



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
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Project Information

- Project Title**
West Seattle Link Extension (WSLE) Station Access
- Regional Transportation Plan ID**
N/A
- Sponsoring Agency**
Seattle
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

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Project Description

1. Project Scope

This project will design a package of non-motorized access improvements to four new Link light rail stations, as planned by Sound Transit's West Seattle Link Extension (WSLE) project, alongside planned density and housing growth, per Seattle's Comprehensive Plan. We'll define multi-modal improvements needed to provide safe, seamless, inviting connections to each station, with three in West Seattle (Alaska Junction, Avalon, Delridge) and one in SODO's business district within the Duwamish Manufacturing/Industrial Center. Grant funds would support completion of the project Design/Engineering phase, including public outreach, final project scoping, and plans, specifications, and estimates.

Station access improvements include new sidewalks (including new ADA ramps where needed), protected bike lanes and neighborhood greenways (including required pavement repair and replacement), enhanced crossings, pedestrian plazas, multi-use trail enhancements, and other proven safety measures and place-making features like pedestrian-scale lighting, seating, wayfinding and signage, street trees and landscaping. Road rechannelization will be evaluated along a segment of Alaska Street (minor arterial), where we'll consider bus-only lanes.

SDOT's proposed WSLE Station Access project is part of a larger regional effort, led by Sound Transit's major investment in Link light rail expansion—with thirteen stations and four Link lines planned across a three-county area as part of our region's megaproject to aggressively grow regional light rail service. SDOT's station access design work directly aligns with, and will continue in close partnership with, the Sound Transit WSLE project (RTP ID 5682). Sound Transit anticipates publishing a Final Environmental Impact Statement (EIS) in Summer 2024, with ST Board approval of a preferred alignment and station locations by the end of 2024. Final station designs led by Sound Transit would be developed through 2027, when the project is currently estimating the construction phase to be initiated. Start of service is projected for 2032.

2. Project Justification, Need, or Purpose

The WSLE Station Access project will evaluate, design, and build new facilities to support increased non-motorized trips to and from new Link stations planned in four Seattle neighborhoods (SODO, Delridge, Avalon, and Alaska Junction) as part of the Sound Transit West Seattle Link Extension. With an estimated 27,000 daily riders (per WSLE Draft EIS), the transportation network surrounding each station must be reevaluated to support safe and seamless connections for people walking, biking, and using transit or other active transportation modes to access their neighborhoods' new light rail services.

Transformative impacts will accompany WSLE stations in each neighborhood, with significant growth in walking, biking, and crossing streets around stations- including streets historically prioritized for vehicle mobility, rather than safety and comfort for people walking and biking to transit. Sound Transit projects approximately 7,000 people will access the new stations via non-motorized modes and 20,000 will access stations by bus transfers - requiring them to briefly become pedestrians while moving between their bus stop and the station entrance. The stations will be located on, or surrounded by, multi-lane arterials, offering significant opportunities to reduce travel stress and enhance safety for future Link riders.

Grant-funded work will improve surrounding streets and trails to complement WSLE stations and enhance non-motorized connections. Initiating work now will allow time for meaningful community engagement and deep coordination with Sound Transit, well ahead of station construction and WSLE start of service. Our goal is to complete high-quality designs, co-created with community, to achieve safe, convenient Link connections that encourage growth in transit ridership and related reductions in VMT and emissions, while supporting our broader equity, safety, and climate initiatives. By leveraging Sound Transit's substantial investment in Link expansion, this work will also support increased population and housing densities projected around the stations, in alignment with regional goals.

Project Location

1. Project Location

NA/ (walksheds surrounding 4 stations areas in neighborhoods of SODO, Delridge, Avalon, and Alaska Junction)

2. Please identify the county(ies) in which the project is located. (Select all that apply.)

King

3. Crossroad/landmark nearest the beginning of the project

NA

4. Crossroad/landmark nearest the end of the project

NA

5. Map and project graphics

WSLE_Station_Access.pdf

Local Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?

No

2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.

N/A

3. If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.

The WSLE Station Access Improvements, including the preliminary engineering and design phase proposed here for grant funding, are supported across multiple City planning documents and policies.

Seattle's current comprehensive plan, Seattle 2035, calls for focusing more growth within areas that are a ten-minute walk to light rail stations, encouraging more trips by people walking, biking, and taking transit. Relevant excerpts include the following:

- CA-G3 A community where residents, workers, students, and visitors can choose from a variety of comfortable and convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is minimized or eliminated. (page 229)

- CA-P21 Develop a multimodal access plan for proposed and future high-capacity transit stations (Bus Rapid Transit, light rail) that serve or are near to the Central Area. (page 230)

Our draft updated Comprehensive Plan, One Seattle, builds on this with the inclusion of increased zoning capacity near WSLE stations.

Further, all WSLE station access improvements near are identified or supported in the Seattle Transportation Plan (STP), Seattle's new 20-year plan for the future of Seattle's streets, sidewalks, and public spaces. The STP builds on and supersedes Seattle's Bicycle, Pedestrian, Transit, and Freight Master Plans.

- Several access projects that could be designed using this grant funding appear in the STP as priority large capital corridor projects, including new facilities for people walking and biking along SW Alaska St and Fauntleroy Way SW (Reference:

https://www.seattle.gov/documents/Departments/SDOT/STP/Feb2024/STP_Appendix_A_FINAL_v2.pdf, pages 27 and 51).

- These corridors are also both identified in the STP's "Bicycle and E-Mobility Element" as Tier 1 bicycle catalyst projects (Projects 13 and 14), which means they're complex projects requiring creative solutions, large capital investments, and coordination among multiple stakeholders. (Reference:

https://www.seattle.gov/documents/Departments/SDOT/STP/Feb2024/STP_Part_II_MayorsRecommendedPlan_02_26_2024_v2.pdf, pages 233 and 234).

- In the STP's "People Street and Public Spaces Element", SW Alaska St is identified as a

“Destination Street”, and Fauntleroy Way SW is identified as a “Strolling Street”— new street types that prioritize improvements for people walking, rolling, and lingering, among other people-centric uses.

- The “Bicycle and E-Mobility Element” further identifies active transportation facilities and safety enhancements to be further evaluated for design. These facilities would provide critical connections for people walking and biking to the future stations, which could include improvements along 42nd Ave SW, 36th Ave SW, 26th Ave SW, SW Andover St, the Alki Trail and connections to it via 23rd Ave SW and SW Avalon Way (bicycle catalyst project 15), and a new all ages and abilities bicycle facility on S Spokane Street between the SODO Busway and E Marginal Way and an extension of the existing SODO Trail south to S Spokane Street (bicycle catalyst project 16). (Reference:

https://www.seattle.gov/documents/Departments/SDOT/STP/Feb2024/STP_Part_II_MayorsRecommendedPlan_02_26_2024_v2.pdf, pages 228 and 229).

More generally, the non-motorized access projects that would be designed through this grant are supported by broader policies and priorities set forth in the Seattle Transportation Plan. Relevant excerpts include:

- Safety Key Move #4: Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations.
- Climate Action Key Move #1: Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options.
- Livability Key Move #1: Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility.
- Livability Key Move #2: Create welcoming Community and Mobility Hubs.
- Mobility Key Move #2: Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips.
- Mobility Key Move #3: Create world-class access to transit and support making service more frequent and reliable.

Federal Functional Classification

1. Functional class name

00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

Of the four planned WSLE station areas (walksheds), one is located entirely within the regionally designated Duwamish Manufacturing/Industrial Center (MIC) and two others overlap with this MIC. All four stations are located along the planned West Seattle Link Extension light rail line, which will provide direct service to Regional Growth Centers in Downtown Seattle, Capitol Hill, University District, Northgate, Lynnwood, and Everett. The light rail line will also support development in other Regional Growth Centers throughout Seattle and the region through a single transfer, including Uptown, South Lake Union, Bellevue, Redmond Overlake, Redmond, SeaTac, Federal Way, and Tacoma.

Identification of Population Groups

1. Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC’s defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.

Due to the project’s four unique station areas, the populations served by the improvements are also very diverse (see attachment “EFA Criteria for WSLE Station Area Neighborhoods” for full data set). We see these highlights from PSRC’s EFA mapping:

- The SODO station is located in a community where 45% of the population are people of color, compared to our regional average of 35.9%. The other three stations are located in communities that don’t show higher than average rates of people of color, but do have representation with roughly ¼ of people living in these areas identifying as BIPOC. In addition, census tracts directly south show exceptionally high rates (ranging from 52% to 68%)
- Similarly the SODO station area shows 21% low income, at or slightly above our regional average of 20.7%. The other station areas do not exceed regional averages, but include 13-17% low-income households. Again, communities directly south meet or exceed regional averages, ranging from 21% to a remarkable 55% rate of people with low incomes.
- People with disabilities make up 14% of the population in the SODO area, slightly above our regional average of 11%. Between 9-11% of people with disabilities live in the previously mentioned West Seattle communities, and southern-connecting census tracts
- People with limited English proficiency make up 9% to 21% of the population in surrounding communities, compared to our regional average of 8.5%.
- In nearby communities, 9% to 15% are older adults, compared to our regional average of 13.4%.
- Youth populations are not highly represented in the station areas, since the stations are generally sited in denser urban villages, with the exception of the census tract connecting less than a mile south of the planned Alaska Junction station, with a significant 25% Youth population.

In addition to these individual EFAs, the four census tracts that comprise the station areas described above are all identified as Intersectional EFAs due to their high rates of People with Low Incomes and People of Color. More specifically, the westerly census tract amongst these four communities is identified as being above 50% for both of the individual EFAs (in this case, 55% low income and 68% people of color). This designation is the highest level of emphasis, representing populations that show exceptional difficulties in accessing safe, reliable, and affordable transportation options.

For further consideration, northern parts of the neighborhoods of Riverview, Highpoint,

Fairmount Park (those located immediately south in proximity to the Alaska Junction and Delridge stations) will also benefit from improvements connecting to the new Link stations, with an even larger number of residents expected to connect from South Seattle neighborhoods by bus at the Delridge Station. As noted above, these neighborhoods tend to have significantly higher than regional average representation of Equity Focus populations and are partially within walking and biking distance to the planned WSLE station, with the potential for design areas along key connecting corridors to support access for residents in these locations (See attachment “EFA Criteria for WSLE Station Area Neighborhoods” for full data set).

