

West Seattle and Ballard Link Extensions

September 2018 Neighborhood Forums and Online Open House Summary

Sept. 25, 2018

Overview

Sound Transit held a second series of neighborhood forums during the Level 2 alternatives development phase of the West Seattle and Ballard Link Extensions project to share and solicit feedback on the Level 2 alternatives. The second round (of three) neighborhood forums provided an opportunity for participants to learn about each of the Level 2 alternatives, hear about the evaluation results and key differentiators, and provide feedback on their preferences in-person and online. The feedback will be shared with the Stakeholder Advisory Group and Elected Leadership Group before they make recommendations on which alternatives should be carried forward into Level 3.

Process and Outcomes

Each neighborhood forum began with a presentation covering the project overview, a schedule and status update, details about the Level 2 alternatives and evaluation results, and a summary of feedback from station planning charrettes that took place over the summer. Following the presentation attendees engaged in a conversation with eight to 10 of their peers focused on the Level 2 alternatives and provided feedback on key decision points for sub-segments within those alternatives. Following the small group discussions, attendees could walk around and visit other tables to view their key themes and summaries.

Running concurrently to the in-person events, an online open house provided an opportunity for people to learn the same information presented at the neighborhood forums at any time of day. A series of questions, similar to those that were asked at the in-person events, was asked for each segment.

Neighborhood Forums Schedule

| Event | Location | Schedule |
|-------------------|------------------------------|---------------------------------|
| West Seattle | Seattle Lutheran High School | Saturday, Sept. 8, 9-11:30 a.m. |
| Downtown Seattle | Union Station | Tuesday, Sept. 11, 5:30-8 p.m. |
| Ballard-Interbay | Ballard VFW | Monday, Sept. 17, 5:30-8 p.m. |
| Online Open House | Online | Available Sept. 6-23, 2018 |

West Seattle

Key takeaways – what we heard:

Most supported a tunnel station in the Junction. However, many people also expressed concern about the cost of tunnels and noted that elevated stations may be needed in the Junction. Feedback was mixed for the station location near the Junction, with general preference for a centrally located station near 42nd Avenue SW to serve a larger area. However, others supported the opportunity to redevelop the area on Fauntleroy Avenue SW and the proximity to the Junction on 44th Avenue SW.

Most preferred a tunnel station in Avalon at Fauntleroy Avenue SW to serve more riders and improve pedestrian crossings. There was some feedback that suggested eliminating the Avalon station.

Feedback about Delridge stations included a preference for stations farther south to serve more riders with some preference for a station on SW Genesee Street to minimize residential impacts. There was also strong support, largely from in-person feedback, for redevelopment opportunities with a station near 25th Avenue SW.

Duwamish River crossing feedback was mixed, balancing an interest in station locations in Delridge with minimizing residential and environmental impacts. Those wanting to minimize environmental impacts, largely preferred the crossing north of the West Seattle Bridge.

NEIGHBORHOOD FORUM FEEDBACK – Date and time: Sept. 8, 2018 from 9-11:30 a.m.

- **Alaska Junction**
 - Many were concerned that stations on 44th Avenue SW may have too many residential/business effects and ruin the character of the neighborhood.
 - Many expressed concerns that the station on Fauntleroy Way SW would be too far away and too steep of a slope to be accessible for people walking to the Junction. There was also concern that this station would be too close to Avalon station.
 - Many liked the station on 42nd Avenue SW because it would serve the Junction while minimizing disruption to businesses and residents, as well as provide better transit connections.
 - A few people noted the potential for a station on 41st Avenue SW instead of 42nd Avenue SW because of redevelopment potential on that street.
 - Many expressed preferences for tunnel stations to minimize impacts to the businesses and residents.
 - A few people expressed interest in the tunnel station on 44th Avenue SW because of potential transit-oriented development opportunities.
 - If an elevated station was required, several preferred locations east of the Junction to maintain the Junction’s community feel.
- **Avalon**
 - There was a mix of preferences about station locations.
 - Many expressed support for tunnel stations to minimize impacts to businesses and residents.
 - Many expressed support for stations that would improve pedestrian movements in this area, specifically ones that straddled Fauntleroy Way SW.
 - Many expressed the need for good integration with bus routes.
 - A few people mentioned that the Avalon station could be eliminated.
- **Delridge**
 - Many expressed the need for good integration with bus routes.
 - Many noted a preference for station locations farther south to serve more residents, provide better bus connections and directly serve the community center and skate park.
 - Many supported commercial/retail development as part of the station planning.
 - Many were concerned about residential displacement, with some preference for the Pigeon Ridge/Alaska Junction/Tunnel alignment that would limit impacts on homes.
 - Some were concerned about impacts to the skate park, Delridge playfield and Youngstown Cultural Center with the Pigeon Ridge/Alaska Junction/Tunnel alignment, while a few others preferred this alignment as the station would be closer to these community gathering spaces.
 - The station west of SW Genesee Street near 25th Avenue SW was promising for many. While this location would have higher residential displacement, many felt that a larger area could be redeveloped (several blocks rather than just the immediate station

