



West Seattle and Ballard

Link Extensions

Early Scoping Summary Report

April 2018

Summary

Purpose

Sound Transit conducted early scoping for the West Seattle and Ballard Link Extensions (WSBLE) Project in Seattle, Washington, from February 2 through March 5, 2018. The early scoping started the public planning and environmental processes for the project. This report describes how Sound Transit conducted early scoping and summarizes the comments received from local and regulatory agencies, tribes, and the public during the early scoping period. This information will be considered by Sound Transit as it identifies and studies alternatives for the WSBLE Project.

The Early Scoping Process

Sound Transit published an early scoping notice in the Washington State Environmental Policy Act (SEPA) register on February 2, 2018, which initiated early scoping and started the 30-day comment period. Additional public notification was provided with mailed postcards, print and online advertisements, and social media notices. Three public open houses and an agency meeting were held during this comment period, as well as an online open house from February 12 to March 5, 2018. Sound Transit requested comments on the purpose and need, the Representative Project, other potential alternatives, and potential community benefits and impacts. Comments were accepted by mail, email, online comment forms, and on comment boards and maps at the open houses (both in person and online).

Agency Early Scoping

Thirty-four federal, state, regional, and local agencies received letters notifying them of early scoping and inviting them to the agency early scoping meeting. Seven agencies attended the meeting on February 21, 2018, and seven agencies and the University of Washington submitted written comments, which focused on the following topics:

- Suggestions for alternatives to the Representative Project
- Freight mobility and infrastructure
- Local and regional mobility
- Integration with transit and impacts on other transit facilities
- Transit-oriented development (TOD) and urban design
- Hazardous materials and contaminated sites
- Air quality
- Utilities
- Trails
- Vibration
- Electromagnetic interference

Tribal Consultation During Early Scoping

The Federal Transit Administration (FTA) initiated government-to-government consultation with six federally recognized tribes in February 2018. Sound Transit distributed agency early scoping meeting invitations to these tribes, as well as two tribes that are not federally recognized. The tribes were also invited to participate in public open houses. The Muckleshoot Indian Tribe attended the agency early scoping meeting, and the Snoqualmie Indian Tribe provided comments on potential archaeological resources.

Public Early Scoping

Over 700 people attended the three public open houses, and Sound Transit received over 2,800 individual comments in various formats. Most comments focused on elevated alignments in West Seattle and Interbay-Ballard, with many suggesting a variety of alternatives to these elevated alignments.

In West Seattle, most of the comments suggested a tunnel from at least the western edge of the Delridge valley to the Alaska Junction (the intersection of California Avenue SW and SW Alaska Street), with an underground station within a few blocks of the junction. Several comments requested an alignment through the West Seattle Golf Course, while others requested alignments farther north. Many comments suggested removing the Avalon Station or consolidating it with the Alaska Junction Station in a more central location. Several other comments requested keeping the Avalon Station as an important bus transfer location. Most comments about the Delridge Station suggested moving it farther south. Many comments also requested consideration of future extensions to the south on Fauntleroy Way SW, 35th Avenue SW, or Delridge Way SW. Several others also called for providing service farther south to Westwood Village or White Center now, while others suggested just improving bus service if a tunnel could not be built.

In the south of downtown (SODO) area, most comments were concerned with transferring between light rail lines at the SODO Station and providing reliable service in this area. Several comments suggested fully grade-separating both the new and existing tracks in this area. Some comments requested having a Stadium Station on both lines.

Most comments on the Downtown Seattle area focused on providing easy access to stations and easy transfers between the two tunnels, especially at the Westlake and Chinatown/International District Stations. Many comments on the Midtown Station requested moving it east of Interstate 5 (I-5) to First Hill. Several comments suggested consolidating the Denny and South Lake Union Stations into one station, or spreading them farther apart. The need for good transit integration at these stations, particularly from the north and east, was also noted often. Comments on the Seattle Center Station generally suggested locations north or south of the Representative Project station location.

In the Interbay-Ballard area, most of the comments suggested a tunnel under Salmon Bay to avoid service interruptions that could occur with a movable bridge. Some of these comments also suggested a higher, fixed bridge, for the same reason. Incorporating pedestrian and bike access into this crossing was also suggested. Many comments expressed concern with traffic congestion on 15th Avenue W and requested study of alternatives to the west, with most comments specifically referencing 20th Avenue W. Many comments requesting that alignment also suggested a tunnel under Salmon Bay aligned with 20th or 22nd Avenue W, with an

underground Ballard Station in the vicinity of 20th Avenue NW and NW Market Street. Most of the comments about the Ballard Station requested moving it farther west, closer to the commercial core of Ballard.

Comments that were not specific to a geography included those generally supporting the project, the project schedule, the project purpose and need, station design and TOD, station access for all modes, impacts on environmental resources, and operational reliability.

In addition to comments from the general public, seven community organizations and seven businesses or business groups submitted comments. These comments generally repeated themes heard from the public, primarily in the West Seattle and Interbay-Ballard areas.

Next Steps

Following early scoping, Sound Transit will develop an initial list of alternatives, including alternatives that emerge as a result of public and agency early scoping comments. Next, Sound Transit will evaluate the alternatives based on the alternatives' ability to satisfy the project's Purpose and Need and how well they perform relative to other alternatives, using criteria such as transportation benefits, technical feasibility, modal integration, cost, ridership, communities and populations served, land use benefits, and environmental impacts. Following this evaluation, Sound Transit and FTA are expected to issue a Notice of Intent to prepare an Environmental Impact Statement (EIS), begin environmental scoping, and invite public, agency, and tribe comments on the updated draft Purpose and Need, alternatives to study in the EIS, and potential impacts and benefits. The Sound Transit Board (Board) will then identify a Preferred Alternative based on the evaluation results, public and agency scoping comments, and input from the Stakeholder Advisory Group and Elected Leadership Group. The Board will also identify other alternatives to study in the EIS. This will be followed by further engineering, environmental analysis, and public involvement, leading to final decisions about the project to be built and operated in the project area.

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- Appendix C Meeting Advertisements
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- Appendix F Public Comments

Acronyms and Abbreviations

Board	Sound Transit Board
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
ILWU	International Longshore and Warehouse Union
I-5	Interstate 5
JuNO	Junction Neighborhood Organization
SEPA	State Environmental Policy Act
SODO	south of downtown [Seattle]
ST3	Sound Transit 3 Plan
TOD	transit-oriented development
UW	University of Washington
WSBLE	West Seattle and Ballard Link Extensions
WTD	Wastewater Treatment Division

1 INTRODUCTION

1.1 Overview

Sound Transit is advancing the West Seattle and Ballard Link Extensions (WSBLE) Project through the Alternatives Development phase. During Alternatives Development, Sound Transit will assess the “representative project” included in the Sound Transit 3 Plan (ST3) and further refine the specific route, station locations and other project elements based on additional public engagement and technical analysis. The ST3 Representative Project itself is the result of extensive, years-long planning and public involvement work, including high-capacity transit studies, the process to update the agency’s long-range plan, and the work that developed the ST3 Plan approved by voters in 2016. Sound Transit will engage the public and agencies in an intensive external engagement process that will lead to the Sound Transit Board identifying a Preferred Alternative, as well as other alternatives to evaluate in an Environmental Impact Statement (EIS).

The WSBLE Project would provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to provide efficient operating capacity for the entire regional system. The ST3 Representative Project for the extension to West Seattle would operate on a 4.7-mile elevated guideway from downtown Seattle to West Seattle’s Alaska Junction neighborhood and include a new rail-only fixed span across the Duwamish River. The ST3 Representative Project for the West Seattle extension would serve one at-grade station in the stadium area and four elevated stations in the SODO, Delridge, Avalon, and Alaska Junction areas.

