



# West Seattle and Ballard

## Link Extensions

## Denny and South Lake Union Stations

### Engagement Summary

#### Background

In March, following direction from the Sound Transit Board, staff convened a number of technical work sessions to clarify the technical, financial, schedule and risk implications of the Denny route and station locations. The work sessions focused on a range of topics including utilities, constructability, construction schedule, roadway closures and cost.

At the May 25 Sound Transit Board meeting, [staff shared findings](#), as well as potential refinements that could reduce effects to Westlake Avenue. As was noted in the status report, additional work was needed to assess potential implications of potential refinements on ridership, passenger experience and transit integration for a new refinement idea. Sound Transit hosted numerous community briefings and two public webinars to gather feedback from transit users and inform the July 27 status report and potential Board action.

#### Engagement activities

Four community briefings were held before ridership modelling was completed to inform key stakeholders about Sound Transit's next steps. These briefings were held with the following groups:

- Downtown Seattle Association, Policy Committee (6/13)
- Seattle Center Organizations (6/20)
- Mercer Corridor Stakeholders (6/22)
- MoPOP (in-person, 6/22)

An additional five briefings were organized once results of the ridership modelling were available, as part of outreach to community groups in the area and along major bus corridors:

- Uptown Alliance (7/18)
- Seattle Center Organizations (7/19)
- Mercer Corridor Stakeholders (7/20)
- Aurora Reimagined Coalition (7/20)
- Fremont Neighborhood Council (in-person, 7/24)

Sound Transit also reached out to potentially affected and nearby property owners and hosted online public webinars on July 20 and 25, 2023, to present findings and garner feedback on station options (see Appendix A for feedback). In addition to all the opportunities for feedback outlined above, the project team also responded to emails received in the project inbox and project phone line.

## Notifications

Notifications about online webinars were targeted toward communities along the station areas of South Lake Union and Denny Way, as well as major bus corridors that service South Lake Union riders. These included the E Line and Routes 5, 62, 8 and 11. An estimated 80% of bus-to-rail transfers in South Lake Union would be related to these routes. Social media posts and listservs promoted the webinars. Information about the webinars, including a copy of the presentation, was made available at the Online Open House: <https://wsblink.participate.online/>.

## What we heard

The following is a summary of feedback obtained through the webinar series, briefings, emails and voicemails to the project inbox.

### Denny and South Lake Union Stations

- Broad interest in retaining both Denny and SLU stations to serve the density and activity of surrounding neighborhoods, including SLU, Belltown and Uptown. Concerns about reduced walk, bike and bus access and loss of light rail ridership associated with a consolidated station and potential for crowding at Seattle Center station.
  - Concerns about residents not being able to easily walk to a consolidated station, bus to rail transfers, and about any equity implications of a consolidated station.
  - Some concerns that removing a station from SLU would encourage people that work in the area to drive and about parking availability in the area.
  - Some concerns about station crowding in a consolidated option and the ability to manage crowds. Comments that note potential for NBA team at Climate Pledge Arena in the future, adding to current event load at Seattle Center.
  - Interest specifically in maintaining SLU Station at 7<sup>th</sup> and Harrison given years of planning, potential for transit integration and proximity to destinations in SLU as well as Memorial Stadium, MoPop, and the Gates Foundation.
- Feedback that Westlake Avenue today is a vibrant place supporting visitors, residents, employers and is key for supporting downtown recovery.
- Broad concerns about impacts to Westlake Avenue and interest in potential ideas to mitigate or limit full closure of Westlake Avenue and related effects to traffic, transit and businesses in the area.
  - Interest in retaining two stations to support ridership in the long-term despite near-term construction disruptions.
  - Interest in knowing how a closure of Westlake Avenue would affect pedestrians and bicyclists.
  - Idea that transit reroutes to 9<sup>th</sup> Avenue could provide needed transit service to SLU during construction
- Interest in Shifted West alternative to avoid construction impacts on Westlake Avenue and related effects to the neighborhood, downtown recovery and to public and private investment in SLU.
  - Concerns about affecting major employers in SLU with alternatives that would impact Westlake Avenue during construction.
  - Questions about why the Shifted West alternative involves station consolidation.

