have heard that it will have to be replaced within the next 10-30 years.
2. The Magnolia Bridge will also have to be replaced. Bridge engineers are informing the Magnolia community that this bridge will be safe for just another 10 years, unless an earthquake occurs prior to 2028. Even if the catastrophe is postponed, it is virtually inevitable, according to scientists. The Bridge is already shedding chunks of concrete. The Magnolia Bridge has the same vulnerability to earthquakes as the Alaskan Way Viaduct, which is why it is being replaced by a tunnel that will open in approximately 6 months.
3. Boat traffic through the ship canal will increase, which means more frequent openings of the Ballard Bridge and the light rail bridge that will be constructed if the route is on 15th Avenue West. The result will be less reliable schedules.
4. A light rail station at 15th and Dravus, which will have to be above ground, is problematic, as this intersection is already a chokepoint.
5. A light rail station at 15th and Market Street, whether above ground, at grade, or below, will have a similar effect on this congested intersection.

The advantages of a 20th Avenue West route include the following:

6. It will be more reliable; no delays for bridge openings.
7. It will provide a way for Magnolia residents, businesses, school children, buses and emergency vehicles to travel to and from Magnolia when the earthquake closes the magnolia Bridge. It is not a question of whether there will be a major earthquake in the next 100 years; it is only a question of when that will occur. Magnolia is essentially a

of the closure of the Magnolia Bridge.

8. It will alleviate the current congestion on 15th; that congestion will be compounded by light rail on 15th which will remove 1 or 2 lanes, during construction and after, and it will eliminate the center turn lane, making left turns more dangerous as well as stopping traffic until an opening occurs. The adverse impact on businesses between the Magnolia Bridge and the ship canal will be substantial if not fatal to their continuation.

9. It will provide for an underground station in Ballard, permitting a less expensive way for future extension of light rail from Ballard east to the UW and north to Crown Hill.

10. It will not disrupt the city designated Major Freight Route, which is critical for the marine and industrial businesses that are dependent on the north-south corridor.

No doubt there will be drawbacks to a 20th Avenue West light rail route. These need to be understood and thoroughly evaluated, rather than the apparent rejection to date based on a guesstimate that this route will cost 600 million, without any calculation of the offsetting savings.

Sincerely,
Stephen E. DeForest
Magnolia resident

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Sound Transit to Ballard

NP

Novak PERUNOVIC <novak.perunovic@gmail.com>

↻ Reply all | ▼

Wed 2/21/2018 3:31 PM

To: WSB Link; Email The Board; Durkan, Jenny; council@seattle.gov; Bowman, Stephanie <bowman.s@portseattle.org>



↻ Reply all | ▼ Delete Junk | ▼ ...

Early Scoping

Needs to be entered in EL

Hello,

I live in Ballard and I'm excited to participate in the planning of the Downtown to Ballard Light Rail Route. I definitely support the light rail route, but I think Sound Transit should study 2 routing changes that could benefit our community and our region.

1. I would like Sound Transit to study placing the light rail route to be west of 15th Ave. W. As you may know, 15th Ave. W is a city designated Major Freight Route and is very important to our friends and community members that work in the marine, industrial, and freight industries along the Ship Canal. Also, 15th Ave. W carries about twice as much traffic as Martin Luther King Way and with the growth of Interbay and the coming of the Expedia World Headquarters, this north-south arterial will experience a lot of congestion in our community. Also, there is Port and city-owned land west of 15th Ave. W that may be available for the route.

2. I would like Sound Transit to study the idea of building a tunnel from Interbay to Ballard. A movable bridge (drawbridge) puts less reliability into the system and creates opportunities for line shutdowns due to faulty drawbridge equipment. Whereas a tunnel promises to be more reliable and could guarantee a consistently timed trip from Ballard to Downtown no matter the time of day. It will also allow the Ballard station to be more easily placed in a location other than along 15th Ave. W. The underground station could also easily extend north and east to future light rail stations. Designing a transportation system in 2018 that will last 50-100 years that includes a drawbridge does not seem like designing for the future. I hope that Sound Transit includes items in their cost/benefit analysis such as economic impacts to businesses along the ship canal including Fishermen's Terminal, impacts to the design of a future Ballard Bridge for vehicles, and land acquisition costs along 15th Ave W in Ballard.

Thank you very much for your time!

Novak and Stacie Perunovic

Comments on light rail in West Seattle

 Reply all |   Delete Junk |  ...

BB

Brynne Burkhalter <brynne_burkhalter@yahoo.com>

 Reply all | 

Wed 2/14, 6:12 PM

WSB Link 

Early Scoping

 Entered in EL

To whom it May Concern:

I want to share my thoughts on the proposed plan for the light rail station at the Genesee/32nd intersection of West Seattle. As a resident of this neighborhood, I feel a station being dropped in the middle of a single family home, residential neighborhood is not the best option and is invasive as well as destructive to the community of home owners. The impact of such a major station would certainly bring parking to an impossible level, as it is already used by much of the bus riders like an informal park n' ride. Also the amount of people in and out of the neighborhood would significantly increase the litter, petty theft, and safety concerns. Our neighborhood is already having difficulty mitigating these problems—getting no help from the city.

Instead of demolishing homes, I would like to see another plan that utilizes space in a non-residential areas—such as space North and West of the track and field near the corner of 35th and Avalon. I fully support the light rail coming to West Seattle and see it as an asset. But I would expect it to use commercial and other lands rather than breaking apart and crowding already stressed neighborhoods.

Respectfully,

Brynne Burkhalter

4031 32nd Ave. SW, Seattle

 Reply all |  Delete Junk | 

Additional suggestion

RK

Rich Koehler <rkoehler@cool-studio.net>

Fri 2/23/2018 12:51 AM

To: WSB Link  Reply all | 

Early Scoping

 Needs to be entered in EL

Here are some additional suggestions that I offer personally:

Backup Plan

I suggest analyzing a "phased implementation" alternative to consider the possibility that funding for a tunnel and a quality implementation is not available. Under this plan:

- (1) the rail line would extend only as far as SODO station in the ST3 phase. This station would act as the bus/rail transit connector for West Seattle.
- (2) instead of building a rail-only bridge across the Duwamish, build a bus-only bridge across the Duwamish. This would allow passengers in West Seattle to traverse the bridge by bus without being co-mingled with car and truck traffic. Most riders in West Seattle would need to take a bus to a train station anyway, and would be indifferent to being dropped off at SODO instead of Delridge/Junction, so long as the bridge were not a bottleneck.
- (3) this BRT/rail hybrid would be a much cheaper alternative than rail-only. In a future ST iteration (ST4?) the rail line could be extended across the bus-only bridge.
- (4) this option is not my preference. However, it would be good to have it scoped out in case we face funding difficulties and the rail-only alternatives start to look worse.

Backup to the Backup Plan

In a worst case scenario where a "rail or bust" attitude prevails during funding issues, and if ST is therefore forced to build an elevated line:

- (1) build the Junction elevated station in the right of way on Fauntleroy Ave, at the intersection of Fauntleroy and Alaska St, oriented N/S. Or a block south at Fauntleroy and Edmonds St oriented N/S. This is at the location of the Junction's frequent transit node per the Seattle Comprehensive Plan, and is therefore at the planned center of the Junction's density. By orienting it south on Fauntleroy, we leave open the option to extend it further south to Morgan Junction and points further south in the future.
- (2) An elevated track heading west on Alaska would be nearly impossible to extend south in the future. Although if it's feasible to "split the track" at the Fauntleroy and Alaska St intersection, trains

Thank you,
Rich Koehler

RE: West Seattle Light Rail - Feedback

JR

Johnson, Rob <Rob.Johnson@seattle.gov>

Fri 2/23/2018 11:17 AM

To: Monika Lidman <monikalidman@gmail.com>

Cc: WSB Link  Reply all | 

Early Scoping

 Needs to be entered in EL

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Monika,

Thank you for your feedback. I have cc'd Sound Transit's West Seattle Ballard Light Rail Extension comment email address so that Sound Transit also has your comments. If you would like to provide additional thoughts, you can also participate in [the online open house](#).

 Reply all |   Delete Junk |  ...

Thank you again,

Rob

From: Monika Lidman [mailto:monikalidman@gmail.com]**Sent:** Tuesday, February 13, 2018 11:16 AM**To:** Johnson, Rob <Rob.Johnson@seattle.gov>**Subject:** West Seattle Light Rail - Feedback

Dear Mr. Johnson,

Progress means moving forward, but our great neighborhood is already compromised by poor political decisions and a severe lack of long term vision. Now comes Light Rail. Before the character of the neighborhood is gutted completely, I urge you to help others to slow down, listen, and plan more carefully.

As a resident of the West Seattle Junction, I feel strongly that we need a tunnel with underground stations rather than an elevated line in our neighborhood. We only need one central station to serve our neighborhood. Avalon station is not needed and can be removed from the plan to free up money for the tunnel. I also want you to consider an option where West Seattle is served by a new bus-only bridge rather than a rail-only bridge. If we cannot fund a tunnel, I would prefer a bus rapid transit option instead.

Thank you.

Monika Lidman

 Reply all |   Delete Junk |  ...

RE: I want the NWSC preferred route

JR

Johnson, Rob <Rob.Johnson@seattle.gov>

Fri 2/23/2018 11:56 AM

To: Jennifer Nazarko <jfer2525@gmail.com>

Cc: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Jennifer,

Thank you for your feedback. I have cc'd Sound Transit's West Seattle Ballard Light Rail Extension comment email address so that Sound Transit also has your comments. If you would like to provide additional thoughts, you can also participate in [the online open house](#).

Thank you again,

Rob

From: Jennifer Nazarko [mailto:jfer2525@gmail.com]

Sent: Saturday, February 03, 2018 5:22 PM

To: Johnson, Rob <Rob.Johnson@seattle.gov>

Subject: I want the NWSC preferred route

Dear Councilmember Johnson,

As a constituent I would like to encourage you to make fast, reliable and safe transit connections between NW Seattle and Downtown a priority. I support and agree with the Northwest Seattle Coalition's vision for ST3. We need a faster timeline, grade-separated transit, a tunnel below the ship canal, the ability to expand transit to the North and East, and we must preserve the existing freight corridor.

We should have saved Bertha.

Please ask Sound Transit to make the necessary changes to their ST3 Proposal.

Jennifer Nazarko
2616 31st Ave W
Seattle 98199

 Reply all |   Delete Junk |  ...



West Seattle Link Light Rail

B

beef <beef22@gmail.com>

Fri 2/23/2018 12:19 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Please do not elevate the light rail all the way to the junction. You will end up destroy more character of the neighborhood that has seen enormous amounts of change/loss of the past 15 years. Sticking the Alaska Station elevated between the triangle and the junction would provide a great disservice between those two area of West Seattle that should be growing together and not separated by an elevated station.

Thanks
eric thorbeg
7914 9th Ave sw
seattle, wa 98106

ST3 opinion re options

PT

Pat Tempinski <ptempinski@gmail.com>

Fri 2/23/2018 2:25 PM

To: WSB Link ↗

↻ Reply all | ▼

Early Scoping

Needs to be entered in EL

As part of West Seattle community input regarding ST3, I would like to convey my preference for

↻ Reply all | ▼ **UNDERGROUND stations & rails in West Seattle**

As a frequent user of several modes of public transportation both northbound and southbound from West Seattle there are several reasons for my preference:

- 1) Fewer residents & businesses will be displaced with below ground
- 2) The aesthetics and history of the community will significantly decline with above ground
- 3) Increased above ground concrete negatively impacts the environment (air, light, sound, & sight pollution)
- 4) Large overhead concrete structures may deter pedestrians
- 5) Large overhead concrete structures will consume more space in an area rapidly increasing in density and further reduce many complementary needs (traffic lanes, parking, parks, sidewalks, etc.)

I have lived in both Chicago & Los Angeles and appreciate the value of public transit and have noted both positive and negative methods to address transportation needs. I have traveled in nearly 30 countries, predominantly using public transportation, and appreciate the availability of underground transportation in areas with varying types of geography and environments.

As a frugal person, I appreciate the desire to be cost effective, but I think there may be ways to mitigate some of the additional costs and generate viable engineering alternatives to an overhead. One of my concerns is if an overhead system is built in West Seattle, the environmental, historic, pedestrian, and aesthetic change/damage cannot be undone.

Prior to the vote for ST3 and other projects, I completed an online survey which requested preferences regarding locations and type of service for ST3. Given the results of the survey, I am surprised that an underground option has not been presented.

If the intent is to seek and consider community input, I expect a) visual renderings for underground service to be generated and published, b) a legitimate opportunity to explore realistic options be provided, and c) a means to generate a viable budget for it developed.


Thank You for your consideration. Pat Tempinski

for consideration. Pat Tempinski

 Reply all |   Delete  Junk | 
Comment re: Alternative Light Rail Tunnel to West Seattle

MJ

Melinda Jankord-Steedman <m.jankordsteedman@gmail.com>

 Reply all | 

Fri 2/23/2018 5:06 PM

To: WSB Link 

Early Scoping

 Needs to be entered in EL

I am writing in response to having watched the video published by the West Seattle Blog of the meeting, February 22, 2018 of the West Seattle Transportation Coalition. The video presents a lot of outside of the box thinking BY West Seattle residents who offer very cogent ideas and solutions.

<http://westseattleblog.com/2018/02/light-rail-tunnel-talk-west-seattle-transportation-coalition/>

I wholeheartedly support the alternative of a tunnel into West Seattle of the Light Rail part of the West Seattle to Ballard route. This alternative would solve a ton of problems for the residents on North Delridge, i.e., the stress of having to lose their homes, the visual degradation of enormous supports that reach up to at least 160 feet in some places. The station at Avalon makes no sense whatsoever, intimidating a whole neighborhood that is off the beaten path, hard to reach without climbing up a steep hill.

I prefer the specific alternative of passing over the center of the West Seattle Golf Course and entering under the totem pole on 35th Ave. SW. On slide 24 of their presentation it is the yellow line route.

I look forward to having the same quick access to downtown and beyond on the light rail that our many friends on Beacon Hill enjoy. I anticipate a healthy exchange of ideas which will contribute to a long needed fix to our growing transportation needs.

Sincerely,

Melinda Jankord-Steedman

Opposition to JuNO plan due to elimination of Avalon link station


 Reply all |   Delete Junk |  ...

PF


peter fleetwood <pfleet77@yahoo.com>

Fri 2/23/2018 6:45 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

As a West Seattle resident who takes the #21 bus up 35th Ave SW to and by the Avalon bus stop in the morning to go to work, I am vehemently opposed to the removal of the Avalon station in the JuNo plan to help pay for a tunnel for West Seattle link. The removal of the station would cause great inconvenience to a sizeable number of commuters who commute from Highpoint, Gatewood, and Arbor Heights who would otherwise be able to utilize an Avalon link stop by walking a few blocks; A sizeable commuter demographic that will grow a lot more between now and 2030 when you consider the building developments that are in process on 35th Ave SW as well as the overall population growth in those neighborhoods. How would those commuters reach an Alaska Junction or a Delridge station for link in a reasonable amount of time if Avalon station is eliminated? Link would potentially lose valuable ridership by taking out the Avalon station that makes expanding link to West Seattle economically worthwhile.

I have no problem with an elevated train in West Seattle as long as it is safe, as long as you are serving the widest demographic possible with the number of stops put in place and as long as there is reasonable access to those stops for people who don't live near them. Acceptance of JuNO's tunnel plan which eliminates an Avalon stop, an elimination that would cause inconvenience to link access for an enormous number of passengers just to spare the plan makers and its vocal minority supporters an unsightly elevated link, would be highly flawed transit policy that would not allow West Seattle link to get the commuter bang for the buck and I hope that you do not put this transit plan for West Seattle into effect.

thanks

Peter

 Reply all |   Delete Junk |  ...


Tunnel to the junction in West Seattle

LL

Linda Lucas <linda@lolic.com>

Fri 2/23/2018 9:04 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Dear Sound transit,

I believe the tunnel option for light rail is a better option for West Seattle community than an elevated rail. We don't want an elevated rail to dissect our lively community.

Please look into the tunnel option. We can figure out a way to pay for it and keep our community intact.

Best Regards,

Linda Lucas

West Seattle resident for 18 years

 Reply all |   Delete Junk |  ...



Partial tunnel option for Avalon genessee Station

MH

MARY HEINZE <heinzecm@comcast.net>

Sat 2/24/2018 7:30 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

We have lived in the neighborhood for 30+ years and view the partial tunnel proposal as being the practical. We do not need a Genessee station, Alaska/Fauntleroy is a better hub.

Chuck & Mary Heinze

4017 32nd Ave S

 Reply all |   Delete Junk |  ...

WS Link Juno alternative

TB

Tomasz Biernacki <tomasz@pechara.com>


 Reply all | 

Sat 2/24/2018 8:30 AM

To: WSB Link; Chahim, Leda; Endlich, Ron

Cc: Rich Koehler <rkoehler@cool-studio.net> 

Early Scoping

 Needs to be entered in EL

Hello,

I recently attended the West Seattle Transportation Coalition meeting where Rich Koehler presented an alternative Light Rail into west seattle option. I believe one of your representatives also attended this meeting. King County Councilmember Joe McDermott was also a speaker. This email is an official comment submittal to the public comments that ST is currently accepting and collecting. Here is a link to the video of the presentation and the asset I would like to submit to join all the other comments. I believe you will find this to be a carefully thought out alternative plan with many of the surrounding issues addressed: <https://youtu.be/OHo-5E04RpU>

Good Day,
Tomasz Biernacki
707-339-1144

 Reply all |   Delete Junk |  ...

comment on ST3 routing uptown to Ballard

SC

Susan Casey <scompost1@gmail.com>

 Reply all | 

Sat 2/24/2018 10:46 AM

To: WSB Link

Cc: Email The Board; Bowman, Stephanie <bowman.s@portseattle.org>; council@seattle.gov; Durkan, Jenny 

Early Scoping

 Needs to be entered in EL

To each of you:

I attended the Feb 15 community meeting about the West Seattle-Ballard IST3 line.

There was much information that would have been helpful but missing or was too general. Much more information is needed for the public to understand the implications of running it near/down 15th W:

- Drawings of what the line would look like
- what the elevated sections would look like, where they would be placed, and how high they would be
- how many lanes of traffic and parking would be eliminated
- what is the likely routing after the tunnel part comes out at Prospect
- how would the hill be stabilized if part of the surface route runs along the base of the steep unstable hill east of Elliot/15th W the east side

There also needs to be more explicit criteria for how the representative and alternative routes will be evaluated -- e.g. impact on surrounding businesses and condos and apartments, what are the impacts of commercial and car traffic.

I get no sense that there will be true, honest consideration or a route to the west of 15th W or of more tunneling before and under the Canal.

What is built will be with us for at least 50 years so let's do it right

Susan Casey

No Tunnel! - West Seattle Junction resident and business owner


MC

Mark Canton <MarkC@HuntJacksonCPA.com>

Sat 2/24/2018 1:44 PM

To: WSB Link  Reply all | 

Early Scoping

 Needs to be entered in EL

This message was sent with high importance.

Hello,

As a resident of as well as business owner in the Alaska junction, I am very concerned about the proposed tunnel alternative to the already planned station on 35th & Avalon for the following reasons. I will keep this brief for brevity, but I am happy to go into further detail:

1. The photos used in the artist renderings of the 35th/Avalon intersection in the recent West Seattle Transportation Commission meeting by JNO were a few years old and omitted some very large apartment buildings on 35th/Avalon which are currently occupied and have been for a few years. I am sure that if there is a bus ridership study it will reflect this demand. For example, the C line currently has to stop at 35th/Avalon every 3 minutes during rush hours, in addition to several other lines (which also need to stop again halfway down Avalon towards the bridge due to more demand further down Avalon). Additionally, 35th is the main artery for many residents commuting from the Westwood village area. Routing that down California ave (which has less lanes), or remaining on 35th then turning up to the junction only adds to congestion in the junction area.
2. There is nearly 2 miles of steep uphill distance from the west Seattle bridge up Avalon (all along consists of very dense housing, with more apartment buildings currently being built) and again beyond 35th to the junction. This area is not walkable to the Alaska junction or Delridge stations, not to mention for seniors and those with disabilities. The meeting mentioned that ¼ mile is the farthest people will walk to a station.
3. The congestion in the junction should actually increase if there is a flood of people commuting up Avalon/Fauntleroy/Alaska, whether by foot or driving/dropping off since there would be no alternative on 35th/Avalon.
4. The 35th/Avalon area is currently served well by busses, but the stated intent of the projects is to cut those bus services. The meeting mentioned that busses may shuttle residents from 35th/Avalon to the junction lightrail station. The issue is that the combined travel and transfer time would certainly be in excess of the current rapidride C line bus service from 35th/Avalon, which is opposite of the project goal.
5. 35th/Avalon and the immediate surrounding area is very dense, and growing. As we know the density of the junction is focused east of California Ave, far beyond the intersection of 35th/Avalon itself. I would contend that while it is not central to businesses, it is actually more central to housing density than the junction itself as there is no density West of the junction.

Thank you for considering my thoughts!

Partner – Audit/Assurance Services



4123 California Ave SW, Suite 101
Seattle WA 98116

206-932-1314; 206-932-1858 fax

markc@HuntJacksonCPA.com

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[↩ Reply all](#) | [🗑 Delete](#) [Junk](#) | [▼](#) [...](#)

West Seattle Light Rail

JS

Jennifer Shaughnessy <jennifers@johnlscott.com>

[↩ Reply all](#) | [▼](#)

Sat 2/24/2018 1:52 PM

To: WSB Link [⤴](#)

Early Scoping

[📄](#) Needs to be entered in EL

Hello there: Could you please strongly consider the tunnel option as proposed by Rich Koehler of JUNO. He is very educated and informed on all the pros and cons and I agree with all his points. The above ground route would add way too much congestion to the already congested area of Fauntleroy and Alaska. We are trying to preserve the historic look and feel and walkability of this area and the above ground option would just really suck! I understand the cost of tunnel boring will be higher but possibly offset by not having to buy so much property. Thanks, Jen

j e n s h a u g h n e s s y

real estate broker/agent

JOHN L. SCOTT – WESTWOOD VILLAGE

206.399.6586 cell

jennifers@johnlscott.com



www.jennifers.johnlscott.com

 Reply all |   Delete Junk |  ...

Feedback on WS Light Rail plan

SH

Steve Henderson <thesnowtroll@yahoo.com>


 Reply all | 

Sat 2/24/2018 8:43 PM

To: WSB Link

Cc: Steve Henderson <thesnowtroll@yahoo.com> 

Early Scoping

 Needs to be entered in EL

I support the tunnel alternative for the West Seattle - Junction station. The current plan of an elevated terminus right in the heart of a pedestrian friendly neighborhood center would be horrible. I support the JuNO plan to have an underground station in the Junction with the removal of the Avalon station if needed.

Steve Henderson

[↩ Reply all](#) | [🗑 Delete](#) [Junk](#) | [▼](#) [...](#)

West Seattle Light Rail Route | In Support of Tunneling @ the Junction

MM

Murph McCullough <murph@murphymccullough.com>

[↩ Reply all](#) | [▼](#)

Sun 2/25, 9:44 AM

[WSB Link](#) [▼](#)

Early Scoping

[📄](#) Needs to be entered in EL

Dear Sound Transit -

I am in support of the new light rail extension to West Seattle and thank you for your help in making it a reality. As someone who is very involved in real estate development in Seattle and has volunteered (former chair of the Downtown Design Review Board) for the City of Seattle, I am not in support of an elevated light rail section in the West Seattle Junction as I believe it will negatively impact the urban fabric in the cultural center of this part of Seattle. It would be a mistake (similar to the 1950's era viaduct in the Seattle Waterfront) to construct an elevated section in the Junction.

Given past precedence on tunneling through Beacon Hill, Capitol Hill, University District, etc. its not unreasonable for Sound Transit to tunnel in the Junction section of the proposed route.

I am also in support of maintaining a light rail station at Avalon (or at least design in an option to add it later). Avalon's density has increased dramatically over the past 10 years and with a greater supply of available land (east portion of Triangle) it will only become more dense over time.

Thank you for considering my comments.

Murphy McCullough
3609 55th Ave SW
Seattle, WA. 98116

(206) 579-6287

 Reply all |   Delete Junk |  ...

West Seattle Light Rail

D

dickla@att.net

Sun 2/25, 8:51 PM

WSB Link  Reply all | 

Early Scoping

 Needs to be entered in EL

I viewed the Junction Neighborhood Organization's proposal for a tunnel at the West Seattle Junction Station and support their concept strongly. To build an elevated station on Alaska St. makes no sense to me. This is a main artery into West Seattle and the heart of the Junction. An elevated station on Alaska will cause significant impact on traffic and will totally alter the feel of the Junction.

I also strongly support removing the Avalon station. The removal of the Avalon station. The current elevated station proposal impacts home owners who will get shafted, While Avalon has historically been a stop where buses from 35th and buses from the Junction merge, a simple rerouting to the Delridge light rail station would accommodate that same function. Removing the Avalon stop will have less impact on local home owners and perhaps provide additional funding for tunnel station at the West Seattle Junction.

Dick Lazeres
dickla@att.net


Re: Light Rail Link to Ballard

WL

WSB Link

Today, 4:20 PM

Doug Dixon <DougD@PFIShipyard.com>; Larry Ward <LarryW@pfishipyard.com>; 

 Reply all | 

Sent Items

 Needs Response  Entered in EL

Hi Doug,

Thank you for your email regarding the [West Seattle and Ballard Link Extensions project](#).

The specific route, station locations, and other elements of the West Seattle and Ballard Link Extensions project are not finalized, so we're not able to provide a specific answer to your question about how the project may affect Fishermen's terminal. However, we can provide more detail about the timeline for the project and how you can stay involved. Please see below for more details. We look forward to hearing your thoughts and feedback as the project moves forward.

We are at the beginning stages of the project development process for the West Seattle and Ballard Link Extensions, known as "Alternatives Development". This process began early this year and will extend through April 2019. We are beginning our work with the "representative project" that emerged from our prior (ST3) system planning process and our hope is that over the next year or so we will work towards identifying a "Preferred Alternative" and other alternatives for the alignment and station locations to evaluate in the Draft Environmental Impact Statement (DEIS). Our goal is to publish the DEIS in late 2020, which will be made available for public review, then complete a Final EIS by mid-2022. Once complete with the environmental review process, we will undertake final design through 2025 and then construction through 2030. Throughout this process we will be keeping the public informed about the progress of the work.

This is an especially important time to get engaged, so thank you for sharing your question. Your question will be included in the Early Scoping Summary Report and shared with the Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board. As you can tell, this will be a long process, but new information will be emerging as we go through the project development process and will be shared with the public as it becomes available. We would strongly encourage you to stay closely engaged with the project and provide your input, particularly over the next year as we go through alternatives development. If you aren't already signed up for the project's email updates, we encourage you to do so [here](#).

If you have feedback you'd like to share, please submit your thoughts by emailing us or visiting the [online open house](#). The online open house will be available until March 5.

Thank you again for reaching out to us — while we don't have a detailed answer regarding how Fishermen's Terminal may be affected, feedback like yours is vital to helping shape the project and we hope you'll continue to stay engaged.

Thank you,

Olivia Rother

West Seattle and Ballard Link Extensions

Sound Transit

tel 206-903-7229

Connect with us

soundtransit.org/wsblink

facebook.com/SoundTransit

From: Doug Dixon <DougD@PFIShipyard.com>
Sent: Monday, February 12, 2018 9:31 AM
To: WSB Link
Cc: Larry Ward; LEIF PEDERSEN
Subject: Light Rail Link to Ballard

Will the Shipyard at Fishermen's terminal be displaced like it would have been with the Monorail??