The ST3 Representative Project for the Ballard extension would operate 7.1 miles from downtown Seattle to Ballard’s Market Street area and include a new 3.3-mile rail-only tunnel from the Chinatown/International District to South Lake Union and Seattle Center/Uptown. The ST3 Representative Project would include an elevated guideway along 15th Avenue West and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. The ST3 Representative Project for the Ballard extension would serve three elevated stations in Ballard, Interbay and near Smith Cove, and six tunnel stations at Seattle Center, South Lake Union, Denny, Westlake, midtown and Chinatown/International District areas.

A map of both extensions for the ST3 Representative Project is shown on **Figure 1-1** (West Seattle and Ballard Link Extensions).

1.2 Purpose of Report

Sound Transit conducted early scoping from February 2 through March 5, 2018. The purpose of early scoping was to start the alternatives development process for the WSBLE Project. This report describes how Sound Transit conducted early scoping and summarizes the comments received from local and regulatory agencies, tribes, and the public during the early scoping period. This information will be considered by Sound Transit as it identifies and studies alternatives for the WSBLE Project.



Figure 1-1. West Seattle and Ballard Link Extensions

1.3 Document Organization

This report is organized into six sections and six appendices:

- **Section 1** (Introduction) introduces the project and provides the purpose of this report.
- **Section 2** (Early Scoping Process) describes the early scoping process.
- **Section 3** (Agency Early Scoping) provides an overview of agency early scoping activities and summarized the early scoping comments from agencies.
- **Section 4** (Tribe Early Scoping) provides an overview of tribal early scoping activities and summarizes the early scoping comments from tribes.
- **Section 5** (Public Early Scoping) provides an overview of public early scoping activities and summarizes the early scoping comments from the public.
- **Section 6** (Next Steps) states the next steps in the project development process.
- **Appendix A** (SEPA Register Notice)
- **Appendix B** (Early Scoping Information Report)
- **Appendix C** (Meeting Advertisements)
- **Appendix D** (Agency Comment Letters)
- **Appendix E** (Tribe Comment Letters)
- **Appendix F** (Public Comments)

2 THE EARLY SCOPING PROCESS

2.1 Purpose of Early Scoping

Early scoping initiated the alternatives development phase of the WSBLE Project. Alternatives development is when an agency evaluates the cost, benefits, and impacts of a range of alternatives to identify a preferred alternative and additional alternatives to study in an EIS.

Early scoping is an initial step in collaborating with agencies, tribes, and the community to further define the project. Early scoping provided the first opportunity for the public to learn about the project and submit their comments on the project as it begins. During early scoping, Sound Transit asked for comments on:

- Draft project Purpose and Need
- Representative Project included in the ST3 System Plan
- Other potential alternatives
- Transportation and community impacts and benefits to consider in developing alternatives

What is a Purpose and Need Statement?

A Purpose and Need Statement defines the objectives that project alternatives must meet. Sound Transit will use the Purpose and Need Statement to develop and evaluate project alternatives for analysis during environmental review.

Early scoping for the WSBLE Project was conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (Washington Administrative Code 197-11-410). Sound Transit is the lead agency under SEPA.

Sound Transit will comply with relevant Federal Transit Administration (FTA) requirements related to planning and project development, as outlined by Moving Ahead for Progress in the 21st Century Act and the Fixing America's Surface Transportation Act, to help it analyze and screen alternatives in the National Environmental Policy Act process.

Feedback from the early scoping process will be used to update the Purpose and Need, develop alternatives for screening, and develop evaluation criteria for evaluating alternatives.

2.2 Public Notice in the SEPA Register

Sound Transit published an early scoping notice in the SEPA register on February 2, 2018, which initiated early scoping and started the 30-day comment period. The early scoping notice provided:

- Information about the WSBLE Project
- Dates and times of the public early scoping open houses as well as the agency and tribe early scoping meeting
- How to learn about the project
- How to provide comments during the comment period

A copy of the SEPA register notice is provided in **Appendix A** (SEPA Register Notice).

In addition, Sound Transit prepared an Early Scoping Information Report to provide details on the early scoping period, project background, ways to provide comments, and the draft Purpose and Need. It also discussed next steps in the project timeline and the environmental process. A copy of the Early Scoping Information Report can be found in **Appendix B** (Early Scoping Information Report).

2.3 Opportunities for the Public, Agencies, and Tribes to Comment

Early scoping included a 30-day public comment period from February 2 to March 5, 2018. Sound Transit accepted comments by U.S. mail to West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S Jackson Street, Seattle, WA 98104-2826; by email to wsblink@soundtransit.org, by an online comment form at <https://wsblink.participate.online/>, and in a variety of forms at the public early scoping meetings. Sound Transit hosted an early scoping meeting for agencies and tribes on Wednesday, February 21, 2018, and public early scoping meetings on the following dates:

- Tuesday, February 13, 2018, in West Seattle
- Thursday, February 15, 2018, in Ballard
- Tuesday, February 20, 2018, in Downtown Seattle
- Monday, February 12 to Monday, March 5, 2018, online open house at <https://wsblink.participate.online>

Meeting advertisement samples are provided in **Appendix C** (Meeting Advertisements). Copies of agency scoping comments are provided in **Appendix D** (Agency Comment Letters), copies of tribe scoping comments are provided in **Appendix E** (Tribe Comment Letters), and copies of public scoping comments are provided in **Appendix F** (Public Comments).

3 AGENCY EARLY SCOPING

3.1 Agency Early Scoping Meeting

Sound Transit hosted an early scoping meeting for federal, state, regional, and local governments on Wednesday, February 21, 2018, from 1:30 to 3:30 p.m. at the Sound Transit Union Station office in Seattle. Sound Transit distributed meeting invitations to 32 agency representatives. **Table 3-1** (Agencies Invited to Early Scoping Meeting) lists the agencies that were invited.

Twelve people attended the meeting, from the following seven agencies:

- FTA
- King County Metro
- City of Seattle
- U.S. Army Corps of Engineers (via WebEx)
- U.S. Postal Service (via WebEx)
- U.S. Coast Guard (via WebEx)
- Washington State Department of Ecology (via WebEX)

During the meeting, Sound Transit provided a presentation that included an overview of previous planning efforts, the Representative Project, a description of the alternatives development process, opportunities to provide input, and environmental considerations. Display boards that were also used for public open houses were available for review in the meeting room. Roll plot maps showing the representative alignment were also provided on tables for review. There were no questions from attendees via WebEx. FTA discussed the representative alignment with project staff using the roll plot maps following the presentation.

3.2 Summary of Comments from Public Agencies, Jurisdictions and Institutions

Table 3-2 (Summary of Agency Comments) lists the agencies that provided comments during early scoping and summarizes the major themes in their comments. Comments from the University of Washington (UW) are included here as well since it is a government entity. Copies of the comment letters are provided in **Appendix D** (Agency Comment Letters).