The Delridge station will be a major connection point for people transferring from bus from South Seattle. The station would serve as a major transfer for high-capacity bus service on the Delridge Way corridor. This service, which includes the RapidRide H line, will connect to large communities of color residing several miles away in South Delridge and White Center into the Link Light Rail system. In these communities roughly 65% to 71% identify as people of color, 34% to 56% have low incomes, and 23% to 32% have limited English proficiency – all far above regional averages, which identifies these communities as Intersectional EFAs. The station would also be the closest high-capacity transit station to South Seattle College, where students of color account for 43% of the enrollment as of the 2019-2020 academic year. Creating improved bicycle and pedestrian connections around the station will improve the transit connection by providing clear bicycle paths to and through the station area while also creating other local neighborhood connections.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

In the census tracts where WSLE stations will be directly located, people with low incomes and people of color are the most impacted intersectional populations. The SODO area demonstrates the most significant intersectional equity focus, with above regional averages for all categories except for youth. As described above, residential communities that will benefit directly from the new WSLE stations show a wide range of incomes, ages, abilities, and races. However, many of them range from being slightly impacted to very heavily impacted. In the station access areas surrounding the planned WSLE stations, southern communities including Riverview, Highpoint and Fairmount park demonstrated high intersectionality across people of color, people with low incomes, and people with limited English proficiency.

Equally important, the new SODO station between the West Seattle residential communities and the downtown Seattle job centers is located in the center of a very large employment center: the Duwamish Manufacturing/Industrial Center (MIC). Many light rail riders that board or deboard in the Duwamish MIC are expected to use the light rail trains to commute to their job, not to commute from a home in the Duwamish MIC to a job elsewhere. Many thousands of jobs in the MIC are lower-paying, including factory work, warehousing, driver/courier services, and other similar work. Based on the residential populations, as well as the job centers along this light rail line, we expect connection to these new light rail services (and safe, efficient access to the stations) to offer significant benefits to lower-income populations.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

Sound Transit’s light rail investments in our region are recognized as one of the most, if not the most, ambitious and transformative new transit systems in our country. While there’s no precise measure for these terms, analysts recognize the truly extraordinary nature of our region’s efforts to reinvent itself as “transit-first”. Per the Seattle Times, “Light-rail expansion is among the largest infrastructure projects in our region’s history and the biggest transit expansion currently underway in the country.”

This bold change across our region, and the opportunities to support our regional centers, is especially evident on the WSLE line. This line travels directly into, and through, our region’s largest and densest Regional Growth Center. Along the way, it passes through our region’s largest Manufacturing/Industrial Center. Even in comparison to other segments of the light rail system, that’s a strong claim for a line that’s 4.7 miles long (including four new stations). The benefits of the WSLE are sharply focused within these major hubs of regional employment, services, and economic activity.

While West Seattle is not recognized as a Regional Center, its proximity to downtown and opportunities for denser housing provide needed housing options adjacent to our region’s largest employment center. The three stations located outside of the Duwamish MIC are all located in an existing or proposed Urban or Neighborhood Center in the updated Comprehensive plan, in support of more housing that connect people to daily needs by walking, biking, and transit. More generally, the WSLE station access improvements support the region’s long-term transit vision of connecting people to multiple Regional Growth Centers via Link light rail and high quality bus services.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

Per our local plans, the Duwamish MIC, Downtown Seattle RGC, and adjacent Uptown and South Lake Union RGCs are all slated for rapid growth. The Duwamish MIC is by far the largest and most active MIC in our region. It supports approximately 60,000 jobs, four times greater than the next largest MICs within King County. Its success contributes to regional and statewide economic prosperity, due to its direct access to national and international markets. The Downtown Seattle RGC has some of the region’s most aggressive growth targets, projected to gain an estimated 35,000 jobs and 12,000 housing units (roughly 18,000 to 25,000 new residents) from 2015 to 2035. This rapid growth would be added to the existing

densities of approximately 165,000 jobs and 35,000 residents. Equally rapid growth is expected in each of the adjoining RGCs, all of which would be supported by the completion of the bike network through the downtown core. Together these RGCs host well over 80,000 residents and 300,000 jobs, with significant growth forecasted in each one (Uptown, Capitol Hill, and South Lake Union). Seattle's 2021 Urban Center / Village Housing Unit Growth Report forecasts that the Uptown and South Lake Union Regional Growth Centers (RGCs) will grow by approximately 3,000 units and 7,500 units respectively by 2035. The projected increase in housing units for South Lake Union is the largest increase of any of the City's Urban Centers or Urban Villages. The Uptown RGC is also one of the top projected growth centers for the city. The City's Comprehensive Plan Employment Growth Report forecasts equally robust growth in employment, with 17,500 additional jobs anticipated in these two RGCs combined by 2035. These jobs will be filled by not only the populations living in these two RGCs, but also by employees throughout the region who will commute into the employment centers.

In addition to Regional Centers, One Seattle identifies Urban Centers (previously referred to as Urban Villages)—walkable mixed-use areas that play an important role serving surrounding neighborhoods or even the entire city. Urban Centers include a wide range of housing, jobs, shops and services, and access to regional or local transit. These areas are destinations for residents in different districts of Seattle due to the high concentration of shops, restaurants, and businesses. Urban Centers are generally served with high-quality transit and biking and walking infrastructure. Over time, these areas have added a significant share of the city's new housing supply, primarily mid-rise multifamily housing, and are expected to continue in this role into the future. The new WSLE line and station access improvements around Avalon and Alaska Junction would directly serve an existing Urban Center in West Seattle, which One Seattle identifies for expansion.

One Seattle also identifies Neighborhood Centers with a diversity of housing options located around a locally focused commercial core and/or access to frequent transit. Neighborhood Centers in many cases represent the core of a neighborhood providing shops, services, grocery stores, restaurants, and other businesses that residents need to access on a regular basis. These areas provide an opportunity for people to access everyday needs within a short walk or bike ride from their homes. Allowing more housing in these areas can increase opportunities to live in complete connected neighborhoods, strengthen local businesses districts, and help people reduce reliance on cars. The Delridge station access improvements are located within a proposed Neighborhood Center, where enhanced facilities for people walking and biking would directly support this broader growth strategy. About 12 percent of Seattle's jobs are located in Neighborhood business districts, which often serve as a central anchor for BIPOC and immigrant communities providing opportunities for goods and services, cultural activities, and community gathering spaces.

3. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.

Lower-income commuters rely heavily on transit to access jobs, schools, and services in our regional centers. Low-income families from neighborhoods south of Delridge, many of whom are immigrants, refugees, and people of color, rely heavily on public transportation to access services, jobs, and schools. The Delridge station in particular will be a key transfer point for these communities. This grant will allow for investment on parallel greenway corridors that complement transit service and investments on Delridge Way SW.

As described above, the Delridge station will be a major connection point for people transferring from bus transfers from South Seattle. This service, which includes the RapidRide H line, will connect to large communities of color residing several miles away in South Delridge and White Center into the Link Light Rail system. In these communities roughly 65% to 71% identify as people of color, 34% to 56% have low incomes, and 23% to 32% have limited English proficiency – all far above regional averages, which identifies these communities as Intersectional EFAs.

The station would also be the closest high-capacity transit station to South Seattle College, where students of color account for 43% of the enrollment as of the 2019-2020 academic year. Creating improved bicycle and pedestrian connections around the station will improve the transit connection by providing clear bicycle paths to and through the station area while providing other local neighborhood connections, increasing access to education (as well as jobs) for populations that historically had this access hindered.

Broadly, the station access designs will support safe connections to the WSLE line, which will offer direct transit connections to major employment centers throughout the City, from West Seattle to SODO and Downtown, and to the University District and Northgate. These varied station areas offer a range of concentrated employment opportunities, from manufacturing and industrial opportunities, major public and private employers in downtown, retail and service industries, as well as academic professions and other opportunities.

4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

Our dense urban centers, especially downtown, can't grow by increasing single occupant vehicle (SOV) travel. Their growth is entirely dependent on mode shift toward transit, walking, biking, and other more efficient modes, with light rail expansions as the centerpiece of that growth strategy. Regional plans identify 10 industry clusters that form the foundation of our regional economy, and the downtown RGCs served by the new light rail lines are one of the very few places in our region that support all 10 clusters. Business Services, Information Technology, and Tourism are by far the largest clusters in our region, and each of these clusters are anchored in the greater downtown area. Specifically, the downtown core has historically been our region's center for Business Services, and most of our region's largest tourist attractions are in Downtown Seattle and the Uptown neighborhood while our Information Technology employers are clustered in South Lake Union. These major employers and other key destinations include Seattle Center, Pioneer Square, major league sports stadiums, and the Chinatown International District.

The Alaska Junction station improvements will also directly connect to "The Junction", where two old streetcar lines once crossed, and home to a Main Street shopping district that is packed with restaurants and small specialty stores that are destination shops for the rest of the city. Surrounded by single family homes and a fast-growing number of apartments, the

Junction is one of West Seattle's liveliest neighborhoods, located right in the heart of West Seattle. West Seattle Junction is designated by Seattle as an urban center and is also designated as West Seattle's downtown. Businesses include boutiques, dining, live theater, banking, professional and medical services, coffee houses, groceries and the Farmer's Market, which comes to the Junction on Sundays year round. In mid-summer, the West Seattle Junction Merchants Association hosts the West Seattle Street Festival.

Over 550 individual businesses make up the SODO neighborhood, with 35+ places to explore, experience and learn; 70+ restaurants, breweries, cafes, bars and diners; 70+ makers, manufacturers and producers; 85+ stores, shops, outlets and specialty suppliers; and 180+ services available, from auto repair to art framing and everything in between (Source: SODO BIA). SODO station access improvements can promote safer and more enjoyable walking and biking trips between Link service and local jobs, shops and service providers, especially as more people access and explore the SODO neighborhood using the WSLE line in the future.

5. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

The WSLE project serves a wide variety of trip purposes and helps alleviate congestion for all modes. Due to the frequent headways and long service hours (roughly 20 hours per day, with headways of about 8 minutes during commuter periods and 10-15 minutes at other times), trains become a viable option for much more than the weekday commute. They're an affordable and attractive option to visit a doctor, government agency, or social service agency. They support shopping, dining out, visiting friends and family, or traveling to recreational venues (including the major destinations in the SODO area). Overall, the frequency and extensive connections of light rail service make it a real catalyst to live car-free or car-light in our regional and countywide centers. However, safe and comfortable access to light rail stations is a critical foundation to make this transition possible, especially for our most vulnerable travelers: elderly users who move more slowly, shift workers who make their commute after dark, parents who may travel with strollers, and many others who experience more limited mobility.