Please use my new email address dougd@PFIShipyard.com

Best Regards,
Pacific Fishermen Shipyard and PFI Marine Electric
Doug Dixon, General Manager
(206) 718-0253
5351 24th Ave NW
Seattle, WA 98107
www.pacificfishermen.com

Please see our YouTube videos:
[US Corps of Engineers: Shipyards of the Government Locks](#)

[Jacques Cousteau's R/V CALYPSO in Ballard](#)

[HM King Harald V and his Norwegian American Fishing Pioneers at Pacific Fishermen Shipyard](#)

Best regards,
Dixon Marine Surveys
John Douglas Dixon, P.E. CXLT
Principal Surveyor/Lead Environmental Auditor
Naval Architect and Marine Engineer
Washington Registration No. 21427
ISA Certified English XL Tribometrist
9308 28th Ave NW
Seattle WA 98117
206-718-0253

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NO ELEVATED TRACKS

MM

Marianne McCord <memccord02@gmail.com>

Mon 2/26, 9:44 AM

[WSB Link](#) [↕](#)[↩ Reply all](#) | [⋮](#)

Early Scoping

[📄](#) Needs to be entered in EL

To whom it may concern,

I'm writing to voice my opinion for a light-rail tunnel onto the peninsula. Having lived in Chicago for years, I have first-hand knowledge of how disruptive the elevated tracks would be to West Seattle. Besides the noise, the elevated track would mar the landscape that is so uniquely West Seattle. The adjacent areas of "the L" were ALWAYS dirtier, trashier, and a magnet for less desirable behaviors.

We definitely need transit into downtown Seattle. But let's make sure that it doesn't ruin our own neighborhoods in the process!

Marianne McCord
8812 18th Ave SW

Sent from my iPad

↻ Reply all | ▾ 🗑 Delete Junk | ▾ ...

Re: NEW TRANSIT TUNNEL

WL

WSB Link

Today, 5:20 PM

Michaelobrien <michaelobrien5000@aol.com>; WSB Link ▾

↻ Reply all | ▾

Inbox

📁 Response complete 📁 Needs to be entered in EL

Hi Michael,

Thank you for your email regarding the [West Seattle and Ballard Link Extensions project](#).

Yes, ST3 identified ridership growth and train frequencies that require a new rail-only tunnel through downtown Seattle to accommodate regional growth. The existing tunnel could not support the train frequencies required once the West Seattle and Ballard Link extensions are operational.

If you have feedback about the project that you'd like to share, please submit your thoughts by emailing us or visiting the [online open house](#). The online open house will be available until March 5. If you aren't already signed up for the project's email updates, we encourage you to do so [here](#).

Thank you for your question, and we hope you will continue to stay engaged with the project.

Olivia Rother

West Seattle and Ballard Link Extensions

Sound Transit

tel 206-903-7229

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facebook.com/SoundTransit

twitter.com/SoundTransit



From: Michaelobrien <michaelobrien5000@aol.com>

Sent: Thursday, February 1, 2018 4:38 PM

To: WSB Link

Cc: michaelobrien5000@aol.com

Subject: NEW TRANSIT TUNNEL

Sent from my iPhone THERE WAS MENTION PREVIOUSLY ABOUT A SECOND TRANSIT TUNNEL TO BE BUILT DOWNTOWN. IS THAT STILL BEING PLANNED?

Re: question about West Seattle Link?

WL



WSB Link

Today, 5:19 PM

Nathan Smith <nathan.smith206@gmail.com>; WSB Link ▾

↻ Reply all | ▾

Inbox

 Needs to be entered in EL  Response complete

Hi Nathan,

Thank you for your email regarding the [West Seattle and Ballard Link Extensions project](#) and for sharing your suggested route via the Google map link.

ST3 identified ridership growth and train frequencies that require a new rail-only tunnel through downtown Seattle to accommodate regional growth. The existing tunnel could not support the train frequencies required once the West Seattle and Ballard Link extensions are operational.

This is an especially important time to get engaged, so thank you for sharing your questions and comments! Your feedback will be included in the Early Scoping Summary Report and shared with the project Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board. We encourage you to stay closely engaged with the project and provide your input, particularly over the next year as we go through alternatives development. If you aren't already signed up for the project's email updates, we encourage you to do so [here](#).

If you have additional feedback you'd like to share, please submit your thoughts by emailing us or visiting the [online open house](#). The online open house will be available until March 5.

Thank you again for reaching out to us. Feedback like yours is vital to helping shape the project and we hope you'll continue to stay engaged.

Olivia Rother

West Seattle and Ballard Link Extensions

Sound Transit

tel 206-903-7229

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twitter.com/SoundTransit



From: Nathan Smith <nathan.smith206@gmail.com>

Sent: Wednesday, January 31, 2018 12:10 PM

To: WSB Link

Subject: question about West Seattle Link?

i was looking at proposed map.

then at south end turn towards West Seattle (should connect to SSCC, Alaska Jct, Westwood Village, White Center)

<https://goo.gl/yvTcit>

would think tunneling would make more sense with the roads and housing already compact up there (and we already have the machines)

then can put link buses between the parallel routes

 Reply all |   Delete Junk |  



Ballard light rail plans

KM

Katherine Merisko <katherinemerisko@gmail.com>

Today, 9:03 PM

WSB Link 

 Reply all | 

Inbox

 Needs to be entered in EL  Needs Response

After reviewing the proposed plans for the light rail track I have noticed that the path of track goes through my current home. How can we find out if our home will be impacted by this. What are the options for home owners who will be impacted by the track.

Please let me know.

Thanks,

Katie Merisko

 Reply all |   Delete Junk |  ...



West Seattle

BW

Barbara Wright <bnwright@comcast.net>

Wed 2/14, 4:12 PM

WSB Link 

 Reply all | 

Early Scoping

 Entered in EL

Please do not put the Sound Transit train on California Avenue. The street is already busy with cars, people and bikes. The big square apartment houses have already ruined the visual ambience of the Junction. Put the train and stations on another street. There are plenty.

 Reply all |   Delete Junk |  ...


West Seattle/Ballard Line

DN

David Nemens <david.nemens@outlook.com>

Fri 2/16/2018 11:16 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Entered in EL

We need a First Hill station! It never should have been deleted from Phase 1. The neighborhood is continuing to rapidly grow, with many new families; meanwhile, there continue to be many seniors (myself included), individuals with disabilities, and people living in assisted housing. The street car, though useful, is no substitute for being part of the City-wide Link Light Rail system. We should be served by light rail!

David Nemens
1300 University St. #9D
Seattle, WA 98101
(206) 409-7979

Sent from [Mail](#) for Windows 10

[↻ Reply all](#) | [🗑 Delete](#) [Junk](#) | [⋮](#)

feedback on West Seattle line

AB

Anne Bradfield <anne@floressencedesign.com>

[↻ Reply all](#) | [⋮](#)

Tue 2/27, 1:29 PM

WSB Link [⌵](#)

Early Scoping

[📄](#) Needs to be entered in EL

Hello,

As a resident of the North Delridge neighborhood, I wanted to put in my two cents about the proposed light rail line to West Seattle. I strongly prefer the tunnel alternative that has been outlined, and would be really saddened to see an elevated line running through the heart of the Junction. The community disruption in terms of blocked sunlight, blocked street access (hello, WS Farmers' Market), and overall eyesoreness is not appealing at all — as much as I want light rail to come to West Seattle.

If a tunnel option means sacrificing the Avalon station, I think it would be a worthwhile sacrifice (especially considering that folks in Avalon could walk downhill to the Delridge station to get to light rail, or downhill from the Junction to get home).

Thank you for considering my opinion,

Anne Bradfield
4111 26th Ave SW, Seattle 98106
206-286-7850

West Seattle light rail feedback

MK

Meghan Kennish <meghankennish@gmail.com>

Tue 2/27, 6:06 PM

 Reply all |  Reply  WSBlink  Link  Delete Junk |  ... 

Early Scoping

 Needs to be entered in EL

Good evening,

Here's my key feedback points for the West Seattle light rail project:

1. No elevated rail in the Alaska Junction- the Alaska Junction is a key feature in our neighborhood. It has several historical buildings, and hosts our weekly farmers market. It's the center of our neighborhood. I don't want to have an elevated rail cutting through the heart of West Seattle
2. Tunnel where possible- there's several options being discussed. I'm not certain of the route, but I'd prefer to have tunnels over elevated lines
3. Reliable, regular bus services to and from the light rail stations- most people don't live in the Junction or next to the Bridge on Delridge. If we can't have park and rides near LR, then bus service is an absolute necessity. That means every 5-10 minutes during peak commute times. It doesn't matter if the LR runs every 6 minutes if no one can get close enough to use it. You need to consider the under served areas of the neighborhood such as Admiral and Alki, and increase service on the 35th Ave arterial with more service for the 21 & 21x for the south areas. Not everyone is able to access H & C line easily without driving and parking near a stop. I'm concerned that bus access will get shortchanged in this conversation, and it's absolutely vital. Service cannot stay as it is if the LR is to be useful

Thank you

Meghan Kennish

Sent from my iPhone

 Reply all |   Delete Junk |  ...

Re: question about West Seattle Link?

NS

Nathan Smith <nathan.smith206@gmail.com>

Wed 2/28/2018 11:15 AM

To: WSB Link  Reply all | 

Inbox

 Needs Response  Entered in EL

i would think it could handle it if the busses were removed from the tunnels, i mean that is why 3rd ave is closed to traffic so metro has clear path?

On Tue, Feb 27, 2018 at 5:19 PM, WSB Link <wsblink@soundtransit.org> wrote:

Hi Nathan,

Thank you for your email regarding the [West Seattle and Ballard Link Extensions project](#) and for sharing your suggested route via the Google map link.

ST3 identified ridership growth and train frequencies that require a new rail-only tunnel through downtown Seattle to accommodate regional growth. The existing tunnel could not support the train frequencies required once the West Seattle and Ballard Link extensions are operational.

This is an especially important time to get engaged, so thank you for sharing your questions and comments! Your feedback will be included in the Early Scoping Summary Report and shared with the project Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board. We encourage you to stay closely engaged with the project and provide your input, particularly over the next year as we go through alternatives development. If you aren't already signed up for the project's email updates, we encourage you to do so [here](#).

If you have additional feedback you'd like to share, please submit your thoughts by emailing us or visiting the [online open house](#). The online open house will be available until March 5.

Thank you again for reaching out to us. Feedback like yours is vital to helping shape the project and we hope you'll continue to stay engaged.

Olivia Rother

West Seattle and Ballard Link Extensions

Sound Transit

Connect with us

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facebook.com/SoundTransit

twitter.com/SoundTransit



From: Nathan Smith <nathan.smith206@gmail.com>

Sent: Wednesday, January 31, 2018 12:10 PM

To: WSB Link

Subject: question about West Seattle Link?

i was looking at proposed map.

why do need new tunnel downtown can't we use existing up to the point current link turns east?
then start digging there to split off to Seattle center and Ballard?

then at south end turn towards West Seattle (should connect to SSCC, Alaska Jct, Westwood Village, White Center)

<https://goo.gl/yvTcit>

would think tunneling would make more sense with the roads and housing already compact up there (and we already have the machines)

then can put link buses between the parallel routes

Ballard end of link comments

 Reply all |   Delete Junk |  ...

MK

Mike Kahrs <cbra@kahrslawfirm.com>

Wed 2/28, 11:23 AM

WSB Link  Reply all | 

Early Scoping

 Needs to be entered in EL

I do not believe the bridge solution meets the needs of Ballard citizens.

First, there is the problem of 15th Ave. Not only will the overpass work cause traffic displacement but the Ballard Bridge replacement will also cause the same problems.

Second, I do not believe the scope of a elevated station fits with the neighborhood. Elevated stations work best where there are no other large buildings like the airport and others. Ballard will continue to be built up because it is an urban village and an elevated station removes light, has too much mass for esthetics, and in general, will not fit with the neighborhood.

Third, any station will impact the Ballard area for 100 years.

Fourth, the station should be closer to the Ballard core, especially with the new museum and the center of Ballard shifting toward 24th. An underground station would work best.

Mike Kahrs

[Reply all](#) |  [Delete](#) [Junk](#) |  ...

I want the NWSC preferred route

AM


Ashley Millett <ashley.millett@gmail.com>

[Reply all](#) | 

Wed 2/28, 10:04 PM

[WSB Link](#) 

Early Scoping

 Needs to be entered in EL

I would like to encourage you to make fast, reliable and safe transit connections between NW Seattle and Downtown a priority. I support and agree with the Northwest Seattle Coalition's vision for ST3. We need a faster timeline, grade-separated transit, a tunnel below the ship canal, the ability to expand transit to the North and East, and we must preserve the existing freight corridor.

Please ask Sound Transit to make the necessary changes to their ST3 Proposal.

Sincerely,

Ashley Millett
Magnolia Resident

 Reply all |   Delete Junk |  ...



I favor a West Seattle light rail tunnel

BH


Bryce Holland <holland.bryce@gmail.com>

Wed 2/28, 10:06 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Hi,

I would much rather pay more taxes and have a long-term sustainable light rail tunnel that does not affect street traffic. A surface track has a significant negative affect on the community. I've lived in several neighborhoods in San Francisco's Sunset and the South Bay which both have surface tracks and it's a huge burden to bicyclists, pedestrians, drivers, busses, and nearby apartment and house dwellers.

Bryce

[Reply all](#) | [Delete](#) [Junk](#) | [...](#)

West Seattle

R

Reddjello <reddjello@yahoo.com>

[Reply all](#) | [...](#)

Thu 3/1, 5:52 PM

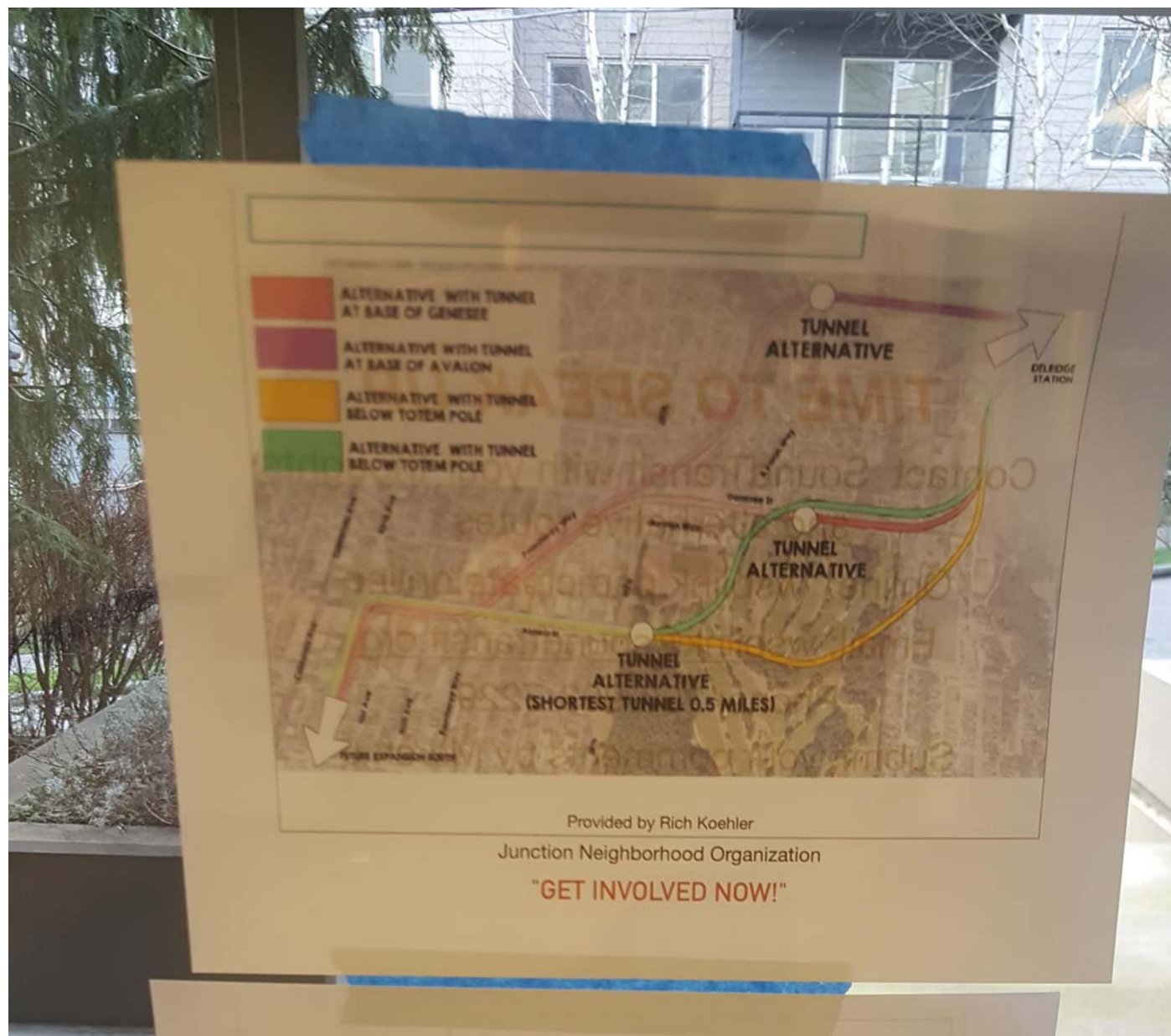
WSB Link; Tomasz Biernacki <tomasz@pechara.com> [✕](#)

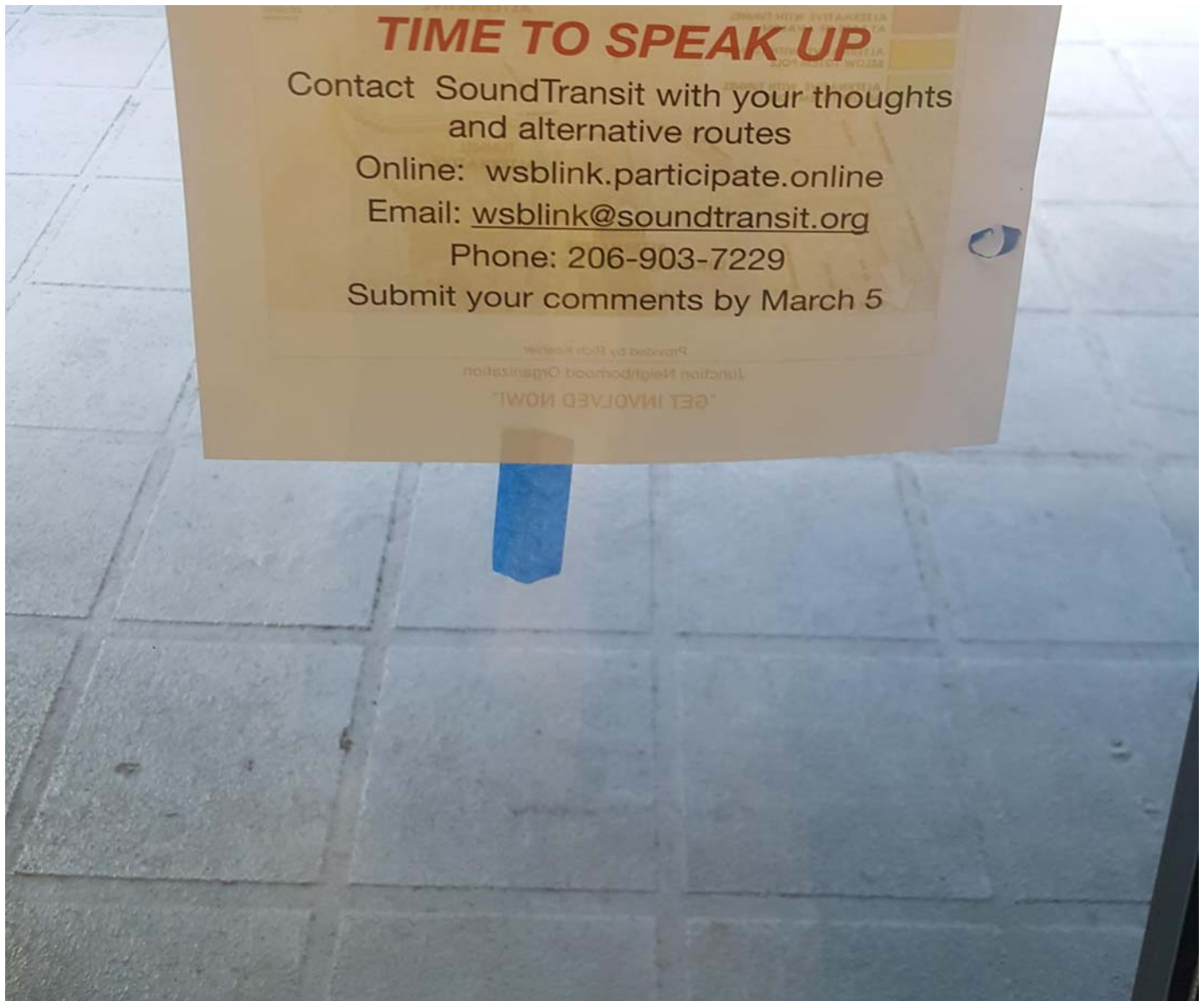
Early Scoping

[Needs to be entered in EL](#)

Attached is a proposal for tunnel vs. Trestle, I'm sure you have this in your hands as well by now. I vote for the tunnel, 1/2 mile under the golf course. Fewer houses to demolish, do away with Avalon station and buying less housing from the neighborhood would be leaving more money to absorb the expense of the tunnel probably close to a wash dollar wise. A no Brainer.

Ed Altemus





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Light Rail to Ballard: WEST IS BEST

JT

Janis Traven <janistraven@comcast.net>

Sat 3/3, 2:26 PM

WSB Link ↕

↻ Reply all | ▼

Early Scoping

Needs to be entered in EL

Dear Sound Transit,

WEST IS BEST. The Ballard-Downtown segment MUST run WEST of 15th Avenue W.

I am a 30+ year resident of Magnolia, and have been deeply involved in civic and transportation issues in and for my community. The potential for world-class link light rail service to and from downtown Seattle that serves Queen Anne, Magnolia and Ballard will be an absolute game changer if it is done right. The current representative alignment does so many things WRONG that it will adversely affect the maritime industry, freight mobility up and down 15th W, and will effectively cut off Magnolia from the rest of the city during and after construction.

An alternative Sound Transit has already studied, C-01 c-2 is a far superior alignment. http://northwestseattlecoalition.org/ST3_C-01c-2_Route.pdf

I implore you to examine how to do it right, and abandon any alignment that runs ON 15th W, and involves a drawbridge. Light rail should be swift and reliable. In advance of any decision, I would like to personally invite you to ride with me up and down 15th W from Queen Anne to Ballard, and along Dravus and Emerson so that we can actually experience the corridor's realities together.

I spend 6 years on SDOT's Magnolia Bridge Design Advisory Group from 2002-2006. While nothing was done to secure funding to replace the bridge, it remains one of three entry points to Magnolia, and is the City's least stable bridge. The City no longer contemplates "if" it will fall down, but when. Magnolians experience ridiculous backups if any of the three entry/exit points are closed, as well as every time the Ballard Bridge is raised. All of the construction at 15th W & Dravus has worsened the everyday situation. When the Magnolia Bridge is closed, Dravus and Emerson will be impossible to traverse by vehicle or bus. Please trust that we Magnolians know this - we have lived through several closures BEFORE all of the apartment construction at 15th and Dravus.

The "West is Best" solves my concerns about years of disruption and gridlock during construction, followed by gridlock along 15th afterwards. Furthermore, an alignment that places a station near 20th W and Dravus would allow 22K Magnolians to travel from Magnolia to Ballard or downtown without having to traverse Dravus or add to traffic on 15th W.

I am also deeply concerned about the severe impacts that the representative alignment will have on Fisherman's Terminal if you build a drawbridge. We in Magnolia recognize the local and regional impact that the maritime industry has adding living wage jobs to our economy. A tunnel under the Ship Canal will minimize the impact on the maritime industry.

When you evaluate costs, I advise you to look at more than dollar signs, and consider cost to quality of life in the long term that will have a positive impact on the economy and commerce in Interbay and Ballard, and ensure the presence of thousands of transit riders from Magnolia in the inevitable event of a Magnolia Bridge collapse.

Thank you for taking the time to read my letter. I look forward to working with you on the solution that best meets the needs of my community and continues to make Seattle a wonderful place to call home.

Emerson so that we can actually experience the corridor's realities together.

—

Janis Traven

Trustee, Magnolia Community Council

(206) 285-7375

(206) 285-2357 (cell)

janistraven@comcast.net

Light Rail to Ballard - go WEST and tunnel under Ship Canal

LE <linseyenterprises@comcast.net>

Sat 3/3/2018 3:07 PM

To: WSB Link <wsblink@soundtransit.org>; Durkan, Jenny <jenny.durkan@seattle.gov>; council@seattle.gov <council@seattle.gov>; Email The Board <EmailTheBoard@soundtransit.org>; Stephanie Bowman <bowman.s@portseattle.org>;

Categories: Needs to be entered in EL

Greetings,

I live in the Magnolia neighborhood and I'm excited to participate in the planning of the Downtown to Ballard Light Rail Route. I encourage Sound Transit to study additional routing alternatives that will have reduced environmental impacts and other benefits to Seattle and our region, specifically, the WEST IS BEST alignment.

As you may know, 15th Ave. W is a City designated Major Freight Route and is very important to our community members and businesses that work in the marine, industrial, and freight industries along the Ship Canal and Interbay. Also, 15th Ave. W carries about twice as much traffic as Martin Luther King Way and with the growth of Interbay and the coming of the Expedia World Headquarters, this north-south arterial will experience a catastrophic congestion. I would like Sound Transit to study placing the light rail route to be west of 15th Ave. W. and avoid the 15th Ave W route altogether. Sound Transit should show and include in the study a western route from Interbay to Ballard along the freight rail. A movable bridge over the canal is less reliable and will impact travel times and ship schedules. A rail tunnel under the ship Canal (as built through Capital Hill to UW campus) promises better service and reduced environmental impacts.

A tunnel promises to be more reliable and will guarantee a consistently timed trip from Ballard to Downtown no matter the time of day. It will also allow the Ballard station to be more easily placed in a location other than along 15th Ave. W. The underground station could also easily extend north and east to future light rail stations.

Designing a transportation system in 2018 that will endure (and perhaps expand) over 100 years is best with a tunnel versus a drawbridge. I expect that Sound Transit includes items in their cost/benefit analysis such as economic impacts to businesses along the ship canal including Fishermen's Terminal, impacts to the design of a future Ballard Bridge for vehicles, and land acquisition costs along 15th Ave W in Ballard.

Mark Linsey
3247 Magnolia Blvd W
Seattle WA 98199
linseyenterprises@comcast.net

 Reply all |   Delete Junk |  ...

Link Extensions

BB


Brad Bentley <brad.bentley@rocketmail.com>

 Reply all | 

Sun 3/4, 1:31 PM

WSB Link 

Early Scoping

 Needs to be entered in EL

Public Comments:

Please do not eminent domain any private property for this or any other project until you know with 100% certainty that you have all funding and other legal hurdles completed.

Recall the last time this was attempted that private property was seized and then the project fell through. That behavior is absolutely unacceptable and opens SoundTransit to litigation for negligence and malfeasance. Take heed.

Bradford Bentley

Sent from my iPhone

West Seattle Extension

JB

Jennifer Babuca <jb@babuca.com>

Sun 3/4, 4:27 PM

WSB Link ↕

↻ Reply all | ▼

Early Scoping

Needs to be entered in EL

Hi there,

↻ Reply all | ▼



Delete

Junk | ▼



I have long been dreaming of light rail crossing the Duwamish to West Seattle for years and am looking forward to the day the line will stretch south towards White Center, Burien and eventually hooking up with Federal Way and Tacoma. However, I must express that I am extremely dismayed at seeing in the early planning presentation that you are moving in the direction of elevated stations for West Seattle. This is a huge mistake. West Seattle is very much a dense community with pedestrian-scaled streets, heavy residential areas and small business districts. An elevated guideway and stations would be out of scale, and be extremely disruptive to the livability of this community.

Elevated lines serve as a good option for some places - they make sense in the industrial area south of SODO, around the airport and at Northgate where there is a large shopping mall and significant Transit Facility. Those areas are highly business/industrial scaled and have large highways to work with. An elevated line wouldn't make sense on Capitol Hill or through the Roosevelt neighborhood, which is why the line is tunneled in those areas. West Seattle is more in character with these latter neighborhoods than they are with Tukwila and Northgate. West Seattle deserves the same due consideration and care that Sound Transit not destroy the character of the community.

I must urge that you consider either a tunnel option (preferred), or an grade-level option. Consider deferring Avalon Station as a cost saving measure, to potentially be added back if cost allows (similar to what happened with Stadium Station at Royal Brougham).

I am also concerned with the apparent locationing of the station that serves Alaska Junction. Your preliminary alignment would suggest a guideway running up Alaskan facing due west. This seems short-sighted in terms of future extension - it would suggest that a southern turn would occur west of California Ave. A future southern extension would serve the most people if it ran further east - 35th Ave is more centrally located and would better draw riders from both along California and along Delridge (perhaps even as far as 16th), as well as around 35th Ave and Arbor Heights. A more eastern-focused future line would also better set you up to connect with White Center and Burien - both "up-and-coming"/quickly gentrifying communities.