- Some interest in potential for cost savings with Shifted West alternative and associated station consolidation and questions about how savings could be allocated (to other areas of the project?).
- Some interest in whether a shifted west SLU station could be paired with a Shifted West Denny station to maintain two stations and avoid construction effects and utilities at SLU Harrison station location. Others concerned about a shifted west SLU station location because of potential for impacts in the vicinity.

### Schedule and cost

- Strong interest in delivering on the voter approved plan and avoiding any further delay or additional cost associated with further studies of new concepts.
- Some interest in any opportunities to speed up delivery of the Ballard Link Extension (BLE) project.
- Concerns that pursuing a consolidated station or exploring new concepts for a SLU station would delay the project overall.
- Concerns about how long it will take to begin construction and how far away start of service is for the BLE.
- Some concerns about whether there will be cost and time delays associated with relocating the utilities on Harrison Street at the current SLU station.
- Question about the potential of a community facilities district to help fund the work, or whether additional funding could speed up the delivery of the project
- Some interest in the DT-1 or Shifted West alternative due to cost.

### Other feedback and questions

- Interest in knowing how specific properties will be affected by concepts in SLU that could be studied in the Draft EIS.
- Questions about potential TOD opportunities with the different station locations.
- Interest in centering people who use transit for daily activities and questions about emphasis on serving eventgoers.
- Questions about the costs and risks of utilities and how fiber at the Denny Station at Terry location compare to utilities at the SLU Harrison St. Station.
- Interest in a marketing plan to promote Sound Transit ridership.
- Will Sound Transit consider introducing technologies on the new line such as platform screen doors or train automation?
- Is there any potential for the West Seattle and Ballard lines to be operated as a single line and as an automated metro?
- Is there an expected reduction in travel time to come with the elimination of the SLU station?
- Is Sound Transit anticipating 5-minute frequencies on this line?  
Questions about construction methods and potential impacts with the different Denny and SLU station options.
- Some interest in future expansion and whether light rail could expand further, such as along the Aurora corridor.
- Questions about ridership modelling and what is included in the analysis.

## Appendix A – Submitted Webinar Questions and Feedback

### South Lake Union and Denny Stations Webinar #1

July 20, 2023 (Noon – 1:00 PM)

#	Question/Feedback
1	<p><b>Sam</b> Why does the Sound Transit board think it prudent to continually start and restart lengthy and expensive EIS processes rather than choose from existing voter-approved stations that have already been through these processes?</p>
2	<p><b>Joey S.</b> Why so much process? Can't we just build this extension? People need it.</p>
3	<p><b>zuyis</b> why are you guys so bent on going against the will of the people</p>
4	<p><b>Anonymous attendee</b> We need two stations!</p>
5	<p><b>Anonymous attendee</b> How does my feedback influence the Board decision? When will a decision be made on the Denny Station location?</p> <p>I prefer the Denny station to be aligned with Draft EIS DT-1 OR Shifted West alternative(s) due to cost, ease of access to other transit, and less construction impact to my apartment building.</p> <p>I do NOT prefer the SLU Mix-Match alternative due to additional cost and construction close to my apartment building AND a hill that would be hard for anyone with accessibility issues to travel on.</p> <p>I do NOT prefer the Shifted North option due to impact on the closest grocery store in the SLU neighborhood (Whole Foods).</p>
6	<p><b>Anonymous attendee</b> ST3 promised voters a station at both Denny and in South Lake Union - why does staff think a consolidate station meet the ST3 promise? From the ST3 website: "Five new stations serve the areas of South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard" and "The downtown tunnel will extend from International District/Chinatown to the Denny Station with four new and expanded stations at International District/Chinatown, Midtown, Westlake and Denny."</p>
7	<p><b>Anonymous attendee</b> why does the shifter west alternative need to delete SLU station? Excuse my naïveté, but can't the pedestrian access station be aligned with the street and go down to the train tunnel that is not aligned with the street?</p>