Since light rail serves a wide variety of personal trips that would otherwise rely on SOV travel, the WSLE line will help to alleviate congestion on many important freight routes in the Duwamish area including 1st Ave S, 4th Ave S, and SR 99. Reducing congestion on these routes provides benefits to all the travelers who will continue to use these facilities, including the private commuter and the freight hauler as well as the people who travel these corridors on bikes or on foot. The WSLE would operate on a new 4.7-mile guideway from downtown Seattle to West Seattle's Alaska Junction neighborhood and include a new fixed span bridge across the Duwamish Waterway, providing an additional connection between West Seattle, SODO, downtown Seattle, and areas beyond. Access improvements to be designed around the stations would not only benefit people walking, rolling or biking to Link light rail in the future, but would also offer safer connections to local destinations and greater recreation opportunities for residents of the WSLE station neighborhoods.

Criteria: Mobility and Accessibility

1. Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

Station access improvement designs will help close gaps for people walking and biking to future WSLE stations. They will provide essential neighborhood links to enable a range of non-motorized travel modes to reach the new Link stations.

While additional community engagement, partner coordination and site evaluation is still necessary, examples of projects we anticipate further exploring include:

1. Neighborhood Greenway improvements along 42nd Ave SW, 36th Ave SW, and 26th Ave SW to enhance connections to the Alaska Junction, Avalon, and Delridge stations. This would include bike facilities for all ages and abilities (specific facility type would depend on speeds and volumes), speed humps, enhanced crossings, new or repaired sidewalks (including ADA ramps where needed), new or repaired street pavement, and wayfinding and signage.
2. Placemaking improvements near the Alaska Junction and Delridge stations, which include car-free pedestrian plazas, seating, lighting, and street trees or other landscaping.
3. Corridor improvements along SW Alaska St. This would include protected bike lanes, enhanced sidewalks, enhanced crossings, and street trees or other landscaping. The project will further analyze transit-only lane operations on a portion of SW Alaska St, a minor arterial, which would restrict general purpose traffic on those blocks.
4. Improved connections from the Alki Trail to the Delridge station. This could include pedestrian lighting, wayfinding, trail widening and other enhancements, enhanced crossings at SW Spokane St & 23rd Ave SW and SW Spokane St & SW Avalon Way, and a street redesign immediately south of SW Spokane St on SW Avalon Way to improve safety for bicyclists. This will require coordination with the Port, Seattle City Light, Seattle Fire Department, and other agencies.
5. Improved connections to the SODO light rail station. This would include feasibility analysis and/or design for a new all ages and abilities bicycle facility on S Spokane Street between the SODO Busway and E Marginal Way, and an extension of the existing SODO Trail south to S Spokane Street.

The planned WSLE line is expected to serve 27,000 riders per day (per Sound Transit's Draft EIS), equivalent to an entirely new arterial street through our densest centers – but unlike a new roadway, every traveler on this new arterial will be zero-emission, congestion-free, and not prone to the driver errors that would normally claim dozens of lives on our busy streets.

Currently, active transportation is a missing mode in many areas due to a lack of safe and comfortable facilities. These deficiencies exist throughout Seattle and the Puget Sound region, and they're often not highly prioritized due to the huge magnitude of missing or inadequate facilities along with a lack of visible demand. This has been true within the WSLE station areas, but introducing light rail to these communities requires a prompt reprioritization around the new stations. Pedestrian and bicycle volumes will grow exponentially within the station areas as new stations draw many thousands of people on bikes or on foot each day (an average of approximately 7,000 people per day at each station initially, and likely to increase with the full buildout of the light rail network). Completing the gaps in the "all ages and abilities" networks becomes a critical investment in these communities.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

The WSLE project creates a new travel corridor rather than optimizing an existing corridor, but its benefits align closely with our region's goals for smart and efficient use of existing corridors, mode shift toward safer and less-polluting modes, and reliable transit trips that can serve a wider variety of trips. To facilitate local access to transit, and support local growth in our station areas, the non-motorized access projects will provide improved walk, bike, and roll connections to the new light rail corridor, which is critical since the stations will not be served by public park and ride facilities.

As described above, each station is expected to generate approximately 7,000 trips per day – and since parking will not be provided at the stations, the vast majority of these arrivals and departures will be non-motorized trips on a street network that was generally designed for vehicular throughput rather than the safety and comfort of people on bikes or on foot. Providing high-quality non-motorized access to our region's high-capacity transit services will strongly support TDM and mode shift, as well as our region's longer-range targets for smart growth and air quality.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

The post-pandemic boom in telework opportunities noticeably weakened our historic job centers and activity centers. While much activity has returned to these centers, and will continue to return, we're at a pivot point in regard to whether that return will be served by transit and other low-impact modes or by personal vehicles that exponentially increase emissions, traffic safety hazards, and cost-of-living for cost-burdened communities. Combined with supportive growth and development in station areas, light rail expansion may be our generation's most powerful tool to address this issue, but light rail services must be accompanied by investments in safe, efficient, and comfortable ways to access the relatively dispersed stations and.

The project also removes barriers for our most vulnerable populations, who would access light rail services and enjoy the personal convenience and cost savings of not operating a personal vehicle, but are unable to do so because of unsafe or uncomfortable station access. To make transit work for our region as it's designed, replacing SOV trips that generally go door-to-door, each leg of the transit journey must be viable, convenient, and safe – including the first-mile and last-mile with a bike or scooter, or on foot. The WSLE Station Access project will alleviate those incomplete networks and modal conflicts, and help us adapt to major, transformative changes in our transportation systems.

Broadly, this work is important to mitigate or avoid the creation of new problems, which would be caused by introducing WSLE stations into neighborhoods without the appropriate supportive infrastructure to connect people to these stations. Access improvements will help to reduce modal conflicts and reallocate ROW, where possible and appropriate, to remove barriers for walking, rolling and biking to transit and nearby destinations.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

The project is entirely focused on active transportation – walk, bike, and roll travel modes – but not only on the short-distance trips that we normally associate with these modes. Instead, we seek to replace the cross-city or inter-city car trip with a transit trip. Converting these long-range trips from SOV to low-impact modes has the greatest impact on our region's air quality, congestion, and overall livability. But in many cases this mode shift is only viable if transit services feel safe, efficient, and reliable, and if the first-mile/last-mile connections to transit are equally inviting. With extensive packages of non-motorized improvements in each of the four affected communities, active transportation will become a much more viable option for short trips within the community – visiting local shops, restaurants, and other nearby destinations. But more significantly, our entire region can enjoy public health benefits as we make it safe, comfortable, and even enjoyable to access an expansive and growing transit network.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

The project will support lower-income travelers with affordable yet reliable ways to access job centers. Currently many shift workers and others in service jobs find no transit options at all or buses that are unreliable (stuck in congestion), infrequent (long headways), and don't provide a sense of personal safety while traveling to or waiting at a bus stop. Frequent and reliable trains, and appealing stations, remedy these concerns. However, the surrounding pedestrian infrastructure must be equally inviting. Missing sidewalks, unsafe bikeways, unlit roadways, and other deficiencies around the stations mean that our lower-income populations must either spend beyond their means to access a private vehicle or settle for sub-standard public access to the jobs, services, and educational opportunities they need. Incorporating station access improvements ahead of the start of WSLE service can help ensure that the addition of these enhanced transit connections serve as a benefit, rather than a burden, in the station area neighborhoods. In addition to increasing the level of investment and safe active transportation infrastructure connecting equity communities to opportunities and resources, the station access improvements are intended to help enhance safety, comfort and convenience for people getting around within these neighborhoods. As noted in the Safety section, this work holds the potential to help alleviate existing safety concerns at key intersections for people on foot or bike, as well.

1. Describe the public outreach process that led to the development of the project.

Sound Transit and the City of Seattle have both engaged in very extensive (and closely coordinated) public outreach to develop the list of station-area improvements that are needed within each community. In fact, due to the size of the light rail project and the need for a full Environmental Impact Statement for its construction, this project has had one of the most robust engagement processes in our agencies' history. For WSLE Stations and Area Access planning, there have been multiple ways for the public to participate in station planning. During a fall 2023 engagement effort, station planning materials and a survey highlighting potential station area and access projects were available in Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese. Sound Transit created posters and flyers advertising the Station Planning Forum and the survey in Spanish, Vietnamese, Somali, and Korean. Sound Transit ran digital ads in Spanish and Vietnamese publications to advertise the project online open house and the Station Planning Forum. Engagement included:

- Online open house and survey translated in four languages (Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese) with 1,232 completed surveys.
- Two in-language focus groups with 20 attendees total.
- Two in-person Open Houses with 198 attendees.
- Four tabling events with 130 engagements.
- Seven community briefings.

Public support is a key criterion when determining which projects will get constructed using Sound Transit's Station Access Allowance Fund. The projects that we would design using this grant are those that scored well during the public engagement process thus far. Outreach and engagement efforts from fall 2023 are documented in Sound Transit's February 2024 Station and Access Planning Engagement Report available at <https://www.soundtransit.org/sites/default/files/documents/wsle-station-and-access-planning-engagement-report-20240304.pdf>

SDOT led engagement related to the Seattle Transportation Plan, including the Bicycle and E-Mobility Element and network maps, also provided important inputs and feedback for consideration from a broad swath of communities, including residents, advocacy groups, freight and business industry stakeholders.

2. Describe how this outreach influenced the development of the project.

Early in the process of designing new light rail lines, Sound Transit emphasized the need for stations that would be accessible to the community, and representative of the community. These priorities led the agency to allocate significant amounts to station access, including the Station Access Allowance funds that will be used as the local share for this grant. Both agencies, Sound Transit and the City of Seattle, have continuously revised the locations and orientations of new stations, as well as the locations and scopes of the station access projects, to ensure that the stations are an easily accessible community asset.

For the Alaska Junction and Avalon stations, respondents indicated that walking would be the primary access method, transit would be second, and a personal bike or scooter third. SDOT projects include designs on SW Alaska St to improve walk, bike, and transit on this key street which will have new light rail service. Investments are also planned to improve pedestrian and bicycle connections on 42nd and 41st Aves SW to provide improved connections from the north and south.

At Avalon Station, our planned projects of improving the 36th Ave SW greenway and improvements to Fauntleroy Way SW received the most support. At Delridge Station, projects to improve connections for people walking and biking to the Alki Trail and the 26th Ave SW greenway received support and are projects in current planning.

Add something for SODO here if we decide to add a project. Strand to add, though FYI, no outreach has happened on the SODO project as part of the WSLE outreach – just through STP. SDOT will continue to conduct public outreach to advance 30% designs and beyond, working with neighborhoods surrounding each of the planned stations.

3. Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

The WSLE line is part of a Transform & Diversify zone, characterized by strong real estate markets (often including high housing costs) and medium displacement risk. It is typical of many "inner ring" Seattle neighborhoods, where job access is relatively high compared to the rest of the region, but a high cost of living makes the neighborhood inaccessible for some people and heavy congestion hinders people's ability to reach their jobs. The City of Seattle recognizes these challenges and has established numerous tools to address displacement risk in these communities – including substantial policy support and financial investments that span several decades.

In 2018, our mayor established the Affordable Middle-Income Housing Advisory Council, to address the growing need of housing options for middle-income wage earners. In 2019, our city council adopted a "community preference" policy. Under this policy, when affordable housing is built in an area of high displacement risk, developers will give applicants a better chance of securing a spot in the new development (usually based on whether they live or work in the same neighborhood). Finally, Seattle has established an Equitable Development Initiative (EDI) to fund projects that address displacement and lack of access to opportunity for historically marginalized communities. The EDI offers grants to community-based organizations that perform outreach, education, and community development work within at-risk communities.

These recent investments are part of a long track record and a deep commitment to address displacement. Since 1981, the Seattle Housing Levy and the Mandatory Housing Affordability (MHA) program have supported the production, preservation, and acquisition of over 13,000 affordable rental and for-sale homes throughout the city and provided emergency rental assistance and other housing stability services to over 6,500 low-income households at risk of eviction and homelessness. In addition, MHA appears on track with the goal to produce 6,000 affordable homes over ten years after the program's expansion in 2019.

Criteria: Safety and Security

1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:

As a major transit line projected to garner 27,000 riders daily, WSLE is expected to contribute substantially to crash reduction simply by removing many drivers from our roads and shifting them onto light rail for a greater portion of their trips. Moreover, the non-motorized station access improvements to be funded by this grant are some of the most effective countermeasures for street users. Throughout all the station areas, improvements will be made at intersections to improve safety and comfort of people walking, biking, and rolling. SDOT's greenway design will include protected bicycle lanes on streets with the highest traffic volumes.

All four station areas contain High Collision Locations (2021 data) and High Priority Bicycle and/or Pedestrian Intersections (per Seattle's Bicycle and Pedestrian Safety Analysis, or BPSA). BPSA data in each station area indicates that broader safety benefits from station access improvements could potentially help to address some of the following high priority locations:

- Alaska Junction Station Area: 5 High Priority Pedestrian Intersections, 11 High Priority Bike Intersection (Fauntleroy Way SW at the intersections of SW Avalon Way, SW Oregon St, SW Alaska Way, and SW Edmunds St; SW Oregon St at the intersections of 42nd Ave SW and 43rd Ave SW; Alaska St at the intersections of 35th Ave SW, 42nd Ave SW, 43rd Ave SW, and 44th Ave SW; and SW Edmunds St and 43 Ave SW).
- Avalon Station Area: 3 High Priority Pedestrian Intersections, 1 High Priority Bike Intersection (SW Genesee St at SW Avalon Way, Fauntleroy Way SW at 35th Ave SW, SWW Avalon Way at 35th Ave SW)
- Delridge Station Area: 5 High Priority Pedestrian Intersections, 1 High Priority Bike Intersection (Chelan Ave SW/West Marginal Way SW, SW Spokane Street, Delridge Way SW at SW Andover St, 23rd Ave SW, and SW Charlestown St)
- SODO Station Area: 4 High Priority Pedestrian Intersections, 2 High Priority Bike Intersections (Lander St at 4th Ave S, 5th Ave S and 6th Ave S; S Holgate St at 4th Ave S and 5th Ave S)

In alignment with the Seattle Transportation Plan, we seek to design streets that are self-enforcing and help reduce or eliminate the need for traffic enforcement. This principle will continue to guide station area access improvements. The vast majority of traffic enforcement occurs due to speeding, distracted driving, impaired driving, and other behaviors that are eliminated by the use of transit and non-motorized modes. The infractions that are attributed to pedestrians are primarily unsafe crossings, and these behaviors can also be greatly reduced by the elements of this project: convenient and highly visible pedestrian crossing opportunities at more frequent intervals.

Finally, visual cues from the new roadway design will subtly encourage slower speeds and greater alertness amongst the drivers in these communities. Sidewalks, narrower travel lanes, vertical elements (medians and trees), pedestrian crossings, and prominent pedestrian crossings all give guidance to drivers about the appropriate travel speeds for a roadway. Of course, the presence of actual pedestrians using those sidewalks or crossings are also a strong reminder of the need for lower speeds and greater alertness. In sum, the project is anticipated to substantially mitigate crash risk for vulnerable users and also reduce enforcement needs for all types of users, from motorists to pedestrians to transit riders.

2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.

Our lower-income populations, who more often rely on transit and non-motorized modes, will be especially benefitted by this project. Providing improved corridors for walking and biking near station areas will provide connections from existing and new housing in and near station areas. For users who cannot operate an SOV, whether due to age, disability, cost, or other factors, the project will dramatically improve safe walking and rolling conditions. These improvements include sidewalks, bicycle facilities, crossing opportunities, lighting, and various other amenities to improve non-motorized access to stations. For communities that are cost-burdened, reliable and affordable transit alternatives are a crucial foundation for securing and maintaining jobs, educational opportunities, and "quality of life" mobility like doctor visits, family connections, and even recreation.

As detailed in Safety question 1, a multitude of intersections are identified in Seattle's high injury network and the Bicycle and Pedestrian Safety Analysis as high priorities. This project will complement work in these areas to enhance safety, comfort and convenience for people walking and biking, or using other active modes, to connect to the Link stations or other connecting bus stops within the station areas. Introducing new Link stations into neighborhoods without planning for supportive infrastructure holds the potential to create new or exacerbated safety concerns with an influx of people walking and rolling in the area. By proactively planning ahead for improvements that will accommodate the new multi-modal trips anticipated to grow around the WSLE stations, this work can help to mitigate and avoid creating new safety concerns in these neighborhoods.

3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?

Yes, SDOT has been a national leader in adopting and implementing Vision Zero policies. We adopted a Vision Zero Action Plan nearly a decade ago, and more recently completed a Vision Zero Top to Bottom review. A Vision Zero Action Plan for Seattle is forthcoming, and the City continues to participate in regional forums on safety and a safe systems approach as part of the Regional Safety Plan work led by PSRC.

In regard to our Local Centers and Countywide Centers, the plan describes our efforts as bringing "a higher level of safety to Seattle's Urban Centers, where high volumes of vehicular traffic, transit, pedestrians, and bicyclists merge. Data-driven improvements may include modified signal phasing, traffic calming, protected turn phases and leading or lagging pedestrian intervals." In regard to transit riders, the plan states that we will "improve safety and access for transit, through signal timing and lane allocation improvements. Make transit spot improvements that increase pedestrian safety and access to transit stops and stations." Each of these elements of our Vision Zero plan has informed the scope of this project, and our design phase will continue to prioritize safety improvements where we have some of the highest crash rates in the city. Further, the Seattle Transportation Plan Key Moves include a commitment to "Include Vision Zero and a Safe Systems approach in all projects."

4. (not scored) USDOT is developing a framework for assessing how projects align

with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?

SDOT is fully committed to aligning with forthcoming guidance and regional planning efforts around the Safe System Approach. In advance of this guidance, the department is in the process of developing an update to its Vision Zero Action Plan, which adopts the Safe System Approach as its guiding framework for achieving Vision Zero goals and reducing fatalities and serious injuries on its streets. As part of the department's commitment to Safe System principles, SDOT is undertaking a broad range of strategies and actions that are organized around each of the five elements of the Safe System Approach (Safer Speeds, Safer Streets, Safer People, Safer Vehicles, and Post-Crash Care). These include operationalizing the Safe System Approach throughout the department's projects and practices and approaching safety both responsively and proactively. The updated Vision Zero Action Plan also includes a toolkit of 29 safety treatments the department is using on its roadways, which are ranked and prioritized with respect to the USDOT's Safe System Roadway Design Hierarchy.

Each of SDOT's projects is required to undergo a safety evaluation during its early planning phase as part of the department's Complete Street Checklist. This evaluation assesses each project's alignment with the Safe System Approach and explores opportunities for adding proactive safety treatments, speed reduction measures, and improvements to address past crash history.

Criteria: Air Quality and Climate Change

- Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway / Intersection / ITS

- What is the length of the project?**
The precise length of the improvements will be determined during the Design phase, but our Planning work identifies approximately 2.9 miles of ped-bike corridors (continuous facilities) within the four station areas. By including the dispersed, off-corridor spot improvements that supplement these corridors, such as additional lighting or signage, we would reach a total length of approximately 4.1 miles.
- What is the average daily traffic before the project?**
Project elements primarily include projects on low volume non-arterial roadways, improving walk/bike/roll connections to the station areas. These roadways have traffic volumes well below 10,000 ADT. However, converting SW Alaska St to a potential transit-only street adjacent to the station and/or adding a large pedestrian plaza at the station would impact larger traffic volumes. Current traffic volumes on SW Alaska St are around 10,000 ADT and it's classified as a Minor Arterial.
- What is the average daily traffic after the project?**
Traffic volumes are not expected to change significantly on these roadways, except on Alaskan Way where general purpose vehicular traffic may be restricted or eliminated. Non-motorized travel is expected to increase dramatically on each of the affected roadways.
- What is the average speed before the project?**
The project will further analyze transit-only lane operations on a portion of SW Alaska St, which would restrict general purpose traffic on those blocks.
- What is the average speed after the project?**
Travel speeds on local streets are expected to decrease as a result of implementing Neighborhood Greenway features, such as speed humps and potentially traffic diverters. Intersection treatments that will make it safer for people biking and walking on the Neighborhood Greenways, such as RRFBs, can also influence the flow of traffic. These projects would be designed for speeds under 20mph. Travel speeds on arterials are not expected to change significantly due to this project, with the exception of Alaska St.
- What is the level of service before the project?**
Unknown. Current levels of service at key intersections are being assessed during the planning phase.
- What is the level of service after the project?**
LOS varies at different sites, but the project is not expected to have significant impacts on vehicular LOS. Changes are focused on non-motorized LOS as well as the safety and comfort of non-motorized users.
- What are the existing number of lanes (total, both directions)?**
The cross-section varies on the affected roadways.
- How many lanes are being added (total, both directions)?**
The project scope doesn't include any new vehicular lanes.
- How many intersections are along the length of the project?**
TBD
- How many intersections are being improved?**
TBD
- What is the percentage of freight truck traffic on the facility?**
Varies based on the street

13. Will the project result in shorter trips and reduced VMT? If so, please explain.

The WSLE Station Access improvements are not expected to affect trip lengths, however we do expect a substantial decrease in VMT due to mode shift - specifically new walking and biking trips. The combination of decreased transit travel times, more reliable and attractive transit service, and safer, more attractive bicycle and pedestrian facilities that will be provided in these neighborhoods is expected to encourage significant mode shift.