Table 3-1. Agencies Invited to Early Scoping Meeting

Federal	State	Regional	Local
Advisory Council on Historic Preservation	Washington State Department of Ecology	Port of Seattle	King County Metro
Federal Aviation Administration	Washington Department of Fish and Wildlife	Puget Sound Clean Air Agency	King County Department of Natural Resources and Parks
Federal Emergency Management Agency	Washington State Department of Transportation	Puget Sound Regional Council	King County Department of Natural Resources and Parks, Wastewater Treatment Division
Federal Highway Administration	Washington State Department of Natural Resources, Aquatic Resources Division		City of Seattle, Mayor's Office
Federal Railroad Administration	Washington State Department of Archaeology and Historic Preservation		City of Seattle, Department of Transportation
Federal Motor Carrier Safety Administration			City of Seattle, Office of Planning and Community Development
National Oceanic and Atmospheric Administration - Fisheries			City of Seattle, Department of Construction and Inspections
U.S. Army Corps of Engineers			Community Transit
U.S. Coast Guard			Pierce Transit
U.S. Bureau of Indian Affairs			
U.S. Fish and Wildlife Service			
U.S. Department of the Interior			
U.S. Environmental Protection Agency			
U.S. Department of Transportation Maritime Administration			
U.S. Department of Housing and Urban Development			
U.S. Department of Homeland Security			
U.S. Postal Service			

Table 3-2. Summary of Agency Comments

Agency / Institution	Major Comment Themes
Washington State Department of Ecology	<p>Air quality: Ecology suggested an EIS discussion of climate change or greenhouse gases, with greenhouse gases reported for construction and operations. Also suggested an EIS section on climate adaptation.</p> <p>Toxics cleanup: Ecology noted potentially contaminated soil near Terminal 18 and if contamination is present above state cleanup levels, remediation will be needed in compliance with the Model Toxics Control Act.</p>
King County Metro	<p>King County Metro encouraged Sound Transit to consider tunnels in West Seattle and under Salmon Bay for the benefits of better transit integration, greater TOD opportunities, and better urban design in West Seattle, and to ensure reliability for the Salmon Bay crossing. It also stated that the Avalon Station is not conducive to bus/rail integration and has limited TOD potential.</p> <p>Due to ongoing plans to use the E-3 SODO Busway through at least 2040, King County Metro would like Sound Transit to explore concepts that would maintain all bus operations in the busway.</p> <p>King County Metro also commented on potential impacts on the trolley routes that could be affected by the proposed Chinatown/International District Station and stated that efficient access must be maintained to the Metro Atlantic Base.</p> <p>King County Metro noted that high-quality rail/bus transfers need to be strategically located in dense employment and/or residential nodes.</p> <p>King County Metro noted that there might be passenger load issues with the SODO interim terminus for the West Seattle extension.</p>
King County Department of Natural Resources and Parks	<p>The King County Department of Natural Resources and Parks provided comments regarding potential impacts on the Wastewater Treatment Division (WTD) facilities, proposed King County regional trail connections, and Superfund cleanup sites in the Lower Duwamish Waterway and East Waterway. The county provided details on specific WTD facilities. It encouraged minimizing the project footprint across the Duwamish to minimize disturbance of Superfund sites and noted that there are limited areas available for habitat restoration. It would like Sound Transit to explore opportunities to link the proposed stations with nearby regional trails such as the Burke-Gilman Trail or the Neighborhood Greenway network.</p>

Agency / Institution	Major Comment Themes
<p>Port of Seattle and Northwest Seaport Alliance</p>	<p>The Port of Seattle and Northwest Seaport Alliance submitted comments on the following topics:</p> <ul style="list-style-type: none"> • Potential impacts to their facilities in Salmon Bay, Interbay, Smith Cove, Colman Dock, and the SODO/Duwamish area. • Their three primary objectives for ST3 projects are to enhance service to Seattle-Tacoma International Airport for passengers and employees from throughout the region, to strengthen access to both existing and future Port facilities, and to improve regional person mobility while protecting maritime and industrial land uses and freight mobility. • Requested changes to the Purpose and Need to recognize the industrial zones (Manufacturing and Industrial Centers). • Support for the Representative Project alignment through SODO and the Duwamish area with the new bridge over the Duwamish Waterway at least as high as the existing bridge and columns spaced at least 200 feet apart in alignment with the existing navigation path. A crossing farther south near Idaho Street or Genesee Street was also suggested. They are opposed to a crossing north of the West Seattle Bridge. • The need to preserve and protect major truck access to terminals and the Quiet Zone corridor created as part of Terminal 5 redevelopment. • Alignments should not preempt any future freight rail capacity expansion. • Need to avoid impacts on recreational and commercial uses and navigation at recreational marinas, Salmon Bay Marina, and the Maritime Industrial Center at Fisherman’s Terminal. • The bridge across Salmon Bay should be fixed and at least as high as the Aurora Bridge, with column spacing of at least 200 feet. • Need to minimize loss of capacity on freight spine of Elliott and 15th Avenues W. • Endorsed further study of: <ul style="list-style-type: none"> ○ A tunnel under Ship Canal both west of 15th Avenue W and closer to 15th Avenue W ○ Continuing north end of downtown tunnel under Elliott Avenue W ○ Alignments on both sides of Balmer (BNSF) railyard ○ Smith Cove Station as a larger transportation hub that includes Sounder service and serves Terminal 91 cruise ship passengers and employees ○ A Ship Canal crossing east of Ballard Bridge • Specific suggestions for several elements of the environment.

Agency / Institution	Major Comment Themes
City of Seattle	<p>The City of Seattle provided comments that focused on maximizing mobility while minimizing impacts, balancing regional capacity with ridership potential, and preserving Seattle’s unique vision and character. The City encouraged Sound Transit to consider the nature and duration of construction impacts on both surrounding communities and in highly urbanized areas and the potential tradeoffs between benefits and impacts at stations. It encouraged Sound Transit to evaluate ways to maximize ridership and focus station design on transit users to make access and transfers easy, and expressed concern about the potential risk to operations from overloading the existing downtown transit tunnel. It also provided suggestions for evaluating how the project fits into existing neighborhoods and different profiles that should be considered, including tunnels in West Seattle and for the Salmon Bay crossing.</p>
Seattle Planning Commission	<p>The Seattle Planning Commission submitted meeting minutes from its February 8, 2018, meeting where it provided comments on station locations, the general alignment, land use issues, and station design.</p> <p>Some specific comments about stations included shifting the Interbay Station to the northeast to provide better access to Seattle Pacific University; consolidating the South Lake Union and Denny Stations; concerns about construction impacts from the Chinatown/International District Station, and the need for easy transfers to the existing line and other modes at this station; pedestrian connectivity at the SODO station; shifting the Delridge Station south; and consolidating the Avalon and Alaska Junction stations in one underground station.</p> <p>Other comments addressed the compatibility of light rail and TOD with industrial land uses, incorporating affordable housing in the Chinatown/International District, consideration of service to vulnerable historically underserved populations, and design considerations for the guideway, stations, and station access.</p>

Agency / Institution	Major Comment Themes
Seattle Design Commission	<p>The Seattle Design Commission provided comments that included specific suggestions for alternatives to study along the length of the project, as well as process recommendations. Some specific suggestions included:</p> <ul style="list-style-type: none"> • Consider bulk, scale, and aesthetics of the guideway and look for ways to reduce height • Consider tunnels with underground stations in West Seattle and Ballard • Look at alignments west of 15th Avenue W and Elliott Avenue W • Look at a higher bridge for Salmon Bay crossing • Look at replacing Ballard Bridge with a structure that combines all modes • Look for ways to bring influence of Midtown Station east of I-5 • Look for alternative to cut-and-cover tunnel in Chinatown/International District • Provide seamless transfers between new and existing stations in Downtown and SODO • Consider crossing the Duwamish Waterway in a tunnel or on the existing bridge • Consider station locations that are better integrated with neighborhood <p>Regarding process, the Seattle Design Commission suggested creating visual simulations of the guideway and stations as soon as possible, defining goals for urban design and aesthetics, and integrating urban designers into the process earlier.</p>
University of Washington	<p>The UW provided comments about UW Medicine biomedical research facilities in South Lake Union that contain equipment highly sensitive to vibration and electromagnetic interference. It requested analysis of potential permanent and construction impacts on these facilities, and also noted the variable soils and groundwater conditions in this area. It also noted that contaminated soils were identified and removed as part of recent construction of UW buildings in the South Lake Union area.</p>

Notes:

Ecology = Washington State Department of Ecology; EIS = Environmental Impact Statement; TOD = transit-oriented development; WTD = King County Department of Natural Resources and Parks, Wastewater Treatment Division; SODO = south of downtown; BNSF = Burlington Northern Santa Fe; I-5 = Interstate 5; UW = University of Washington

4 TRIBAL CONSULTATION DURING EARLY SCOPING

4.1 Tribe Early Scoping Meeting

Sound Transit invited tribes to attend the agency early scoping meeting on Wednesday, February 21, 2018, from 1:30 to 3:30 p.m. at the Sound Transit Union Station office in Seattle. Tribes were also invited to attend public early scoping meetings and the online open house.