8	<p><b>Cameron F.</b> Where would the 100s of millions of dollars of additional cost of two-station alternatives over the preferred alternative come from? Would it impact the timeline or possibilities for other projects? I work in this area and would gladly take temporary construction impacts over permanently lower-quality service</p>
9	<p><b>Reed H</b> The Shifted West Alternative is a non-starter. Voters approved two stations in the SLU/Westlake area and the idea of deleting one of the highest ridership stations would be devastating to the future of transit in Seattle. This is a multi-generational system and we should not be making these decisions based on short term expediency.</p> <p>Endless rounds of public engagement to re-litigate the same concepts is expensive and wastes additional time. Please do not suggest the shifted west alternative.</p>
10	<p><b>Reed H</b> Much of this modeling and analysis equates a bus trip to a ride on the Link Light Rail. This is a false equivalency. Light Rail has significantly higher capacity, more reliable service, and offers better options for Transit Oriented Development. This goes without even mentioning the value of route redundancy which should be front of mind after the latest ice storm where Light Rail was the only transportation option in Seattle.</p>
11	<p><b>Stephen</b> Why is Sound Transit even considering options that would cancel stations voters approved overwhelmingly in Seattle? And why is Sound Transit burning so much time relitigating decisions that were made 7 years ago?</p>
12	<p><b>John C.</b> What about the area of Denny that's not in the 10 minute walk shed after the shifted west scenario?</p>
13	<p><b>Teddy V.</b> Hi I work in SLU. Why are you still asking for feedback instead of building what we already voted to approve? We just want you to build it faster, not hold endless meetings like this.</p>
14	<p><b>Andrew</b> Why remove a station from the heart of one of the largest employment areas in the city, which already has a ton of Amazon workers driving into the office three days a week? Which also causes a ton of traffic? That seems shortsighted. We should want to encourage transit. We already had a ton of meetings for two stations, just build them already</p>
15	<p><b>Max P.</b> With the denny shifted west option are there any walkshed impacts with Westlake?</p>
16	<p><b>Reed H</b> Following up on this modeling, we cannot design our Light Rail (which won't be done until 2040) based on key locations in place today. Seattle will only be getting denser with new points of interest arriving in the Westlake Neighborhood and East Queen Anne.</p> <p>Does Sound Transit modeling take into account the future opportunities that will be removed be deleting the SLU station for both riders, residents, and Transit Oriented Development?</p>

17	<p><b>Irving</b> Hi, my name is Irving Avila. Over 700,000 thousand people already voted for the original plan which includes the SLU station, why are you asking feedback on removing already approved stations SEVEN years after the vote happened? There are known ways to mitigate issues to the closure of Westlake Ave, why are we delaying the process even further? I cannot believe that after 7 years we're still going back to the drawing board, it's truly unbelievable and outrageous.</p>
18	<p><b>Joe K.</b> Why are you changing the ST3 plan?</p>
19	<p><b>Riley W.</b> It seems misguided to focus on the smaller events, when presumably effects of a lost station would be with the 100k-person event. Is there a justification for this?</p>
20	<p><b>Reed H</b> Does this large event modeling take into account the ridership experience of a single station doubled in ridership after an event instead of them being split over two stations?</p> <p>Crowded stations, long queues to get into a rail car, and other discomforts will affect ridership by making it a less enjoyable experience.</p>
21	<p><b>Andrew</b> How do we make this process faster? What steps can we shrink or cut out? Voters approved ST3 in 2016, we've had community engagement since at least 2018 but the planned opening is 2039. That's 16 years away from today, or 23 years since we approved it.</p>
22	<p><b>Reed H</b> Is Sound Transit anticipating 5 minute frequencies on this line?</p>
23	<p><b>Reed H</b> I'm sorry, but these passenger flow diagrams seem unrealistic to me. Currently Sound Transit does not help manage crowds at existing stations after or before large events.</p> <p>It seems to me that Sound Transit is designing for a scenario where there are no delays or operation issues, and they have surplus staff available to manage passenger flow. Why are we not just designing for peak usage by keeping the SLU station?</p>
24	<p><b>Irving</b> I'm seeing a lot of focus on estimates for people attending events. What about access for residents and how many residents would end up farther from a station because of the consolidation? What about future residents? as Sout Lake Union has a lot of development. Easy accessibility to a station heavily affects ridership, if instead of having to walk 7 minutes I now need to walk 15, I might as well just drive instead.</p>
25	<p><b>Andrew</b> Who is the Board? Are they elected? How can we advocate for them to speed this process up?</p>
26	<p><b>Holly G.</b> Will the "updated draft EIS" include another DEIS comment period? Will the FEIS respond to comments from both the first DEIS and the second DEIS?</p>