footprint). This could provide for increased transit-oriented development, possible higher zoning and space for community businesses and amenities.

- Some expressed preference for alignments that would go through the golf course to minimize residential impacts on SW Genesee Street.
- **Duwamish River crossing**
 - Many expressed concern about the environmental impacts of crossings on the north side of Pigeon Point and the potential tunnel portal through Pigeon Ridge.
 - Many preferred crossing north of the existing West Seattle Bridge to minimize environmental effects.
 - Some noted concern that the benefits of the Pigeon Ridge/Alaska Junction/Tunnel alignment in Delridge may not be great enough given potential cost and environmental impacts of that tunnel under Pigeon Ridge.

Number of neighborhood forum/open house sign-ins: 140

ONLINE OPEN HOUSE FEEDBACK – Available: Sept. 6-23, 2018

- **Alaska Junction**
 - Most expressed preference for tunnel stations to minimize effects to businesses and residents.
 - Many people expressed concern about the cost of tunnels and supported elevated stations to serve the Junction.
 - Many liked the station on 42nd Avenue SW because it would serve the Junction as well as the denser areas to the east.
 - A few people noted the potential for a station on 41st Avenue SW instead of 42nd Avenue SW because of redevelopment potential on that street.
 - Many expressed interest in the tunnel station on 44th Avenue SW to limit effects on new developments to the east, provide more distance from the Avalon station and serve the Junction better.
 - Some expressed the desire to have the station on Fauntleroy Way SW, noting the potential for redevelopment on this street and better extension opportunity to the south.
- **Avalon**
 - Many noted a preference for tunnel stations to minimize effects to the neighborhood.
 - Many mentioned that the Avalon station could be eliminated, either because it was too close to the proposed Junction stations or as a cost-saving measure to offset the cost of a tunnel in the Junction.
 - Many preferred station locations farther west to serve a larger number of residents and businesses, avoid steeper slopes to the east and provide better pedestrian connections across Fauntleroy Way SW. However, some also expressed concern about traffic impacts during construction.
 - A few people expressed the need for good integration with bus routes.
- **Delridge**
 - Many noted a preference for station locations farther south to serve more residents and community gathering spaces and to minimize traffic impacts closer to the West Seattle Bridge.
 - Several noted a preference for the station on SW Genesee Street as it would minimize impacts to the neighborhood.
 - Many noted a preference for the station west of SW Genesee Street near 25th Avenue SW. While this location would have higher residential displacement, many felt that a larger area could be redeveloped (several blocks rather than just the immediate station

- footprint). This could provide for increased transit-oriented development, possible higher zoning and space for community businesses and amenities.
- Several noted support for stations that would straddle Delridge Way SW near SW Dakota Street, noting that it would provide better pedestrian connections across this busy street.
- A few expressed a preference for alignments that would go through the golf course to minimize residential impacts on SW Genesee Street.
- Many expressed the need for good integration with bus routes.
- **Duwamish River crossing**
 - Many expressed a preference for the Pigeon Ridge crossing because of fewer curves in the alignment which may be able to accommodate faster train speeds. In addition, people like this crossing for its potential to minimize construction impacts near the current West Seattle Bridge, for the better station location in Delridge and because of the lower guideway height on SW Genesee Street.
 - Many expressed a preference for the crossing north of the existing West Seattle Bridge to minimize environmental impacts, with the assumption that the Port should accommodate this crossing.
 - Some noted a preference for the new bridge to be close to the existing West Seattle Bridge to minimize additional visual impacts, limit impacts to adjacent neighborhoods and because of the lower cost.
 - Some expressed concern about the cost and environmental effects of the Pigeon Ridge tunnel crossing.