FTA initiated government-to-government consultation with the following tribes via letters sent on February 5, 2018:

- Confederated Tribes and Bands of the Yakama Nation
- Muckleshoot Indian Tribe
- Snoqualmie Indian Tribe
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Tulalip Tribes of Washington

Sound Transit distributed meeting invitations to the above tribes, as well as the Duwamish Tribe and the Snohomish Tribe, which are not federally recognized treaty tribes.

One person attended the meeting, from the Muckleshoot Indian Tribe. A description of this meeting is provided in **Section 3.1** (Agency Early Scoping Meeting).

4.2 Summary of Comments from Tribes

The Snoqualmie Indian Tribes Department of Archaeology and Historic Preservation submitted comments noting concerns about cultural resources and requesting that a cultural resources survey be completed in ground-disturbing areas of potential effect. A copy of this letter is provided in **Appendix E** (Tribe Comment Letters). No other comments from tribes were received.

5 PUBLIC EARLY SCOPING

Sound Transit held three public early scoping meetings to provide an opportunity for the public to learn about the project and to invite comments. Approximately 6,500 people participated online and 750 people attended the meetings, which were held at the following locations:

West Seattle

Tuesday, February 13, 2018
6:30-8:30 p.m.
Alki Masonic Center
4736 40th Avenue SW
Seattle, WA 98116

Ballard

Thursday, February 15, 2018
6:30-8:30 p.m.
Leif Erickson Lodge
2245 NW 57th Street
Seattle, WA 98107

Downtown Seattle

Tuesday, February 20, 2018
5:30-7:30 p.m.
Union Station
401 S Jackson Street
Seattle, WA 98104

5.1 Meeting Notification

Sound Transit advertised the early scoping meetings through a variety of methods, including a postcard mailed to 108,000 homes and businesses within one-half mile of the project area, multiple listserv emails sent to 3,350 people, print and online advertising, a media advisory, social media posts, and a notification through the project website. Sound Transit also hung over 300 posters at community gathering places throughout the project area.

Table 5-1 (Media Advertising [2018]) summarizes the publications where online, print, and email advertisements were placed and the dates of publication.

Table 5-1. Media Advertising (2018)

Publication	Online Run Dates	Print Dates	Weekly E-news Dates
<i>The Seattle Times</i>	2/7–2/20		
West Seattle Blog	1/29–2/20		
MyBallard.com	1/29–2/20		
The Urbanist	1/29--2/20		
The Seattle Transit Blog	1/29–2/20		
Crosscut	1/29–2/20		
The Seattle Medium	1/29–2/20		
The Seattle Globalist	1/29–2/20		2/1, 2/8, 2/15
<i>International Examiner</i>	1/29–2/20	2/7	
<i>NW Asian Weekly</i>	1/29–2/20	2/1, 2/28	
<i>El Mundo</i>	1/29–2/20	2/8, 2/15	
<i>Runta News</i>	1/29–2/20		
<i>South Seattle Emerald</i>	2/01–2/20		
<i>La Raza del Noroeste</i>	1/29–2/20	2/9, 2/16	

Notices of the public early scoping meetings were also posted on the following online community calendars:

- City of Seattle
- *The Seattle Times*
- *The Stranger*
- *Seattle Met*
- King5
- Seattle Globalist
- Q13Fox
- KUOW
- KNKX
- Seattle Networking Guide

Samples of meeting advertisements are provided in **Appendix C** (Meeting Advertisements).

5.2 Public Outreach to Minority, Low-Income, and Limited-English-Proficiency Populations

Sound Transit is committed to equal engagement opportunities for all interested members of the public. In addition to Sound Transit community engagement procedures, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and FTA Circular C 4703.1 require Sound Transit to provide meaningful opportunities for these groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies, and activities on minority and low-income populations.

Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited-English-proficiency populations. Based on this analysis, Sound Transit used the following strategies to engage these populations during early scoping:

- Provided translated text on posters
- Provided translated meeting guide handouts
- Publicized events online and in print with ethnic newspapers and community calendars
- Provided translators at the Downtown open house
- Provided translated text on the online open house web pages, as well as the embedded Google Translate tool

As the project moves forward, Sound Transit will conduct interviews with community leaders, jurisdictions, and social service providers to identify additional ways to reach these populations.

5.3 Public Scoping Meeting Format

Sound Transit asked public scoping meeting attendees to sign in as they arrived. Staff members working at the welcome table explained the meeting purpose and format. Each attendee received a meeting guide and a comment form. Copies of a project fact sheet, the Early Scoping Information Report, and the Purpose and Need statement were also available. Meeting guides and comment forms were translated into Spanish, Simplified Chinese, Korean, and Amharic. Interpreters were available for Mandarin and Vietnamese.

The meetings were conducted as an open house with a short presentation approximately 15 minutes after the meeting began. As part of the open houses, participants were invited to review displays and discuss the project with Sound Transit staff and members of the consultant team. Display boards provided information about Sound Transit, the project history, the project Purpose and Need, opportunities for public involvement, and the project schedule.

Attendees were invited to provide comments through three interactive exercises:

- Display boards inviting attendees to write down what they like about their neighborhood
- Display boards inviting attendees to write down the potential benefits or impacts of the project
- Roll plot maps showing the Representative Project. Attendees were provided Post-it® notes to add comments about their ideas or questions to the roll plot maps

The open houses also had a station with comment cards for handwritten comments, as well as laptops that allowed viewing of the online open house and submittal of typed comments.

5.4 Summary of Public Comments

Public comments were accepted in a variety of ways, including:

- By email
- Using the online open house (comments could be provided on the Purpose and Need, the potential benefits and impacts, and the Representative Project)
- By comment forms, available at the public open houses
- By mail

In addition, feedback was received at the online open house using the three interactive exercises described in **Section 5.3** (Public Scoping Meeting Format) where visitors were asked the same questions as were on the display boards and could provide responses.

The following subsections summarize what Sound Transit heard through all methods of commenting, and are organized by general comment topics.