27	<b>John Osborne</b> How labor intensive is passenger load management? If Seattle acquires an NBA team and event dates at climate pledge double, how will that impact Links ability to meet service demands?
28	<b>Max P.</b> Is there an expected reduction in travel time to come with the elimination of the SLU station?
29	<b>Edward F.</b> Will this presentation be available for download?
30	<b>Andrew</b> Feedback: The current timeline is ridiculously long -- right now the plan is 2039 for Ballard, which is 16 years away. I'm 43 years old, I'll probably be 60 then, assuming there are no delays (which is a big assumption). If you had a baby today, they could drive themselves by the time the Ballard station is planned to open. If you have a 2-year old, they could vote by the time it's open. A five year old could be hanging out at the bar by the time it's open.  The voters approved this plan in 2016, which is 7 years ago. Seven years and no construction has begun. And we are expected to wait another 16 years for it to be finished. We should not need to wait 23 years for a few miles of desperately needed, voter approved, extremely popular light rail to be built.
31	<b>Andrew</b> Feedback: We need this now. Traffic is bad and is only going to get worse as the city grows. Transit is very time consuming from Ballard currently. It takes almost an hour to get from Ballard to the stadiums, for example. It's 40 minutes or more, with transfers, to get to Capitol Hill. No wonder people drive instead. We shouldn't have to wait another 16 years.  We have a preferred alternative identified already, everyone wants this to be built, and land isn't going to get cheaper over the next 16 years. So let's do it.
32	<b>Patrick W.</b> Denny Westlake shifted north is good because it has easy access to both sides of Denny
33	<b>Irving</b> These stations won't open in the next two decades, are we considering future increase in population in these neighborhoods as part of the effects consolidating these stations might have on ridership?
34	<b>Patrick W.</b> Consolidated station is bad because of the reduced walkshed to faster and more reliable Link, especially with 7th Ave and Mercer Street as barriers, which don't appear to be factored in to walkshed calculations
35	<b>Patrick W.</b> Build the line to handle 2.5 minute headways to maximize the potential for gap trains and futureproof for a second line through the tunnel