Number of online surveys submitted: 140

Downtown Seattle

Key takeaways – what we heard:

In SODO, many people preferred a station at Occidental and Lander, noting it avoids duplicating the existing station's limited walkshed while expanding to a major growth opportunity closer to employment centers. Some preferred building the new SODO station above the existing station to allow for easy and efficient transfers and to maintain the E-3 Busway. Many people also noted concerns about alternatives that would result in impacts to the SODO Trail. Some people weighed in on the Stadium station and expressed interest in a second Stadium station closer to the arenas to provide direct access to the stadiums and add potential ridership.

Opinions about the Chinatown-International District Station were mixed. Some people preferred the station on 5th Avenue because it's closer to the existing station which would make transfers easier. Others preferred the 4th Avenue station location because it's closer to King Street Station (Amtrak and Sounder) and Pioneer Square, would expand the walkshed further into Pioneer Square, and supports the desire to activate Union Station. Many agreed that a shallower station is better to allow for easier transfers. Most agreed it's important to avoid disruptions to the neighborhood.

In Downtown, many people preferred a station on 5th Avenue since it would provide a seamless transfer to the RapidRide G station, bus stops on 5th Avenue and light rail stations on 3rd Avenue. There was also a lot of interest in a Midtown station that serves First Hill. Some preferred a 6th Avenue Midtown station as it would reduce the overlap of other downtown stations and provide better access to hospitals and the growing density in First Hill.

For the Denny station, many people preferred a station closer to Westlake and Denny to serve active walksheds, major employment centers and retail, and because of its proximity to Belltown, the Denny Triangle and the existing Westlake Station. People expressed an interest in having station entrances on both sides of Denny Way.

At South Lake Union, there was a preference for a station at Harrison Street or Republican Street because of its proximity to employment centers and the Belltown and Denny Triangle neighborhoods and potential connections to bike and pedestrian facilities. Many people commented that it is important to consider integration to bus routes on and off SR 99 and to have separate walksheds for the Denny and South Lake Union stations.

Many people preferred a Seattle Center station on Harrison Street or Republican Street to serve employment centers and Key Arena and believe it has greater potential for upzoning and growth in the surrounding area. Many people expressed concern that a station on Mercer Street or Roy Street is too far east to serve both Key Arena and employment centers.

NEIGHBORHOOD FORUM FEEDBACK – Date and time: Sept. 11, 2018 from 5:30-8 p.m.

- **SODO**
 - Some preferred the SODO station at-grade and with crossings for easy transfers and improved safety.
 - Some expressed interest in improving transit connections in the SODO neighborhood for people walking, biking and taking transit.
 - A few people expressed interest in maintaining the SODO Trail.
 - Many expressed interest in a second Stadium station closer to the arenas to provide direct access to the stadiums and add potential ridership.
 - Some preferred the Occidental Avenue S alignment because of the compatible land use near the station that could serve more riders in the future.
 - A few people expressed concern about at-grade crossings.
- **Chinatown-International District**
 - Many expressed interest in a shallow station for ease of transfers and an improved sense of safety.
 - Some expressed an interest in activating Union Station and limiting neighborhood impacts.
 - Some noted the need to prioritize long-term benefits over short-term disruptions to the neighborhood.
 - Some expressed concern about the 5th Avenue stations because of limited potential to integrate with other modes.
 - Feedback about the 4th Avenue station (cut-and-cover or mined) was mixed. Some liked the potential for improved connections to King Street Station and Pioneer Square while others were concerned about the longer walk distance from the 4th Avenue station site to transfer to trains at the existing light rail station on 5th Avenue.