5.4.1 General Project

Major comment themes that applied to the entire project included the following:

- General support for the project (over 100 comments)

- Build it sooner
- Provide good access for all modes to the stations
- Make sure that bus schedules and routes are modified to provide well integrated service
- Provide access for each station from multiple street corners to avoid pedestrians needing to cross busy streets

When asked about the **benefits of the project**, the most common themes for both the **West Seattle and Ballard Extensions** were:

- Faster and consistent travel time
- Improved mobility
- Benefit to environment
- Less reliance on cars

When asked about the **potential impacts of the project**, the most common themes for the **West Seattle Extension** were:

- Could displace the water taxi
- Impacts to community from elevated guideway
- Noise and vibration
- Parking

When asked about the **potential impacts of the project**, the most common themes for the **Ballard Extension** were:

- Traffic impacts on 15th Avenue W
- Potential for service disruptions with movable bridge
- Potential impact of elevated guideway on neighborhoods

About 60 comments were received related to the project **Purpose and Need**. Major themes included:

- Agreement with proposed Purpose and Need statement
- Build it faster
- A purpose should be to make communities better
- Incorporate safety into statement
- Quality connections/transfers are important
- Racial and social equity should be clearly incorporated
- A movable bridge in Ballard would not meet the purpose of providing reliable transit
- Make sure small businesses benefit from economic development

Photographs of comments received on display boards at the West Seattle, Ballard, and Downtown open houses are provided in **Appendix F** (Public Comments). A transcript of comments received on roll plot maps is also included in **Appendix F** (Public Comments).

5.4.2 West Seattle/Duwamish Segment

Table 5-2 (Summary of Public Comments Related to West Seattle/Duwamish Segment) summarizes comments received about the West Seattle/Duwamish Segment.

Table 5-2. Summary of Public Comments Related to West Seattle/Duwamish Segment

Theme of Comment		Specific Comments/Suggestions
ST3 Representative Project		Concern about elevated guideway in Delridge, Avalon, and Alaska Junction neighborhoods. These concerns include visual and noise impacts, residential displacements in Delridge and Avalon, and general deterioration of neighborhood character. While the majority of comments about the elevated guideway were opposed to it, some comments did express support for an elevated line, particularly if it helped the project stay on schedule and within budget.
Additional alignments	Tunnel	<p>Close to 300 comments were received in support of having the light rail in tunnel from at least the Avalon Station to the Junction Station, although many comments suggested starting farther east and a few suggested tunneling under the Duwamish Waterway or all the way to downtown.</p> <p>Some specific suggestions for entering tunnels included:</p> <ul style="list-style-type: none"> • On the north side of Nucor Steel • Near Andover or Yancy streets, on the south side of Nucor Steel • At the Genesee neighborhood • South of Genesee, in the West Seattle Golf Course, either behind the West Seattle Stadium or aligned with Alaska Street

Theme of Comment		Specific Comments/Suggestions
	Other Alignments	<p>About 80 comments advocated for an alignment south of SW Genesee Street, across the West Seattle Golf Course. Some suggested crossing closer to the West Seattle Stadium, while others suggested farther south, aligned with SW Alaska Street. Most suggestions assumed entering a tunnel on the west side of the golf course. Other alignments suggested include:</p> <ul style="list-style-type: none"> • Follow West Seattle Bridge to Fauntleroy Way SW • Go on the north side of West Seattle Bridge • Terminate the line on Fauntleroy Way SW • Turn south on 35th Avenue SW • Cross the Duwamish farther south of the West Seattle Bridge, such as near Diagonal Street or Idaho Street • Make sure the end of the line is oriented to the south to allow for future extensions south • Terminate at Delridge and provide bus service to Avalon and Alaska Junction. One comment suggested a gondola from this terminus to Avalon • Bypass Delridge
	Other Destinations	<p>About 50 comments advocated redirecting the line south on Delridge Way SW or 35th Avenue SW to provide service to Westwood Village, White Center, and points along and south of those routes. Other destinations beyond Alaska Junction suggested include:</p> <ul style="list-style-type: none"> • Continue down Fauntleroy Way SW to the ferry terminal • Provide service north to Admiral and Alki • Provide service south to Morgan Junction
	Other modes	<p>If a tunnel cannot be built now because of funding, then improve bus service to SODO until a tunnel can be funded.</p> <p>Provide streetcar service from other areas of West Seattle to stations.</p> <p>End at West Seattle Golf Course and use gondola to get to Avalon.</p> <p>Integrate with/provide service to water taxi.</p> <p>Share the new bridge with buses or buses and vehicles.</p>

Theme of Comment		Specific Comments/Suggestions
Stations	Delridge	About 50 comments suggested alternate locations for this station, primarily locations farther south or west. Suggestions were made for stations generally on the west side of Delridge Way SW, between SW Charlestown Street and the Delridge Community Center, south of SW Genesee Street. A few comments suggested putting it under or north of the West Seattle Bridge.
	Avalon	Over 60 comments suggested eliminating the Avalon Station partly to pay for a tunnel. Other concerns about this station were impacts to the surrounding neighborhood and a limited walkshed. At least 20 comments, however, supported keeping this station because of the ability for riders on bus routes using 35th Avenue SW and Fauntleroy Way SW to transfer at this station. About 20 comments suggested moving it to the West Seattle Stadium and incorporating parking at the station. Some comments also suggested terminating the line at this station and providing service to Alaska Junction by bus or streetcar.
	Alaska Junction	At least 50 comments discussed the location of the Alaska Junction Station. The majority advocated for an underground station somewhere between Fauntleroy Way SW and California Avenue SW. Most of these suggestions were for a station south of SW Alaska Street, with the Bank of America site frequently referenced. Others suggested locating it within a couple of blocks north or south.
	Other	Several comments suggested consolidating the Avalon and Alaska Junction stations somewhere in between them if it helped make a tunnel more affordable. Some potential locations for this consolidated station included: At 35th Avenue SW and either Avalon or Fauntleroy Way SW In the "Triangle" bounded by 35th Avenue SW, Fauntleroy Way SW, and SW Alaska Street On Fauntleroy Way SW, south of SW Alaska Street Several comments also suggested an additional station at First Avenue S and the West Seattle Bridge.

Theme of Comment	Specific Comments/Suggestions
Other	<p>Several comments asked about allowing pedestrian and bicycle access on the new bridge over the Duwamish, and some comments suggested either building it early and allowing buses to use it before light rail service begins, or to build it wider to allow bus lanes to improve bus reliability.</p> <p>Several comments suggested parking at the Delridge Station or the West Seattle Stadium for the Avalon Station. Some of these comments referenced hide-and-ride parking in the Delridge and Pigeon Point neighborhoods.</p> <p>Several comments were concerned about parking in the Alaska Junction area, either about hide-and-ride parking in adjacent neighborhoods or business parking being used by riders. A few suggested adding a parking garage.</p> <p>Access to/from the water taxi was suggested.</p> <p>Use of the existing West Seattle Bridge was suggested, either above it, on it, or below it.</p> <p>Use of the new rail bridge for buses only or buses and cars was suggested.</p> <p>A parking garage at Harbor Island was suggested.</p>

Comments on the West Seattle display boards and roll plots at all open houses were generally consistent with comments summarized in **Table 5-2**. Some additional ideas and concerns raised in these comments included:

- Add a station at West Marginal Way.
- Add more stops, not less.
- Build a pedestrian bridge across Delridge Way S.
- Can a lower bridge be built across the Duwamish Waterway?
- West Seattle extension should connect directly to Ballard without a transfer.
- Potential impacts:
 - Noise
 - Trees
 - Fire Station #36

5.4.3 SODO Segment

Table 5-3 (Summary of Public Comments Related to SODO Segment) summarizes public comments received on the SODO Segment.