36	<p><b>Lisa P.</b>          You continue to plan for large/stress events rather than daily needs of Seattle citizens, like commuting, going to the grocery store, or generally getting around the city. This second priority is MUCH more important. Why don't you plan around maximizing convenience and speed of transit (including connections with other train lines and transit) for seattle residents? Everything you propose involves deeper stations, longer connections, more walking, more waiting, slower/fewer trains.</p>
37	<p><b>Isaac G.</b>          Is there any potential for the West Seattle and Ballard lines to be operated as a single line and as an automated metro? Capacity and frequency seems like a primary issue that automation could solve.</p>
38	<p><b>Andrew</b>          If transit travel times are different between the options, how is it that the travel model says total transit ridership will be the same?</p>
39	<p><b>Nathaniel G.</b>          Is this alcoholics anomomys?</p>
40	<p><b>Reed H</b>          Is all feedback here weighted equally? It seems that voters overwhelmingly approved a set of station locations, and then a few large businesses near those station locations raised concerns and voters preferences are being either devalued or discarded.</p>
41	<p><b>Trey H.</b>          It feels that there is a lot of concern around feedback, but not a lot of concern around construction. I think it would be very benefical to the community if the board just made the choices on where the stations should be, and take action on accelerating the production timeline.</p>
42	<p><b>Andrew</b>          I'm 43. If the current timeline has no delays, I'll be 60 by the time this line opens. If a baby is born today, they will be able to drive by that time. Does the Board think 23 years is the correct amount of time to wait?</p>
43	<p><b>Sanders L.</b>          Feedback: As a current SLU resident I do not want to remove the SLU station, SLU is a growing neighborhood and removing the station will leave a large gap in efficient transit to SLU residents. Of the SLU alternatives I like the original DT-1 Westlake station.</p>
44	<p><b>Claire M.</b>          Was there any consideration of shifting SLU station to the west so that we could have both the Denny West station option and a relocated SLU station that would be even better located to accommodate Seattle Center event traffic?</p>
45	<p><b>Edward F.</b>          What noise mitigation measures instituted during construction of the new stations for existing property owners and/or tenants of impacted buildings.</p>



46	<p><b>Andrew</b> I don't believe this question was answered, how do we speed it up?</p> <p>How do we make this process faster? What steps can we shrink or cut out? Voters approved ST3 in 2016, we've had community engagement since at least 2018 but the planned opening is 2039. That's 16 years away from today, or 23 years since we approved it.</p>
47	<p><b>Max P.</b> Comment: I prefer the alignment &amp; set of stations as defined by ST3, but would support the denny - shifted west (no SLU) alignment if it enabled funding of the 4th avenue shallow alignment in CID.</p>
48	<p><b>Reed H</b> The question regarding walkshed impact of removing the SLU station was not for Westlake as a street but as Westlake the neighborhood along with East Queen Anne. E.G. north of Mercer St</p>
49	<p><b>Daniel</b> How do you account for the fact that those who provide 'feedback' represent a tiny fraction of those who voted on approved stations? Is it fair that a vocal few can delay the project and advocate for fewer stations?</p>
50	<p><b>Cameron F.</b> A more specific timeline question: what is the limiting factor on length of construction once a project enters that phase? Could ST build the system faster with more funding?</p>
51	<p><b>Sara</b> Please do not delete any stations or move them to less useful locations.</p> <p>I'm not in favor of any changes that make it harder for pedestrians to access the stations. To me this is less about time spent walking and more about how pleasant the walk is. Having to walk along or across major arterials is a big barrier for pedestrians.</p> <p>Short-term disruptions are way less important than the long-term usability of the new line. It needs to be accessible to folks walking, biking, and taking transit.</p>
52	<p><b>Reed H</b> There has been much discussion of walk sheds here, but has any modeling been done for bike sheds? The removal of the SLU station will impact bike riders in a different way than pedestrians. E.g. are alternative routes accessible via safe bike facilities, are they overwhelmingly steeper, etc</p>
53	<p><b>Andrew</b> Traffic has gotten much, much worse since Amazon and other SLU workers have returned to office. Do we need to wait 16 years for this train to help solve this?</p>
54	<p><b>Robert G.</b> it seems like this event is to AstroTurf Public into support of a bad idea versus listening to the publics opinion. this was supposedly a place to share our views but it's not setup for that. Will Sound Transit listen to the public or will it continue to make decisions in secret? if you will listen, when, nothing is scheduled. If not, why not?</p>