I'm looking forward to the day I can jump on Link and head up to Capitol Hill or down to the airport. West Seattle has been paying into the ST system since it began over 20 years ago, with little tangible benefit. Link is finally coming, but it needs to be done right. It would be greatly disappointing if instead of catching Link, I decide to move because the character of my neighborhood has been destroyed by an out-of-place elevated

Thank you for the opportunity to comment.

Jennifer Babuca
3532 SW Thistle St

West Seattle light rail

DW

David Wilson <dgwilson4444@gmail.com>

Sun 3/4, 4:37 PM

WSB Link ↕

↻ Reply all | ▼

Early Scoping

Needs to be entered in EL

Hello - my thought on a light rail alternative.

We already have the existing infrastructure in place. It's called Rapid Ride. And it works very well. It has dedicated lanes from West Seattle to downtown Seattle, even when the tunnel is opened. The one way to make it more efficient would be to build a fly-over ramp from the West Seattle bridge to SR-99. I know they can do it, because Renton has them, and they are currently building more of them on I-405 to improve traffic flow. I am sure the FAA might squawk a bit because of Boeing Field nearby, but we can work together as a city to find a solution.

This may cost us \$200 million, as opposed to billions for light rail. Just increase the service frequency, and include more connecting buses to the C line stops. Heck, you could give everyone a free bus pass in West Seattle, and the costs wouldn't even come close to the billions needed for light rail.

And with the current administration in DC wanting to cut funding, this is the most viable solution.

I have been commuting by bus from West Seattle since 2001 to downtown Seattle. It is easy, quick and trouble free. Light rail just doesn't make sense. It doesn't fit (tunnel or surface), there would be no place to park for the new riders and its cost are prohibitive.

It would only save a few minutes of time (as most people would have to transfer to another train or bus to reach their destination, which adds lots of commuting time). That is not worth billions.

I hope you take this idea into serious consideration as we move forward.

I thank you for your time.

Sincerely,

David Wilson
9633 41st Ave SW
Seattle, Wa 98136

Sent from my iPad

Recommended Alternatives for West Seattle Link Extensions

AK

Andri Kofmehl <andri.kofmehl@gmail.com>

⌂ Reply all | ▼

Sun 3/4, 4:38 PM

WSB Link ▼

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Early Scoping

📄 Needs to be entered in EL

ST3 Alignment Altern... ▼

469 KB

✔ Show all 1 attachments (469 KB) Download Save to OneDrive - Sound Transit

Dear ST3 Planners,

I appreciate the opportunity to provide input on the alignment on the light rail extension to West Seattle. After discussion with neighbors, reading countless comments online and studying the pros & cons of various options, it seems that two alternatives are the most promising ones to meet the needs of the community while also being realistic from a feasibility standpoint.

In the attached maps, you'll find them drawn as Alternatives A and B with some annotations to explain the rationale behind the recommended routes and station locations.

I hope this is helpful input as you evolve your plans. Our neighborhood (including myself) would certainly appreciate further dialogue on this important issue. The Community Outreach event on Feb 13 was informative, but I was a bit disappointed that we didn't get to hear Sound Transit's rationale for the "representative alignment" and engage in an interactive dialogue on the choices to be made...

Best,

Andri Kofmehl

4114 32nd Ave SW

Alternative A

Avalon station at the location of the current West Seattle stadium. Easy access for construction, no land acquisition issues, space for park & ride and proximate to large number of riders from nearby multi-family housing.

Turn above the skate park to avoid issues with turning above an existing neighborhood

Instead of building a giant elevated structure along Genesee, cross the golf course at a lower elevated level and then go underground near the West Seattle stadium.
(Note: The neighborhood generally views the current golf course as a poorly used city asset and would be open to repurposing it toward transit, a public park and potentially housing.)

West Seattle Junction underground station under Alaska with public space on top. Provides highly valuable infrastructure for large number of residents and nearby businesses without negative impact on livability.

Alternative B

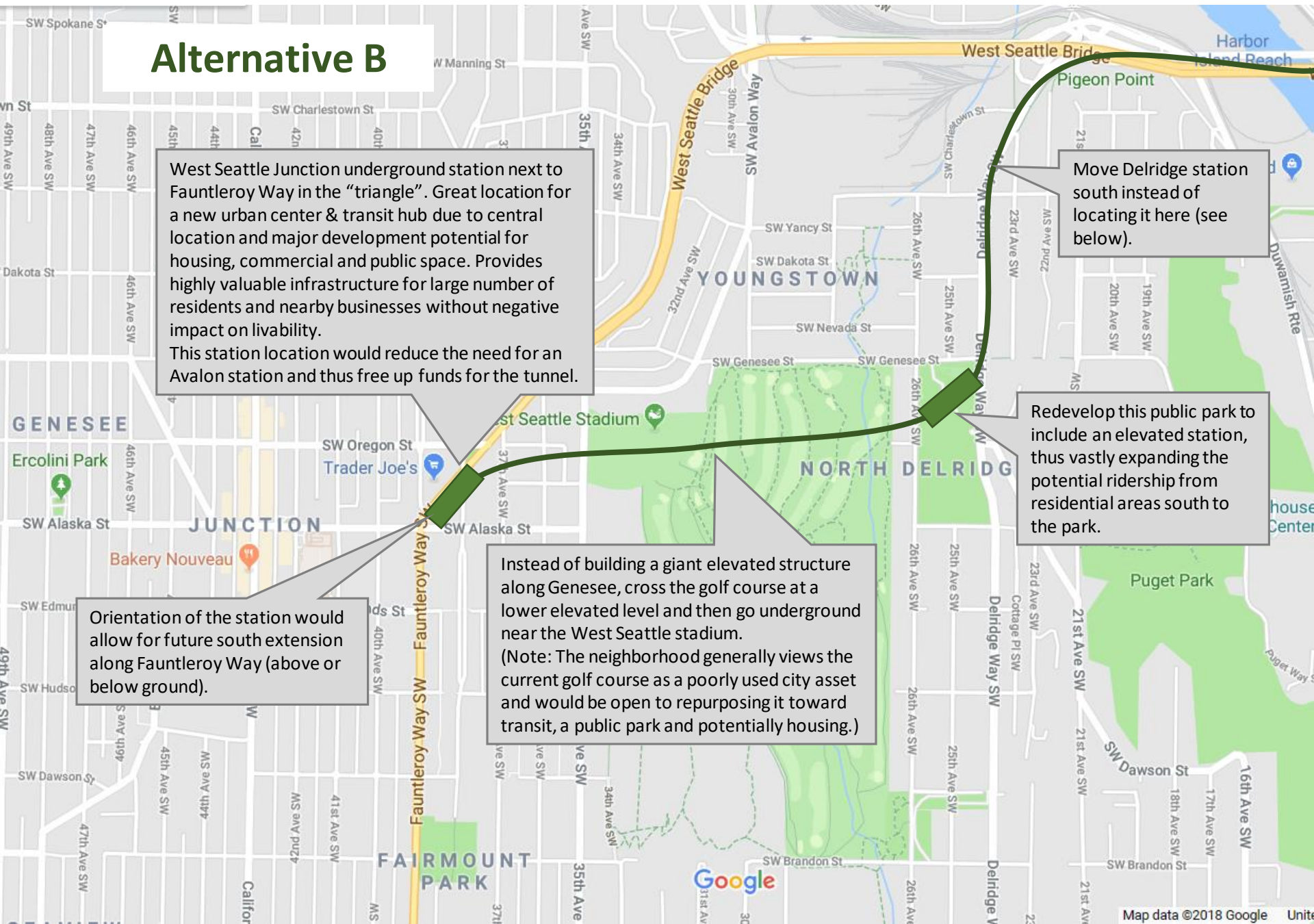
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Move Delridge station south instead of locating it here (see below).

Redevelop this public park to include an elevated station, thus vastly expanding the potential ridership from residential areas south to the park.



Light Rail Extension to West Seattle

SY

Suzanne Youles <spyoules@hotmail.com>

Sun 3/4, 8:16 PM

WSB Link 

 Reply all | 

Inbox

 Needs to be entered in EL  Needs Response

Hello,

I live in West Seattle. I take a bus to downtown Seattle every day to work and about 90% of the time I go into central Seattle on the weekends.

I am in favor of improvements in public transportation. I voted for ST3 and the extension of light rail to West Seattle. However based on the initial maps that have been made available for public view, I cannot support the plans as proposed.

- 1) I do not see the need for 3 stations. Is there really value in a Genesee Street station?
 - 2) If there were only 2 stations, would that provide enough money to consider tunnels rather than overhead rail line?
 - 3) The rail line would be so high, going through a very dense environment, I question its safety.
 - 3) The height and location of the proposed rail lines would destroy the character of West Seattle. If this is really what Sound Transit has in mind, I cannot support the rail line extension.
- Instead, just add more buses.

Suzanne Youles
3224 SW Genesee St.

Downtown to Ballard Light Rail Line

LH

Leslie Helm <lesliehelm@comcast.net>

Sun 3/4, 5:29 PM

WSB Link; Email The Board; Durkan, Jenny; council@seattle.gov; +1 more ↕

↻ Reply all | ▼

Early Scoping

Needs to be entered in EL

You forwarded this message on 3/5/2018 10:13 AM

↻ Reply all | ▼  Delete Junk | ▼ ...

> Hello,

>

> I live in Magnolia and am chair of the Magnolia Trail Community. I'm excited to participate in the planning of the Downtown to Ballard Light Rail Route. I definitely support the light rail route, but I think Sound Transit should study 2 routing changes that could benefit our community and our region.

>

> 1. I would like Sound Transit to study placing the light rail route to be west of 15th Ave. W. As you may know, 15th Ave. W is a city designated Major Freight Route and is very important to our friends and community members that work in the marine, industrial, and freight industries along the Ship Canal. Also, 15th Ave. W carries about twice as much traffic as Martin Luther King Way and with the growth of Interbay and the coming of the Expedia World Headquarters, this north-south arterial will experience a lot of congestion in our community. Also, there is Port and city-owned land west of 15th Ave. W that may be available for the route.

>

> 2. I would like Sound Transit to study the idea of building a tunnel from Interbay to Ballard. A movable bridge (drawbridge) puts less reliability into the system and creates opportunities for line shutdowns due to faulty drawbridge equipment. Whereas a tunnel promises to be more reliable and could guarantee a consistently timed trip from Ballard to Downtown no matter the time of day. It will also allow the Ballard station to be more easily placed in a location other than along 15th Ave. W. The underground station could also easily extend north and east to future light rail stations. Designing a transportation system in 2018 that will last 50-100 years that includes a drawbridge does not seem like designing for the future. I hope that Sound Transit includes items in their cost/benefit analysis such as economic impacts to businesses along the ship canal including Fishermen's Terminal, impacts to the design of a future Ballard Bridge for vehicles, and land acquisition costs along 15th Ave W in Ballard.

>

> Thank you very much for your time.

> Leslie Helm

>

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Recommended Alternatives for West Seattle Link Extensions

PH


Paul Haury <paulhaury@outlook.com>

Sun 3/4/2018 10:29 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

ST3 Alignment Altern...



469 KB

 Show all 1 attachments (469 KB) Download Save to OneDrive - Sound Transit

Dear ST3 Planners,

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In the attached maps, you'll find them drawn as Alternatives A and B with some annotations to explain the rationale behind the recommended routes and station locations.

I hope this is helpful input as you evolve your plans. Our neighborhood (including myself) would certainly appreciate further dialogue on this important issue.

Sincerely Paul Haury
4115 32nd Ave SW

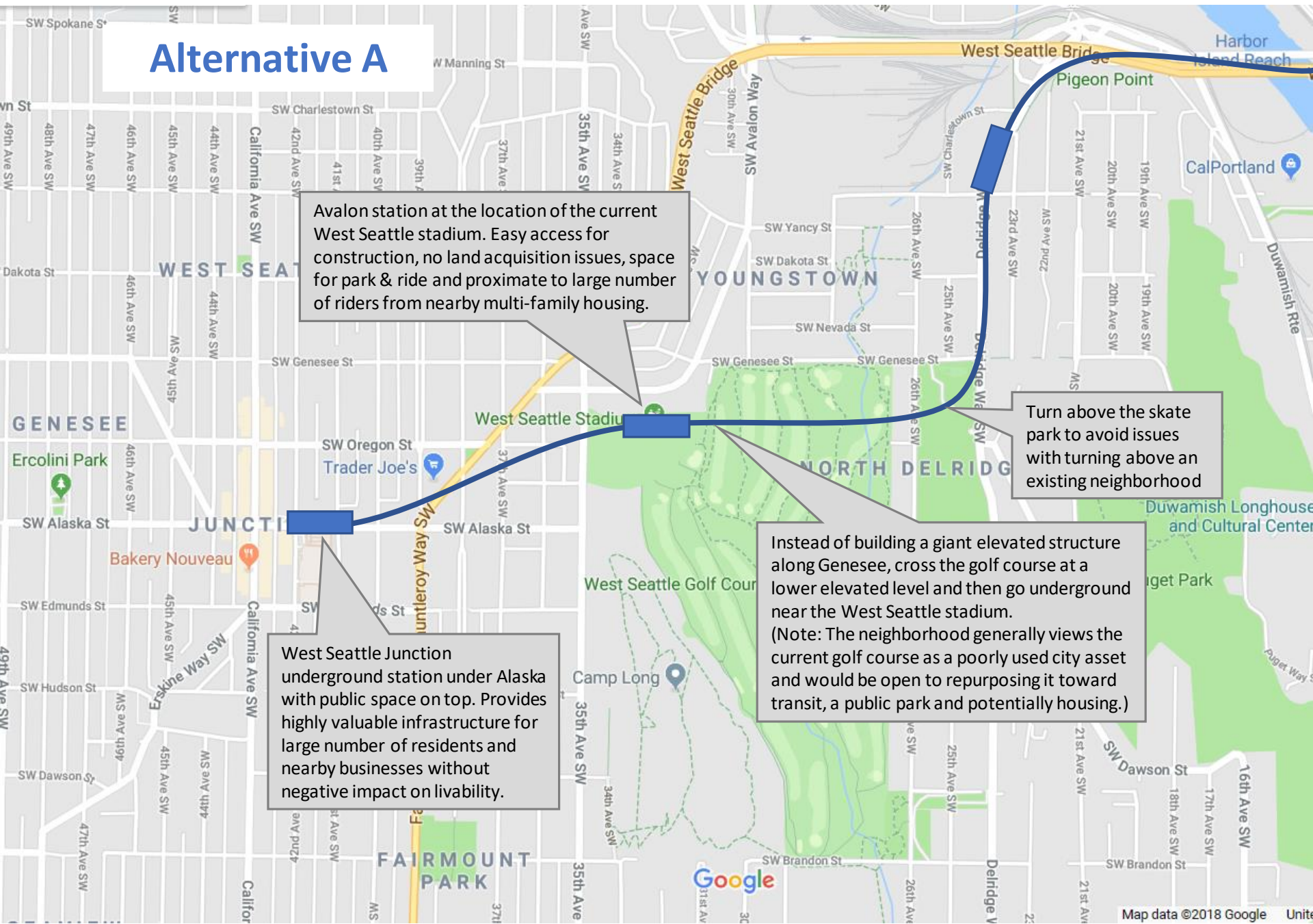
Alternative A

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Alternative B

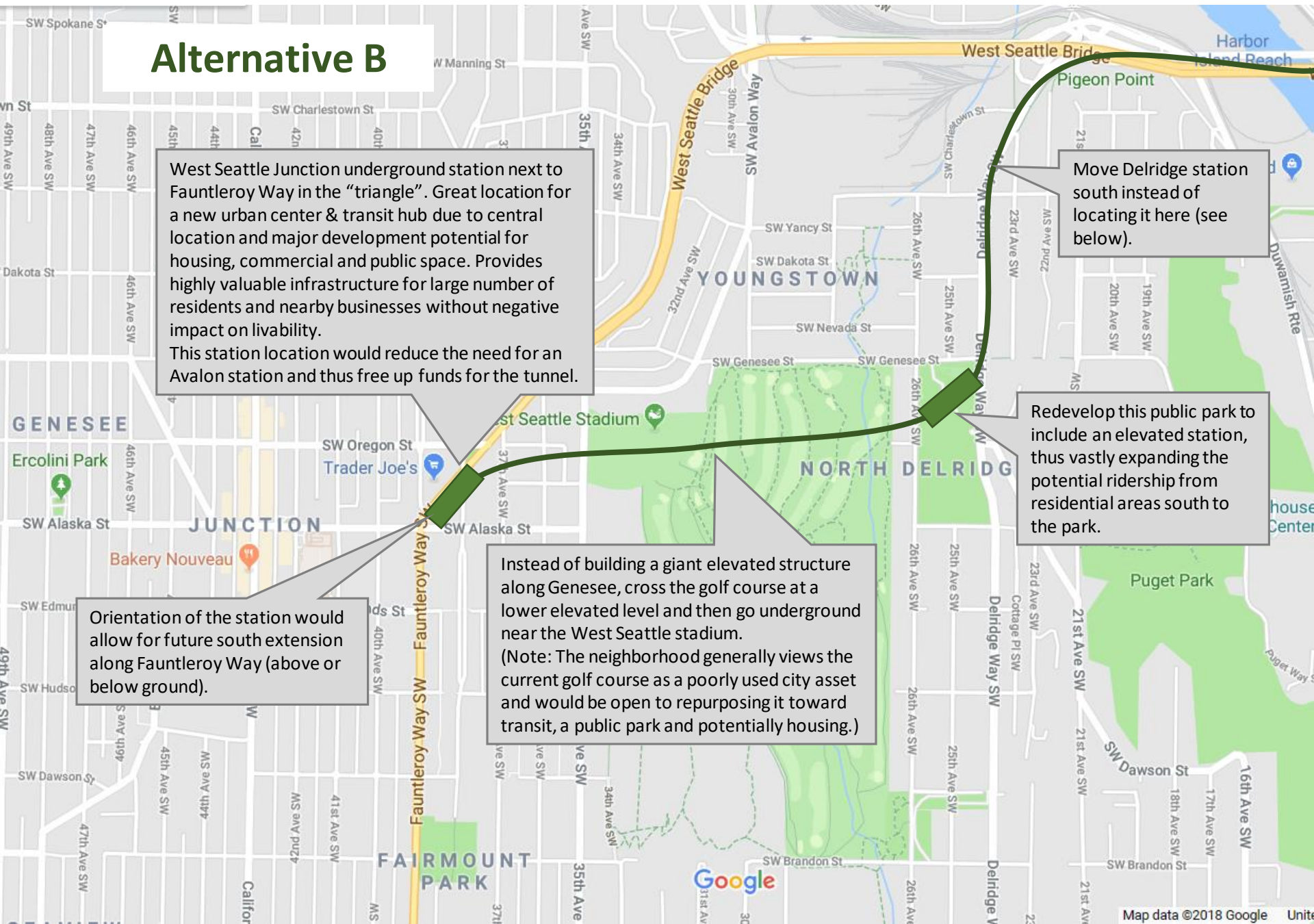
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Move Delridge station south instead of locating it here (see below).

Redevelop this public park to include an elevated station, thus vastly expanding the potential ridership from residential areas south to the park.



Recommended Alternatives for West Seattle Link Extensions

K

kvitelli@comcast.net


Sun 3/4/2018 10:07 PM


To: WSB Link


Cc: Vitelli, Kathryn <kvitelli@comcast.net> 

 Reply all | 

Early Scoping

 Needs to be entered in EL

ST3 Alignment Altern... 
469 KB

ST3 Alignment Altern... 
1 MB

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Thank you

Kathryn Vitelli
3112 SW Avalon Way Unit 202
Seattle, WA 98126

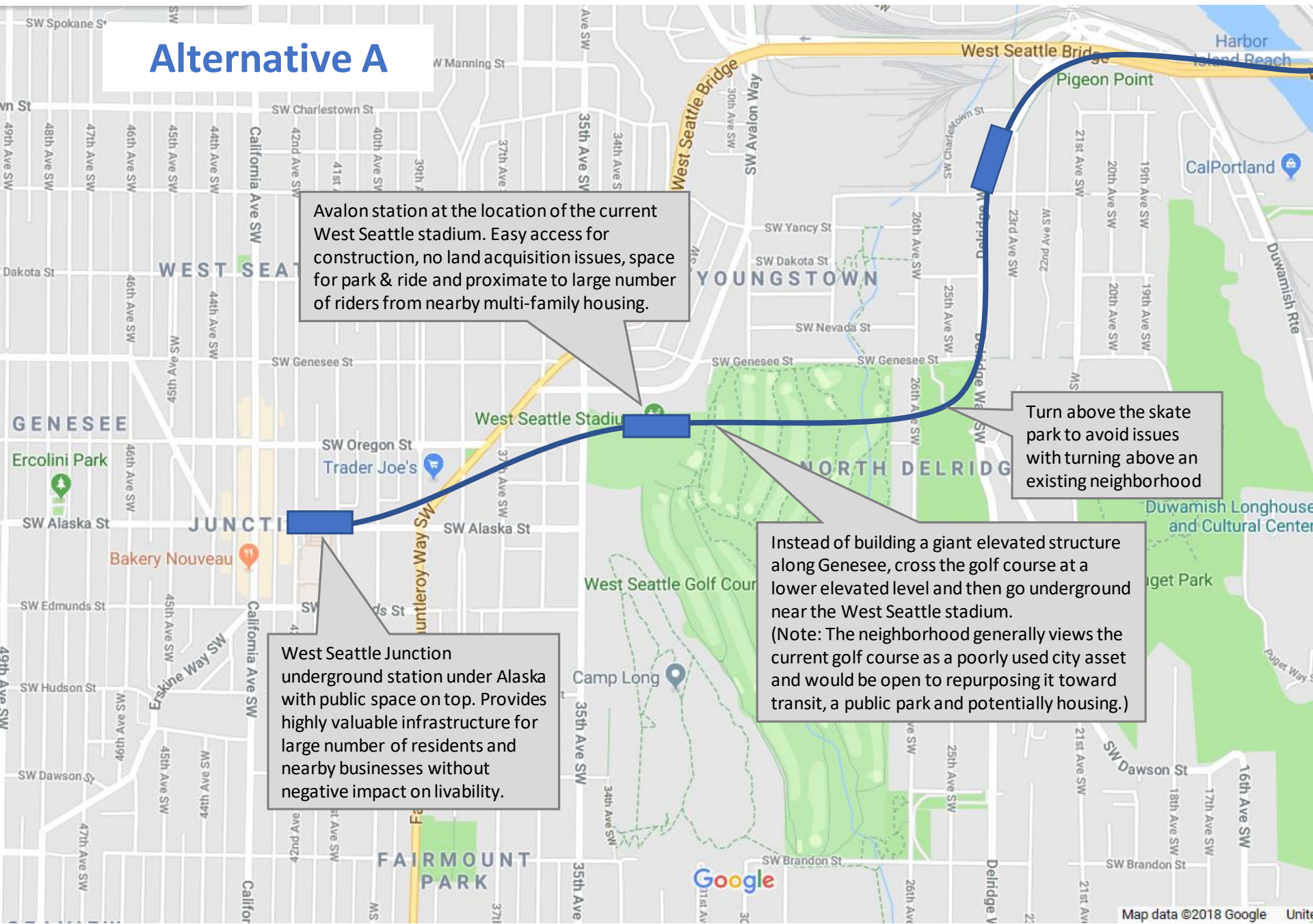
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Alternative B

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 Reply all |   Delete Junk |  ...

ST3

BS


Boyd Sugiki <ikigus@comcast.net>


Sun 3/4/2018 8:20 PM


To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

ST3 Alignment Altern... 
469 KB

ST3 Alignment Altern... 
730 bytes

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Please consider these alternatives.

Thank you

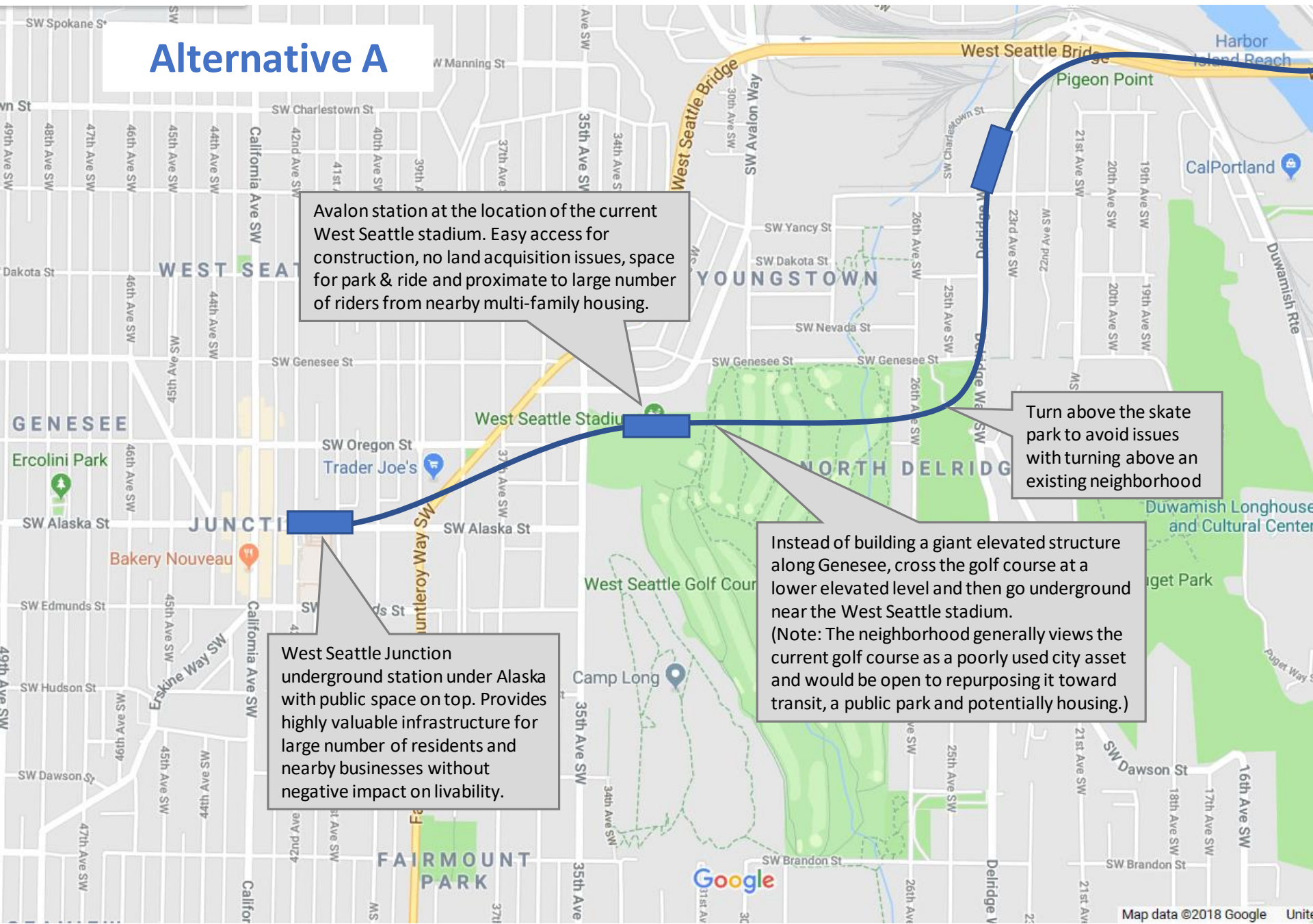
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Alternative B

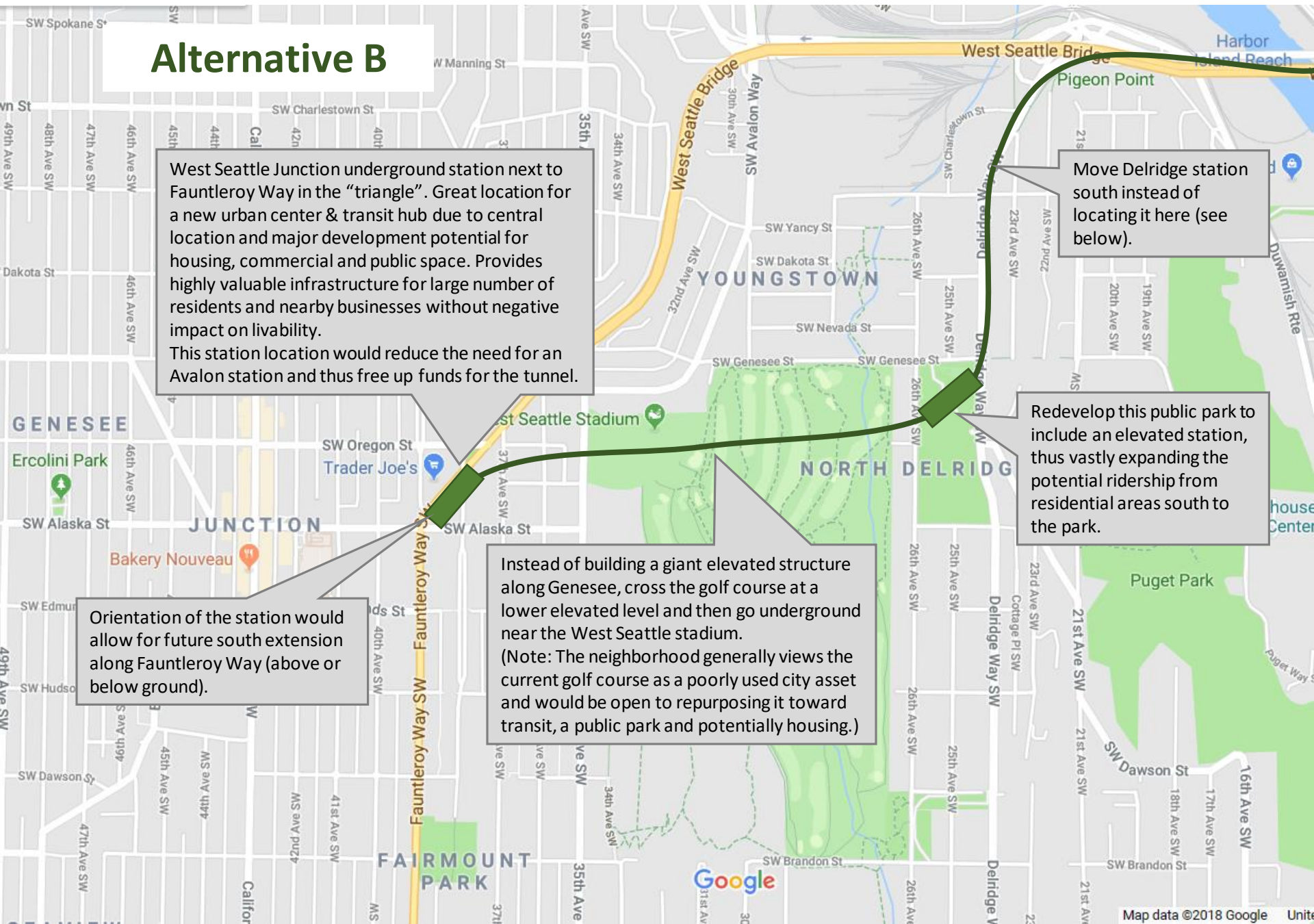
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West Seattle Light Rail

CE


Carlos Espinosa <mclos31@mac.com>

Sun 3/4/2018 7:56 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

WSBLink Flyer (1).pdf

265 KB



ST3 Alignment Altern...