Table 5-3. Summary of Public Comments Related to SODO Segment

Theme of Comment		Specific Comments/Suggestions
ST3 Representative Project		Concern about ability to transfer between lines at SODO Station. This needs to be an easy transfer.
Additional alignments/profiles	In SODO busway	New alignment needs to be fully grade-separated. Both existing and future lines need to be fully grade-separated (either elevated or at-grade).
	Other alignments	Use First Avenue S instead. Use existing light rail tracks. Portal for downtown tunnel at Stadium Station.
Stations	SODO	Build at-grade. Build underground. Make center platform for easy transfers.
	Stadium	Include Stadium Station on both lines. Put new Stadium Station under S Royal Brougham Way.
Other		Do not switch lines in SODO. Have West Seattle line connect to new tunnel and keep existing line as is. Access operations and maintenance facility from S Forest Street instead of from the south. Allow for future extension south to Georgetown.

No comments about the SODO neighborhood were received at any of the open houses, and there were no comments specific to SODO on the boards asking about benefits and impacts for the West Seattle Extension, which would serve the SODO area.

Comments on the SODO roll plots at all open houses were generally consistent with comments summarized in **Table 5-3** (Summary of Public Comments Related to SODO Segment). Some additional ideas and concerns raised in these comments included:

- Increase density in SODO area to spur improvements and walkability
- Make direct connections to stadiums without crossing streets
- Have new and existing lines share the same track and station
- Preserve functionality of the busway
- Provide parking at SODO Station
- Elevate over S Royal Brougham Way or close the roadway
- Put the Stadium Station at Third Avenue S and S Royal Brougham Way

5.4.4 Downtown Segment

Table 5-4 (Summary of Public Comments Related to Downtown Segment) summarizes comments received on the Downtown Segment.

Table 5-4. Summary of Public Comments Related to Downtown Segment

Theme of Comment		Specific Comments/Suggestions
ST3 Representative Project		<p>The majority of comments on the Representative Project were related to providing good access to stations via bus, bicycle, and walking.</p> <p>Strong need for east-west bus connections.</p> <p>A few comments noted that the new tunnel would be very close to the existing downtown transit tunnel and there would be a lot of overlap in walksheds.</p> <p>Most station locations were generally supported.</p>
Additional alignments/profiles		<p>Start tunnel at SODO Station.</p> <p>Use existing tunnel for route.</p> <p>Route through Belltown.</p> <p>Shift alignment east to better serve Washington State Convention Center.</p> <p>Straighten out tunnel alignment to remove curves.</p> <p>Use Sixth Avenue instead of Fifth Avenue to get closer to First Hill.</p> <p>Place directly under monorail between Westlake and Seattle Center</p>
Stations	International District/Chinatown	<p>Add a direct connection underground to existing light rail station and King Street Station.</p> <p>Add a rail junction to East Link to allow for direct service between the Eastside and South Lake Union.</p>
	Midtown	<p>Over 30 comments suggested shifting this station to First Hill to provide better service to this neighborhood.</p> <p>Provide underground pedestrian connection from First Hill and other destinations (such as Seattle Downtown Library).</p> <p>Shift north for better connection to existing University Street Station.</p> <p>Provide entrances on multiple streets.</p>

Theme of Comment		Specific Comments/Suggestions
	Westlake	Be as close to existing Westlake Station as possible, with underground connection. Locate farther north near McGraw Park. Use existing station entrances for new station.
	Denny	Shift station east or south by up to three blocks to reduce walkshed overlap with South Lake Union Station.
	South Lake Union	Shift station north, west, or east by up to three blocks to reduce walkshed overlap with Denny Station.
	Seattle Center	Shift station north or south between W Mercer Street and Broad Street. Provide direct connection to Key Arena
	Other	Consolidate Denny and South Lake Union stations.
Other		Allow for future expansion north on SR 99. Provide trolley service on Dexter from Fremont to serve Denny Station. Have trains able to go to Airport, West Seattle, and Bellevue. Preserve big trees at courthouse downtown.

Comments on the Downtown display boards and roll plots at all open houses were generally consistent with comments summarized in **Table 5-4** (Summary of Public Comments Related to Downtown Segment). Some additional ideas and concerns raised in these comments included:

- Use Battery Street Tunnel for Denny Station
- Use monorail instead
- Preserve KEXP (at Seattle Center Northwest Rooms)
- Station at Yesler Terrace
- Station at Convention Center or pedestrian connection to it
- Distance between Westlake and Denny stations seems too far

5.4.5 Interbay/Ballard Segment

Table 5-5 (Summary of Public Comments Related to Interbay/Ballard Segment) summarizes comments received on the Interbay/Ballard Segment.

Table 5-5. Summary of Public Comments Related to Interbay/Ballard Segment

Theme of Comment		Specific Comments/Suggestions
ST3 Representative Project		<p>About 80 comments expressed concern about elevated guideway along 15th Avenue W with the Representative Project due to potential impacts to traffic from removing lanes and/or placing guideway columns in the roadway (both during construction and during operation). Comments cited existing traffic problems that would be exacerbated. Many also noted it is a freight route and freight activity could be adversely impacted by increased traffic, and there are no alternate freight routes nearby.</p> <p>Concerns were expressed about potential impacts to reliability with a movable bridge. Most comments concerned with this suggested a tunnel and/or a higher fixed bridge.</p> <p>Concerns were expressed about visual, traffic, and neighborhood impacts related to an elevated station in Ballard.</p> <p>About a dozen comments were received supporting the Representative Project alignment and stations.</p>
Additional alignments/profiles	Tunnel	<p>Over 120 comments suggested a tunnel under the Ship Canal, but most comments did not suggest a specific alignment.</p> <p>A few comments suggested starting from 20th Avenue W and W Dravus Street.</p> <p>The most frequent reason provided for suggesting a tunnel was to avoid operational delays that could occur with a movable bridge.</p> <p>A few suggested tunneling under Queen Anne Hill.</p>
	Fixed bridge	<p>Over 40 comments suggested a high bridge to avoid the openings of a movable bridge.</p> <p>Most comments suggesting a fixed bridge did not suggest a specific alignment, just that it be tall enough to allow all boat traffic through.</p> <p>The most frequent reason provided for suggesting a fixed bridge was to avoid operational delays that could occur with a movable bridge.</p>
	Avoiding 15th Avenue W	<p>Over 60 of the comments that were concerned about 15th Avenue W stated support for an alignment on 20th Avenue W, either elevated, at-grade, or entering a tunnel.</p>

Theme of Comment	Specific Comments/Suggestions	
	Other alignments	<p>Several comments requested extending the project farther north, such as to NW 65th Street, NW 85th Street, Holman Road NW, or Northgate. Some suggested making this a loop with the existing light rail line, while others also suggested going as far north as N 155th Street.</p> <p>Use 24th Avenue NW or 14th Avenue NW in Ballard instead of 15th Avenue NW.</p> <p>A few comments requested providing service to Fremont.</p> <p>Cross the Ship Canal with a bridge near/under Aurora Bridge.</p> <p>Tunnel the full length of the alignment.</p> <p>Another suggested alignment was across the Magnolia Bridge to Thorndyke, and then continuing north from there.</p> <p>Span over 15th Avenue W, follow Armory Road to the west side of Interbay golf course, and follow the eastern edge of the railroad tracks.</p>
Stations	Smith Cove	<p>General support for current location.</p> <p>Shift it north closer to Galer Street for cruise ship passengers/Terminal 91.</p> <p>Shift it north of the Magnolia Bridge.</p> <p>Shift it south.</p> <p>Delay construction of this station until more development occurs in this area.</p> <p>Defer or eliminate due to lack of density in this area.</p> <p>Need good pedestrian and bicycle access to this station, including potential staircase to upper Queen Anne.</p> <p>Need more TOD in this area.</p>
	Interbay	<p>20th Avenue W and W Dravus Street.</p> <p>16th Avenue W and W Dravus Street.</p> <p>West of golf course and south of W Dravus Street.</p> <p>At-grade station at W Dravus Street.</p> <p>Delay construction of this station until more development occurs in this area.</p> <p>Locate closer to Terminal 91.</p> <p>Locate across from Whole Foods.</p> <p>Defer or eliminate due to lack of density in this area.</p> <p>Closer to Seattle Pacific University.</p> <p>Provide bike and pedestrian improvements on Dravus Street.</p>