Seattle's work to develop a Climate Change Response Framework (CCRF) includes ongoing use of the CCRF calculator as a tool to help estimate potential VMT reduction and mode shift from potential investments. Exclusive of the WSLE Link service itself, for the approximate 2.9 miles of active transportation improvements to be designed by this project, the CCRF calculator estimates a potential for up to 9,000 new bike trips to be generated, with 33% of them likely to be replacing a car trip (or an estimate of roughly 3,000 car trips removed). The calculator estimates a potential reduction of 3.2M vehicle miles travelled.

14. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

Seattle's Climate Change Response Framework

15. What is the average daily transit ridership along the corridor?

Variable

16. How many daily peak period transit trips service the corridor?

Variable

17. What is the expected increase in transit speed due to the BAT/HOV lanes?

NA

18. What is the expected increase in transit ridership due to the BAT/HOV lanes?

NA

19. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

NA

20. What are the ITS improvements being provided?

TBD

21. What is the expected improvement to average vehicle delay?

Unknown

22. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

NA

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

Station access improvements could include new sidewalks (new ADA ramps where needed), protected bike lanes and neighborhood greenways (including required pavement repair and replacement), enhanced crossings, pedestrian plazas, multi-use trail enhancements, and other proven safety measures and place-making features like pedestrian-scale lighting, seating, wayfinding and signage, street trees and landscaping. Road rechannelization will be evaluated along a segment of Alaska Street (minor arterial), where we'll consider bus-only lanes.

While additional community engagement, partner coordination and site evaluation is still necessary, examples of projects we anticipate further exploring include:

1. Neighborhood Greenway improvements along 42nd Ave SW, 36th Ave SW, and 26th Ave SW to enhance connections to the Alaska Junction, Avalon, and Delridge stations. This would include bike facilities for all ages and abilities (specific facility type would depend on speeds and volumes), speed humps, enhanced crossings, new or repaired sidewalks (including ADA ramps where needed), new or repaired street pavement, and wayfinding and signage.
2. Placemaking improvements near the Alaska Junction and Delridge stations, which include car-free pedestrian plazas, seating, lighting, and street trees or other landscaping.
3. Corridor improvements along SW Alaska St. This would include protected bike lanes, enhanced sidewalks, enhanced crossings, and street trees or other landscaping. The project will further analyze transit-only lane operations on a portion of SW Alaska St, a minor arterial, which would restrict general purpose traffic on those blocks.
4. Improved connections from the Alki Trail to the Delridge station. This could include pedestrian lighting, wayfinding, trail widening and other enhancements, enhanced crossings at SW Spokane St & 23rd Ave SW and SW Spokane St & SW Avalon Way, and a street redesign immediately south of SW Spokane St on SW Avalon Way to improve safety for bicyclists. This will require coordination with the Port, Seattle City Light, Seattle Fire Department, and other agencies.
5. Improved connections to the SODO light rail station. This would include feasibility analysis and/or design for a new all ages and abilities bicycle facility on S Spokane Street between the SODO Busway and E Marginal Way, and an extension of the existing SODO Trail south to S Spokane Street.

2. What is the length of the proposed facility?

The project is expected to include approximately 2.9 miles of continuous facilities, in addition to spot improvements that would bring the total length to approximately 4.1 miles.

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

The primary purpose of this work is to support direct and safe connections from people walking and biking to get to Sound Transit's planned WSLE light rail stations. In addition to

supporting transit access, various other connections will be improved to existing facilities, as well as King County Metro bus routes. Examples include connections to the RapidRide C line at the Alaska Junction station and RapidRide H line at Delridge. While the proposed non-motorized projects are designed to connect to light rail, the Alaska Junction and Delridge stations will also be significant transfer points. Riders transferring at these stations will benefit from improved bus connections in addition to the new light rail service. Bike connections will also be made to existing trails and facilities, notably the Alki Trail and improved SODO bike trail.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

Pedestrian volumes are minimal in most locations. Anecdotally, a few sites like Alaska St and 26th Ave SW currently have more notable pedestrian volumes. However, we do not have current counts for most of the affected sites.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

Estimates of new bicycle/pedestrian usage varies at each station. For example, the daily ridership for the Alaska Junction station is anticipated to be 6,400, with bicycle/pedestrian access estimated at 42% (a total of 2,900 to 3,000 new non-motorized trips). For the Avalon station, daily ridership estimates are at 1,200 passengers a day, with 57% of those accessing the station by walking and biking (600 to 700 new non-motorized trips). While riders may access the station from the entire neighborhood, it is likely that many of these new trips will use the 36th Ave SW neighborhood greenway. The daily ridership for the Delridge station is anticipated to be 5,800, with access to the station at 11% combined for people walking and biking (again, 600-700 new non-motorized trips). Finally, the SODO station will serve an estimated 14,600 trips per day and 19% are expected to access the station by walk or bike modes (2,700 to 2,800 new non-motorized trips). That's a total of approximately 7,000 new non-motorized trips each day. In addition to these 7,000 non-motorized trips to and from the station, Sound Transit's analyses show that approximately 20,000 people will access the new stations from bus connections. Most of these bus-to-rail travelers will also become a pedestrian for a brief part of their trip, and they'll enjoy the station access facilities while boarding or deboarding their bus and making their way to and from the station entrances.

6. What is the average bicycle trip length?

Unknown

7. What is the average pedestrian trip length?

Unknown

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Sound Transit West Seattle Link Extension Progress Report
(<https://www.soundtransit.org/sites/default/files/documents/west-seattle-link-extension-station-planning-progress-report.pdf>)

Total Estimated Project Cost and Schedule

1. Estimated project completion date

2030

2. Total project cost

\$45,065,000.00

Funding Documentation

1. Documents

Presentation - Station Access Allowances Overview_05-11-2023.pdf,
West_Seattle_Link_Extension_Station_Access.pdf

2. Please enter your description of your financial documentation in the text box below.

Sound Transit's ST3 funding package provides \$95 million in Station Access Allowance funds for the 13 new stations to be built along the West Seattle-Ballard Link Extension (\$7.5 million per station). These funds are specifically intended to be leveraged as grant match. When PSRC funds or other grant funds are awarded, Sound Transit will allocate appropriate funding from the Station Access Allowance to complete the grant-funded phase (in this case the Design phase for the four new stations along the West Seattle Link Extension). To document the availability of these funds, we've attached an excerpt from Sound Transit's Capital Improvement Program as well as slides from the Sound Transit Board's most recent update on their Station Access Allowance program. The full presentation is available at this site: https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2023/Presentation%20-%20Station%20Access%20Allowances%20Overview%2005-11-2023.pdf

Phase	Year	Alternate Year	Amount
PE	2027		\$5,465,000.00

Total Request: \$5,465,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
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Local	Secured	\$1,200,000.00
STBG(PSRC)	Unsecured	\$5,465,000.00
		\$6,665,000.00

Expected year of completion for this phase: 2028

Construction

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$38,400,000.00
		\$38,400,000.00

Expected year of completion for this phase: 2030

Summary

- Are you requesting funds for ONLY a planning study or preliminary engineering?**
Yes
- What is the actual or estimated start date for preliminary engineering/design?**
N/A
- Is preliminary engineering complete?**
N/A
- What was the date of completion (month and year)?**
N/A
- Have preliminary plans been submitted to WSDOT for approval?**
N/A
- Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
NA
- When are preliminary plans expected to be complete?**
N/A

Project Readiness: NEPA

1. Documents

Presentation - Station Access Allowances Overview_05-11-2023.pdf,
West_Seattle_Link_Extension_Station_Access.pdf

2. Please enter your description of your financial documentation in the text box below.

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https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2023/Presentation%20-%20Station%20Access%20Allowances%20Overview%2005-11-2023.pdf

Project Readiness: Right of Way

- Will Right of Way be required for this project?**
N/A
- What is the actual or estimated start date for right of way?**
N/A
- What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
N/A
- Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
N/A
- What is the zoning in the project area?**
N/A
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
N/A
- Does your agency have experience in conducting right of way acquisitions of**

similar size and complexity?

N/A

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

N/A

PSRC Regional Competition
Seattle's Application for WSLE Station Access Improvements Project

EFA Criteria for WSLE Station Area Neighborhoods

Source: ACS 5 year data (2018-2022)

EFA Criteria		Station Locations (Neighborhood Data by Census Tract)				Adjacent Impacted Neighborhoods (Access from South of WS Stations)		
		SODO	Delridge	Avalon	Alaska Junction	Riverview	Highpoint	Fairmount Park
PSRC EFA Populations	People of color	45%	28%	28%	25%	52%	61%	68%
	People w/ Low Income (<200% poverty)	21%	17%	17%	13%	21%	33%	55%
	Seniors	14%	9%	9%	15%	12%	7%	9%
	Youth	4%	8%	8%	9%	14%	13%	25%
	People w Disabilities	14%	9%	9%	10%	11%	9%	11%
	People w/ LEP	9%	5%	5%	3%	9%	12%	21%

Station access allowances background

Station Access Allowances in ST3 (in \$M of 2023\$)