- **Midtown**
 - Many preferred a station on 5th Avenue since it would provide a seamless transfer to the RapidRide G station, bus stops on 5th Avenue and light rail stations on 3rd Avenue. Some noted that it also provides good access to offices along 5th Avenue and avoids the need to walk up/down a steep hill.
 - Some preferred a station on 6th Avenue to save money and serve residents, employment centers and low-income areas on First Hill.
 - Some expressed interest in improving the pedestrian experience and connections by building concourses, mezzanines and streetscapes on Spring Street, Madison Street and east of I-5.
 - A few expressed interest in prioritizing pedestrian connections to First Hill and providing better access to the convention center from the 6th Avenue station.
- **Westlake**
 - Some were neutral about a station on 5th Avenue or 6th Avenue as long as it allows for a seamless connection to the Westlake station (existing and future).
 - Some expressed interest in connecting light rail to the monorail.
- **Denny**
 - Many preferred a station closer to Denny Way to better access major employment centers, retail, Belltown and the existing Westlake Station. Some also noted that a station near Denny Way avoids an uphill walk and allows for a streetcar connection.
 - Many preferred a station with entrances on both sides of Denny Way to provide more access to the station and include pedestrian safety improvements.
 - Some preferred a station south of Denny Way to serve Belltown.
 - Some expressed concern that a station on Terry Avenue N or Boren Avenue N would not serve Belltown or the Denny Triangle.
 - Some expressed concern that a station on Boren Avenue N would have too steep of a grade.
 - A few expressed concern about potential utility conflicts with a station at Terry Avenue N.
 - A few expressed interest in integration into a future hill climb on John Street as a good pedestrian connection to the station.
 - A few expressed interest in maintaining connections to the streetcar and bus routes.
 - A few were concerned about the proximity of the Denny station and South Lake Union station.
- **South Lake Union**
 - Many preferred a station at Harrison Street since it is closer to employment centers and has greater potential for bike and pedestrian connectivity across Aurora Avenue N.
 - Many preferred a station at Republican Street since it would better serve the Denny Triangle neighborhood and provide better access to nearby amenities.
 - Some preferred a station at Mercer Street or Roy Street due to potential cost savings and potential for redevelopment and growth in the surrounding area.
 - Some preferred a station at Roy Street due to the proximity to the Dexter Hub and Greenway and the potential to serve a larger walkshed.
 - Some expressed concern about the grade limits near Roy Street.
 - Many commented that it is important to consider integration to bus routes on and off SR 99.

- **Seattle Center**
 - Many preferred a station on Harrison Street or Republican Street to serve employment centers and Key Arena and believe it has greater potential for upzoning and growth in the surrounding area.
 - Many expressed interest in building portals that allow people to easily access Key Arena and Queen Anne with an underground concourse.
 - Many expressed concern that a station on Roy Street is too far east to serve Key Arena and employment centers.
 - A few expressed concern that a station on Harrison Street would impact the residential neighborhood and trees and be too deep.
 - Some preferred a station on Republican Street or Mercer Street since it's closer in proximity to residential areas.
 - Some preferred station entrances further from Key Arena to encourage and facilitate business patronage and serve residents who live further east.
 - A few expressed interest in integrating bus routes on 1st Avenue and routes that serve Queen Anne and Mercer Street.

Number of neighborhood forum/open house sign-ins: 75

ONLINE OPEN HOUSE FEEDBACK – Available: Sept. 6-23, 2018

- **SODO**
 - Many preferred the SODO station located on Occidental Avenue S. People noted that it avoids duplicating the existing station's limited walkshed while expanding to a major growth opportunity closer to employment centers.
 - Many preferred having two stations in the stadium area. Some noted that the second station, if closer to Safeco Field, would make it easier to use light rail to attend games for people throughout the region and expand the walkshed further into SODO.
 - Many expressed concern about alternatives that would impact the SODO Trail.
 - Some preferred building the new SODO station above the existing station to allow for easy and efficient transfers and to maintain the E-3 Busway.
 - Some people expressed concern about impacting the E-3 Busway.
 - Some expressed interest in using the E-3 Busway to save costs which could be used to improve the station siting in Chinatown-International District.
 - Some expressed concern about impacts to the SODO Trail given the limited alternative options that are safe for bikes in the area.
 - A few people preferred an elevated alignment.
 - A few people expressed concerns about crossing the tracks in SODO because it would eliminate being able to travel from UW to the airport without transferring.
 - A few people preferred having the tunnel portal as far south as possible to avoid disruptions to the system at Royal Brougham Way and/or S Holgate Street.
- **Chinatown-International District**
 - Many expressed interest in utilizing Union Station as a transit hub in Chinatown-International District because it could connect to King Street Station via an underground mezzanine, serve both light rail lines and be incorporated into the neighborhood.
 - Some preferred the 4th Avenue cut-and-cover station for its ease of transferring to King Street Station, its proximity to Pioneer Square, its improved connection to a variety of modes in the area, and because it provides an opportunity to complete