55	<b>McKaulay K.</b> Will Sound Transit will consider introducing technologies on the new line such as platform screen doors or train automation as seen on the recently-opened Honolulu Skyline? These features could potentially improve service/rider experience in particular related to capacity issues with surges during events.
56	<b>Max P.</b> One other comment, I really want to express my thanks to the ST staff for this analysis & responding to Q&A. I really appreciate the difficulty of managing all the different stakeholders in this process and the constraints of the situation.
57	<b>Andrew</b> If money is saved by choosing the shifted west alternative, where could that money be reallocated?
58	<b>Cameron F.</b> Please build all the stations we voted for! Construction impacts are temporary, but this system will last for generations. Focusing on (relatively) short-term construction impacts as justification to build a system that will be worse for riders forever (as ST seems to be doing with the single-station alternative here and with the north-south alternative in the ID) is deeply shortsighted and irresponsible.
59	<b>Harrison J.</b> Sara is right. We must have ALL the stations that were approved by voters
60	<b>Cameron F.</b> I agree with Max - the preferred alternative is the best, but if the single-station alternative somehow clears up resources that make 4th shallow feasible I would support it.
61	<b>Andrew</b> How do we know when something is actually decided for this process? We have a preferred alternative but we aren't building it or buying land yet. Can the board just endlessly ask questions and make you do more EIS-es?
62	<b>Stephen</b> Will staff be collecting and disseminating the massive feedback that ST has received on social media over the past few days about this silly exercise?
63	<b>Harrison J.</b> Could you go with the 4th ave light rail option and focus on mitigation rather than denying the CID a station at all?
64	<b>Robert G.</b> 8000 riders is an entire station, will you repay those 8000 riders and tax base for the loss in service? how will we make up for this to the public who were misled by Sound Transit and it's board? it appears sound transit is offering reduced or worse service, for less people, for more cost? Am I misunderstanding that in sum?
65	<b>Brian</b> Does the Denny preferred alternative require property acquisition?

66	<p><b>Riley A.</b>  <b>Feedback:</b>  - This needs to happen faster. Planning from 2017 to 2024 (or longer??) is too long.  - I know it is hard to say "let's have less community input," but please — less community input. This was voted on 7 years ago. There have been probably hundreds of community input meetings which a TINY subset of the population even knows about, much less attends. That process is deeply undemocratic and biased towards people like me who can spend their lunch hours attending these. You are the experts, and the voters have asked you to get this done. Please, stop asking us for permission and feedback: the feedback is "just go do it!" and has been for years.  - This system will hopefully serve our region for over a century. As such, building it right for the long term is the most important thing. Please don't make compromises in transit service just to keep Westlake, or any other street, open to cars during construction, or for other short-term reasons.</p>
67	<p><b>Lee B.</b>  I lived in San Francisco in the 1970's when BART and the Muni retunneling were underway. The disruption on Market St. was massive. BUT ... today no-one would remember that disruption. It's more important that the usefulness of the system over time absolutely override the disruption that occurs during construction</p>
68	<p><b>Irving</b>  Are the effects of driving and traffic after the stations open considered in these prediction models?</p>
69	<p><b>John O.</b>  Is the model accounting for the potential of events doubling at Climate Pledge arena with an NBA team?</p>
70	<p><b>Andrew</b>  Thanks for running this webinar to keep the public informed.</p>
71	<p><b>Lisa P.</b>  Wait so your model predicts flat link ridership despite increasing service and population? Seems like your model is a bad one!</p>
72	<p><b>Andrew</b>  From today's Q&amp;A it sounds like there is no way to speed up the process, so we are stuck at 2039 opening. Is that correct?</p>
73	<p><b>Stephen</b>  Of course you can put station entrances in the street. Cities all over the world do that</p>
74	<p><b>Amy W.</b>  Thank you for taking the time to run through this presentation with us.</p>
75	<p><b>Stephen</b>  Mind you, Sound Transit literally looked at concepts with station entrances in the street. Did we memory-hole that already?</p>
76	<p><b>Sam</b>  thank you!</p>

