



West Seattle Link Extension

West Seattle Light Rail Forum – Momentum and Updates

Below is a compilation of the questions and feedback submitted by participants via feedback sheets at the April 1st West Seattle Light Rail forum. Questions are listed under the specific prompts provided at the forum.

What would you like to see for the North Delridge station?

- Roads closed to cars, esp. 42nd SW
- Tall, dense TOD w/in a 15 min walk
- Quality bus, bike, ped connections

"Less" It seems overly fancy. Lots of plaza. The truck side can't shrink, but it doesn't need so much space. Let that space be housing and commercial.

- 1) Agree with others - so much potential for TOD on this unique neighborhood, need to have some of it ready and open for day one when the station opens!
- 2) Echoing my answer for the SDOT station area planning survey - we are in a housing crisis! This redevelopment offers a huge chance to build big! 6 stories should be the minimum anywhere north of the park.
- 3) There was once a concept of redeveloping the tip of Pigeon Point into a mini park/trail. Is this proceeding?
- 4) How will ped/bike access be preserved under the bridge while the light rail guideway is constructed?

A real grocery store, public square without cars.

- a) Build it ASAP! Even if I don't get other wants.
- B) Preserve WS Health Club preferably
- c) Space for dining/coffee shops at site/regional upzoning!

Accessibility and safety.

- Make bike routes safe during construction. Explain how.
- Above ground station limits accessibility for people with mobility and visual issues. How will you add accessibility features? Escalators/elevators/maintenance

Approach #2 (no WSLE)

As far from NUCOR as feasibly possible.

Bathrooms

Boron properties at risk

Drawbacks:

1. 30+ billion in the hole
2. Longer time to get downtown than present

Do you think that employees of the street mill will start taking light rail?

Easy access to boarding the light rail. No having to take an elevator or long stairs. Keep the Delridge station as far north as possible.

For it to go to the Avalon Station



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Like mentioned in the presentation. I would love to see local businesses selling fresh veggies & convenient foods. (The deli mart on Delridge gets a lot of use from Youngstown residents) I would love to have it be like NYC - musicians, kiosks, community space - maybe NYC subway - Seattle style?

Long term local business leases in the TOD

More bus stops and routes within West Seattle

More restaurants, coffee, bars, grocery, convenience, retail. Ideally dog & kid friendly.

More retail/commercial. Fewer parking lots

No more dislocation. Transit ? Div. Inclusive community outreach & engagement specifically African immigrants & under served communities

Opportunities for art and for artists to contribute to the aesthetics and culture of the station's vision.

Retail/Restaurant space

Salmon art or murals

Some thoughts here - this station placement has the opportunity to add corner stores within walking distance.

TOD - dedicate commercial space for services, childcare

TOD - social housing please! Coordinate with City of Seattle to get land use correct ASAP.

How can you minimize displacements while increasing TOD!.

TOD. When the station opens, coffee shops, yoga, etc. Bike storage

Transfer & multi-modal integration; enhanced bus & other infrastructure TOD

Very short transfer walks. Could alignment straddle Delridge Way to carry peds across arterials & allow buses to stop next to Link?

What would you like to see for the Junction station?

-Roads closed to cars, esp. 42nd SW

-Tall, dense TOD w/in a 15 min walk

-Quality bus, bike, ped connections

1) What is the impact for proceeding south with the new shallower station?

- impacts to operations at the Junction station? How long will it be shut down?

- Where will the new tunnel portal potentially be with the shallower alignment? Is this locking us into a mostly elevated or street level alignment down south? (not that this is a bad thing - cost savings \$\$\$)

A pedestrianized square.

Approach #2 (no WSLE)

Bathrooms

Belief that if can keep going south to Morgan Junction

Better bus access to the Junction/Station. Currently no bus access from 35th to Junction.

More density!

Expandability to eventually go to either Lincoln Park or White Center

Extend south to Burien and White Center!! And affordable housing. Social housing.

For it to go to the Avalon Station

Government owned TOD and TOD open day of station opening

How do you serve the public when you refuse in your presentation to confront these issues in detail??



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I would like to see a welcoming and safe area. What is your plan for public safety?

I would love to see a fantastic mixed-use development with a plaza/public space, dense housing, and ground floor retail. And perhaps most importantly, I'd love to see ST own the land indefinitely and make money to find more transit like other famous global cities!