two necessary projects (building light rail and replacing the 4th Avenue viaduct) at once.

- Some expressed concern about building the new station further from the existing Chinatown-International District station because it would be challenging to transfer between the two lines.
- Some expressed interest in a station further from the existing Chinatown-International District station to expand the walksheds in the area.
- Some preferred the station to be located on 5th Avenue because it would provide easy access to the Chinatown-International District neighborhood.
- A few people expressed concern about the additional costs associated with the 4th Avenue station locations.
- A few people expressed an interest in prioritizing connections to multiple modes, specifically regional rail.
- A few people expressed concern about accessing a deep mined tunnel station.
- Some expressed concern about impacts and disruptions to Chinatown-International District because of potential difficulties recovering from construction.
- Some preferred the bored or mined tunnel options because they would result in fewer disruptions to the neighborhood.
- A few people noted that wherever the station is located, it must have easy and quick access to transfers to East Link, Sounder, Amtrak and Greyhound.
- Some preferred the station location to be directly under Union Station because it would allow for easy transfers fully within the paid area of the stations.

- **Midtown**

- Many preferred a station as close to First Hill as possible (6th Avenue) to reduce the overlap of other downtown stations and to better access hospitals and serve the growing density in First Hill. It was noted that entrances on 6th Avenue and 5th Avenue would better serve the large buildings along 5th Avenue (Seattle Municipal Tower, Columbia Tower, etc.).
- Some preferred a station on 5th Avenue since it's closer to downtown businesses, a shorter distance and less steep of a grade to existing stations on 3rd Avenue and integrates well with Westlake Station.
- Some expressed indifference regarding the station location as long as it has a seamless connection with existing stations along 3rd Avenue and integrates well with buses (existing routes and future RapidRide G).
- Some expressed interest in pedestrian improvements over (or under) I-5 to connect First Hill and the Midtown station.
- A few people preferred a station that is furthest from existing stations on 3rd Avenue to increase the walkshed.
- A few people preferred the station on 6th Avenue because of the cost savings.
- A few people expressed interest in connecting the station to the Central Library.

- **Westlake**

- Some people expressed indifference to a 5th Avenue or 6th Avenue station location as long as it has a seamless connection with the existing Westlake Station for easy transfers.

- **Denny**

- Many preferred a station closer to Westlake to serve active walksheds and businesses.
- Many preferred a station that integrates with the bus network and serves major employers (Amazon and Google).