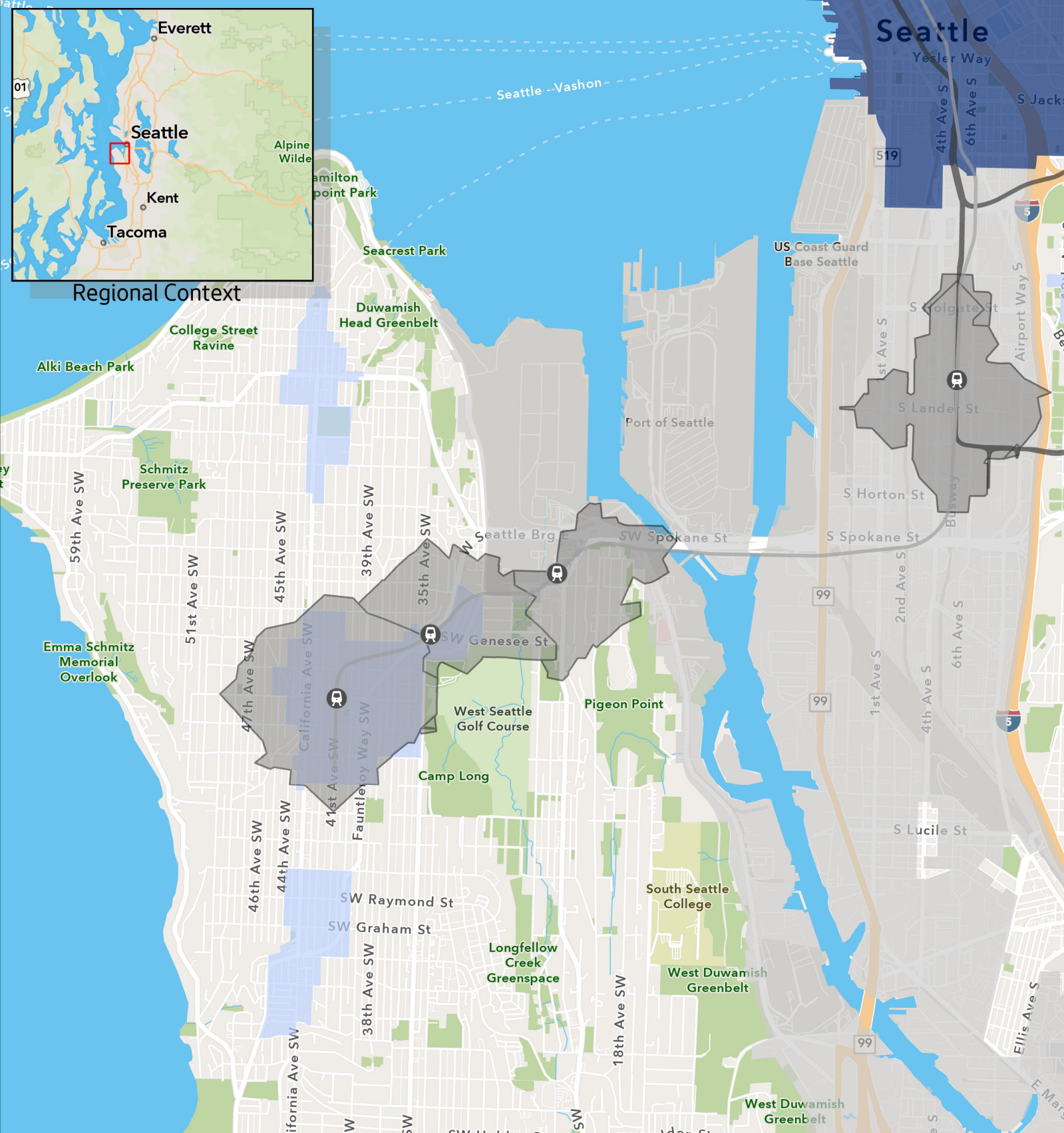
Dedicated funding in ST3

- ST3 included dedicated funding for nonmotorized access and bus-rail integration.
- All projects include funding for nonmotorized access.
- Bus-rail integration features to be defined with transit partners and delivered by project.
- Today's focus will be on the nonmotorized access allowance.

ST3 Project	Nonmotorized Access Allowance	Bus-Rail Integration Allowance
West Seattle-Ballard Link	\$95	\$15
I-405 BRT	\$11	--
SR-522 / NE 145th BRT	\$7	--
Tacoma Dome Link	\$44	\$7.5
Everett Link	\$59	\$4
NE 130th Street Infill	\$4.9	--
Boeing Access Road Infill	\$12	\$4
Graham Street Infill	\$5.5	--
Lakewood-DuPont Sounder	\$25	\$4
Tacoma Link TCC	\$10	--
S Kirkland-Issaquah Link	\$42.5	\$7.5
Total	\$316	\$42

Proposed Improvements in West Seattle Link Extension Station Access Package

Street	From	To	Feet	Roadway Classification
SW Alaska St	44th Ave SW	35th Ave SW	2,950	Minor Arterial
42nd Ave SW	SW Oregon St	SW Edmunds St	1,300	Local Road
36th Ave SW	SW Charlestown St	SW Alaska St	3,300	Local Road
36th Ave SW OR 37th Ave SW - OPTIONAL	SW Charlestown St	SW Olga St	3,700	Local Road
36th Ave SW/37th - OPTIONAL	SW Alaska St	SW Dawson St	2,300	Local Road
26th Ave SW	SW Andover St	SW Genesee St	1,300	Local Road
Alki Trail (includes ~300 on SW Avalon St)	SW Avalon Way	23rd Ave SW	1,400	Unclassified
SODO Trail				Unclassified
SODO Busway	S Forest St	S Spokane St	2,300	Unclassified
S Spokane St	SODO Busway	E Marginal Way	3,000	Minor Arterial



West Seattle Stations



West Seattle Stations



1/2-mile Walkshed

Light Rail Alignment



Existing / Under Construction

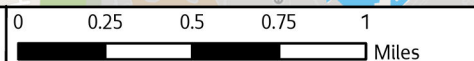


Future

Urban Center

Urban Village

Manufacturing &
Industrial Center

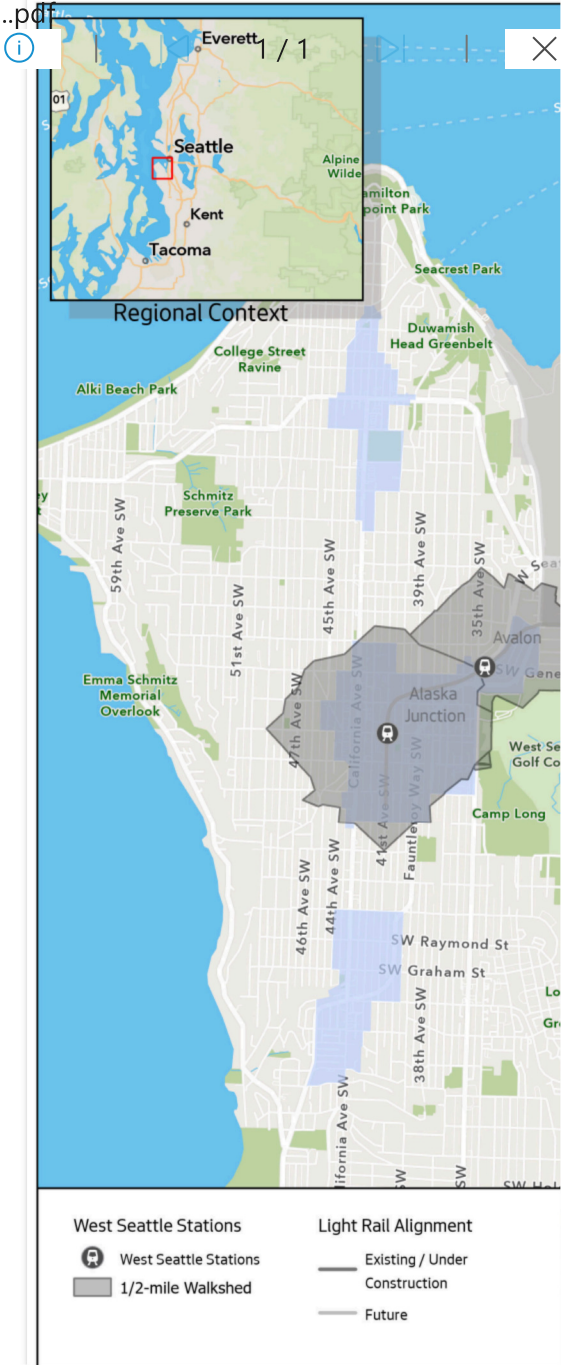


Seattle Department of Transportation

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West Seattle Link Extension Station Access

 West Seattle Link Ext....pdf





West Seattle Link Extension

Station and Access Planning Engagement Report

February 2024

Table of Contents

1	Introduction.....	5
1.1	Overview.....	5
1.2	Purpose of report.....	5
1.3	Equitable engagement.....	6
1.4	Engagement at a glance.....	6
2	Notifications.....	7
2.1	Notifications Overview.....	7
2.2	Notifications at a glance.....	7
3	Engagement Feedback Summary.....	8
3.1	Engagement methods.....	8
3.2	Station design.....	8
3.3	Station access.....	8
3.4	Potential projects.....	8
3.4.1	Alaska Junction Station.....	9
3.4.2	Avalon Station.....	9
3.4.3	Delridge Station.....	9
3.4.4	SODO station.....	9
3.5	Transit Oriented Development (TOD).....	10
4	Open Houses.....	11
4.1	Open Houses Overview.....	11
4.2	What we heard: WSLE Station Planning Forum Oct. 25, 2023.....	11
4.2.1	Station design.....	11
4.2.2	Bike and scooter parking.....	12
4.2.3	Other feedback.....	13
4.2.4	Alaska Junction Station.....	13
4.2.5	Avalon Station.....	14
4.2.6	Delridge Station.....	16
4.2.7	SODO Station.....	17
4.3	What we heard: SODO Station Planning Drop-in Nov. 29, 2023.....	18
4.3.1	SODO Station – Improving access to the station.....	18

5	Focus Groups	18
5.1	Focus Groups Overview.....	18
5.2	What we heard: focus group #1	18
5.2.1	Station design feedback	19
5.2.2	Bike/scooter parking at stations	19
5.2.3	Alaska Junction Station – Improving access to the station.....	19
5.2.4	Alaska Junction Station – Uses, businesses, and services	19
5.2.5	Avalon Station – Improving access to the station.....	20
5.2.6	Avalon Station – Uses, businesses, and services	20
5.2.7	Delridge Station – Improving access to the station	20
5.2.8	Delridge Station – Uses, businesses, and services.....	20
5.2.9	Delridge Station – Uses and activities as part of the Delridge plaza space 20	
5.3	What we heard: focus group #2	20
5.3.1	Station design feedback	21
5.3.2	Bike/scooter parking at stations	21
5.3.3	Alaska Junction Station – Improving access to the station.....	21
5.3.4	Alaska Junction Station – Uses, businesses, and services	21
5.3.5	Avalon Station – Improving access to the station.....	22
5.3.6	Avalon Station – Uses, businesses, and services	22
5.3.7	Delridge Station – Improving access to the station	22
5.3.8	Delridge Station – Uses, businesses, and services.....	22
6	Briefings	23
6.1	Briefings Overview	23
6.2	What we heard: Briefings	23
6.2.1	Station design feedback	23
6.2.2	Bike/scooter parking at stations	23
6.2.3	Alaska Junction Station – Improving access to the station.....	24
6.2.4	Avalon Station – Improving access to the station.....	24
6.2.5	Delridge Station – Improving access to the station	24
6.2.6	SODO Station and access feedback.....	24
6.2.7	Delridge Station – Uses, businesses, and services.....	24
6.2.8	Delridge Station – Uses and activities as part of the Delridge plaza space 24	
7	Tabling events	25
8	Email feedback	25