Theme of Comment		Specific Comments/Suggestions
	Ballard	At least 50 comments suggested moving the station closer to “downtown Ballard.” Most did not specify a location, but when provided they generally fell between 17th and 24th avenues NW, and Shilshole Avenue NW and NW Market Street. A few comments suggested providing parking in Ballard.
	Other	Add a station near W Boston Street. Add a stop near Green Lake or walking distance to Greenwood. Underground station at Fisherman’s Terminal.
Other		Need to provide pedestrian access from Queen Anne Hill to Smith Cove Station. Several comments asked about adding a Sounder station either near Smith Cove, Interbay, or Ballard, and to site the light rail station to allow for transfers. Phase Ballard service before other parts of the project. Use Kinnear Park for tunnel portal. Need to consider future extension either to the north or east.

Comments on the Ballard display boards and roll plots at all open houses were generally consistent with the comments summarized in **Table 5-5** (Summary of Public Comments Related to Interbay-Ballard Segment). Some additional ideas and concerns raised in these comments included:

- Delay Smith Cove Station to pay for extension farther north in Ballard
- Consider direct route to downtown that is not through Lower Queen Anne and South Lake Union

5.4.6 Environmental Concerns

Table 5-6 (Summary of Environmental Concerns) summarizes comments provided on environmental concerns.

Table 5-6. Summary of Environmental Concerns

Air Quality and Climate Change	Project will help reduce greenhouse gases. Project should consider sea level rise.
Construction Impacts	Construction traffic throughout corridor. Construction noise and vibration.
Economics	Potential impacts on maritime industry, specifically Fishermen's Terminal in Interbay. Potential impacts to the Alaska Junction business district in West Seattle. Potential losses in property taxes from property acquisition. Potential for property values to decrease.
Environmental Justice	Need for affordable housing on surplus land. Delridge community is considered lower-income and should not have greater environmental impacts or inferior service. Service should extend to lower-income areas, such as White Center. A tunnel should be provided in West Seattle to be equitable with wealthier neighborhoods in north Seattle.
Fish and Wildlife Habitat	Potential impacts to fish habitat in Longfellow Creek, the Duwamish Waterway, and Salmon Bay.
Geology	Earthquake safety. Steep slopes on Pigeon Point.
Hazardous Materials	15th Avenue W is a hazardous materials route. Former landfill in Interbay. Contamination in Duwamish Waterway.
Historic Properties	Historic buildings in Ballard, Chinatown/International District, and West Seattle were noted.
Neighborhoods	Over 100 comments were received about potential for neighborhood impacts, with most comments from West Seattle. Comments generally focused on elevated alignment and stations being out of scale with surrounding neighborhood.
Noise and Vibration	Potential for noise and vibration impacts in residential areas.
Parks, Trails, and Open Space	Conversion of West Seattle golf course for light rail and other purposes. Provide connections from stations to trails.

Property Acquisition		<p>Almost 100 comments were received about property acquisition, with most of them concerned about acquisition of residential properties in West Seattle.</p> <p>Other comments were related to the cost of property acquisition increasing over time, and that this may make tunnels more affordable in West Seattle and/or Ballard.</p>
Transportation	Station Access	<p>Almost 200 comments were received about needing to provide good transit connections at stations and the need to coordinate with King County Metro to ensure good, frequent service.</p> <p>Transfers from bus to rail should be short and not require crossing roads.</p> <p>Parking was suggested in West Seattle (all stations), SODO, and Ballard.</p> <p>Opposed to adding parking.</p> <p>Concern about hide-and-ride parking in neighborhoods near stations.</p> <p>Provide safe pedestrian access.</p> <p>ADA accessibility to stations.</p> <p>Need sufficient bike parking and space for bikeshares.</p>
	Traffic Impacts	<p>Concern about freight access through Interbay.</p> <p>Adding guideway to already congested roadways, such as 15th Avenue W and Fautleroy Way SW will make traffic worse.</p>
	Ridership	<p>Need to separate overlapping walksheds to improve ridership.</p>
	Safety	<p>Minimize conflicts between cars, freight trucks, and bikes/pedestrians.</p>
	Freight	<p>Role of 15th Ave W as freight route, which is already heavily congested.</p> <p>Role of Fautleroy Way SW as freight route that needs to be preserved.</p>
Visual Impacts		<p>Almost 80 comments were received about the potential for visual impacts, primarily in West Seattle.</p> <p>Concern about elevated guideway blocking views, creating shadows, and being out of scale with surrounding neighborhoods.</p> <p>Need to consider the aesthetics of bridges and install art on guideways.</p>

5.4.7 Operations

Almost 100 comments were received about operations, with the majority related to the movable bridge over Salmon Bay. Comments expressed concern about reliability and travel times with a movable bridge, and the impacts this could have on the entire system. Comments were also received about at-grade crossings in SODO and the potential for delays from interactions with cars in this area. Many comments encouraged Sound Transit to make all road crossings of both the existing and new line grade-separated.

Almost 200 comments requested planning for future extensions during the planning of this project. The following future extensions were supported:

- South to White Center and Burien from West Seattle
- South to Georgetown from SODO
- East to Madison Valley from Midtown
- North on Aurora Avenue N from South Lake Union
- North to Crown Hill or beyond from Ballard
- East to the UW from Ballard

5.4.8 Station Design, Urban Form, and Transit-Oriented Development

Over 400 comments discussed station locations and amenities, with most of these comments suggesting revised or new station locations. They are summarized by geographic segment above in **Section 5.4.2** to **Section 5.4.5**. Over 60 additional comments discussed urban design and TOD.

People were generally in favor of increasing density, building TOD, and creating affordable housing near or on top of stations. Some people asked for commercial hubs or mixed-use development at stations, while others suggested including public open space at stations.

Several comments were concerned with access/egress at stations and referenced overcrowding issues at the Capitol Hill and University of Washington stations. Suggestions included having several sets of stairs and/or escalators, having wider station platforms or center platforms, and including several exits. Several comments also suggested creating access from stations to all four corners of an intersection was beneficial for pedestrians. Specific station design suggestions included:

- Provide lit, covered, and monitored bike parking
- Provide large glass elevators
- Build solar-powered stations
- Prioritize the customer experience instead of minimizing impacts
- Make multimodal connections as easy as possible
- Design stations with enough room for bus layovers and drop-off areas
- Provide adequate maintenance budget to keep new downtown stations clean

5.4.9 Organizations

Table 5-7 (Summary of Organization Comments) summarizes the comments submitted on behalf of community organizations during early scoping. Copies of these letters are available in **Appendix F** (Public Comments).