1 MB



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Dear West Seattle ST3 Planners,

I am for the light rail being underground before it reaches downtown WS. Having an above ground route as planned would ruin the character of the Junction and congest an already crowded area. The alternative routes provided by West Seattle JUNO make a lot more sense for our small downtown. I have attached their suggestions along with others.

I like the idea of using part of the golf course to reach the Junction. Fewer people would be displaced and a shorter tunnel would be needed. Some of the cost for the tunnel would be offset by the savings of buying out homes in the current path.

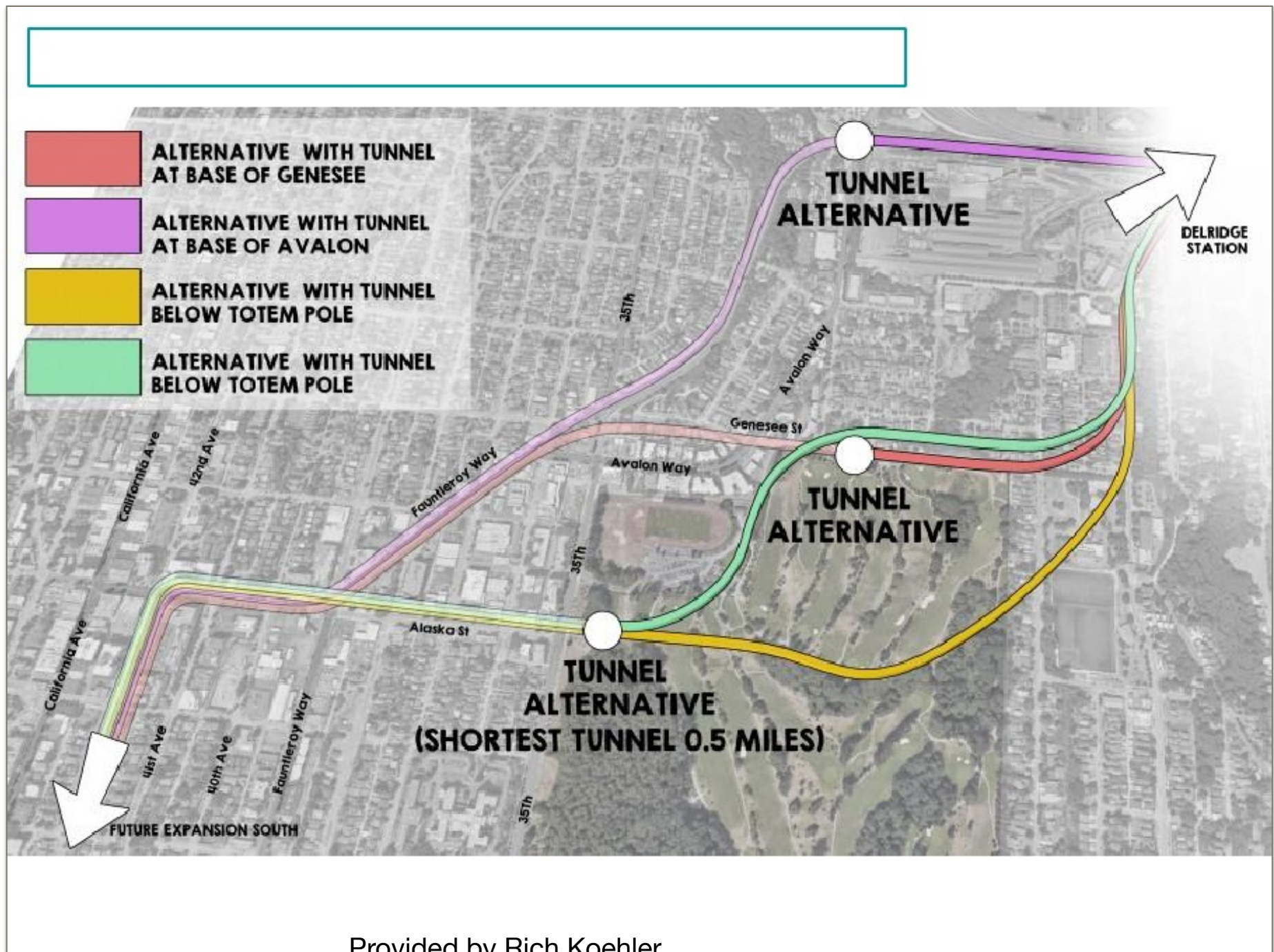
I would like for the golf course to be redesigned around the rail if possible. I definitely want it to remain a green area. No home developments.

Thank you for taking the time and allowing our views and suggestions to be heard. Please think of what we want to leave for our future generations.

Sincerely

Carlos Espinosa

3202 SW Avalon Way #304



Junction Neighborhood Organization

Alternative A

Avalon station at the location of the current West Seattle stadium. Easy access for construction, no land acquisition issues, space for park & ride and proximate to large number of riders from nearby multi-family housing.

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Alternative B

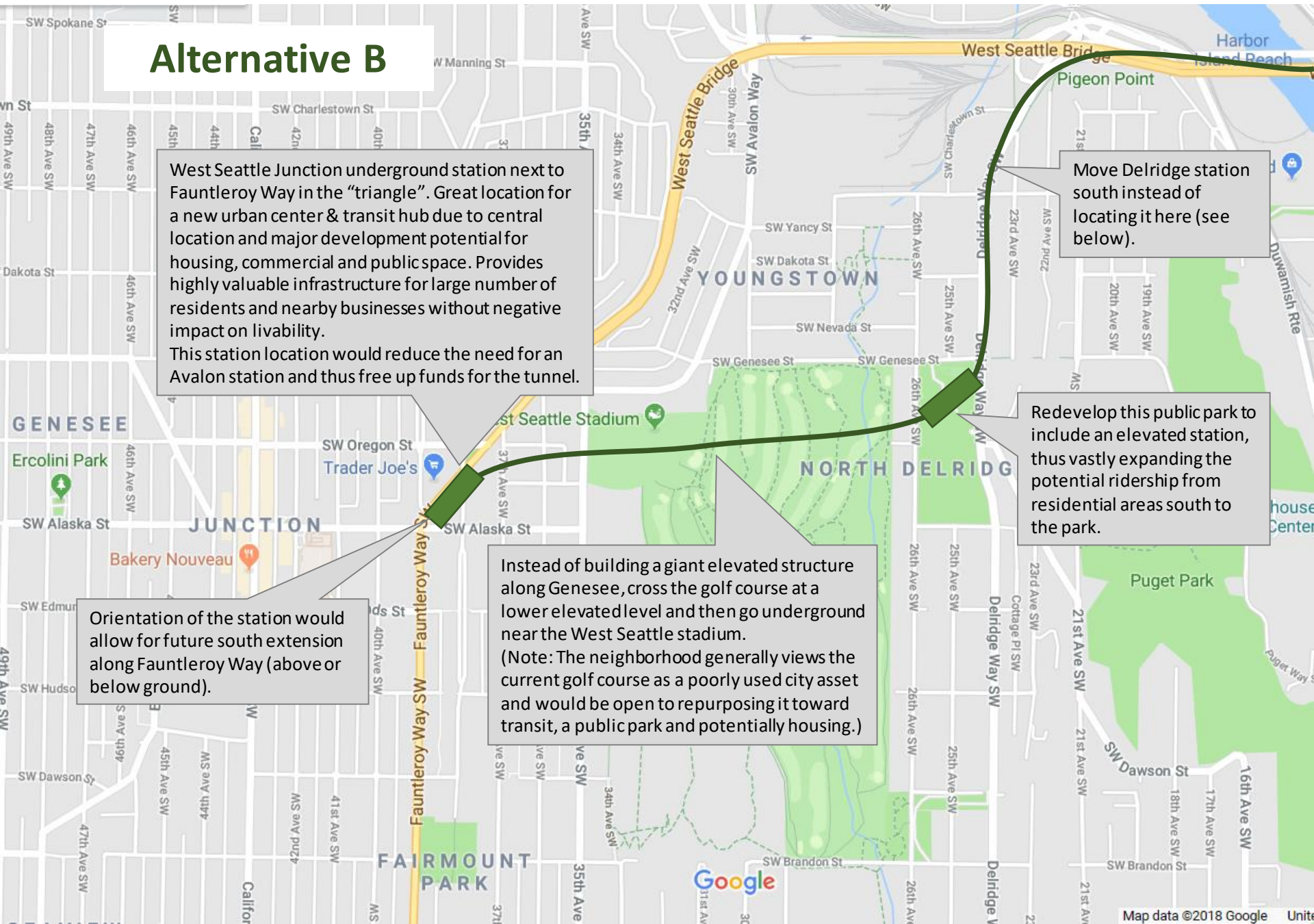
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 Reply all |   Delete Junk |  ...

Ballard Link extension comments

TA

Tom Auer <trauer@comcast.net>


Sun 3/4/2018 7:49 PM

To: WSB Link

Cc: contact@nwseattlecoalition.org 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Dear Sir or Madam:

I would like to comment on two aspects of the proposed Ballard Link extension. My first area of comment concerns project scope and phasing. I understand that the eventual plan is to have a second downtown tunnel parallel to the first, with trains running on various segments of the “X” formed by Ballard, Lynnwood, Redmond, and Tacoma. I have no opposition to the construction of that second tunnel, but suggest that it not be prerequisite for beginning service to Ballard. If an intermediate-term line were constructed from Ballard, with an interim terminus at South Lake Union, or Denny, or Westlake, both current bus ridership numbers and my own commuting experience would suggest substantial demand for that route. How much earlier that route could be delivered if it were unbundled from the full project is, I submit, a topic worth studying.

My second area of comment concerns routing through Interbay and the Salmon Bay crossing. I fully concur with the Northwest Seattle Coalition for Sound Transit 3, in that the C-01c option is a far superior alternative for preserving traffic functioning on 15th Avenue West, and for avoiding displacement to the businesses in, adjacent to, and opposite from Fishermen’s Terminal. The Ballard light industrial businesses supporting maritime trades are an asset that would be easily displaced, and not easily replaced. Even if modifications needed to be made to that option to make it affordable within current bonding authority, a routing west of 15th Avenue West is an option worthy of detailed study. I understand that efforts are underway to consider alternatives as quickly as possible, so that design and construction may in turn proceed as quickly as possible—but a poorly considered route opening in sixteen years, rather than in seventeen years, would be a very unfortunate result of those efforts.

I thank you in advance for a thoughtful and thorough approach to considering the various alternatives, and to these two subjects in particular.

Sincerely yours,
Thomas R. Auer
5650 24th Avenue NW

Comments and concerns about ST3 Delridge-Avalon alignment

MK


Mark Kumpula <mark.kumpula@comcast.net>

Sun 3/4/2018 6:41 PM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Hello,

I wanted to start out by saying that I support the ST3 projects wholeheartedly. That being said, as a homeowner in the Youngstown area of North Delridge, I would like to share some comments and concerns about the proposed alignment between the Delridge and Avalon stations.

The first concern that I have is the turn from Delridge Way SW to Genesee Street SW. The elevated structure would cut across an area of single family homes and townhouses, many of which are brand new. While I wouldn't be personally affected, it would be a shame to have to tear down so many new homes to support the structure. It wouldn't be just a couple of properties either. I bet that many of the residents wouldn't be happy having the elevated tracks go right above their homes, so realistically, much of the area between Delridge Way SW and 26th Avenue SW and SW Dakota Street and SW Genesee Street would have to be demolished.

My second concern is the elevated structure along SW Genesee Street, which is a relatively narrow two-lane road. There is obviously no room to run the pylons in the middle of the street, so the only realistic option is to have them on the West Seattle Golf Course grounds. As we all know, SW Genesee Street is very steep between 30th Ave SW and SW Avalon Way, which will necessitate very tall pylons if the entire alignment is meant to be elevated. Based on your planning documents, the structure would be 160 feet above ground, equivalent to a 16-story building and higher than the West Seattle Bridge -- all of this right next to a neighborhood where no houses are taller than 3 stories. That's incredibly out of scale with the surroundings, and it's certainly not cheap to construct an elevated guideway and pylons that tall.

In the end, I have two suggestions for the alignment. I'm aware of the budgetary constraints that might prevent any tunneling, but if there are funds, it would make sense to use it for the final mile to Alaska Junction. In such a case, the elevated structure could run along SW Genesee Street on the northern edge of the West Seattle Golf Course grounds but at a more reasonable height of 50 feet above ground and then enter the hillside at SW Genesee Street and SW Avalon Way for the final tunneled section. The Avalon station could even be right where the tunnel begins at SW Avalon Way and SW Genesee Street instead of tucked away off Avalon Way in the middle of a low-density single-family neighborhood. I do not support deferring the Avalon station to pay for the tunneling as some have suggested. There is considerable residential density (and room for more) along SW Avalon Way between 35th Ave SW and SW Andover Street. If the station were to be deferred, these people would be more or less cut off from the light rail system because the walk to either the Delridge or the Alaska Junction station would simply be too long.

advantages. The first advantage is that you wouldn't have to tear down any homes like with proposed SW Genesee Street alignment. The stretch of SW Andover Street between Delridge Way SW and SW Avalon Way has no residential buildings and is surrounded by Nucor and parking lots, where an elevated structure or any noise wouldn't be a problem. The grade to SW Avalon Way is also not nearly as steep as on SW Genesee Street, so the pylons could be 50 feet tall for much of the way rather than 160 feet tall. After reaching 28th Avenue SW, the elevated tracks would then rise and curve south and enter SW Avalon Way in the vicinity of SW Yancy Street. This curved section would go above land that is currently used for what appears to be outdoor storage for Nucor, followed by a self-storage facility, where an elevated structure would be less of a problem than above residential buildings. The elevated tracks would then continue south, down the middle of SW Avalon Way toward Alaska Junction. The final benefit of this alignment is that you can now place the Avalon station at any point along SW Avalon Way between SW Yancy Street and 35th Avenue SW that makes the most sense from a bus connection standpoint or to maximize the walkshed. Provided that there is no budget for tunneling, I believe that this alignment is far superior compared to the proposed SW Genesee Street alignment in terms of cost, engineering and mitigating impact on surrounding residential areas, while still covering the areas where the residential density and potential ridership are the highest.

I hope you take my suggestions into consideration.

Thank you,

Mark Kumpula
SW Nevada Street

Light Rail to Ballard - sufficient number of alternatives

DM

David Moehring <dmoehring@consultant.com>

Yesterday, 11:31 AM

WSB Link; bowman.s@portseattle.org; WSB Link; Email The Board; Matt Adkins <m

🔄 Reply all | ▼

Early Scoping

🔄 Reply all | ▼



Delete

Junk | ▼



WestIsBest_RailtoBall...



12 MB

👁 Show all 1 attachments (12 MB) Download Save to OneDrive - Sound Transit

Thank you for the opportunity to comment on the scoping of the high capacity transit service from downtown Seattle to Ballard.

This study will have a significant multifaceted longtime impact on Seattle, and the scope of the environmental impact study should consider all reasonable alternatives in terms of routing and station locations between downtown Seattle and Ballard. At the moment, only one alternative is being shared with the community. Seattle deserves a broader scope of alternative - each of which are to be subjectively evaluated by a pre-defined list of performance and long-term cost criteria (see email of Feb 15 below).

Please refer to the attached comments applied to the map of the Downtown-Ballard west route. It is not clear why this west route was neglected in public open houses. If there are perceived weaknesses to the route, what are they? Rectifying these weaknesses with an alternative west route scope shall be considered at this early stage.

These annotations primarily seek a tunnel below Salmon Bay as was similarly done with the rail tunnel to the UW Seattle campus. The attached map markup provides two alternatives within this west route. The two alternatives show different Ballard termination possibilities including the impact to Ballard and en-route businesses.

- whereas it makes sense to reduce impacts to natural habitats and urban forests and trees;
- whereas it makes good sense to tunnel the line below Salmon Bay;
- whereas it makes financial sense to consolidate Seattle rail locations to zones within the city
- whereas it makes sense to keep 15th Ave West available for bus, car, and truck delivery traffic
- whereas it makes sense to bring the Expedia station location closer to the pedestrians served
- whereas it makes sense to promote Port businesses rather than destruct.

Please consider the attached route west of 15th along the freight rail.

Thank you!

Board Member, Magnolia Community Council
Board Member, TreePAC
Founding Member, Baker Street Community Group
3444 23rd Ave W, #B
Seattle WA 98199

Sent: Thursday, February 15, 2018 at 2:16 PM
From: "David Moehring" <dmoehring@consultant.com>
To: bowman.s@portseattle.org
Cc: wsblink@soundtransit.org, EmailTheBoard@soundtransit.org, "Matt Adkins" <matthew.t.adkins@gmail.com>, sally.bagshaw@seattle.gov, "burchdaveaol.com" <burchdave@aol.com>, "Stephen DeForest" <sdeforest@foxrothschild.com>, "Janis Traven" <janistraven@comcast.net>, "Carrie Frankenburg" <carriefrankenburg@gmail.com>, "Carol Burton" <ctburton7@gmail.com>
Subject: Light Rail to Ballard - establishing criteria

Hello Stephanie-

My wife and I live in the Magnolia/Interbay neighborhood on 23rd Avenue West, and we I am interested in participating in the long-term planning of the Downtown to Ballard Light Rail Route. I definitely support the light rail route, but I would like for Sound Transit to study additional variations in the routing alternatives that will involve reduced environmental impacts while providing benefits to Seattle and our region.

In order to subjectively and properly evaluate different approaches, it is important to first establish the criteria for which an study would be evaluated. The criteria could include several aspects:

- travel time on light-rail (at different times of day) and differential from no-build;
- reduction of commuter vehicle traffic;
- reduction of vehicle travel hours;
- person / rider throughput;
- job # accessibility (relative to stop number and locations);
- productivity increases based on travel time savings);
- # of trips possible;
- initial cost;
- long-term maintenance (and operational?) costs;
- emergency evacuation capacity;
- safety risks (personal injury and train to vehicle crashes);
- noise remediation to residential and institutional areas;
- impact to climate change;
- social equity;
- impacts to business growth and development by sub-area;
- concurrent infrastructure opportunities;
- consequences and repercussions of seismic damage with overhead light rail options;
- interruption with truck, ship, freight traffic;
- impacts to Seattle's Tree Canopy Cover and 2037 goals for 30% coverage; and
- impacts to salmon, heron, and other behaviors of the natural habitat.

To demonstrate what this might involve, I have attached an example of multimodal evaluation for reference purposes only.

designated Major Freight Route and is very important to our friends and community members that work in the marine, industrial, and freight industries along the Ship Canal. Also, 15th Ave. W carries about twice as much traffic as Martin Luther King Way and with the growth of Interbay and the coming of the Expedia World Headquarters to Smith Cove, this north-south arterial will experience a high demand for intermodal transportation.

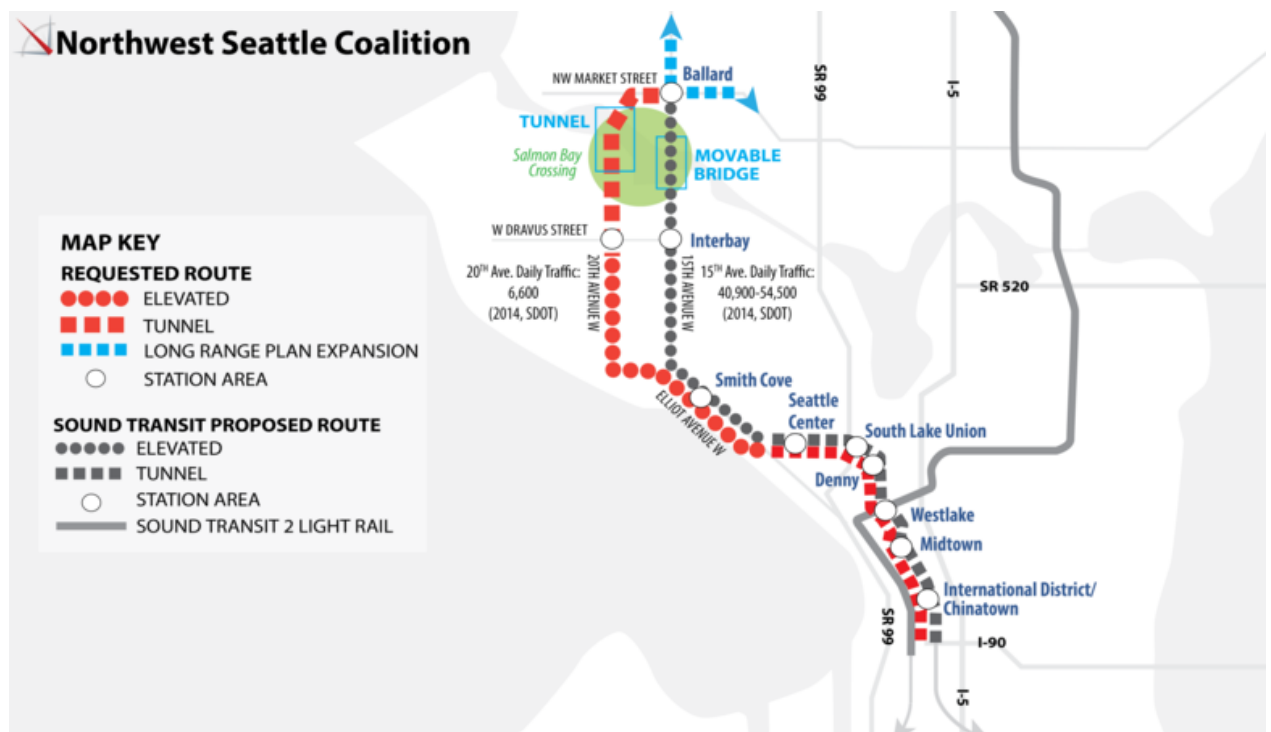
The 15th Ave W route seems like a simple solution, but in turn creates a myriad of urban issues. This highly used pathway must be maintained for bus routes D, 29, 31, 33, etc... that require more intermittent stops than the light rail is intended to provide. A movable bridge over the canal is far less reliable and will impact travel times and ship schedules. A rail tunnel (as was built through Capital Hill to the UW campus) promises better service and reduced environmental impacts. The western route as currently planned needs further consideration of value added propositions. These options may also further evolve when examining results on defined criteria.

"What if..." is the key preface of inquiry at this early stage of the process.

Designing a transportation system in 2020 that will endure (and perhaps expand) over Seattle's next 100 years is best with a tunnel verses a drawbridge.

I'm not sure of what the best way to funnel these thoughts to the relevant parties, but I trust that you might know.

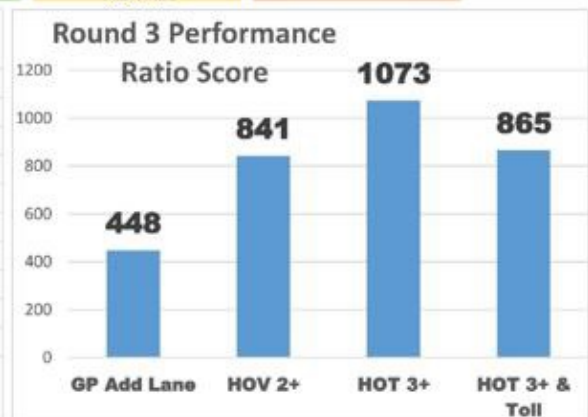
Kind Regards!