9	Survey	26
9.1	Survey Overview	26
9.2	Station Design	27
9.3	Station Access	28
9.4	Improving Access to Future Stations.....	31
9.4.1	Alaska Junction Station Potential Projects	31
9.4.1.3	Alaska Junction Potential Project 3	32
9.4.2	Avalon Station Potential Projects	36
9.4.3	Delridge Potential Projects	40
9.4.4	SODO Potential Projects	46
9.5	Transit Oriented Development (TOD).....	46
10	Next steps.....	48
	Paid Media ads	1
	Social media example.....	2
	Poster examples	3
	Email newsletter example	4

Appendices

Appendix A Notification materials

1 INTRODUCTION

1.1 Overview

The West Seattle Link Extension (WSLE) Project would provide fast, reliable light rail connections to dense residential and job centers throughout the region. The WSLE would add 4.1 miles of light rail service from SODO to West Seattle's Alaska Junction neighborhood. The project is currently in the environmental review phase. The West Seattle and Ballard Link Extensions (WSBLE) projects were evaluated together in a Draft Environmental Impact Statement (EIS), which was published on Jan. 28, 2022, and followed by a 90-day public comment period. As described in the WSBLE Draft EIS, the two extensions will function as two separate lines, with the WSLE connecting to Everett and the Ballard Link Extension (BLE) connecting to Tacoma. The WSBLE Draft EIS was developed to help Sound Transit, as well as partner agencies and the public, to better understand the potential impacts and benefits of the projects, evaluate potential impacts and benefits of the alternatives on the natural and built environment and transportation system, and identify potential mitigation measures. In July 2022, after reviewing the WSBLE Draft EIS and the comments from Tribes, the public and agency partners, the Sound Transit Board identified the preferred alternative for the West Seattle Link Extension. The extensions were initially on the same environmental review timeline. However, given additional environmental review needed for project refinements for BLE resulting from the Sound Transit Board action in March and July 2023, environmental review for the two extensions will now proceed on different timelines. WSLE will proceed to a Final EIS anticipated in mid-2024.

1.2 Purpose of report

Sound Transit has worked to design the four proposed stations along the WSLE alignment, considering the community's input since the start of the project in 2018. Sound Transit, the City of Seattle, King County Metro, and other agency partners, worked throughout 2020 and 2021 to evaluate the WSBLE Draft EIS station alternatives and offer ideas and recommendations in response to the community priorities we heard. This work is summarized in a Station Planning Progress Report that was published alongside the WSBLE Draft EIS to help communities understand the opportunities and challenges of the different alternatives.

In fall 2023, Sound Transit shared station design progress and gathered community feedback on concepts for access, urban design, and transit-oriented development at the four future stations to ensure that as we advance our station design work, it reflects current community priorities and travel patterns.

Engagement blended in-person and online opportunities, gathering public feedback about the WSLE stations through two in-person open houses, an online open house, online survey, in-language focus groups, briefings, and community tabling. This report includes a summary of public outreach activities, notification methods, and a summary of what we heard during our station planning engagement.

Public input will help Sound Transit advance the design for station areas in collaboration with the City of Seattle and other agency partners. Potential projects to improve getting to and from the station by walking, rolling, biking and transit were informed by the City of Seattle's draft

Seattle Transportation Plan and previous feedback heard to date. Some of the proposed transit-oriented development opportunities may be possible on property acquired by Sound Transit to build the station. Feedback would help Sound Transit refine the station design, consider potential development opportunities, and inform future community engagement and partnering opportunities.

1.3 Equitable engagement

Sound Transit provided multiple ways for the public to participate in station planning engagement. Station planning materials and the survey were available in Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese. Sound Transit created posters and flyers advertising the Station Planning Forum and the survey in Spanish, Vietnamese, Somali, and Korean. Sound Transit ran digital ads in Spanish and Vietnamese publications to advertise the project online open house and the Station Planning Forum. Facebook ads in Spanish and Vietnamese advertised both the Station Planning Forum event and links to the translated survey. Sound Transit emailed information, links to the survey, and offered briefings to community organizations with a focus on those that serve communities that speak other languages than English and those that serve communities in South Delridge and White Center.

In collaboration with City of Seattle Community Liaison program, Community Liaison helped share information about the events and the survey using translated materials within their community networks, conducting door-to-door business outreach south of Delridge Way SW, in High Point and White Center. Community Liaisons also helped identify and staff information tables at community events as well as shared information through peer-to-peer networks to advertise the survey and collect feedback. In partnership with Community Liaisons, the project team held two focus groups with community members that speak Vietnamese and Somali to gather input. Focus group attendees were compensated for their participation.

1.4 Engagement at a glance

- Online open house and survey translated in four languages (Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese) with 1,232 completed surveys.
- Two in-language focus groups with 20 attendees total.
- Two in-person events with 198 attendees.
- Four tabling events with 130 engagements.
- Seven community briefings.

2 NOTIFICATIONS

2.1 Notifications Overview



The project team notified the public about participating in station planning engagement through various channels including both digital and in-person communications. This included invitations to the events as well as sharing the online survey.

On social media, we posted a boosted event for the Oct. 25 Station Planning Forum and two boosted ads about the online survey with a total of nearly 200,000 impressions combined. Social media had above average engagement rate rankings with a total of nearly 2,000 link clicks. We also engaged with community partners in West Seattle and SODO through stakeholder emails, with many organizations sharing content and information to their networks.

Community Liaison staff also supported sharing information and the survey with their community networks. Through nine digital media publications, Sound Transit purchased ads to inform the public about the open house as well as the online survey. The project team also sent five email updates via GovDelivery to over 12,000 project subscribers.

We conducted four door-to-door outreach efforts in October to distribute posters and share information about Oct. 25 Station Planning Forum, sharing information and flyers with 65 businesses in the station areas. In the South Delridge, High Point, and White Center area, the team shared flyers at 21 businesses and set up information table at four community gathering spaces, as well as posted at numerous public bulletin boards and buildings. Posters advertising the open house was posted around the West Seattle neighborhood on poles and in business as well. The team also conducted additional door-to-door outreach in November to 53 businesses in SODO to share flyers about the SODO drop-in session.

2.2 Notifications at a glance

- Social media posts and ads:
 - Sharing Oct. 25 Station Planning Forum details (English, Spanish, and Vietnamese)
 - Sharing links to the survey (English, Spanish, and Vietnamese)
- Door-to-door outreach:
 - October in West Seattle, High Point, and White Center
 - November in SODO
- GovDelivery newsletters advertising event and survey
- Community Liaison outreach
 - Partnered with City of Seattle Community Liaisons to share information about the event and survey with their community networks
- Posters (English, Spanish, Vietnamese, Somali, and Korean)

- Stakeholder emails
- Tabling events:
 - Dia de los Muertos 11/4
 - Delridge Library 11/19
 - Hope Central 12/9
 - West Seattle Food Bank 12/12

3 ENGAGEMENT FEEDBACK SUMMARY

3.1 Engagement methods

Engagement efforts blended in-person opportunities with an online survey and invited feedback on a station design, access improvements and TOD preferences. In-person methods included focus groups, open houses and community tabling events. At these interactions, staff documented what we heard to inform this engagement summary. We also conducted an online survey. Translation and interpretation services were provided to ensure that non-English speakers could participate in community feedback opportunities. This section summarizes what we heard through these engagement efforts and more detail is provided in later sections.

3.2 Station design

A station that feels safe and vibrant and one that is easy to navigate and move through emerged as priorities for all station areas from all engagement methods. Many also expressed other ideas and a desire for restrooms at the station.

3.3 Station access

For the Alaska Junction and Avalon stations, respondents indicated that walking would be the primary access method, transit would be second, and a personal bike or scooter third. For the Delridge and SODO stations, transit would be the primary access method, walking would be second, and a personal bike or scooter third. Driving and parking near the station was not provided as a choice in the survey, but many respondents indicated it would be their access method in the write-in box attached to the question.

For those who would take a bike or scooter to get to the station, most would choose to bring it on the train with them. A secure facility, with a locker being the most popular, emerged as the option most likely to make a person leave their bike or scooter at the station. People also said that security guards would help them feel more comfortable leaving their bike or scooter.

For shared bike or scooter users, convenience in accessing one near the station was the most important factor in determining usage. A transportation network that supports safe usage was also important.

In general, while we did hear from many people that parking was a concern, we also heard from many people that stations should be safe for pedestrians, bike and scooter riders, and those who use a personal mobility device. Suggestions for wider sidewalks, barriers between people and cars, bike lanes, and crosswalks were prevalent. People also felt that increased security measures such as lighting and guards would help make stations feel safer.

3.4 Potential projects

People felt that some of the potential projects introduced by the City of Seattle could improve getting to and from the station by walking, rolling, biking, and transit. See [section 4](#) for more detail about each of these projects.

3.4.1 Alaska Junction Station

The following potential projects received the most and similar amounts of support.

- Potential project 1 at SW Alaska St between 44th Ave SW and SW Fauntleroy to provide features like wider sidewalks, protected bike lanes, sidewalk lighting, and planted space between the sidewalk and roadway to support access to frequent transit.
- Potential project 2 at SW Alaska Street which considers designs that prioritize buses and bus stops, bike lanes, and sidewalks to improve connectivity.
- Potential project 4 at 42nd Ave SW between SW Oregon St and SW Edmunds St to enhance the neighborhood greenway with gathering spaces, wider sidewalks, planted spaces, protective bike lanes and sidewalks lighting.

Potential project 3 at 42nd Ave SW between SW Hanford St and SW Oregon St to extend the existing neighborhood greenway to Admiral District was the least popular. This sentiment was shared between the survey respondents and community members who attended events. There was also support for a plaza (potential project #5) and generous sidewalks (potential project #6).

3.4.2 Avalon Station

The following potential projects received the most and similar amounts of support.

- Potential project 2 at 36th Ave SW between SW Admiral Way and SW Juneau St to upgrade neighborhood greenway within the West Seattle Junction triangle.
- Potential project 3 at Fauntleroy Way SW between SW Alaska St and the West Seattle Bridge to install traffic calming measures, protected bike lanes, landscaping, and wider sidewalks, as well as improve crossings at the Neighborhood Greenway.

The survey respondents and event attendees both showed support for potential project 3, but survey respondents showed a higher level of disagreement that this project would improve access (16.3% somewhat or strongly disagree).

Potential project 1 at SW Alaska Way between Fauntleroy Way SW to SW 35th St to upgrade existing bike lanes to protected bike lanes received the least amount of support.

3.4.3 Delridge Station

Potential project 4 at 23rd Ave SW Trail Crossing and Alki Trail to provide a safer and more intuitive trail crossing under the West Seattle Bridge, received the most support.