77	<p><b>Andrew</b>  Feedback: it isn't worth eliminating a station to reduce impact on Westlake. history shows that closing a single corridor doesn't significantly impact traffic on a wider scale. not to mention, the length of this closure will primarily affect tech companies and white collar workers, versus the diverse groups affected by reduction in stations.</p>
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**South Lake Union and Denny Stations Webinar #2**  
**July 25, 2023 (5:30 – 6:30 PM)**

#	Question/Feedback
1	<p><b>Matthew C.</b>  Feedback: Please do not delete the SLU/Harrison station from the preferred alignment, this station should remain and be advanced as the preferred station location. This station is critical for providing high-capacity transit access for the neighborhood as well as for important bus/rail connections with the Aurora Ave corridor. Please also advance the Denny/Westlake (I believe this is the DT-1 option) station location as the preferred alternative. This is an important location for good access to transit within the neighborhood, as well as good bus/rail connections along both Denny Way and Westlake.</p>
2	<p><b>Eddie</b>  in a second mix and match, the board could combine a Harrison Street station with a Mercer Street station, correct?</p>
3	<p><b>Eddie</b>  could a Denny station shifted west be combined with a Harrison Street also shifted west to the longitude of 5th Avenue North (e.g., Seattle Center, Gates Foundation, routes 3-4 and MC Route 8)?</p>
4	<p><b>Matthew C.</b>  Feedback: I understand this presentation focuses on the SLU &amp; Denny areas, but I would like the Board to advance the (original) preferred alternative for the Seattle Center station from the (original) DT-1 alignment which had the station location further east on Republican with a station entrance east of 1st Ave N. The "Republican West" option is not good for the long-term future of Seattle Center, with the arena opening and upcoming re-development of Seattle Memorial Stadium. Having a station entrance east of 1st Ave N supports Seattle Center long-term. Thanks!</p>
5	<p><b>Eddie</b>  note that MC Route 5 is shifted to Dexter Avenue North from Aurora Avenue North. of course Route 8 could reman on Denny Way and serve the Denny station.</p>
6	<p><b>Eddie</b>  How deep would the Harrison Street station be? How many minutes would the access take?</p>
7	<p><b>Eddie</b>  E riders may be more likely to transfer to reach Uptown via Link.</p>
8	<p><b>Connor D.</b>  The bottom of all the slides is slightly cut off. No matter how I adjust my screen the bottom blue bar with the ST logo is partially cut off</p>

9	<p><b>Sue S.</b>          What does the modeling show for disruption of walking/driving/bus and streetcar travel if the Denny Station on Westlake were chosen and Westlake Ave was closed for 4+ years?</p>
10	<p><b>Eddie</b>          Can the MLK surface alignment handle five-minute headway? Have we not heard it is limited to six-minute headway?</p>
11	<p><b>Riley A.</b>          Feedback:          - This needs to happen faster. Planning from 2017 to 2024 (or longer??) is too long.          - I know it is hard to say "let's have less community input," but please — less community input. This was voted on 7 years ago. There have been probably hundreds of community input meetings which a TINY subset of the population even knows about, much less attends. That process is deeply undemocratic and biased towards people like me who can spend their evenings attending these. You are the experts, and the voters have asked you to get this done. Please, stop asking us for permission and feedback: the feedback is "just go do it!" and has been for years.          - This system will hopefully serve our region for over a century. As such, building it right for the long term is the most important thing. Please don't make compromises in transit service just to keep Westlake, or any other street, open to cars during construction, or for other short-term reasons.</p>
12	<p><b>Eddie</b>          would the post event passengers be oriented to both north and southbound trains? Did your discussion focus on the southbound trips?</p>
13	<p><b>Conner D.</b>          Putting the Denny Station on Terry feels like an accessibility issue as well. Terry is uphill from the interseciton of Westlake and Denny, and it's not a negligible hill by any means. Keeping the Station at Denny/Westlake and the SLU station is key to access and maximizing this huge investment!</p>
14	<p><b>Grant P.</b>          Regarding equity and the E line. Has the diverse population of the E line been consdiered within the equity analysis of the SLU Station?</p> <p>I believe that removing the SLU station would be a bad idea and we should be focusing on creating the best transit experience. Hopefully, more than 25% or 30% of event crowds will be ridinng transit when the line finally opens. Deleting high ridership stations makes the entire line less valuable.</p>
15	<p><b>Neha</b>          How far do people walk to catch all the SLU routes currently proposed at the SLU station for transit integration? Can they not walk 2 blocks West?</p> <p>I understand that if you do DT-2 option where you move the Westlake Station to Terry Street and can move the SLU station further west to the corner of 5th Ave and Harrison - avoiding both major closures during the construction period in the neighborhood and activating the neighborhoods with pedestrian movements after the construction since the stations would just be moved slightly off major traffic arterials.</p>