Below for demonstration purposes only:

1.1	Regional vehicle miles traveled (VMT)	miles	201,187,710	151,380	72,492	52,211	33,774
1.2	Regional vehicle hours traveled (VHT)	hours	8,067,709	-9,840	-9,773	-16,161	-17,300
1.3	I-290 Travel Time (GP Lane / Managed Lane)		30.7/NA	21.2/NA	23.2/13.7	23/13.5	14.8/12.6
1.4	Study Area Arterial VMT	miles	4,294,011	-24,560	6,944	-8,853	147,834
1.5	Study Area Arterial VHT	hours	255,282	-1,996	-967	-1,643	6,778
1.6	Person Throughput	persons	459,122	25,247	31,871	28,604	25,294
1.7	Job Accessibility	# of jobs	5,151,539	105,053	364,948	397,660	326,495
1.8	Overall Safety (crashes per million person miles per year)	rate	0.287	-4.86%	-6.44%	-6.21%	-4.65%
1.9	East-West Transit Trips	# of trips	76,950	4,375	2,150	4,425	8,425
2.01	Traffic Diversion to Local Roads	VMT	4,294,011	-24,560	6,944	-8,853	147,834
2.02	Average Change in travel time to job destinations, EJ Communities	Min	-	-1 to -3	0 to -9	-2 to -10	-2 to -9
2.03	Average Change in travel time to job destinations, Non-EJ Communities		-	-2 to -2	-2 to -5	-2 to -5	-4 to -6
2.08	Construction related jobs created	#	-	18,904	18,904	18,980	18,980
2.09	Productivity (based on travel time savings)	\$B	-	\$ 1.6	\$ 1.6	\$ 2.7	\$ 2.8
6.1	Noise Receptors exceeding noise abatement criteria (NAC)		227	230	228	229	220
9.1	Round 3 Construction Cost Difference (\$ Millions)	\$	-	\$ -	\$ -	\$ 13	\$ 13
Rank Score (1 to 4)				30	35	46	43
Ratio Score (0 to 100)				448	841	1073	865

Table Key: Highest Score 2nd Highest Score 2nd Lowest Score Lowest Score



David Moehring AIA NCARB
3444 23rd Ave W, #B
Seattle WA 98199



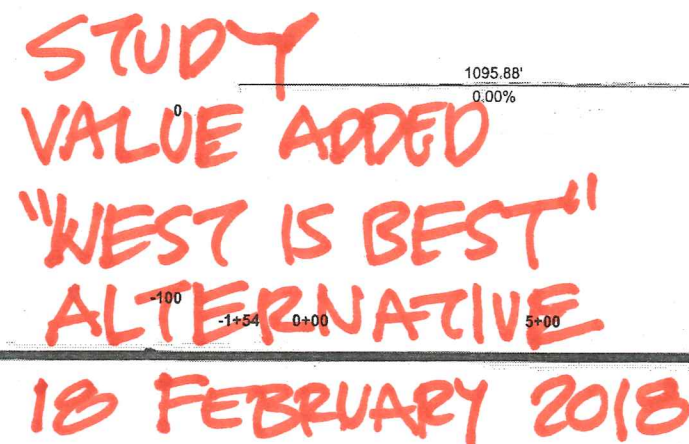
Land Use Committee
of the Magnolia Community Council

Magnolia Community Council
P.O. Box 99564
Seattle, WA 98139-0564

CONSIDER IMPROVING ALTERNATIVES



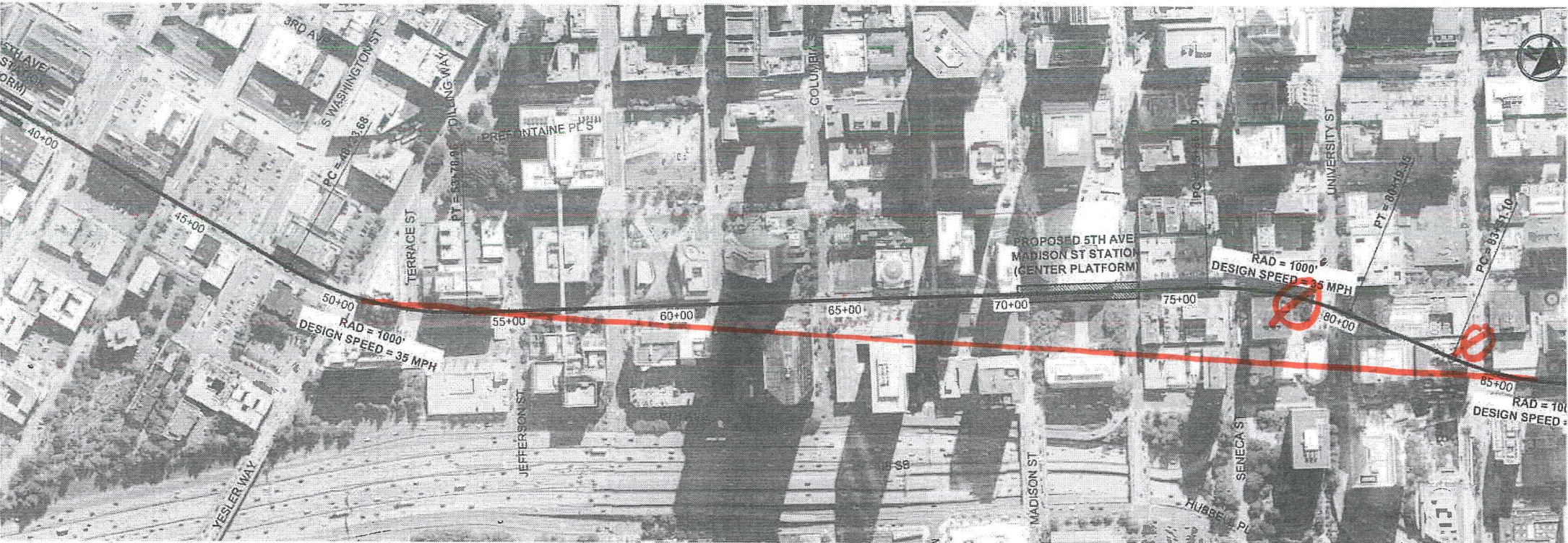
INTERMODAL STATION OPPORTUNITIES
CLOSER TO CENTURY LINK &
SAPECO FIELD.



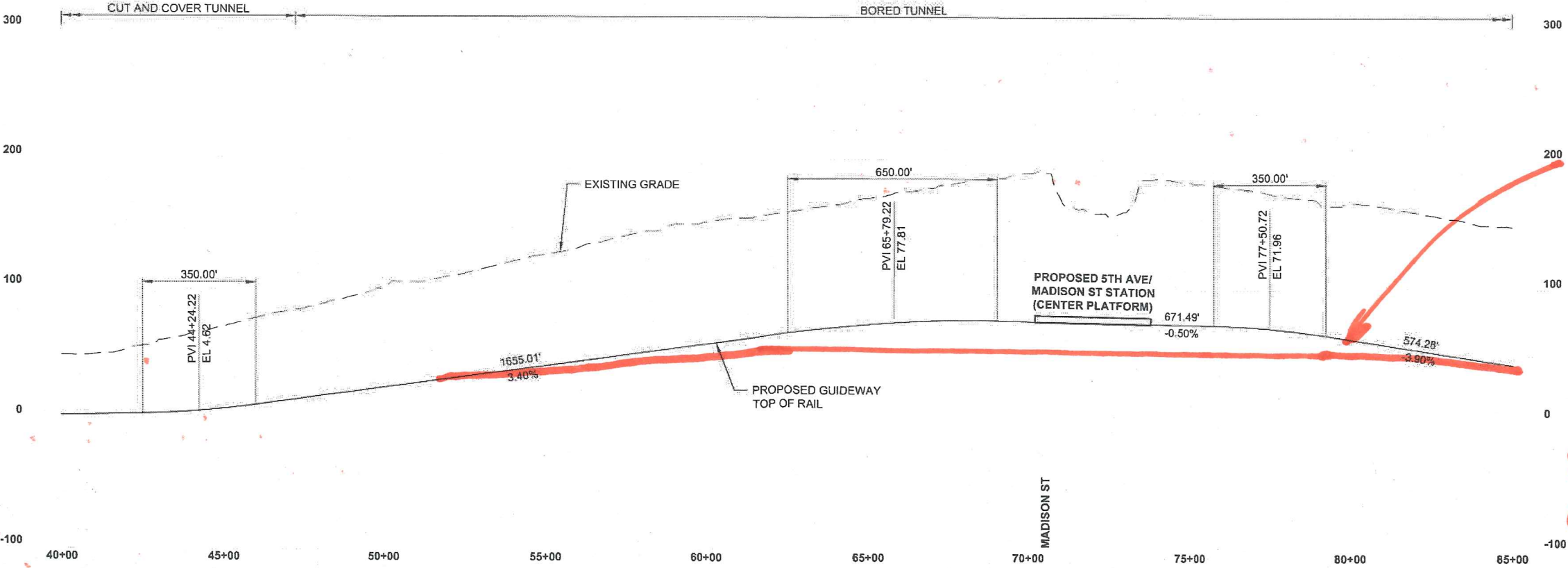
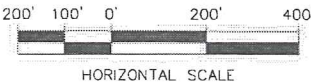
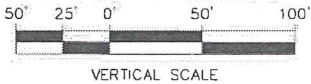
MCC LUC

REV. NO. _____

ST3 REGIONAL HIGH-CAPACITY TRANSIT SYSTEM PLAN



TYPICAL:
INCREASE
LIGHT RAIL
SPEED
OPPORTUNITIES
BY REDUCING
BENDS



INCREASE
DEPTH TO
GRADE BY
LEVELING
BORED
TUNNEL AND
AVOID BUILDING
STRUCTURES
OVER TUNNEL
WITH DEPTH



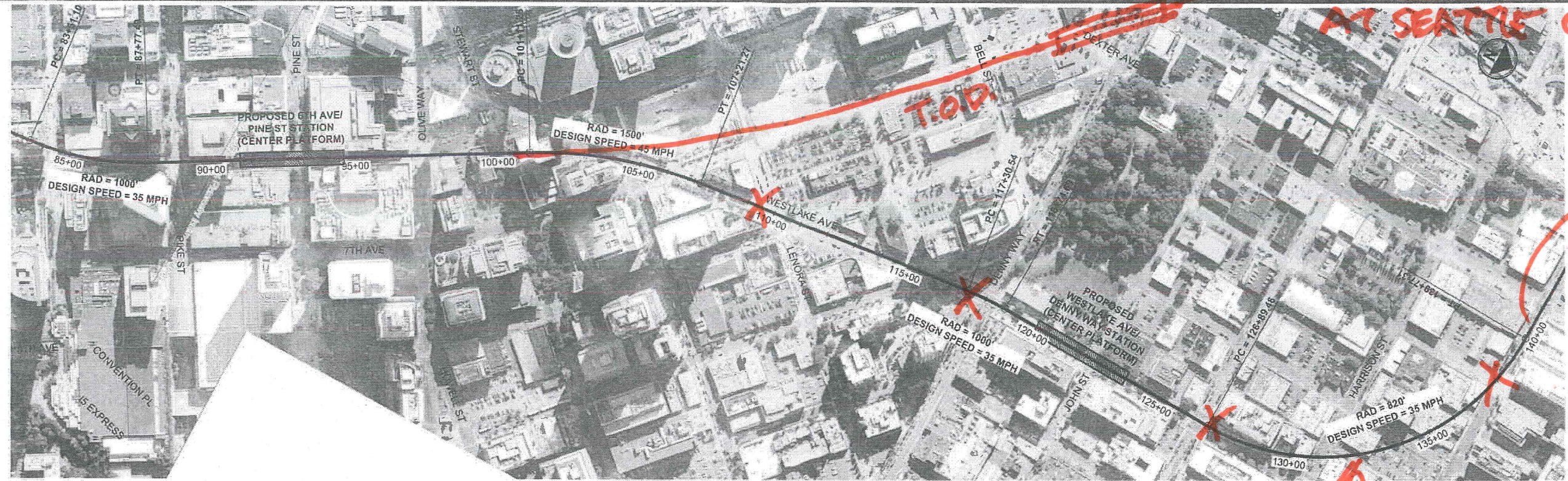
C-01c-2
BALLARD TO DOWNTOWN
PLAN AND PROFILE
MCC LUC

DWG NO. _____
SHEET 2 OF 8
REV. NO. _____

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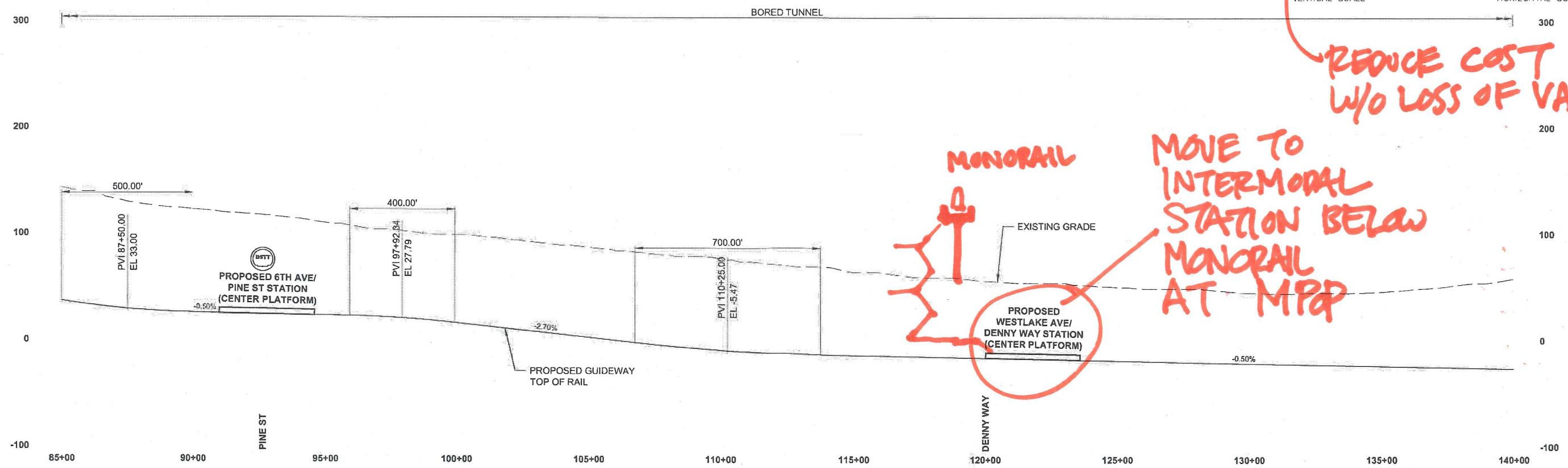
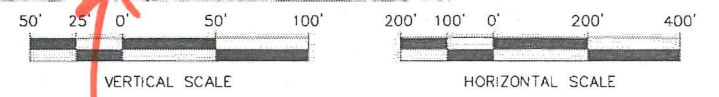
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ST3 REGIONAL HIGH-CAPACITY TRANSIT SYSTEM PLAN



INTERMODAL W/ MONORAIL
STATION COULD BE
AT SEATTLE CENTER

TRY A
STRAIGHTER
PATH TO
AVOID
TRACK
SPEED
REDUCTIONS



REDUCE COST
W/O LOSS OF VALUE

MOVE TO
INTERMODAL
STATION BELOW
MONORAIL
AT MPP

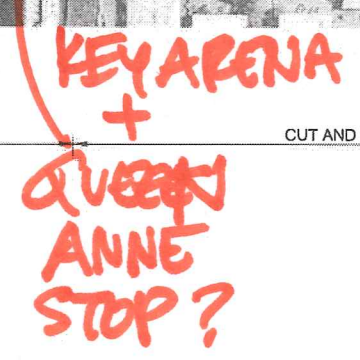


C-01c-2
BALLARD TO DOWNTOWN
PLAN AND PROFILE

MCC LUC

DWG NO. _____
SHEET 3 OF 8
REV. NO. _____

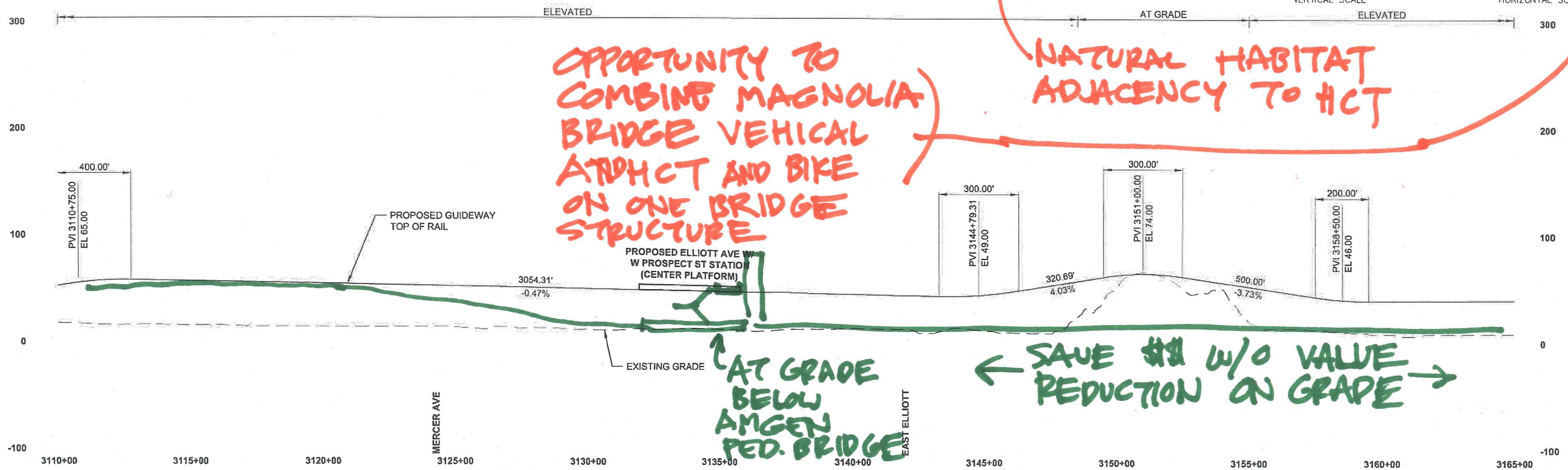
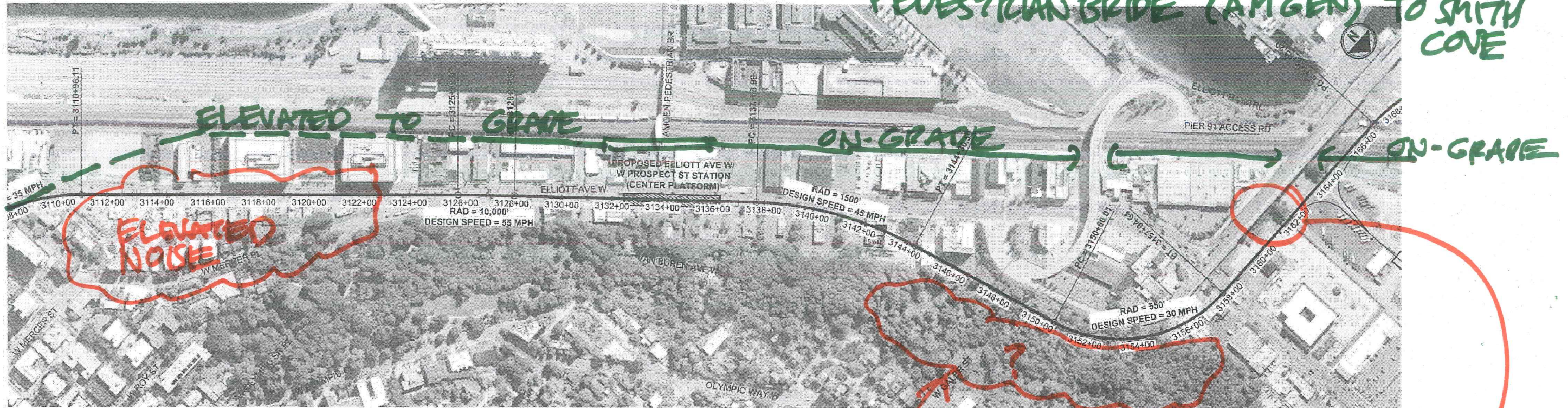
MONORAIL & HCT INTERNAL SEATTLE CENTER STATION



INCREASE TURN
RADIUS TO AVOID
SLOWER SPEED
AT TIGHT BENDS

PER SEATTLE PORT: ST3 REGIONAL HIGH-CAPACITY TRANSIT SYSTEM PLAN

CONNECT GRADE-LEVEL HCT STATION WITH PEDESTRIAN BRIDGE (AMGEN) TO SMITH COVE



OPPORTUNITY TO COMBINE MAGNOLIA BRIDGE VEHICAL AND HCT AND BIKE ON ONE BRIDGE STRUCTURE

NATURAL HABITAT ADJACENCY TO HCT

AT GRADE BELOW AMGEN PED. BRIDGE

← SAVE \$\$\$ W/O VALUE REDUCTION ON GRADE →

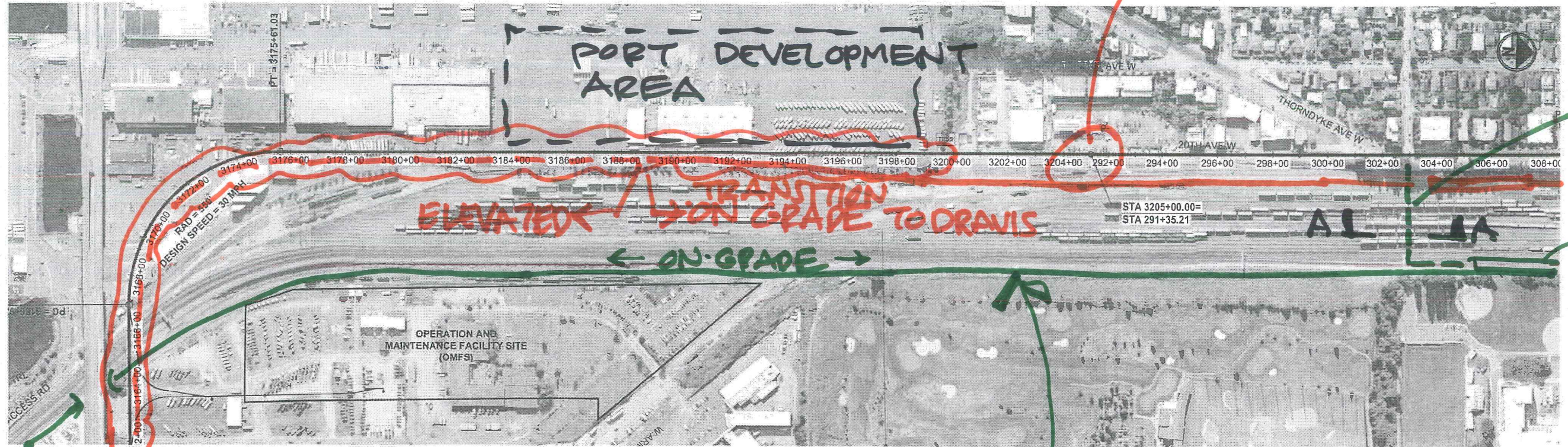


C-01c-2
BALLARD TO DOWNTOWN
PLAN AND PROFILE

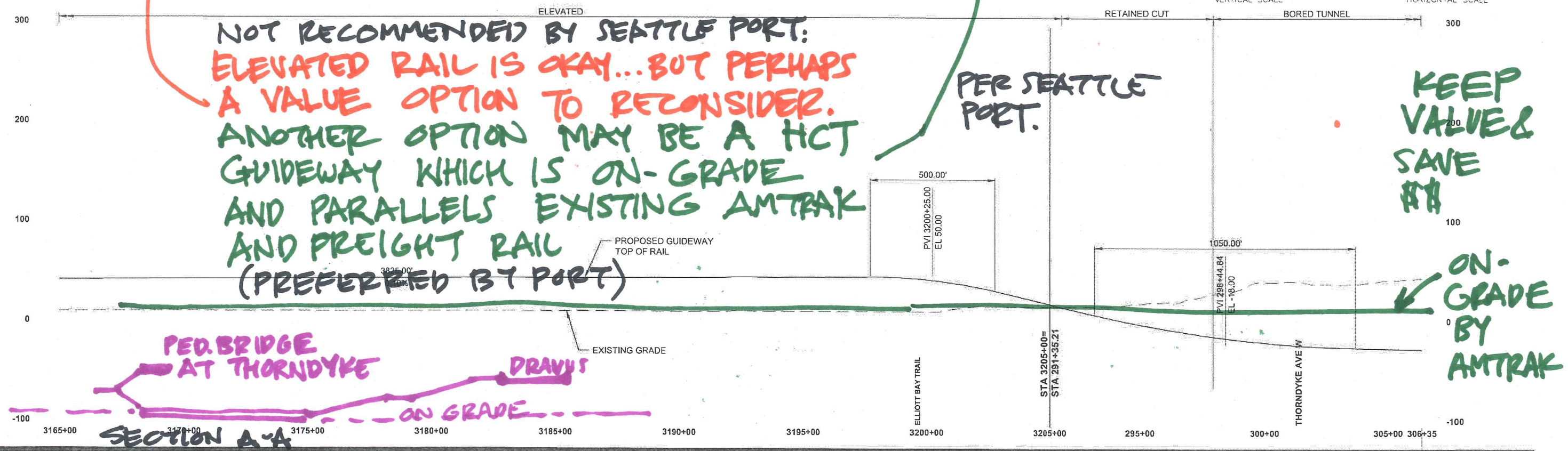
MCC LUC

DWG NO. _____
SHEET 5 OF 8
REV. NO. _____

ST3 REGIONAL HIGH-CAPACITY TRANSIT SYSTEM PLAN



OPTION:
PEDEST./
BIKE
BRIDGE
CONNECT
TO
DRAVIS
STATION
ON
GRADE



NOT RECOMMENDED BY SEATTLE PORT:
ELEVATED RAIL IS OKAY...BUT PERHAPS
A VALUE OPTION TO RECONSIDER.
ANOTHER OPTION MAY BE A HCT
GUIDEWAY WHICH IS ON-GRADE
AND PARALLELS EXISTING AMTRAK
AND FREIGHT RAIL
(PREFERRED BY PORT)

PER SEATTLE
PORT.

KEEP
VALUE &
SAVE
\$

ON-
GRADE
BY
AMTRAK

PED. BRIDGE
AT THORNDYKE

DRAVIS

SECTION A-A

NOTE: THE STATION SERVING DRAVIS
MAY BE SEVERAL HUNDRED FEET SOUTH
OF BRIDGE FOR AN ACCESSIBLE RAMP

C-01c-2
BALLARD TO DOWNTOWN
PLAN AND PROFILE

MCC LUC

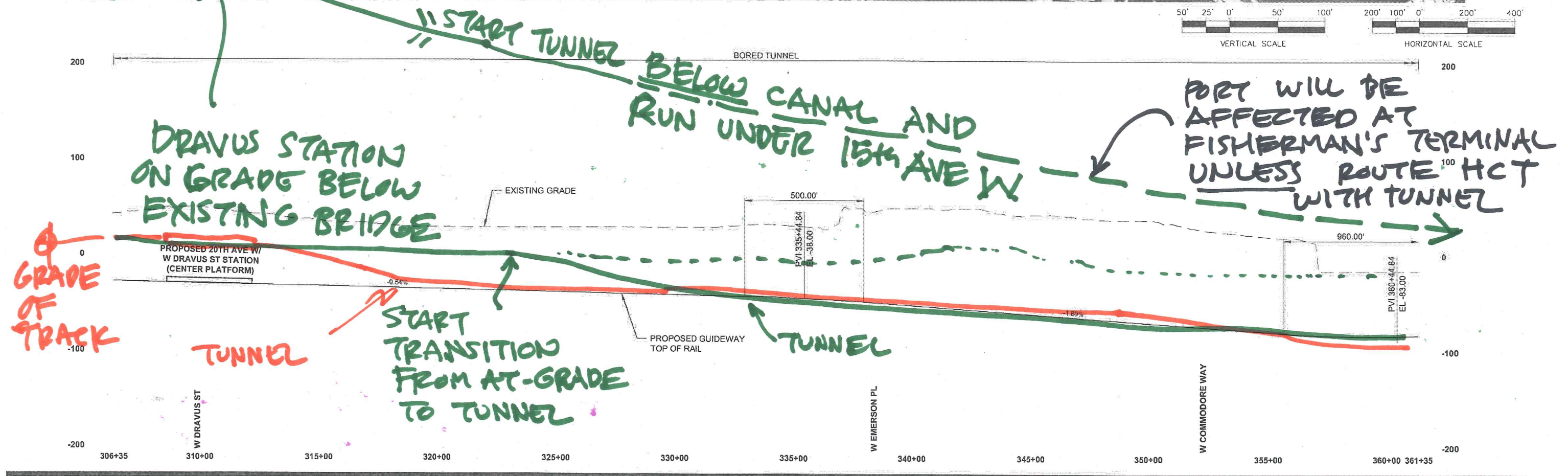
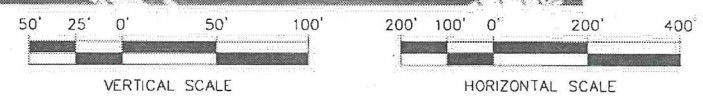
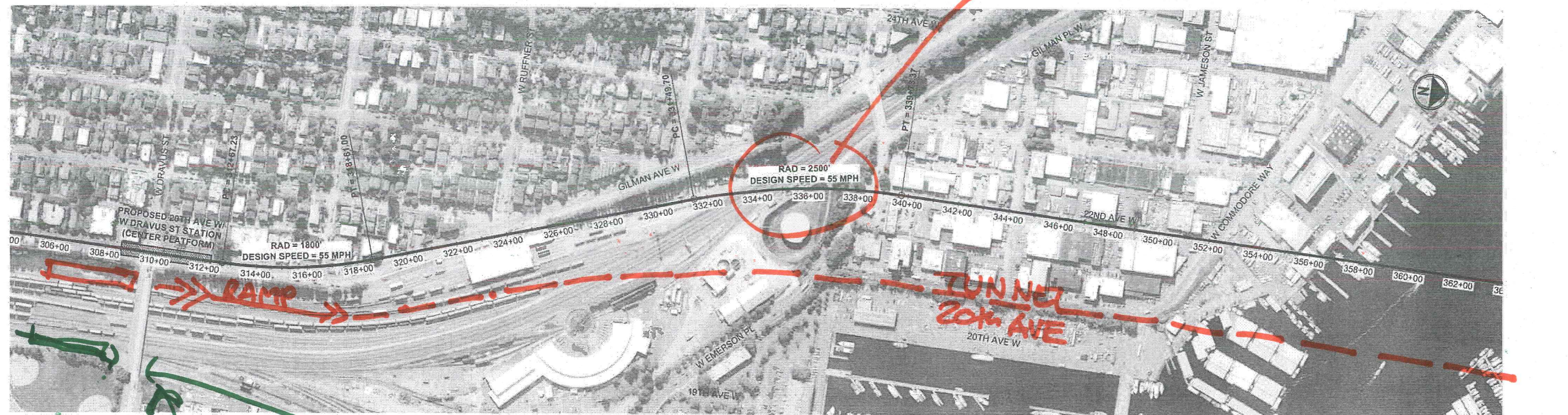
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SHEET 6 OF 8
REV. NO. _____



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ST3 REGIONAL HIGH-CAPACITY TRANSIT SYSTEM PLAN

GOOD BEND @ 55 MPH



C-01c-2
BALLARD TO DOWNTOWN
PLAN AND PROFILE
MCC LUC

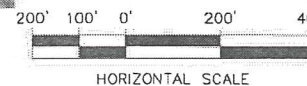
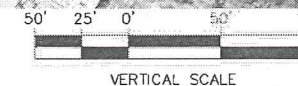
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SHEET 7 OF 8
REV. NO. _____

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ST3 REGIONAL HIGH-CAPACITY TRANSIT SYSTEM PLAN

FARMER'S MARKET W PLAN + RETAIL

- TERMINUS BELOW GRADE



MOVE 200
BALLARD
STATION AT
HEART OF 100
BUSINESS
AREA 96

TUNNEL BEYOND CANAL

RAILROAD HAZARDOUS MATERIAL STATION

BORED TUNNEL

NW DOCK

382+00

386+00

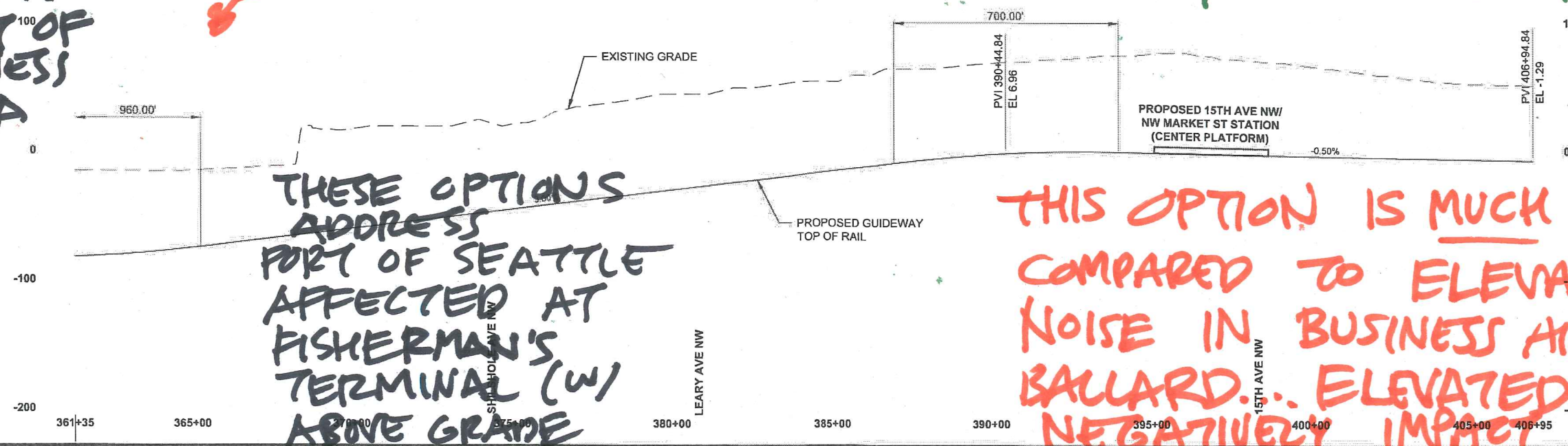
390+00

394+00

398+00

TUNNEL
15TH
AVE NW

GO W/TUNNEL IN BALLARD.