I would love to see the street on California Ave SW between SW Alaska St and SW Oregon St converted into pedestrian plaza or pedestrianized street. To give the junction a destination for light rail users to visit. Bus lines already route around that block and drivers shouldn't be impaired getting to Alki or North Admiral since there are alternate routes. Plus the block already closes every Sunday and during events. This seems like a way to bring even more life to Junction businesses and can be an added draw to would be visitors of West Seattle. Has anything like this been considered?

I'd like to see space for gathering car-free with space for corner stores and public spaces to gather.

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More bus routes within West Seattle

More exits to the Junction itself, Avalon, etc. Be a connection hub for pedestrian activity that way.

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More restaurants, coffee, bars, grocery, convenience, retail. Ideally dog & kid friendly.

Opportunities for art and for artists to contribute to the aesthetics and culture of the station's vision.

Orca art or murals

Safe crossing - along Alaska St (lots of people jog/walking)

Improve bike lane connections - Fauntleroy Way

Reduce congestion

Same as above. I want to see economic opportunity to all communities in terms of accessing contracts in design phase throughout the construction.

Same as TOD above. Bike storage

Same thing

Station access. Will the station have long stairs or elevators?

TOD & opportunities for commercial development

Very short transfer walks. If Avalon Station is dropped, should TBM shift West to be under California Ave SW? Better Station Site (Slide 18)

Would this impact any of the grocery stores and how will they be relocated?

What additional questions do you have?

Can we have better bus service for the underserved areas? (Admiral, Beach Dr, and Arbor Heights)

-How can we build it faster?

-How much longer than the platform is the updated Alaska station?



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How do we extend this? (Morgan, White Center)

How do we get to actually building?

Why so little upzoning? Shouldn't everything in a one mile radius be ultra densified?

(Re: "West Seattle is just rich people who get get stuffed." Not after upzoning it won't be. We can choose that.)

1) If WSLE is shovel ready, why don't we get started?

2) Will we leave the TBM(?) in the ground for southern expansion.

Why don't we just keep going south?

Are you considering adjustments to the escalators and elevators to build higher quality stations to reduce disruptions and long term maintenance costs?

Can we just build a bus only bridge and call this done?

Can we turn the WS golf course into a park? How is the Delridge station being graded?

Don't take away Avalon Station!

Explain how bus service will change so all of the Peninsula residents can reach the light rail station

Global Reach Consultant LLC is community centered public relations & workforce development and we are very pleased to support. I supported the initial outreach during 2022-2024

How are historically underserved communities being included not just in outreach, but in decision making for this project?

How can community stakeholders and local leaders remain actively engaged in shaping station-area development so that this investment creates generational economic opportunity for West Seattle residents?

How can our community do to help get this done fast? How can we prioritize future impacts and long term impacts over short term (???) impacts?

How do you plan to avoid gentrification? Our neighbors are worried about being priced out of their homes. We don't want to see "Lo que le paso a Hawaii" by Bad Bunny

How soon can we begin construction?

How will the construction be phased? When do you anticipate the tunnel construction will start? Timing

How would transfers work from traveling from West Seattle to the Eastside, like Bellevue? Would the 2-line run to West Seattle?

I do not think you will ever have enough ridership to justify the money being spent on short run of track between West Seattle & SODO. How will you get people to get out of their cars & take transit? I ride C & H and it seems under utilized.

I live in Youngstown Cultural Center. My family & neighbors are concerned what the construction of the light rail will mean for us. Delridge already gets so backed up in the morning. Could we have FREE or reduced It-line while it is built?

I love all the amazing ST work on the Enterprise Initiative. What are some non-engineering related cost-saving methods ST is exploring? (ie. Permitting, fire code, property acquisition, project timelines, etc.) How is Paris building 120 miles of driverless trains with only \$40B to serve 3M daily riders while we spend 2-3x for a much smaller system? Even in the US, our projects are very expensive.

I want to ride to Tacoma before I get old - and I'm 72 already!

In ST3 Plans, why does WSLE first operate as a SODO shuttle? Could ST operate a Link variant to/from SODO Station turning trains @ South Forest Street yard? Why not send WSLE into DSTT right away?



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Light Rail objectives are to serve the residents who lack other transit options to connect with jobs & community services. Doesn't Everett have greater needs?

Longfellow Creek is a degraded ecosystem, which runs through a pipe for over 1000m, has multiple fish passage barriers, and for many sections is highly incised with steep banks dominated by invasive species. What mitigation work is planned to address these issues?

Lots of issues in the triangle and E of the Junction present challenges for walking/biking. Will these be addressed as the area is adapted for rail? This is especially the case for E/W traverse.

Love the eliminate Avalon design. What took so long for this common sense design to surface? Stick to it for all the reasons described in the presentation. Thank you.