Table 5-7. Summary of Organization Comments

Organization	Comments
Ballard Alliance	The Ballard Alliance provided comments expressing concern about the Representative Project related to traffic impacts, mobility and capacity on 15th Avenue W, and impacts to aquatic habitat from a new bridge over Salmon Bay. It recommended analysis of a tunnel alternative for better reliability and avoiding impacts to aquatic habitat. It also recommended evaluation of construction and permanent impacts on traffic, potential for future extensions, and the impact of stations on businesses and infrastructure.
Junction Neighborhood Organization (JuNO)	JuNO submitted comments requesting a tunnel for the portion of the project alignment in Alaska Junction, suggesting an underground station at SW Alaska Street between 40th and 41st avenues SW with space for bus transfer and vehicle drop-off as well as public open space, and removing the Avalon Station. It also suggested making SW Alaska Street a pedestrian street, encouraged density at the “Triangle” and construction of a private parking garage, and suggested station entrances on the east side of Fautleroy Way SW. It felt this would allow the City of Seattle to move forward with planned improvements to Fautleroy Way SW and would be more consistent with the neighborhood plan policies and goals. It included a presentation that provided additional information and graphics on these concepts, including three suggested locations for tunnel entrances from either SW Genesee Street or within the West Seattle Golf Course.
Northwest Seattle Coalition	The Northwest Seattle Coalition provided comments requesting Sound Transit prioritize long-term reliability and future expansion, and minimize impacts to other modes of transportation when studying alternatives. It advocated for an alignment through Interbay on 20th Avenue W with a below-grade station at W Dravus Street, and then tunneling under the Ship Canal with a below-grade station under NW Market Street (ST 3 Candidate Project C-01c). It expressed concern about the Representative Project related to system reliability with a movable bridge and traffic impacts on freight, transit, and vehicles on 15th Avenue W.

Organization	Comments
Queen Anne Community Council	<p>The Queen Anne Community Council submitted comments supporting an alignment through Interbay on 20th Avenue W before entering a tunnel under Salmon Bay near 22nd Avenue W (ST 3 Candidate Project C-01c). It supports this alignment because it is concerned about loss of capacity on 15th Avenue W and the related potential traffic impacts as well as impacts on Fishermen’s Terminal.</p>
Seattle Subway	<p>Seattle Subway, a nonprofit organization supporting transit in Seattle, submitted comments regarding:</p> <ul style="list-style-type: none"> • Reliability in Ballard and SODO • Future expandability north from the Ballard and South Lake Union stations, east from Midtown Station, and south from the SODO and Alaska Junction stations • Accessibility for pedestrians, bikes, and bus transfers
Transit Access Stakeholders	<p>The Transit Access Stakeholders provided comments requesting Sound Transit to consider:</p> <ul style="list-style-type: none"> • Maximizing opportunities for equitable TOD and density • Prioritizing alignments that increase opportunities for affordable housing • Maximizing reliability • Using a race and social justice lens in decision making • Using authentic, early, and robust community engagement with diverse communities (in addition to the Stakeholder Advisory Group) • Minimizing displacement and ensuring equitable relocation • Planning for the future
West Seattle Junction Association	<p>The West Seattle Junction Association submitted comments supporting the comments provided by JuNO. Its primary concerns were related to impacts to nearby residents, businesses, pedestrians, and the overall neighborhood feel. It also advocated for aligning the terminus south for future extension, and it sees the tunnel station as an opportunity for additional open space. The need for each station to be served by transit, with direct bus-to-rail transfers (no street crossings) was also emphasized. While it prefers a tunnel, the comments stated that if the station must be above-grade, a location within a block of the center of the Junction would be preferred instead of farther away on Fauntleroy Way SW.</p>

5.4.10 Businesses

Table 5-8 (Summary of Business Comments) lists the comments submitted on behalf of businesses and business organizations during early scoping and summarizes the comments. Copies of these letters are available in **Appendix F** (Public Comments).

Table 5-8. Summary of Business Comments

Business Name	Comment Summary
Coastal Transportation and Salmon Bay Terminals	Coastal Transportation and Salmon Bay Terminals are businesses located southeast of the Ballard Bridge. They expressed concern about a movable bridge over Salmon Bay adversely affecting their businesses by restricting movement of ship and truck freight. They support an alignment on 20th Avenue W in Interbay, a tunnel under the Ship Canal, and an underground station in Ballard. They also requested that impacts to the Ballard Interbay Northend Manufacturing and Industrial Center be considered in the evaluation of alternatives.
International Longshore and Warehouse Union (ILWU) Local 19	The ILWU 19 submitted comments regarding concern about how WSBLE alternatives could impact freight operations and related jobs in the Duwamish and Ballard Interbay Northend manufacturing and industrial centers. Of particular concern is TOD displacing industrial land uses. ILWU 19 would like the potential impacts of TOD considered relative to local and regional land use plans for industrial land uses and freight in the evaluation of alternatives. It would also like construction and permanent impacts on transportation and on industrial lands assessed in the evaluation.
Interbay Urban Investors	Interbay Urban Investors owns property on 15th Avenue W in Interbay and submitted comments expressing concerns with both a movable bridge and a higher fixed bridge over Salmon Bay adjacent to the existing Ballard Bridge. It is concerned with the scale of the bridge structures being out of place in the community, environmental impacts in Salmon Bay, and the reliability of a movable bridge. It requested that a tunnel alternative for crossing under Salmon Bay be evaluated.
Manufacturing Industrial Council	The Manufacturing Industrial Council submitted comments stating support for the comments submitted by the Northwest Seaport Alliance, the Port of Seattle, the Northwest Seattle Coalition, the North Seattle Industrial Association, and ILWU 19.
Moxbay LLC	Moxbay LLC owns property in the Interbay area and submitted comments expressing concern about a new bridge over Salmon Bay. It is concerned about a new structure dominating the nearby neighborhoods and impacts on the marine environment, as well as reliability of the system. It requested a tunnel alternative for crossing under Salmon Bay be considered.

Business Name	Comment Summary
North Seattle Industrial Association	<p>The North Seattle Industrial Association provided comments with suggested changes to the Purpose and Need with regard to manufacturing and industrial centers and freight traffic. It expressed concerns about the Representative Project related to freight mobility and overall capacity on 15th Avenue W, as well as traffic impacts during construction. It noted potential additional costs of a new bridge over Salmon Bay related to impacts to salmon and restrictions on a future replacement of the Ballard Bridge. It requested evaluation of a route west of 15th Avenue W, a tunnel under Salmon Bay, and an underground station in Ballard, along with criteria related to freight mobility, environmental impacts, and reliability. It also provided detailed suggestions for analyzing impacts in the EIS for several resource categories.</p>
Space Needle Corporation	<p>The Space Needle Corporation submitted comments requesting input from Seattle Center businesses, the City of Seattle Design Commission, and the City of Seattle Planning Commission on station design, having station access points that reduce pedestrian street crossings, and evaluating a Seattle Center Station location that prioritizes accessibility for diverse populations. It also requested studying traffic and visual impacts from the project, and conducting a survey of Seattle Center visitors and employees to understand transit needs.</p>

6 NEXT STEPS

Following early scoping, Sound Transit will develop an initial list of alternatives, including alternatives that emerge as a result of public and agency early scoping comments. Next, Sound Transit will evaluate the alternatives based on their ability to satisfy the project's Purpose and Need and how well they perform relative to other alternatives, using criteria such as transportation benefits, technical feasibility, modal integration, cost, ridership, communities and populations served, land use benefits, and environmental impacts. Following this evaluation, Sound Transit and FTA are expected to issue a Notice of Intent to prepare an EIS and initiate environmental scoping to solicit public, agency, and tribe comments on the updated Purpose and Need, alternatives to evaluate in the EIS, and potential impacts and benefits of alternatives. The Sound Transit Board will then identify a Preferred Alternative based on the evaluation results, public and agency scoping comments, and input from the Stakeholder Advisory Group and Elected Leadership Group. They will also identify other alternatives to study in the EIS. This will be followed by further engineering, environmental analysis, and public involvement work on the project, leading to final decisions about the project to be built and operated in the project area.