- Many preferred a station closer to high-density neighborhoods like Belltown and Denny Triangle.
- Mixed interest about building a station directly under Denny Way or on John Street.
- Some preferred a station on Terry Avenue to serve the employment center and Denny Park area.
- Some expressed concern about the challenging hill for pedestrians from Westlake Avenue N to Denny Way.
- A few people expressed concern about the station at Roy Street being too far east.
- Some expressed concern about pedestrian safety on Denny Way, while others felt it is important to have station entrances on both sides of Denny Way.
- Some expressed concern about the proximity of the Denny and South Lake Union stations.
- A few people preferred to build large underground pathways that connect to Fairview Avenue N and Westlake Avenue N.
- **South Lake Union**
 - Many preferred a station that provides good access to businesses and that leverages existing multimodal transportation in the area (streetcar, bus lines, bike lanes, etc.).
 - Many preferred a station near Aurora Avenue N that serves major employers.
 - Many preferred a station that serves people who live and work in South Lake Union.
 - Many preferred a station that does not overlap with the Denny Station and increases the walkshed.
 - Some preferred to build a station where density already exists, not where density “might” exist in the future.
 - Some preferred to remove South Lake Union station altogether to improve transit travel times.
 - Some preferred a station that will best integrate with the RapidRide E Line.
 - Some were interested in a station near 8th Avenue and Dexter Avenue N with an underground passageway to bus connections near Aurora Avenue N to serve a larger geographical area.
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 - A few people preferred the station near areas of potential upzoning and development where transit connections will be warranted.
 - A few people said that a station at Roy Street is too far from the core of South Lake Union, highlights the poor design of Aurora Avenue N and does not take advantage of the transformation coming to South Lake Union with the SR 99 tunnel shift.
 - A few people expressed concerns about the proximity of the station to the SR 99 tunnel, which could impede access and future transit-oriented development.
- **Seattle Center**
 - Many preferred a station on Republican Street because of its proximity to employment centers, it serves Key Arena without being inside the arena, it has fewer engineering constraints, it’s feasible and has greater potential for upzoning and growth in the surrounding area.
 - Many preferred a station on Harrison Street because of its proximity to employment centers, its access to Key Arena, and its walking and biking connections.
 - Many preferred a station close to Key Arena to better access events and believe it could reduce car and bus congestion near the Key Arena.
 - Many said the Mercer Street option and Roy Street option are too far from Key Arena.
 - Some expressed preferences for stations closer to where they live or work, like Belltown, the Denny Triangle and different parts of Uptown.

- Some said Mercer Street is too crowded already and should not have a station.
- Some were concerned about the expense and risk of constructing a tunnel under Key Arena.
- Some preferred a station on Mercer Street to serve the Uptown neighborhood and because it remains within walking distance to Key Arena.
- A few expressed interest in integrating bus routes with transit on SR 99 for seamless transfers between transit and light rail.
- A few people were concerned about pedestrian safety when crossing Roy Street to get to Key Arena.
- A few people commented that station entrances should be on both sides of Mercer Street or in locations that best serve Seattle Center or spread out as far as possible to increase the effective walkshed of the station.
- A few people expressed concern about lack of opportunity for redevelopment if the station was located at Mercer Street or Roy Street, ultimately serving fewer people.
- Some expressed concern that a station at Mercer Street would add congestion to an already congested corridor.
- A few people expressed concern about the potential of condemning property to build the station under the Key Arena.
- A few people preferred as few street crossings as possible to/from the station to Key Arena and Seattle Center.
- A few people preferred the station serve Seattle Center and not the neighborhoods.

Number of online surveys submitted: 114

Ballard-Interbay

Key takeaways – what we heard:

Many people saw opportunities with all of the Smith Cove station locations, which are all located along Elliott Avenue W. There were mixed opinions about whether the station should be east or west of Elliott Avenue W. Many people wanted the station to provide good access to the future Expedia campus, as well as access to businesses and residential areas near the station area. Many people emphasized the importance of creating strong pedestrian, bicycle and bus connections to/from the station.

Many people preferred the central Interbay station locations, citing the ability to serve residents and businesses in Magnolia, Interbay and Queen Anne equally, and good opportunities for future transit integration and future development. Some people noted that central Interbay station locations or ones closer to Queen Anne are preferred because of the higher potential ridership. Some people preferred the stations on 20th Avenue W, citing the poor existing transit options in Magnolia and good existing bike and pedestrian connections.

In Ballard, there was general consensus that the preferred station areas were 14th Avenue NW and 15th Avenue NW for their proximity to existing and planned density, as well as areas of potential future growth. There was a slight edge for the 15th Avenue NW station location since it would be closer to downtown Ballard, frequently visited businesses and existing transit service. There was some interest in a station at 17th Avenue NW, but concern with the greater property effects, impacts to the neighborhood greenway and displacement of siting a station within areas of higher existing residential density.

There was strong support for a tunnel or fixed bridge crossing of Salmon Bay. Most people expressed their dislike of a movable bridge, since it could mean service disruptions and effects to marine vessel traffic.

NEIGHBORHOOD FORUM FEEDBACK – Date and time: Sept. 17, 2018 from 5:30-8 p.m.