Plastic is an endocrine disruptor chemical it is important to advocate for sustainable materials that help people, animals, and the environment as a whole to thrive and live in the present and future, promote natural and renewable energy and materials.

Policy/programming w/ city coordination to reduce rent increases to already cost burdened families

Roughly what % of West Seattle LRT riders will be new transit riders vs converted bus riders?

Some projects can save money by leaving tunnel boring machines in tunnels at the end of a previous project. Is that what the "egress" is for? Are we making future extension to Burien easier by leaving TBM in the tunnel or will the TBM be extracted at the end and a new one would have to be put in, or are the tunnels here cut & cover and there is no TBM to begin with?

There is a potential disastrous loss of green space - what's being done to protect the Old Growth Trees & Heron Rookery in the North end of the Duwamish Greenbelt? A concrete wall from the river to Delridge I've seen in your drawings won't save them. What is your plan? How about the Welcome to Pigeon Pt. Park built by neighbors on a city grant?

This appears to be a shallow tunnel. How have the impacts to houses that are located above the tunnel being assessed? When will detailed maps of the tunnel alignment be available?

What do you mean by shovel-ready?

- permits issued?
- permits submitted?
- designs 70%?
- contractors hired?

What rezoning is expected on Delridge Ave? (ie more commercial/retail)

What's the impact on the Jim Clark Marina on the Duwamish?

Where can we stay updated & informed? I work in West Seattle & would like to learn more!

Which biz getting displaced and what is replacing them?

Will the free shuttle to Alki and back be maybe expanded or doubled in frequency so that it can be used to reach the rail entrances at Delridge and Alaska Junction?

Will the redesigned cost cutting station at Alaska Junction use cut and cover construction? If so, duration of impact to surface traffic circulation impact?

Would the cost-savings alignment of AJS allow for extension to the south without affecting the adjacent apartments?

Would the proposed change at Alaska Junction Station reduce frequency of service? Especially theoretical maximum frequency? (changing crossover from behind platform to ahead of platform)

What other information would be helpful as light rail moves forward in West Seattle?

A person must take a bus to the station, ride to Lavender(?) St get off & transfer again. Not 15 min ride.



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Better roads, sidewalks, and bike lanes for buses to run down to White Center if no Avalon Station, buses to Alaska and Delridge are still headed there. How do you plan to run?

Can we continue to have meetings like this?

Enormous funding shortfall

Fewer meetings, more building!

First, has ST answered the single DSTT question? Has ST answered the better BLE ST(?) option? Has ST solved the fiscal crisis behind the enterprise initiative? SI, should WSLE move forward?

Global Reach Consultants can be trusted & strong partners to Sound Transit. Mistrust & lack of access of opportunities. Contact (him) resident of West Seattle info@globalreachc.com

How are we planning for future expansion and ST 4? How does this affect the region long term versus short term impacts on local residents?

How can the community help? Volunteer opportunities? Construction noise impact mitigation?

I am so excited! Thank you for working so hard. My dad was part of mass transit in Seattle in 1968. He would be so happy!

I'd like to know what rapid transit will be added to get folks from the station to the beach after arriving in West Seattle.

Maintaining affordability! Small business & housing are essential to keep in mind as the train comes to West Seattle

Metro Bus connection/reroute maps

Metro involvement. Please let us know when routes will change to better support traveling within West Seattle as well as to downtown from Southwest Seattle. Can we get better bus service to Lincoln Park, Lowman Park, Constellation Park, Alki, and Jack Block Park - we need transit w/in W Seattle.

More clarification that ST is not pitting the extensions/subareas against one another in getting built.

NUCOR is an industry that pollutes the area. "Relocate it" - breathing the dust and chemicals used to treat metal is poisonous. Or "study" sustainable way to reduce pollution.

Projected estimates of
-Cost per mile to Delridge
-Ridership in each phase
-Cost per mile to Alaska Junction.

How do they compare to line 1 and line 2 actuals?

Safety, lighting, etc. for those traveling alone on foot. I don't want to feel unsafe (recent footage of someone getting pushed in front of train!)

Taking away a station (Avalon) would detrimentally impact thousands who could use it. We've voted for and commented about station planning and were adamant about keeping it without any changes. Decisions need to be made, and design started so we can all benefit from the entire system.

Timeline updates.

What bike infrastructure improvements are planned for the southern part of West Seattle?

When we voted on light rail we didn't have the electrified hybrid Rapid Ride bus routes we have now. They're great! We don't need the light rail!