THESE OPTIONS
ADDRESS
PORT OF SEATTLE
AFFECTED AT
FISHERMAN'S
TERMINAL (W/
ABOVE GRADE
AS SHOWN BY
'SOUND TRANSIT')

THIS OPTION IS MUCH PREFERRED
COMPARED TO ELEVATED RAIL
NOISE IN BUSINESS AREA OF
BALLARD... ELEVATED WILL
NEGATIVELY IMPACT BUSINESS

C-01c-2 BALLARD TO DOWNTOWN PLAN AND PROFILE

MCC LVL

DWG NO.

SHEET 8 OF 8

REV. NO.



FW: Feedback Form: Impossible to find feedback forms! CRM:0261947

BA

Burnett, Andrea

Yesterday, 8:33 AM

WSB Link ▾

Reply all | ▾

Early Scoping

Entered in EL File for awareness

Early scoping comment.

From: Web Feedback

Sent: Tuesday, March 06, 2018 8:29 AM

To: John Cornelison <st@VashonDesign.com>

Subject: RE: Feedback Form: Impossible to find feedback forms! CRM:0261947

Hi John.

Thanks for the feedback. I'm sorry for the issues you had trying to get to the West Seattle/Ballard comments.

I'm not sure how KUOW directed listeners but our project website directly linked to the online open house. The address is www.soundtransit.org/wsblink. I am in the process of removing the links to the comments now since that comment period has passed. If you are interested in this project, there's an email signup form on our project site where you can receive project updates.

I see the comment form has closed, but I will forward your comments to the Andrea Burnett, our community outreach lead for this project.

Again I apologize for the difficulty.

Matt Delgado
Sound Transit Digital Communications

----- Original Message -----

From: John Cornelison

Received: Mon Mar 05 2018 16:15:50 GMT-0800 (Pacific Standard Time)

To: Web Feedback

Subject: Feedback Form: Impossible to find feedback forms!

The following message was submitted via the Web Feedback submission form on www.soundtransit.org.

Name: John Cornelison

Email: st@VashonDesign.com

Subject: Impossible to find feedback forms!

System: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/63.0.3239.132 Safari/537.36

Details:

I'd like to submit comments on the West Seattle Link Extension - as mentioned on KUOW. Apparently comments end today, but there is no obvious way to find how to submit comments... I'm a web developer and hadn't found it after 10 minutes of reading about the project and wandering elsewhere on the site.

Anyway, my comment is to PLEASE consider extending the light rail line to the Fauntelroy Ferry terminal, or better yet to Westwood Village as that is where your nearest transit hub is, and if you don't connect them it leaves us in between stranded. The Rapid Ride C is nice, but it involves double transfers and will doubtless reduce ridership versus a seamlessly connected system. Continuing the line would unite Vashon and Southworth traffic and make total sense to those 10K's of riders per day - especially projected for future ridership..

 Reply all |   Delete Junk |  ...



Avalon alaska and delridge stations

S

stickemup206@gmail.com

Mon 3/5, 11:59 PM

WSB Link 

 Reply all | 

Early Scoping

Please do these as planned in the video, i feel those are some of the best locations to ease and help traffic congestion. I actually like this plan.

Make it elevated and make it fast

I think this plan is a winner in West Seattle

Lifelong resident since 84

Don't listen to Juno, screw tunnels

keep it elevated

keep it simple

keep it fast



Craig teagardin


Sent from my iPad Pro

ST3 - Love the idea but let's work on the design

GR

Gary Reifel <gary.reifel@gmail.com>

Mon 3/5, 11:34 PM

WSB Link; Gary Reifel <gary.reifel@gmail.com> 

 Reply all | 

Early Scoping

ST3 Alignment Altern...



469 KB

 Show all 1 attachments (469 KB) Download Save to OneDrive - Sound Transit

Hello,

Very happy to see light rail coming to West Seattle. I attended and appreciated the neighborhood presentation on 2/13. I live at 4143 32nd Ave SW near where Genesse and Avalon meet and very close to the proposed Avalon station. I am a 16 resident neighborhood; I know the area well and commute regularly to downtown via the C-Line bus. The current elevated plan needs to be fine tuned; you will find two very good alternatives depicted in the attached PDF.

Rather than describe the faults of the existing plan I will focus on the strengths of these alternatives:

- Both alternatives should cost less. Why? Fewer stations, less intersection with existing public and private structures and a massive climb up Genesse Hill is avoided.
- Both alternatives should quicken build time. Why? Less interaction with existing roads, shortens the rail line and eliminates complexity.
- The 1st alternative with a station at West Seattle Stadium syncs will with the existing C-Line bus stop that will bring riders to the rail station.
- The parking lot at WS Stadium is currently under utilized and could be turned into a revenue generating Parking Garage drawing riders to the train or bus for the final leg of their commute.
- Both alternatives eliminate the elevated line to the "Junction"; residents of West Seattle do not want a monorail like structure running to the junction.
- Alternative B with the Fauntleroy Triangle Station positions the line to push South down Fauntleroy in the future. This is better than the currently proposed dead-end station at the Alaska Junction.

Hope you and the team will give these alternatives consideration. Both are less complex, less costly and will better serve the community now and in the future.

Thank you,

Gary Reifel
206-601-1051

 Reply all |   Delete Junk |  ...

West Seattle light rail feedback

KF

Kevin Freitas <kevinfreitas.net@gmail.com>

Mon 3/5, 11:12 PM

WSB Link 

 Reply all | 

Early Scoping

Thanks so much for reaching out to our community! We're excited to welcome a much needed light rail line to our neighborhood but need it to work with the scale of our area. In studying initial alternates for our line, please consider tunneling under our hill. Though we know costs of a tunnel are more my family beliefs you could remove the Avalon station and shif a junction station a block or so east. With an entrance on the east side of Fauntleroy you'll pick up many of the rid re an avalon station would while not wasting such a station on an are with challenging topography and dead zones for ridership like the West Seattle freeway and golf course. Speaking of golf course, work with the city to utilize that land for the tunnel entrance to benefit more of us than a "green space" that's really for the golf playing few. We also feel costs could be cut by increasing the walksheds of this line's stations from 5 minutes to the 10 minute transportation hub walksheds the city is using to expand urban village boundaries. There are stations near SLU and in the Magnolia cut that could be cut to save costs while not hurting ridership.

Thanks again and we look forward to working with our community and Sound Transit to find the best solution that fits our neighborhood.

Kevin Freitas
4747 36th Ave SW
Seattle, WA 98126

 Reply all |   Delete Junk |  ...



Fwd: ST3 options from Andri

MC


Michael Commons <MCommons@WesternPeterbilt.com>

Mon 3/5, 10:25 PM

WSB Link 

 Reply all | 

Early Scoping

ST3 Alignment Altern... 

469 KB

 Show all 1 attachments (469 KB) Download Save to OneDrive - Sound Transit

I think the current draft is very flawed. I prefer option A in the attached PDF, but I believe other options might be out there that are even better, all are better than what is currently proposed.

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: RENE COMMONS <rcommons@jetcitystudio.com>

Date: 3/5/18 3:33 PM (GMT-08:00)

To: Michael Commons <MCommons@WesternPeterbilt.com>

Subject: ST3 options from Andri

Begin forwarded message:

From: lisa zerkowitz <asilzerk@comcast.net>

Subject: Andri's files

Date: March 5, 2018 at 3:31:39 PM PST

To: Rene Commons <recommons@icloud.com>

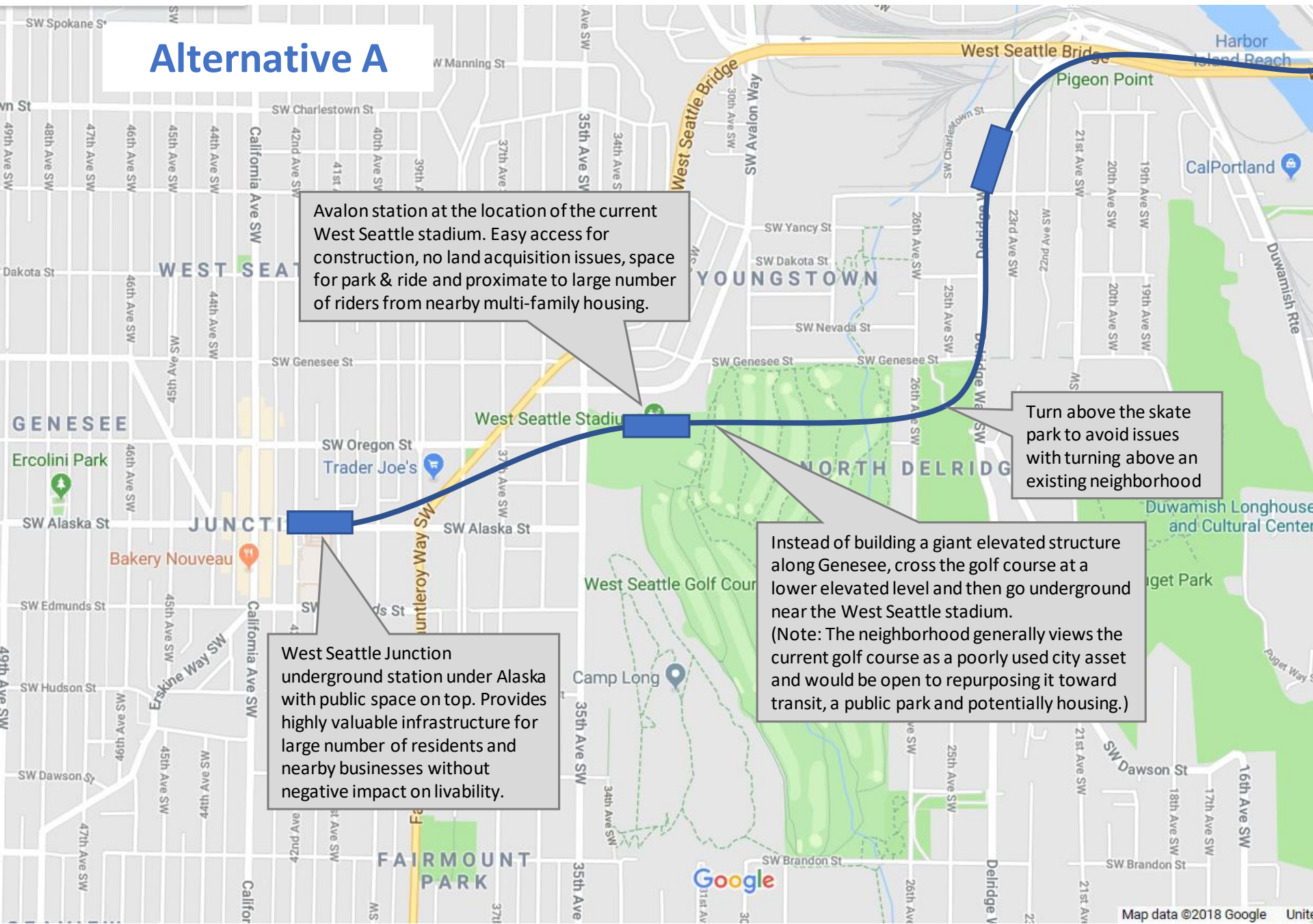
Alternative A

Avalon station at the location of the current West Seattle stadium. Easy access for construction, no land acquisition issues, space for park & ride and proximate to large number of riders from nearby multi-family housing.

Turn above the skate park to avoid issues with turning above an existing neighborhood

Instead of building a giant elevated structure along Genesee, cross the golf course at a lower elevated level and then go underground near the West Seattle stadium.
(Note: The neighborhood generally views the current golf course as a poorly used city asset and would be open to repurposing it toward transit, a public park and potentially housing.)

West Seattle Junction underground station under Alaska with public space on top. Provides highly valuable infrastructure for large number of residents and nearby businesses without negative impact on livability.



Alternative B

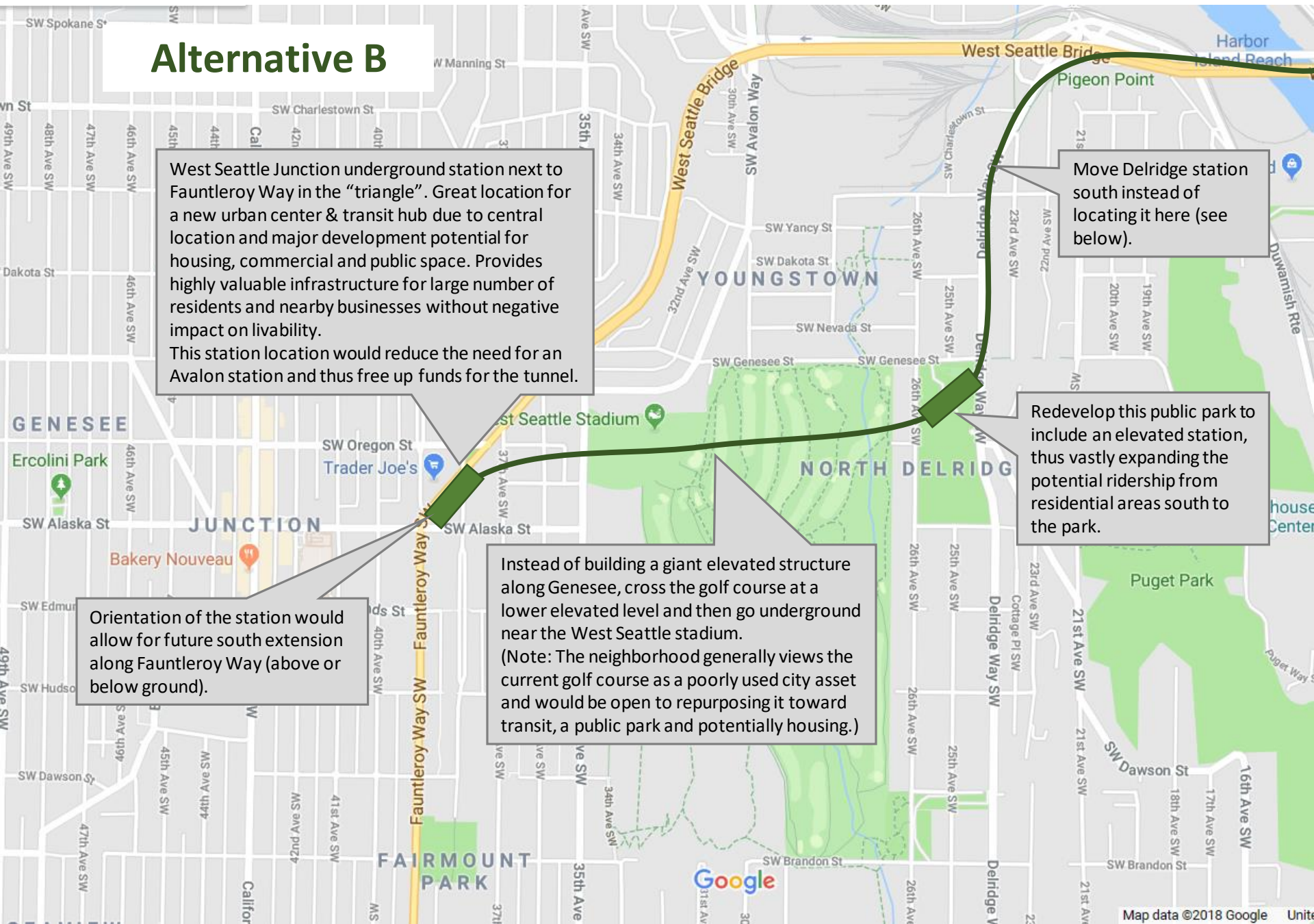
West Seattle Junction underground station next to Fauntleroy Way in the "triangle". Great location for a new urban center & transit hub due to central location and major development potential for housing, commercial and public space. Provides highly valuable infrastructure for large number of residents and nearby businesses without negative impact on livability. This station location would reduce the need for an Avalon station and thus free up funds for the tunnel.

Orientation of the station would allow for future south extension along Fauntleroy Way (above or below ground).

Instead of building a giant elevated structure along Genesee, cross the golf course at a lower elevated level and then go underground near the West Seattle stadium. (Note: The neighborhood generally views the current golf course as a poorly used city asset and would be open to repurposing it toward transit, a public park and potentially housing.)

Move Delridge station south instead of locating it here (see below).

Redevelop this public park to include an elevated station, thus vastly expanding the potential ridership from residential areas south to the park.



West Seattle Link Extension Alternatives A/B/C

RC

Rene Commons <recommons@icloud.com>

Mon 3/5, 10:16 PM

WSB Link; Andri Kofmehl <andri.kofmehl@gmail.com>; Deb Barker-Shaw <djb124 >

Reply all |

Early Scoping

Needs to be entered in EL

ST3 Alternatives 3.05....

1 MB

Show all 1 attachments (1 MB) Download Save to OneDrive - Sound Transit

Dear ST3 Planning Group,

Here is my input for your community outreach that I hope you will consider.

I have lived in WS these past 25 years and seen the recent 8 years of gentrification and banal development of apartments degrade the character of our neighborhood. I hope and trust you will do all that you can and more to make this a great project for all in our West Seattle community - including Delridge.

I am attaching Alternative A, B, & C with annotations and explanations for recommended station location and routes. Alternatives A & B were created by my talented, caring and articulate neighbor: Andri Kofmehl to whom I give accolades. (Thank you Andri!)

I support **A, B & C** but feel that **Alternative C** Delridge/Westwood Village **makes the most sense because:**

1. Open Land/ lower land value than the West Seattle Junction at Delridge
2. Delridge Community is seeking great development. The Delridge community has been overlooked when requesting landmark grocery store, other businesses and restaurants . The West Seattle Junction Urban Hub was developed minimal regard for light, views, green space or a community center. Delridge presents us with an opportunity as it has space that could be developed in a better way. ST3 can help us to get it right.
3. Terrain/Grade : Delridge way is level without significant Grade until Morgan
4. Westwood Village: Delridge Way connects with Westwood Village area - another open space with great station potential.

Best,

Rene' Commons

Build it well so people want to live there and their friends want to live there....

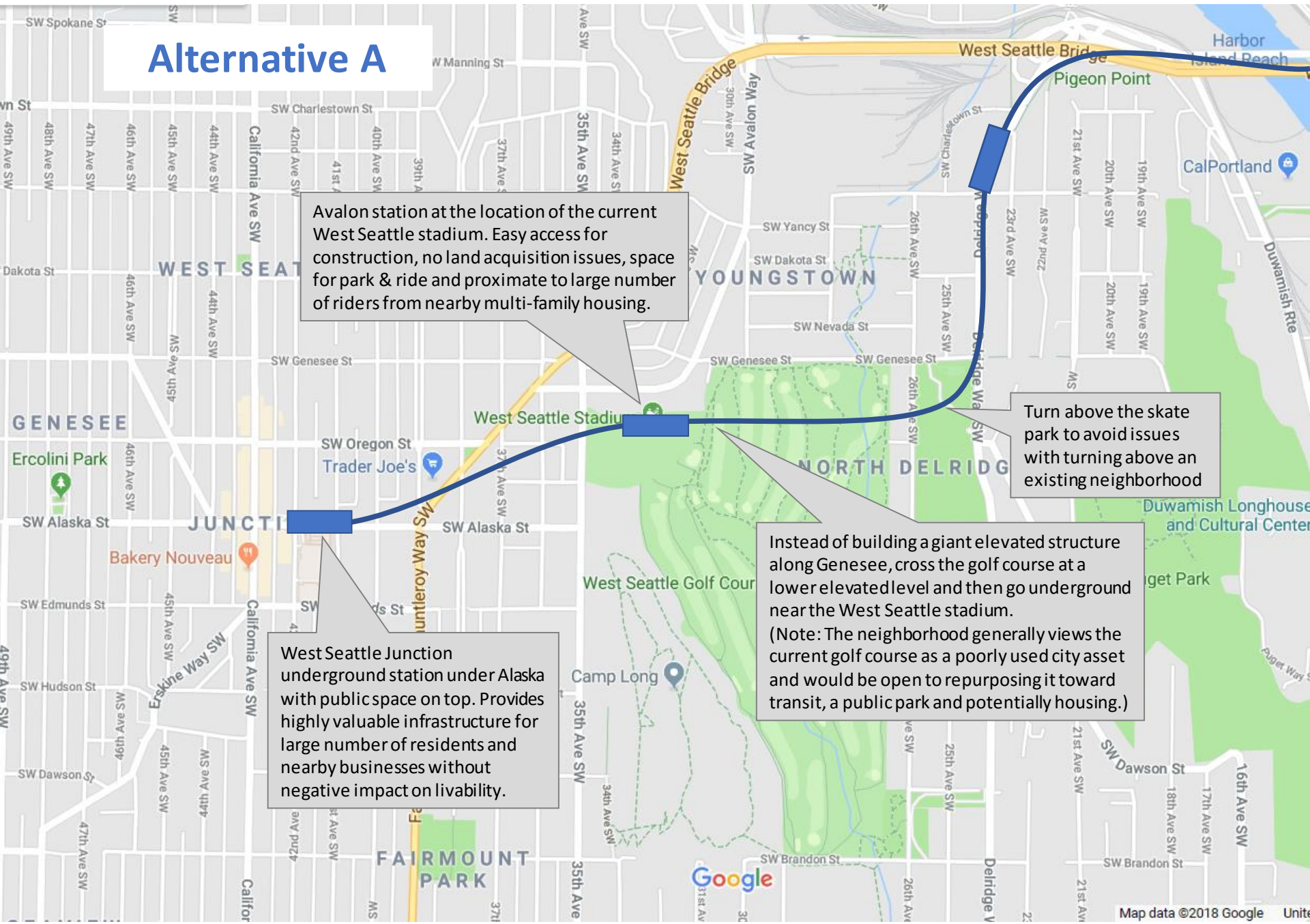
Alternative A

Avalon station at the location of the current West Seattle stadium. Easy access for construction, no land acquisition issues, space for park & ride and proximate to large number of riders from nearby multi-family housing.

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Alternative B

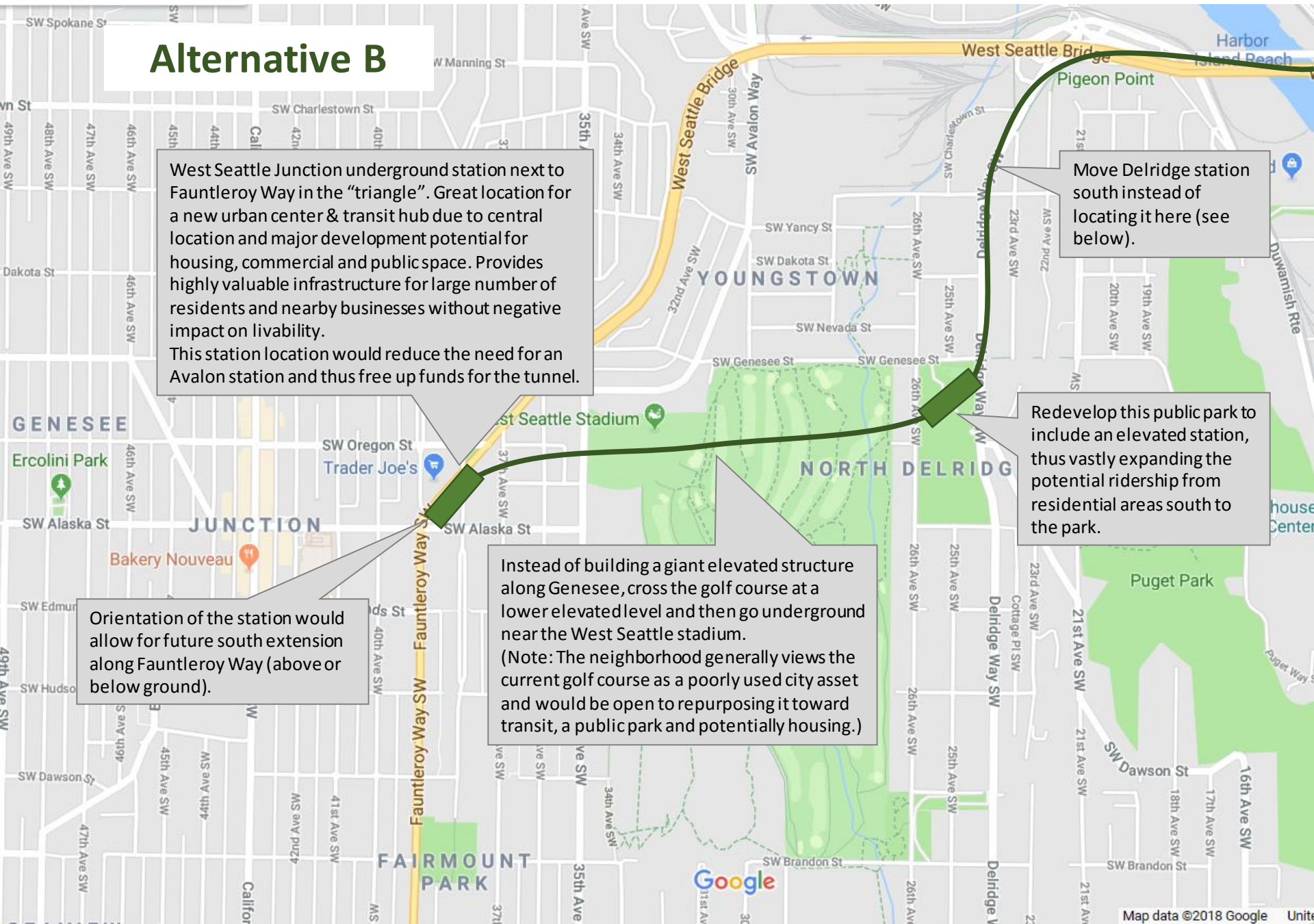
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Move Delridge station south instead of locating it here (see below).