- **Smith Cove**
 - Many people saw opportunities with all of the Smith Cove station locations, which are all located along Elliott Ave W.
 - There were mixed opinions about whether the station should be east or west of Elliott Avenue W.
 - Many people wanted the station to be closest to the future Expedia campus, as well as provide access to businesses and residential areas near the station area.
 - Many people emphasized the importance of creating strong pedestrian, bicycle and bus connections to/from the station.
 - Some expressed interest in the station options closer to the Seattle Armory, which could serve potential future uses of that property. Some also saw opportunities for that station to better serve cruise terminal passengers and enhance transit integration. Others expressed concern about station locations serving the cruise terminal, since passenger traffic is seasonal.
- **Interbay**
 - Some were interested in the station locations on 20th Avenue W and W Dravus Street, citing opportunities to serve Magnolia's existing residential areas with better transit service. Several expressed concern about a station on 20th Avenue W, since it is already developed and could be hard to fit a new station in, building over the BNSF Railway could be challenging, and is part of the longer, more costly alternatives.
 - Most people expressed interest in station locations in central Interbay, with most interested in the locations at 17th Avenue W, since it serves Magnolia and Queen Anne equally, sits in an area with future development potential and provides more space for transit integration.
 - Additional opinions included suggestions for east/west bus service to serve the station, as well as preferences for both elevated and low-lying stations.
- **Ballard**
 - Many expressed interest in a station location near 15th Avenue NW since it takes advantage of current zoning for business and residential and is closer to the retail locations of downtown Ballard.
 - Concerns shared about station locations on or near 15th Avenue NW included negative disruptions to freight, car and bus traffic, and unsafe access for pedestrians/bikes.
 - Many expressed interest in station locations on 14th Avenue NW since it could mean less property acquisition, serve current and future development, minimize impacts of a light rail station on 15th Avenue NW (traffic) and have better transit integration potential.
 - Concerns shared about a station location on 14th Avenue NW were a lack of residential density and being too far away from Ballard businesses.
 - Several expressed concerns about a station on 17th Avenue NW due to potential property acquisition impacts and potential impacts to Swedish Hospital, while others expressed a preference for the location since it is closest to the densest part of Ballard.

- Several expressed a desire for safe pedestrian access to/from the station, including suggestions for separated-grade access and tunnel entrances on both sides of the street.
- Several noted that any station should consider future Link light rail extensions, whether they are east, west or north.
- **Salmon Bay crossing type**
 - Most expressed their dislike for a movable bridge option, since it could mean service disruptions and effects to marine vessel traffic.
 - Most people expressed interest in either a fixed bridge or tunnel.
 - Many expressed interest in a tunnel crossing, since it could have potentially less property effects, fewer service delays compared to a movable bridge, less effects to Fishermen’s Terminal, fewer visual impacts and could potentially provide greater flexibility to serve future Link light rail expansion.
 - Some shared their concern for a tunnel’s performance during an earthquake, and other safety concerns.
 - Many also expressed interested in a fixed bridge, since it would have fewer service interruptions compared to a movable bridge, could potentially be cheaper to build with less risk, could have fewer effects to marine traffic when compared to a movable bridge, and could provide great views from the train when on the bridge.
 - Some shared concerns about the potential for a fixed bridge to have substantial visual effects, though they thought a bridge along the 14th Avenue NW alignment would have less. Some also shared concerns about columns in the water having potential environmental effects.
- **Salmon Bay crossing location**
 - Several expressed concern about any crossing location that could have an impact on Fishermen’s Terminal or other marine industrial facilities.
 - Most had no preference for a crossing location or stated preferences based on the Ballard station location they preferred.

Number of neighborhood forum/open house sign-ins: 85

ONLINE OPEN HOUSE FEEDBACK – Available: Sept. 6-23, 2018

- **Smith Cove**
 - Some people saw opportunities with each Smith Cove station location, which are all located along Elliott Avenue W. Many had no preference for a station location option.
 - Many people preferred that the station be close to the future Expedia campus, as well as provide access to businesses and residential areas near the station area.
 - Many people emphasized the importance of creating strong pedestrian, bicycle and bus connections to/from the station.
 - Several preferred a station location that could serve both Expedia and the cruise ship terminal as both will be high-demand areas.
 - Several expressed an interest in a station location to the east in order to provide an opportunity to create a pedestrian connection to Queen Anne.
 - Some expressed interest in the station options closer to the Seattle Armory, which could serve potential future uses of that property. Some also saw opportunities for that station to better serve cruise terminal passengers.