16	<b>Matthew C.</b> Does the Denny "Shifted West" option allow for ST-led Transit Oriented Development (since it requires private property acquisition)?
17	<b>James L.</b> Did any of the planning for the Ballard link extension consider potential future extensions that would provide better Link access to the heart of the Belltown neighborhood? I know the current alignment was determined as part of ST3, but I'm curious if the Seattle Center or SLU stations are being designed with any consideration for potential transfers to a future (ST4) line that traversed the Belltown neighborhood.
18	<b>Matthew C.</b> Sorry, I meant to ask this about the "Shifted North" option, not "Shifted West"
19	<b>Popa P.</b> Are there any possible incentives that could be provided to encourage people to walk the extra distance to reach Link with the Shifted West option? (i.e., better pedestrian facilities to increase walking quality to Seattle Center and/or Denny stations, free transfers, shuttles, etc)
20	<b>Lisa M.</b> Focusing on ridership... So without the SLU Harrison station... is it correct that 5,000 riders would not have reasonable access to light rail and would choose instead to either ride a bus, walk or take another mode of transportation to their destination. Additionally, could loss from this station also result in a 5% reduction in daily trips on the Ballard Link Extension?
21	<b>Popa P.</b> Where would be the best transfer point for the E Line or Route 5 with the Shifted West option?
22	<b>Eddie</b> Belltown. Note that Metro and SDOT will face a choice on the future Route 8; the current Route 8 serves Belltown better than the MC version using Harrison Street. MC has much more service subsidy than the current network and funds routes on both alignments.
23	<b>Connor D.</b> Do any of the alternates affect the alignment with the new downtown tunnel and stations?
24	<b>David</b> Have there been previous findings on what distance/time of walking is too significant for riders? e.g. >9 min walking is too much, etc.
25	<b>James L.</b> If it was necessary to close the SLU streetcar on Westlake, could the timing be aligned to coincide with construction related to City Center Connector streetcar project supported by the mayor?
26	<b>Eddie</b> the more frequent and reliable the service, the longer intending riders will be willing to walk. if the average walk speed is three mph, they cover about 264 feet per minute.
27	<b>Jenna C.</b> Why are we studying an option that would combine the stations, knowing that it only benefits the short term impact on cars on the road when we should be concentrating on our long term goals?

28	<p><b>David</b>  Feedback:  I'm a new attendendant of these meetings but I heavily agree with Riley's feedback. Time to completion feels too long and these sessions don't interest enough of the general public to be valuable enough to delay.</p> <p>If there's a way to speed up the process by reducing these meetings, I would support doing so.</p>
29	<p><b>James L.</b>  Having heard the details of today's session, I would support the original Preferred Alternative on Westlake.</p>
30	<p><b>Jenna C.</b>  Thank you</p>
31	<p><b>Lisa M.</b>  Want to thank you for your hard work and analysis -hoping that ST Board confirms their preferred alignment of DT-1 that includes the SLU Harrison station ensuring long term success, strong access and ridership among so many other things.</p>