Redevelop this public park to include an elevated station, thus vastly expanding the potential ridership from residential areas south to the park.



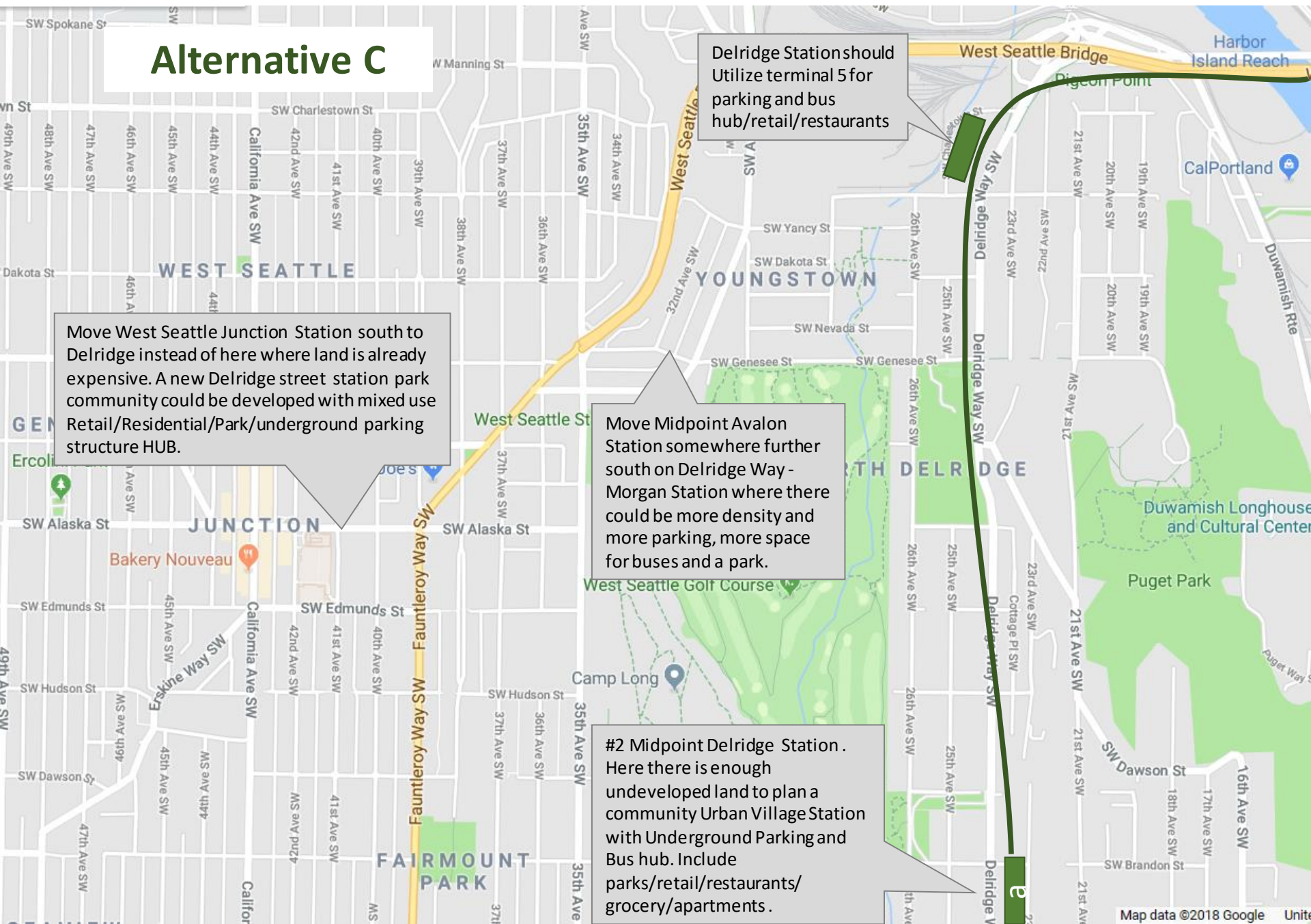
Alternative C

Move West Seattle Junction Station south to Delridge instead of here where land is already expensive. A new Delridge street station park community could be developed with mixed use Retail/Residential/Park/underground parking structure HUB.

Delridge Station should Utilize terminal 5 for parking and bus hub/retail/restaurants

Move Midpoint Avalon Station somewhere further south on Delridge Way - Morgan Station where there could be more density and more parking, more space for buses and a park.

#2 Midpoint Delridge Station . Here there is enough undeveloped land to plan a community Urban Village Station with Underground Parking and Bus hub. Include parks/retail/restaurants/ grocery/apartments .




Comments: Ballard Light Rail early scoping

EP

Emily Pizzuto <emily.pizzuto@gmail.com>

Mon 3/5, 9:16 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Hello,

I attended the Ballard Light Rail early scoping open house on 2/15. My comments regarding the early scoping package for the Ballard Light Rail are as follow:

I would like to see a tunnel option evaluated. I am concerned that the proposed bridge will need to open frequently for boat traffic.

The 70' height of the bridge at Salmon Bay/Lake Washington Ship Canal dictates the height of the potential station around Market Street and 15th Ave NW. The proposed station height of 50' is about the height of the adjacent buildings at that intersection. The proposed 50' light rail infrastructure is too tall and disconnected from the surrounding neighborhood. The 50' rail and station height seems more fitting for an industrial or open suburban area, and not a busy and fast developing urban village of Ballard at Market Street and 15th Ave NW. I believe a tunnel option eliminates the issue of service interruptions caused by bridge openings to accommodate boat traffic. I also believe a tunnel option will integrate better into the existing urban neighborhood. A tunnel gives flexibility of how the Light Rail can surface and integrate into the neighborhood instead of being dictated by boat traffic clearances.

Multimodal connections:

Please study 14th Ave NW as a multimodal connection to the Burke Gilman trail. Currently north of Market Street on 14th Ave NW the "Gemenskap" park is under construction, a piece of the grassroots neighborhood vision for 14th Ave NW. In the future the adjacent neighborhood envisions the "Gemenskap" model running the length of 14th Ave NW from 65th Street to the North, to the public water access, and terminus of the 14th Ave NW to the South. 14th Ave NW should serve as a pedestrian/bike/car park-like connection to the Burke Gilman trail, and the services that surround this intersection of 14th Ave NW and Leary Way. The surrounding amenities at 14th Ave NW and Leary Way will only grow as a major neighborhood destination for day to day needs in the coming years. There are 5 grocery stores (Fred Meyer, New Seasons Market-opening spring 2018, Trader Joes, Cash and Carry and PCC-proposed development) and 3 Child Care facilities (SGA Preschool, Bright Horizons-future development, and Kinder Academy-future development) all in the surrounding area. A walkable/bikeable connection to this destination would be preferred along 14th Ave NW, away from the busy 15th Ave NW.

Best,

Emily Pizzuto

 Reply all |   Delete Junk |  



West Seattle

MH


Marie Harris <ghmh2012@gmail.com>

Mon 3/5, 9:02 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

I want to make my opinion heard in favor of the plan to build a tunnel in West Seattle beginning at the golf course and ending at Alaska Junction. Also eliminating the station at Avalon to save money. Please consider this plan!!!! It makes the most sense for those of us that live in and love West Seattle!!!!

Marie Harris

Sent from my iPhone

 Reply all |   Delete Junk |  ...



Early scoping public comment

PF

Paul Feldman <Paul.Feldman@pobox.com>

Mon 3/5, 6:22 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

To whom it may concern:

This light rail line segments offer the only remaining opportunity through and likely beyond ST3 to consider an alignment that will allow First Hill to be directly served by light rail. Rather than have this line basically continue to duplicate the existing light rail line from SODO through and including downtown, I offer that you would do better to serve the community to have the West Seattle leg include a stop on First Hill, likely Terry & Madison. Even if the Madison BRT were to be built, a bus stop is not a light rail stop. And not for nothing, most community partners have rescinded or otherwise backed away from some pretty lukewarm support of the BRT at the zenith of its consideration, pre-Trump.

I encourage you to consider a First Hill alignment for the WSB line of ST3. Thank you.

Paul Feldman
1100 Minor Ave Apt 301
Seattle WA 98101-4206
206-317-7687

light rail to Ballard ST3

CB


Carol Burton <ctburton7@gmail.com>

Mon 3/5, 5:39 PM

WSB Link 

 Reply all | 

Early Scoping

Ballard to Downtown ... 

806 KB

 Show all 1 attachments (806 KB) Download Save to OneDrive - Sound Transit

I am writing to ask that Sound Transit (ST) research and seriously consider alternative routes to Ballard. ST is doing a bait and switch approach with the proposed 15th Ave route. I attended several forums and open houses about ST 3 and consistently we were told that ST would not decide on a route before the election, but would consider alternatives in the design process. We were presented with maps and charts showing 4 different routes, with pros and cons of each. (see attached file). Now the election is over we are told that the voters wanted only one route - the one that ST is now pushing online at their open houses. There is no discussion of alternative routes or of the merits (or not) of a different route. We are just told that this route is cheaper, and therefore better.

If you read the table with the analysis of the 4 options, Option C-01c rates high on reliability and system integration - elevated on 15th Ave is only medium-high in these areas. Many features are the same for both C-01b and C-01c - ridership , socio-economic benefits, non-motorised access, one minute difference in travel time. The ONLY difference is cost - Shouldn't we be building the most reliable and integrated system even though it costs a little more?

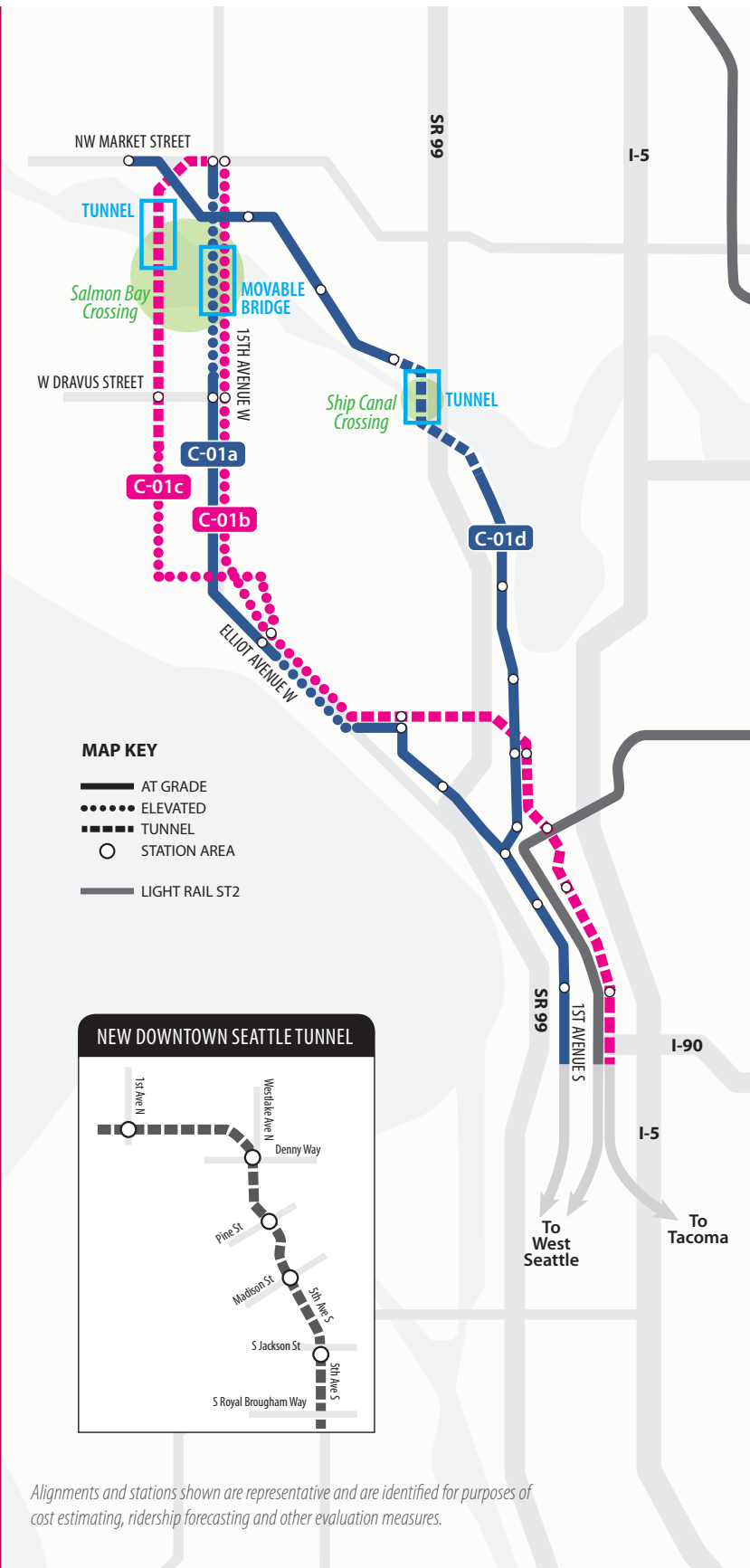
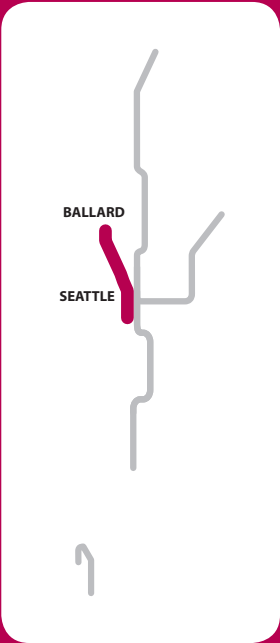
15th Ave West is the major north-south freight route as well as the main route from the north to downtown Seattle. It's a route that is impacted several times a day by the opening of the Ballard Bridge, but ST wants to have a drawbridge over the Ship Canal which even at 70ft high will open at least 6-8 times a day - remember the ship traffic has priority over the bridge traffic. The elevated tracks mean we will lose at least one lane on 15th Ave, which impacts businesses (parking) and vehicles adversely. Trucks making deliveries to all the businesses park in the turn lane to unload, where will they park when light rail removes the turn lane? - in the traffic lane?

Please consider and thoroughly research a different, western route - either Option C-01c or somewhere east of the railroad tracks. Another possibility is a tunnel under 15th Ave and the Ship Canal. This is a major infrastructure project, let's not ruin it for future generations by taking the cheapest option without fully considering other routes.

Carol Burton

Magnolia resident and transit rider

ST3 CANDIDATE PROJECT:
BALLARD TO DOWNTOWN SEATTLE LIGHT RAIL
Corridor Options



Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

* APPROXIMATELY HALF OF RIDERSHIP SHOWN FOR C-01b AND C-01c TRAVEL SOLELY WITHIN THE BALLARD-IDS SEGMENT.
** ENTIRE ALIGNMENT OF C-01b IN EXCLUSIVE RIGHT-OF-WAY. RELIABILITY COULD BE AFFECTED BY MOVABLE BRIDGE OVER SALMON BAY.

		OPTION 1	OPTION 2	OPTION 3	OPTION 4
		15th At-Grade / At-Grade thru Downtown	15th Elevated / Tunnel thru Downtown	Interbay West / Tunnel thru Downtown	Westlake at-Grade / At-Grade thru Downtown
		Length: 6.3 Miles	Length: 6.9 Miles	Length: 7.5 Miles	Length: 6.6 Miles
		ST3 Candidate Project C-01a	ST3 Candidate Project C-01b	ST3 Candidate Project C-01c	ST3 Candidate Project C-01d
		NO	NO	NO	NO
		44,000—54,000	102,000—133,000*	102,000—133,000*	39,000—48,000
		\$1,827—\$1,955	\$4,391—\$4,699	\$4,960—\$5,307	\$1,725—\$1,846
		\$34.88	\$42.63	\$45.17	\$37.91
		23	18	19	25
		MEDIUM-HIGH	MEDIUM-HIGH**	HIGH	MEDIUM-HIGH
		MEDIUM-HIGH	HIGH	HIGH	MEDIUM-HIGH
		MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH
		75—85%	75—85%	75—85%	75—85%
		3 CENTERS	4 CENTERS	4 CENTERS	3 CENTERS
		MEDIUM	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH
		HIGH	HIGH	HIGH	HIGH
		21 / 30	22 / 33	22 / 33	22 / 30
		64 / 94	65 / 98	65 / 97	62 / 94
		85 / 124	87 / 131	87 / 130	84 / 124
		30% / 17%	32% / 17%	32% / 17%	28% / 16%
		55,600 / 78,300	69,600 / 105,900	69,500 / 105,900	64,500 / 90,000
		170,500 / 249,800	206,400 / 310,300	205,300 / 308,500	183,200 / 277,100

 Reply all |   Delete Junk |  ...

ST3 Alternative

LZ


lisa zerkowitz <asilzerk@comcast.net>

Mon 3/5, 4:02 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

ST3 Alignment Altern...



469 KB

 Show all 1 attachments (469 KB) Download Save to OneDrive - Sound Transit

Received this pdf from a friend. I think it is valid, smart and rational. I support his ideas. Hoping they can be of use towards the rail planned for West Seattle.

Thank you,

Lisa

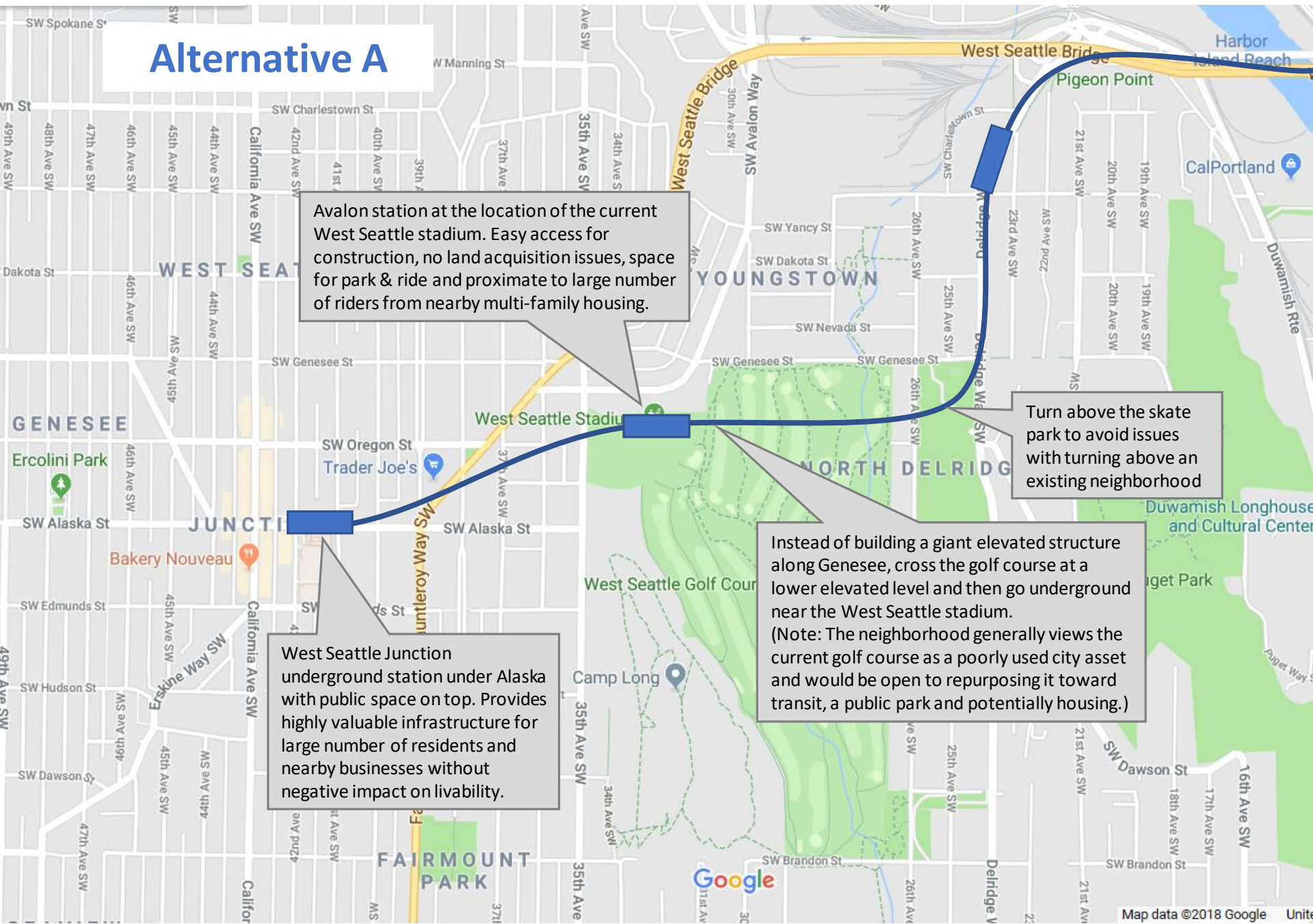
Alternative A

Avalon station at the location of the current West Seattle stadium. Easy access for construction, no land acquisition issues, space for park & ride and proximate to large number of riders from nearby multi-family housing.

Turn above the skate park to avoid issues with turning above an existing neighborhood

Instead of building a giant elevated structure along Genesee, cross the golf course at a lower elevated level and then go underground near the West Seattle stadium.
(Note: The neighborhood generally views the current golf course as a poorly used city asset and would be open to repurposing it toward transit, a public park and potentially housing.)

West Seattle Junction underground station under Alaska with public space on top. Provides highly valuable infrastructure for large number of residents and nearby businesses without negative impact on livability.



Alternative B

West Seattle Junction underground station next to Fauntleroy Way in the “triangle”. Great location for a new urban center & transit hub due to central location and major development potential for housing, commercial and public space. Provides highly valuable infrastructure for large number of residents and nearby businesses without negative impact on livability.

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Move Delridge station south instead of locating it here (see below).

Redevelop this public park to include an elevated station, thus vastly expanding the potential ridership from residential areas south to the park.



Recommended Alternatives for West Seattle Link Extensions

SP

Sally Phillips <sallyjo.phillips@gmail.com>

Mon 3/5, 3:29 PM

WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

ST3 Alignment Altern...



467 KB

 Show all 1 attachments (467 KB) Download Save to OneDrive - Sound Transit

Dear ST3 Planners:

Thank you allowing input from people who live in West Seattle with regards to the new West Seattle Link Extensions being proposed. There clearly are alternative routes that would put less stress on the traffic and neighborhoods that we would like to put forth. There has been much discussion by very intelligent and talented people and the attached is a compilation of the thought processes that I feel are smart and worth the planners consideration.

The attached diagrams speak for themselves.

Thank you and I hope a dialogue throughout the process continues.

Sally Phillips
3215 SW Genesee Street
Seattle, WA

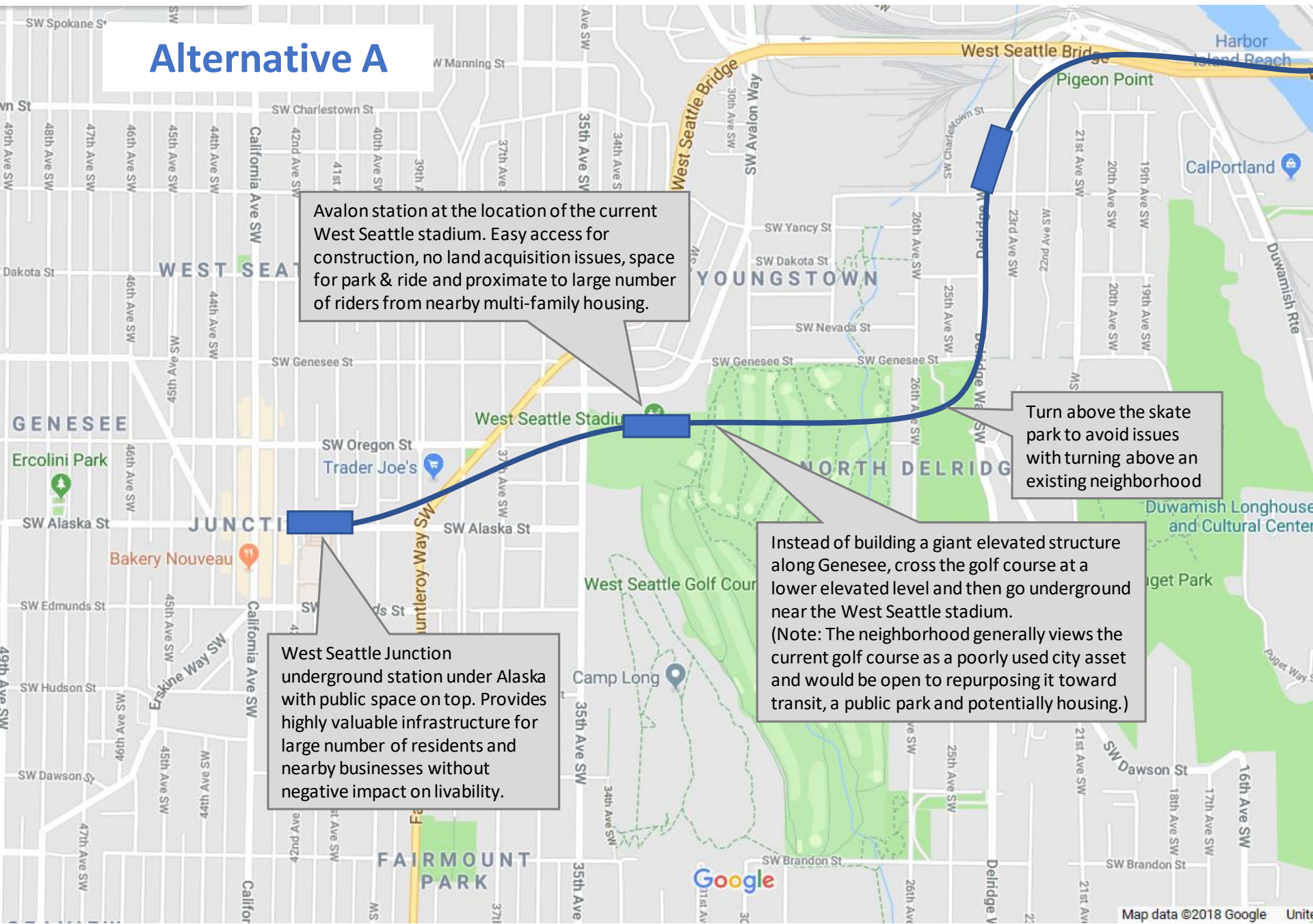
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Alternative B

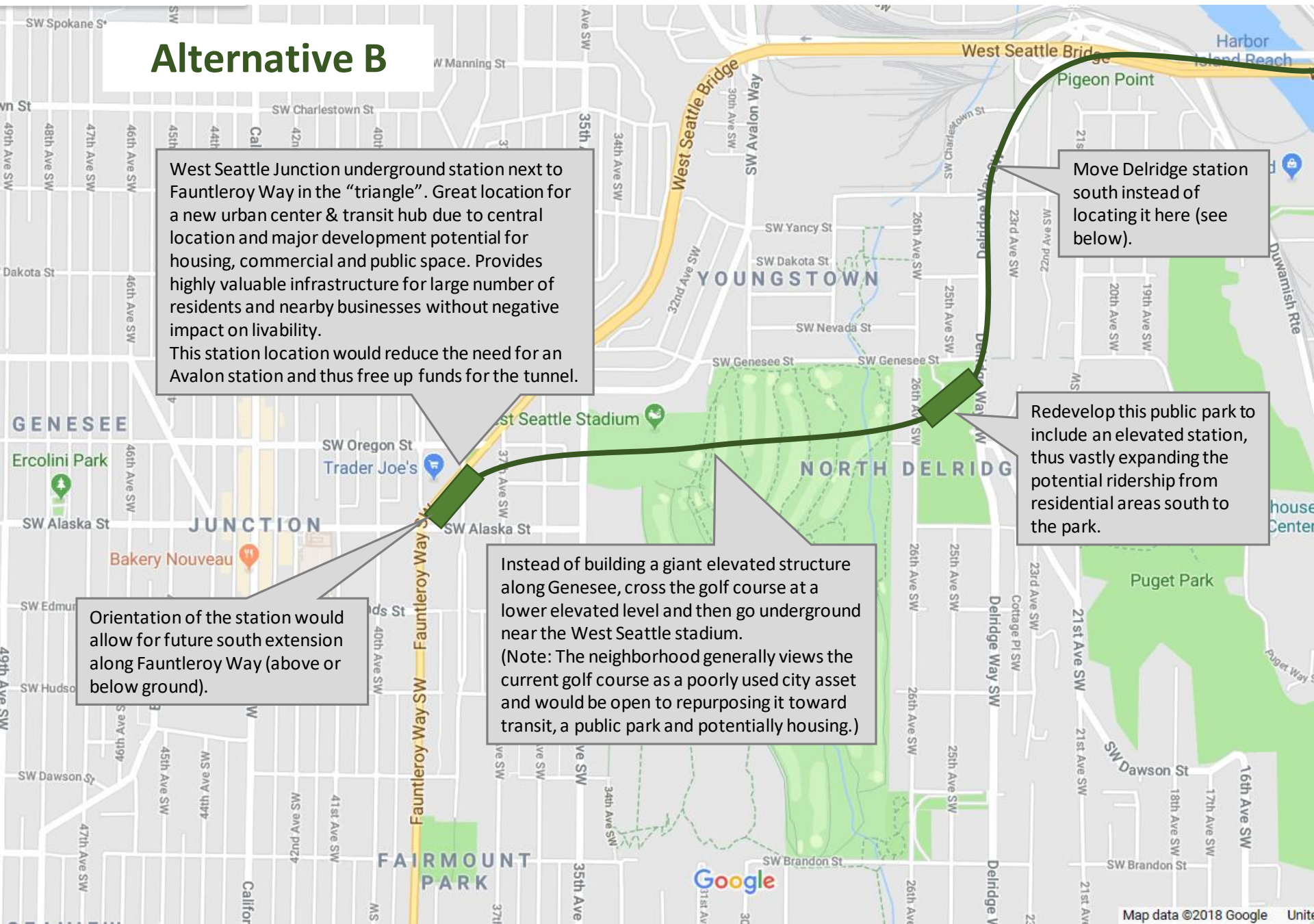
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West Seattle & Ballard rail extensions - comments

R

rerscott <rerscott@comcast.net>

Mon 3/5, 3:22 PM

WSB Link 

 Reply all | 

Early Scoping

 File for awareness  Entered in EL

--This looks like a recycle of the ill fated monorail project !!