- Others expressed concern about station locations serving the cruise terminal, since passenger traffic is seasonal.
- A few expressed interest in building an additional Sounder stop near the Smith Cove station.
- **Interbay**
 - Some were interested in the station locations on 20th Avenue W and W Dravus Street, since Magnolia is currently poorly served by transit and a station at 20th Avenue W would serve current residential density in Magnolia. In addition, some noted that the bike infrastructure west of Interbay would allow more people to access the station via bike.
 - Several expressed concern about a station on 20th Avenue W, since it is already developed, is further from existing and planned development and could be hard to fit a new station in.
 - Most expressed interest in station locations in central Interbay, with most interested in the locations on 17th Avenue W, since it serves Magnolia and Queen Anne equally, sits in an area with future development potential and provides more space for transit integration.
 - Several had no preference for a station location option, though expressed concern about a station on 15th Avenue W since it would disrupt traffic.
 - Some expressed concern about impacting industrial businesses that provide family-wage jobs in the Interbay area.
 - Several shared their interest in creating strong pedestrian, bicycle and bus connections to/from the station.
 - A few people preferred elevated and tunnel over at-grade alignments.
- **Ballard**
 - Most expressed interest in station locations on or west of 15th Avenue NW, since it was closer to downtown Ballard and businesses visited most often, denser population centers and existing transit service.
 - Many expressed interest in station locations on 14th Avenue NW, since it could mean less property acquisition, serve current and future development, minimize impacts of a light rail station on 15th Avenue NW (traffic) and have better transit integration potential.
 - Concerns shared about a station location on 14th Avenue NW were a lack of residential density and being too far away from Ballard businesses, however several suggested that rezoning for denser residential would change their mind.
 - Some expressed concern about a station on 17th Avenue NW due to impacts to the existing neighborhood greenway.
 - Several expressed concerns about a station on 17th Avenue NW due to potential property acquisition, while others expressed a preference for the location since it is closest to the densest part of Ballard.
- **Salmon Bay crossing type**
 - Most expressed their dislike for a movable bridge option, since it could mean service disruptions and effects to marine vessel traffic.
 - Many expressed interest in a tunnel crossing, since it could have potentially less property effects, fewer service delays compared to a movable bridge, less effects to Fishermen's Terminal, fewer visual impacts and could potentially provide greater flexibility to serve future Link light rail expansion.

- Some recognized that a tunnel would mean a higher cost and potential schedule delays but stated that these would be worth it for a station meant to last for generations.
- Many also expressed interest in a fixed bridge, stating it would have fewer service interruptions compared to a movable bridge, potentially less maintenance costs, could be cheaper to build and with less risk, and have fewer effects to marine traffic when compared to a movable bridge.
- Some shared concern about the potential for a fixed bridge to be too noisy, approaches could lead to substantial property effects and visual impacts would be too great.
- Several expressed interest in either a fixed bridge or tunnel, since costs and impacts are generally the same.
- Some expressed interest in a fixed bridge because of the lower cost and the dramatic views along the route.
- A few people stated they are OK with a movable bridge, if it could have the same or stricter opening restrictions as the Ballard Bridge.
- A few people also asked to consider making the new bridge multimodal.
- **Salmon Bay crossing location**
 - Many stated their opinions on the crossing locations were related to achieving the preferred station locations in Ballard.
 - Several expressed concern about any crossing location that could have an impact on Fishermen's Terminal or other marine industrial facilities.
 - Several noted shorter crossing options are preferred since they could be cheaper.
 - Others suggested a crossing just west of the Ballard Bridge could help centralize transit integration and result in stations closer to downtown Ballard.
 - Mixed opinions about the crossing at 14th Avenue NW since it leads to stations further away from downtown Ballard; others noted the advantage of a wider right of way.

Number of online surveys submitted: 156