-- A new downtown tunnel is going to be tremendously expensive – isn't it. Is this the best use of the already overburdened tax payer base in Seattle !!

--Elevated rail on the West Seattle elevated bridge just seems ridiculous to me – and another very expensive idea. What about the bridge and the earthquake issue ??

Bob Rhea
West Seattle

ST3 West Seattle feedback

LD

Lambert, David <lambert@mcmjac.com>

Mon 3/5, 2:50 PM

WSB Link

Reply all |

Early Scoping

Needs to be entered in EL

ST3 West Seattle Alte... ▾

954 KB

Show all 1 attachments (954 KB) Download Save to OneDrive - Sound Transit

Please accept my initial thoughts based on my attendance at the West Seattle open house. See attached pdf sketch.

1. The Delridge Station location in the representative alignment seems to present a potential choke point at the West Seattle Bridge entry/exit. It does however present opportunities for park/ride, a transit center nearby as well as access to Alki Beach.
One alternative would be a station further South at the Delridge Community Center with potential for improvement/redevelopment. Alignment improvements would take the elevated alignment through the golf course ravine, leaving it relatively undisturbed after construction.
2. The topography of West Seattle is ideal for a tunnel option. If feasible, one idea would be a short tunnel with portal East of 35th Ave at the golf course and terminating at Alaska Junction Station.
3. Question the need for Avalon Station. Without a transit center to accept buses traveling either 35th Ave or Fauntleroy, is this station serving nearby pedestrians only? If Alaska Junction Station moved further East, the developments around Avalon could be served between two West Seattle stations.
The Representative alignment creates a significant construction impact that greatly disrupts flow in/out of West Seattle at Fauntleroy and creates a temporary over-burden on 35th Ave. This could be minimized by avoiding Fauntleroy.
4. Alaska Junction Station could be located further east and remain accessible to pedestrians. Visual scale impacts would be reduced in this location if elevated. The Jefferson Square/Bank of America area is a prime location for construction staging, park and ride, and future redevelopment/TOD. Presents better geometric opportunity for continuous future expansion to the South....possibly Morgan Junction??(my neighborhood)

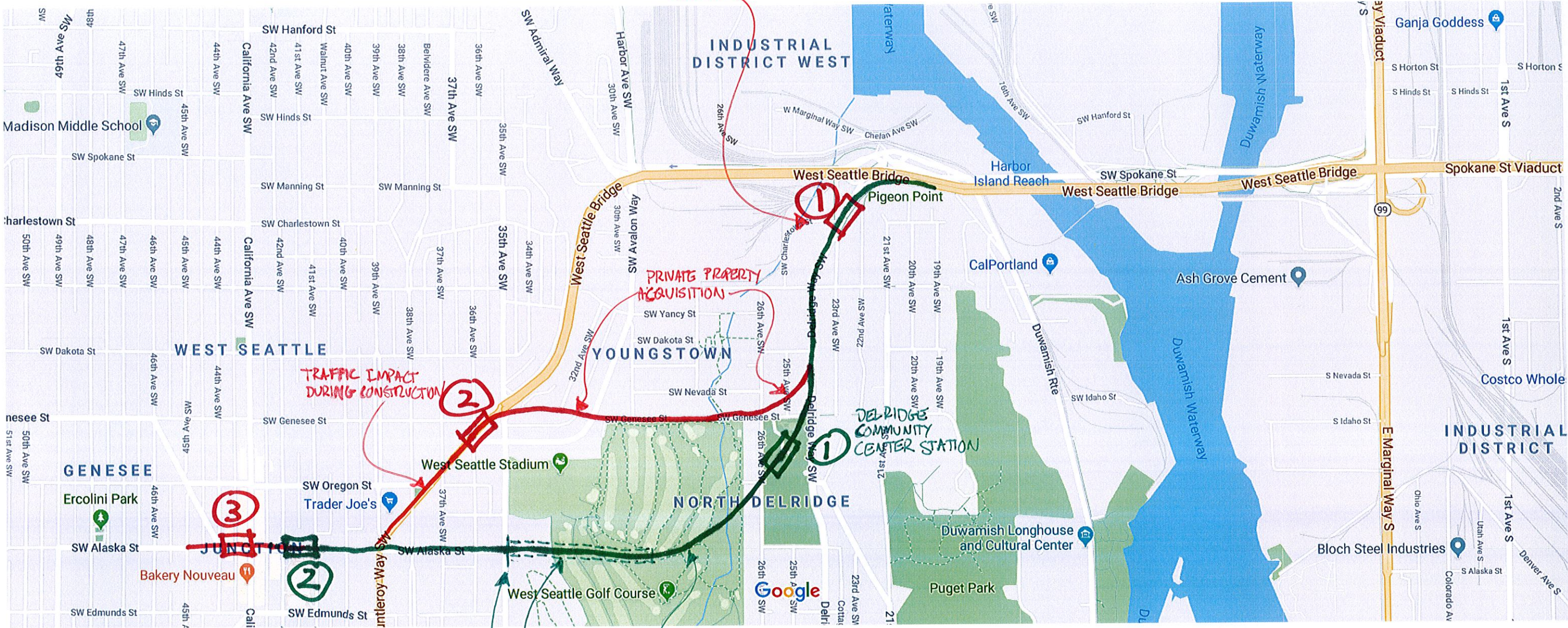
Thank you,

David Lambert

1109 First Ave, Suite 501
| Seattle, WA 98101-2963

206.588.8168 p | lambert@mcmjac.com

Google Maps



Map data ©2018 Google 1000 ft

Comments on West Seattle Ballard Extension

TM

Thomas W. Malone <tmalone@malonelegal.com>

Mon 3/5/2018 2:10 PM

To: WSB Link ↗

↻ Reply all | ▼

Early Scoping

📄 Needs to be entered in EL

To: Sound Transit Board

I am a residential property owner, professional practice owner, commercial building owner, and lifelong resident of Ballard. I have seen the transformation of my community and an extraordinary increase in population density as well as business activity, particularly in the last 30 years. It is very important that the extension of light rail to Seattle be accomplished with the understanding that the extension will have a direct impact for at least a 100 years. It is important to get it right.

I am involved with several organizations, all of which believe that a tunnel underneath the Salmon Bay Ship Canal is preferable to a 70 foot movable bridge. I urge Sound Transit to conduct a thorough examination of the tunnel as an alternate to the representative project that has been presented at public meetings.

I also urge Sound Transit to recognize that the Ballard Bridge is over 100 years old and in need of rejuvenation or replacement. Alternative Sound Transit planning should take replacement into account in determining the best alternative for light rail to Ballard.

The Ballard Alliance, the Northwest Seattle Coalition, and the North Seattle Industrial Association have submitted comments in regard to the representative alignment. The concerns of these organizations are considered and thoughtful and I urge Sound Transit to consider all concerns raised in the comment letters.

Thomas W. Malone
Attorney at Law



2208 NW Market Street, Suite 420
Seattle, WA 98107
Phone: (206) 527-0333
Fax: (206) 985-6878
Email: tmalone@malonelegal.com
www.malonelegal.com

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West Seattle Ballard Link Extensions

DF


Dan Fiorito <dan@danfiorito.com>

Mon 3/5/2018 11:15 AM

To: WSB Link 

 Reply all | 

Early Scoping

 File for awareness

Dear Ms. Swift:

I am writing on behalf of Dan and Tim Fiorito to provide comments for the Early Scoping process for the Sound Transit West Seattle/Ballard Link ("WSBL").

The Fiorito's owns property in the Ballard area and are particularly interested in the WSBL plans in relation to the Ballard component in this area.

This Early Scoping process is a part of Sound Transit's "alternatives development" phase, that will be used to inform preparation of the forthcoming environmental impact statement (EIS) for WSBL. Sound Transit has identified a "representative project" and will develop other EIS alternatives in 2018.

The representative project includes an elevated crossing from Interbay to Ballard on a bridge over Salmon Bay. The bridge would include a moveable element to allow for the passage of vessels through Salmon Bay below the bridge. This contrasts with the bridge across the Duwamish channel in the representative project, which is a fixed bridge structure. It is not feasible to use a fixed bridge structure at Salmon Bay due to the extreme track elevation required to avoid vessel conflict and the overlong approach grades necessary to achieve that elevation.

At the Duwamish location, the contemplated fixed bridge structure will accompany the existing high-rise vehicular bridge that presently exists. At Salmon Bay, however, the proposed moveable bridge structure will stand in isolation and will dominate the neighborhoods of Interbay and Ballard it adjoins, as well as the marine environment of Salmon Bay. These impacts on land use and urban design must be evaluated in the future WSBL EIS; but in order to be meaningfully evaluated, the WSBL EIS must include a non-bridge alternative that provides the decision-makers with a meaningful comparison. For this reason, the WSBL EIS must include an alternative with a below-grade crossing of Salmon Bay.

As concerning, the proposed moveable bridge structure at Salmon Bay would place the operations of the region's light rail system at the mercy of unpredictable vessel passage. In summer months, the Ballard Bridge may open more than 400 times, with each opening averaging five minutes' duration. While the federal government today accommodates limited peak periods of rush hour traffic with limited restrictions on bridge openings, these are merely accommodations. The right of vessels to pass is paramount under federal law, and no regional transit authority – or the hundreds of thousands of passengers it serves every year – will ever have priority over an individual sailboat.

Other than the Spokane Street Swing Bridge (built in 1991 to accommodate freight traffic to Harbor Island), the City of Seattle has not built a moveable bridge in almost 100 years. This is not a surprise: we have all experienced the frustration of unplanned bridge openings along the Ship Canal. The idea that we would voluntarily place a \$50 billion regional investment in light rail expansion at the hourly jeopardy of isolated marine traffic boggles the mind.

The light rail extension to Ballard will not be the end of the line. Someday, Sound Transit will move forward with further extensions to Northgate and/or the University District from Ballard. This will only magnify the long-term impact of system interruptions due to unplanned bridge openings.

under WAC 197-11-440(5). This alternative will better attain the project objective to provide "high quality *rapid, reliable, and efficient* peak and off-peak light rail transit service to communities in the West Seattle and Ballard corridors" by protecting the regional rail system from the vagaries of sailboat and marine traffic. And it will do so at a lesser environmental cost than an above-grade alternative, but avoiding the myriad land use, ecological and shoreline impacts of an elevated structure across Salmon Bay.

We appreciate the opportunity to provide these comments.

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Dan Fiorito
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Comments re: Ballard and West Seattle Light Rail Extensions

DN

Dick Nelson <dicknels@msn.com>

Mon 3/5/2018 10:30 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Entered in EL  File for awareness

All ST3 projects need a showing of cost-effectiveness. For the two extensions now under consideration, this means their benefits need to be quantified both for mobility improvements and for their impact on climate change. This was not done before the ST3 ballot measure was approved. It should now be done in the context of the scoping study and the environmental review process.

For each proposed light rail extension an alternative that improves bus service in the same corridor should be designed. The object would be to compare the preferred bus alternative to the preferred rail alternative. The cost for each at the same level of service improvement should be estimated.

And for each extension the environmental impacts of the preferred bus and rail alternatives should be estimated, taking into account the impending revolution in personal, public, and commercial transportation modes, i.e. the introduction of hybrid, electric, autonomous, and ride-share vehicles. The environmental impact, measured in tons of green-house gas (GHG) emissions, should be calculated over the full time frame of project development including construction as well as operation. The emission of GHG from construction could be significant, and should not be ignored, since it includes the production of materials such as steel and cement, and the hauling of debris in diesel powered trucks.

Dick Nelson
Integrated Transport Research
122 NW 50th Street
Seattle, WA 98107-3419
206-781-0915

Light Rail into West Seattle

VP

Veena Prasad <veenainseattle@gmail.com>

Mon 3/5/2018 10:09 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

ST3 Alignment Altern...



469 KB

 Show all 1 attachments (469 KB) Download Save to OneDrive - Sound Transit

Hello,

I live in the West Seattle close to Alaska Junction. Along with many neighbors, I've been paying attention to the changes being proposed in my community. We're excited for light rail to come into our area.

The representative alignment presented poses issues to residents, walkability, traffic and accessibility. I understand that sound transit is looking for input from the communities in which change will occur and I trust that emails such as these will be taken into account.

While our community welcomes light rail, we propose some changes to better meet the needs of the community. Some in our neighborhood have pulled together alternative layouts with comments that came up in our discussions. I've attached these alternative layouts here and personally prefer alternative B as the route that demolishes the least number of houses while making light rail the most accessible not only for those living in the junction but also those living in Delridge.

Thank you.

Veena Prasad

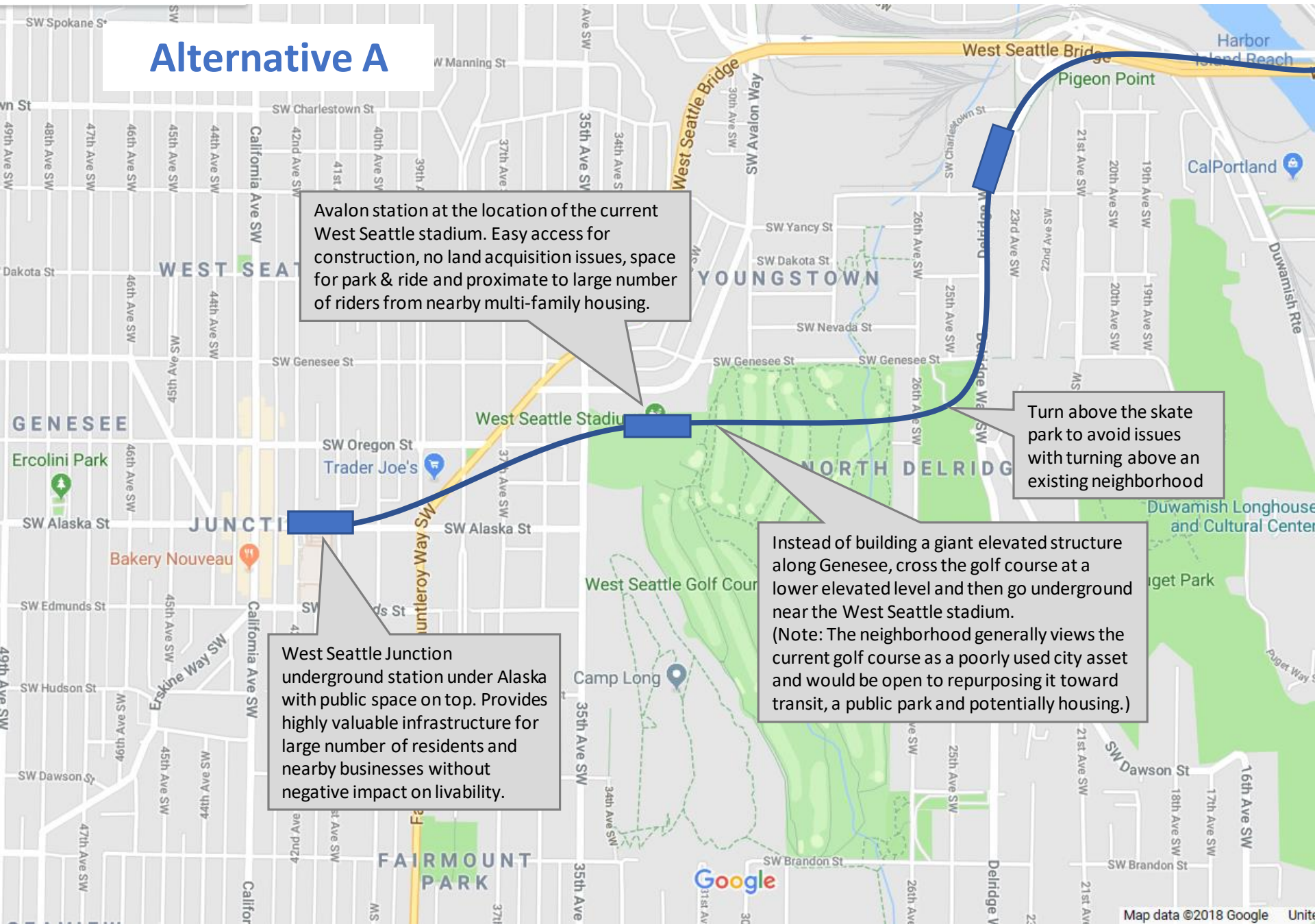
Alternative A

Avalon station at the location of the current West Seattle stadium. Easy access for construction, no land acquisition issues, space for park & ride and proximate to large number of riders from nearby multi-family housing.

Turn above the skate park to avoid issues with turning above an existing neighborhood

Instead of building a giant elevated structure along Genesee, cross the golf course at a lower elevated level and then go underground near the West Seattle stadium.
(Note: The neighborhood generally views the current golf course as a poorly used city asset and would be open to repurposing it toward transit, a public park and potentially housing.)

West Seattle Junction underground station under Alaska with public space on top. Provides highly valuable infrastructure for large number of residents and nearby businesses without negative impact on livability.



Alternative B

West Seattle Junction underground station next to Fauntleroy Way in the "triangle". Great location for a new urban center & transit hub due to central location and major development potential for housing, commercial and public space. Provides highly valuable infrastructure for large number of residents and nearby businesses without negative impact on livability.

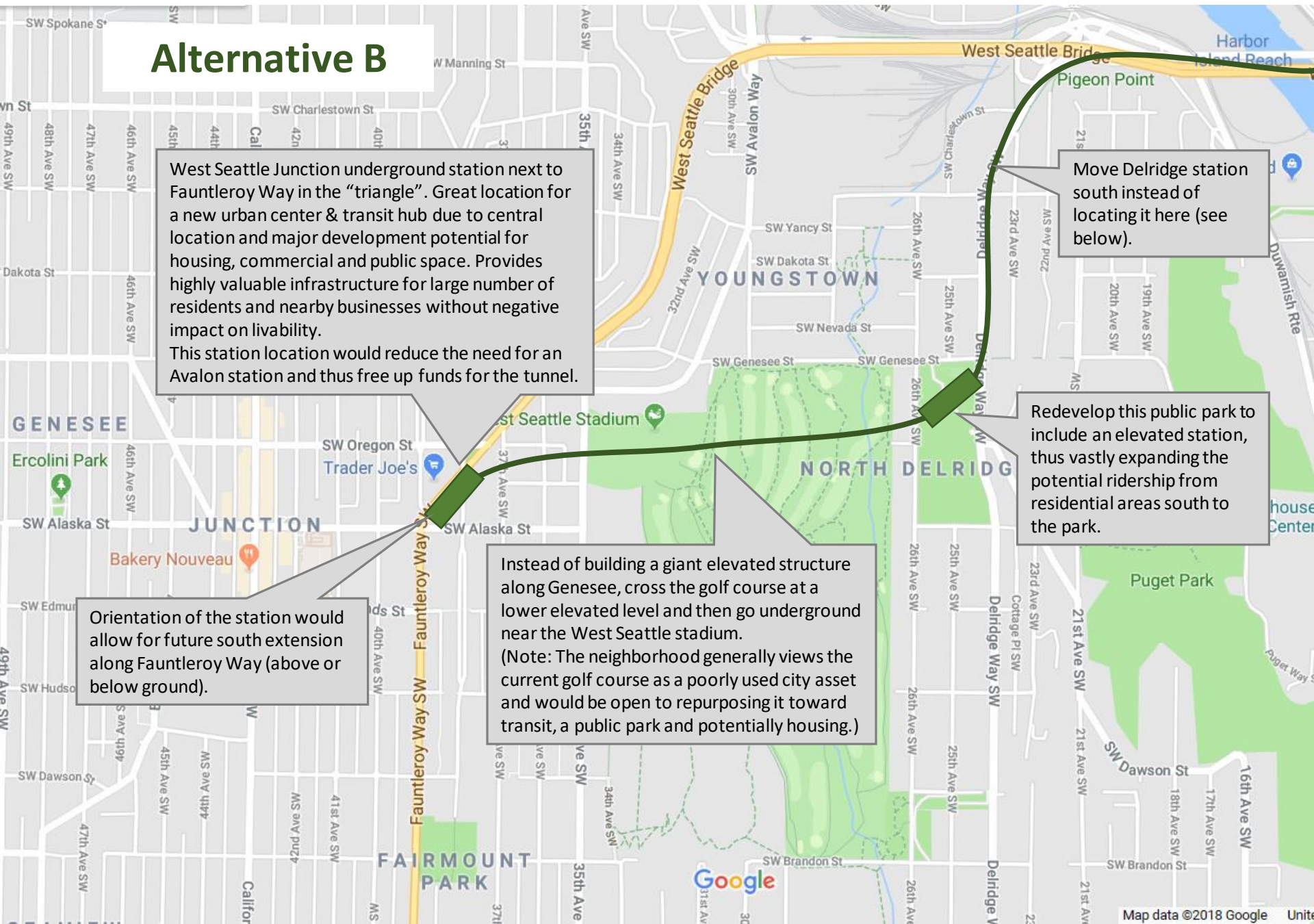
This station location would reduce the need for an Avalon station and thus free up funds for the tunnel.

Orientation of the station would allow for future south extension along Fauntleroy Way (above or below ground).

Instead of building a giant elevated structure along Genesee, cross the golf course at a lower elevated level and then go underground near the West Seattle stadium. (Note: The neighborhood generally views the current golf course as a poorly used city asset and would be open to repurposing it toward transit, a public park and potentially housing.)

Move Delridge station south instead of locating it here (see below).

Redevelop this public park to include an elevated station, thus vastly expanding the potential ridership from residential areas south to the park.



ST3 - West Seattle Extension

WS

Will Singer <wsinger@gmail.com>

Mon 3/5/2018 9:46 AM

To: WSB Link 

 Reply all | 

Early Scoping

 Needs to be entered in EL

Dear Sound Transit,

Thank you for the opportunity to submit comments during the ST3 early scoping period. Through the in-person and online open houses, I have found Sound Transit to be genuinely open to public input and willing to consider downsides of the representative alignment. I really appreciate that.

My comments, and the many thoughtful comments that I liked, focused on the West Seattle Extension and were consistent with these general points:

- A tunnel in West Seattle is superior to the all-elevated representative alignment from the standpoints of design, functionality, promotion of transit-oriented density, preservation of existing houses and apartments, aesthetics, and possibly even cost.
- All three of the proposed West Seattle stations (at or near Alaska Junction, Avalon, and Delridge) are needed and should be constructed.
- Sound Transit should forthrightly admit the technical challenges of the proposed Duwamish Crossing (and really the entire segment between SoDo and Delridge) because the representative alignment and each of the obvious alternatives have significant potential drawbacks.

I look forward to further opportunities for public engagement in the development of this important project.

Will Singer

West Seattle

ST3 Alignment Alternatives - West Seattle.pdf

JS

JEFF TAMMY STOCKTON <jefftammystockton@msn.com>

Mon 3/5/2018 7:00 AM

To: WSB Link ^

Reply all |

Early Scoping

Needs to be entered in EL

I am writing to provide feedback on your current West Seattle light rail proposals. I am in support of light rail and excited it will be coming to West Seattle! I feel it will be very important existing housing and neighborhoods are not negatively impacted by the new light rail and light rail stations proposed for West Seattle.

Your current plans involve demolishing existing homes along SW Genesee and will negatively impact whatever of the neighborhood remains with construction and parking, and possible homelessness issues. SW Andover St and 32nd Ave SW already have to deal with huge parking issues related to Rapid Ride C passengers who do not live in the area yet park there and walk to the Rapid Ride bus stop on Avalon and SW Yancy.

I am forwarding two proposals for alternate West Seattle light rail created by one of my neighbors. I think both are excellent alternatives to the current Sound Transit plan. They both show existing open spaces (golf course, skate park, stadium, Fauntleroy) which could be used as the pathway for the new light rail without demolishing existing homes, and how money could be saved and used for underground pathways.

Please seriously consider them, as they make so much more sense for our neighborhood and community!

Thank you for your time.

Tammy Stockton

<https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdocs.google.com%2Fviewer%3Fa%3Dv%26pid%3Dforums%26srcid%3DMDExNjQ5MTkxOTIxMzk5MDQ5NTQBMDA0MTUyMTQ5Nzg4OTM3ODUzODIBb2JYNG1Yak5Cd0FKATAuMQEBdjI%26authuser%3D0&data=01%7C01%7Cwsblink%40soundtransit.org%7C8956b66273114763e3b208d582a9c24a%7Cca24b0afd8fb4e629ead8b37062261d0%7C1&sdata=VyF9Wc3jZn13qE9mPQjPDjf6ZzFZees6APvliB%2FESUU%3D&reserved=0>

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Objection to current plan for Light rail!

RT

Raghav Tripathi <raghav.bitsg@gmail.com>

Yesterday, 7:24 AM

WSB Link 

 Reply all | 

Early Scoping

 Entered in EL  File for awareness

Hello,

I'm a resident in the building @ 3120 SW Genesee street. As per the current plan the light rail will go up our street which will be incredibly disruptive to our homes due to noise. My wife and I find the plan with overhead link to be incredibly ugly and will ruin the look of West Seattle.

We strongly urge sound transit to reconsider the underground option.

Thanks,
Raghav
919-888-9807