Potential project 8 at 23rd Ave SW/22nd Ave SW between SW Oregon Street and 21st Ave SW to improve neighborhood connections with a multiuse trail and improved bus stops also received a high consensus of support.

Potential project 1 at 26th Ave SW between S Genesee Street and SW Andover Street to upgrade the Neighborhood Greenway with protected bike lanes, traffic calming features, and improved crossing at SW Genesee Street also received support.

The following potential projects ranked in the bottom half.

- Potential project 5 at SW Andover St between Delridge Way SW and 21st Ave SW to connect 21st Ave SW Neighborhood Greenway by extending the multiuse trail on the north side of SW Andover Street.
- Potential project 6 at SW Andover St between SW Avalon St and West Seattle Bridge to improve neighborhood connections by providing new/improved sidewalks, directional signage and ADA ramps.
- Potential project 9 at SW Brandon St between 23rd Ave SW and 30th Ave SW to improve neighborhood connections with a multiuse trail or sidewalks and improve drainage along SW Brandon St.
- Potential project 10 at SW Graham St to upgrade the existing stairs between Delridge Way SW and High Point and improve lighting along SW Graham St along Bataan Park and along 26th Ave SW and the trail.

Support for the following potential projects was not consistent between survey respondents and event attendees. For example, survey respondents ranked potential project 3 third while open house attendees ranked it eighth.

- Potential project 2 at the intersection of SW Andover St and 26th Ave SW to improve this key connection for walkers and bikers from the neighborhood to the station.
- Potential project 3 at Yancy St between 28th Ave SW and 26th Ave SW to improve walking and biking connections over Longfellow Creek.
- Potential project 7 at SW Genesee St between SW Avalon St and Delridge Way to improve neighborhood connections by widening sidewalks, improving transit stops, and improving plantings and streetscape elements.

3.4.4 SODO station

One potential project to improve and expand sidewalks at S. Lander Street between 6th Ave S and Airport Way S. was presented for consideration at S. Lander St between 6th Ave S and Airport Way S. Feedback indicated this project could address the desire for improved bike and pedestrian connections, including more sidewalks throughout SODO.

3.5 Transit Oriented Development (TOD)

Affordable housing emerged as the priority for all station areas except SODO, which due to zoning, has a different set of TOD options. SODO respondents prioritized incubator or accelerator spaces for startups, technology offices with production facilities, and breweries.

Preferred TOD uses include shopping and retail, food and drink, and convenience services for all station areas. Many people also expressed interest in community gathering spaces at stations, as well as a variety of shopping opportunities, with the goal of creating vibrant, safe, and busy stations.

4 OPEN HOUSES

4.1 Open Houses Overview

The project team held two events to share information about the WSLE stations and gather feedback. Both events included display boards with station designs, maps showing potential projects to improve access to the stations, and general information about the WSLE. Sound Transit, City of Seattle, and King County staff were available to answer questions. Attendees could share feedback at display boards, sharing more detail on flip charts, or by taking the survey at the event. City of Seattle Community Liaisons also participated in the events. The SODO Station Planning Drop-in event was hosted in conjunction with the SODO BIA.

Date	Event	Attendees
Oct. 25, 2023	West Seattle Station Planning Forum	180
Nov. 29, 2023	SODO Station Planning Drop-in (hosted by SODO BIA)	18



4.2 What we heard: WSLE Station Planning Forum Oct. 25, 2023

4.2.1 Station design

Items are listed in order of importance based on feedback on boards at event.

Q: What is most important to station design?

- Safe and vibrant.
- Easy to navigate.
- Convenient features.
- Reflect unique community character.
- Spaces for community.
- Welcoming.
- Other ideas included: restrooms, adjacent dense housing, prioritizing walking/biking/bus connections over access for cars.

Q: When you visited other rail stations, what did you like? What could be improved?

- Small businesses.
- Shelter from weather.
- Clean and safe (security staff, cameras, good lighting, clean station, and elevators).
- Each access to and through the station (signalized crosswalks for people walking, quick escalators/elevators, access from multiple areas along the street).
- Greenery.
- Restrooms.

Q: What aspects of neighborhood character should be reflected in the design?

- Native American culture.
- Community / land history / local businesses.
- Neighborhood gathering space (musicians, makers space, gardening).

Q: What is your vision for the area around the station?

- Activities and spaces for children.
- Local businesses.
- Community gathering spaces.
- Easy to navigate and get around.
- Feature natural areas (Longfellow Creek, views of mountains, etc).

4.2.2 Bike and scooter parking

Items are listed in order of importance based on feedback on boards at event.

Q: What would make you more likely to park your bike or scooter at the station?

- More secure facilities (locked door, security guards, etc.)
- Locate parking near the station entrance.
- Space large enough for my cargo bike or child seat/trailer.
- Provide a place to charge my bike or scooter battery.
- Locate parking close to my route.

Q: What type of bike or scooter parking would you prefer?

- Locker.
- Secure Room.
- Racks.

Other bike/scooter feedback:

- Free parking, covered bike areas, and storage in visible areas for additional security.

4.2.3 Other feedback

In no particular order.

- Equitable access to restrooms and water stations.
- Prioritize biking/walking/rolling prioritized over access for cars.
- Opportunities for refugee/immigrant/Black-owned businesses at stations and in planning/building the project.
- Increase availability of middle housing opportunities.
- Integrate businesses in stations (not next to).

4.2.4 Alaska Junction Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the Alaska Junction Station?

- **Potential project #2:** 41st Ave SW between SW Oregon St and SW Edmunds St
- **Potential project #1:** SW Alaska St between 44th Ave SW and SW Fauntleroy Way.
- **Potential project #4:** 42nd Ave SW between SW Oregon St and SW Edmunds St.
- **Potential project #3:** 42nd Ave SW between SW Hanford St and SW Oregon St.



Q: Which design do you like best at the 42nd Ave SW station entrance (potential project #5)?

- Plaza closed to vehicles but allows for emergency vehicles and food trucks.
- Shared street that allows vehicles at low speeds and can be temporarily closed for events.

- A curb less street for people that only allows vehicles for business loading and unloading.

Q: Which elements would you like to see in public spaces near the Alaska Junction Station?

- Lighting.
- Shade or weather protection.
- Landscaping and trees.
- Open space for community gatherings, cultural festivals, food trucks, or farmer's market.
- Public art.
- Parking for bicycles or shared mobility devices like scooters.
- Tables and seating.
- Places for children to play.

Q: Which of the following uses should be prioritized?

- Affordable Housing.
- Rental Housing.
- Ownership Housing.
- Offices.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Shopping (groceries, retail, and household goods).
- Convenience / errands (banks/credit union, pharmacies, and convenience stores).
- Government Services (library, civic and government offices, education).
- Social Services (childcare, health clinic).
- Offices (professional services, offices).
- Recreation (health clubs, gyms, and recreation facilities).

Other feedback about Alaska Junction Station and access

In no particular order.

- Interest in local businesses, food/drink, neighborhood services like daycare, school, pharmacy.
- Interest in bike parking.
- Interest in park/open space.
- Interest in restrooms.

4.2.5 Avalon Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the Avalon Station?

- **Potential project #3:** Fauntleroy Way SW between SW Alaska St and West Seattle Bridge.
- **Potential project #2:** 36th Ave SW Admiral Way and SW Juneau St.

- **Potential project #1:** SW Alaska St between Fauntleroy Way SW to SW 35th St.

Q: What changes to Fauntleroy Way SW would improve for people walking, biking, bussing?

- Safer intersections/easier to cross.
- Close streets near the station to prevent cut-through traffic.
- Landscaping/street trees between cars and people.
- Improved crossing for walking and biking along the greenway on 36th Ave.
- Wider sidewalks.
- Speed reduction cars driving off West Seattle Bridge.
- Spaces to gather near station entrances.

Q: Which elements would you like to see in public spaces near the Avalon Station?

- Landscaping and trees.
- Lighting.
- Public art.
- Shade or weather protection.
- Parking for bicycles or shared mobility devices like scooters.
- Open space for community gatherings, cultural festivals, food trucks, or farmer's market.
- Tables and Chairs or benches.
- Places for children to play.

Q: Which of the following uses should be prioritized?

- Affordable Housing.
- Rental Housing.
- Ownership Housing.
- Offices.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Social Services (childcare, health clinic).
- Convenience/Errands (banks/credit union, pharmacies, and convenience stores).
- Shopping (groceries, retail, and household goods).
- Government Services (library, civic and government offices, education).
- Recreation (health clubs, gyms, and recreation facilities).
- Offices (professional services, offices).

Other feedback

In no particular order.

- Interest in continuous protected bike lanes.
- Mixed opinions about eliminating or keeping Avalon Station.



- Concern about construction closures affecting West Seattle Bridge and nearby streets.
- Concern about vehicle speeds and need for safe pedestrian crossings of Fauntleroy Way SW, interest in pedestrian tunnels or overpasses, interest in making Avalon between Fauntleroy and 35th pedestrian only.
- Interest in restrooms.

4.2.6 Delridge Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the Delridge Station?

- **Potential project #4:** 23rd Ave SW Trail Crossing and Alki Trail.
- **Potential project #1:** 26th Ave SW between SW Genesee St and SW Andover St.
- **Potential project #8:** 23rd Ave SW/22nd Ave SW between Oregon and 21st Ave SW.
- **Potential project #2:** Intersection of SW Andover St and 26th Ave SW.
- **Potential project #7:** SW Genesee St between SW Avalon St and Delridge Way SW.
- **Potential project #10:** SW Graham St with stairway and pedestrian connections between Delridge Way SW and High Point.
- **Potential project #9:** SW Brandon St between 23rd Ave SW and 30th Ave SW.
- **Potential project #3:** SW Yancy St between 28th Ave SW and 26th Ave SE.
- **Potential project #6:** SW Andover St between SW Avalon St and West Seattle Bridge.
- **Potential project #5:** SW Andover St between Delridge Way SW and 21st Ave SW.

Q: Which of the following uses should be prioritized?

- Affordable Housing.
- Rental Housing.
- Ownership Housing.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Shopping (groceries, retail, and household goods).
- Social Services (childcare, health clinic).
- Convenience/errands (banks/credit union, pharmacies, and convenience stores).
- Recreation (health clubs, gyms, and recreation facilities).
- Government Services (library, civic and government offices, education).
- Offices (professional services, offices).

Q: What kinds of uses and activities would you like to see at the public plaza?

- Plenty of bicycle racks or places to park small mobility devices like scooters.
- Landscaping and trees.
- Small-scale but permanent structures containing retail or food and beverage uses.
- Public art installation.
- Community information kiosk.
- Open space for community gatherings, cultural festivals, food trucks, or farmer's market.
- Small merchant kiosk or food trucks.
- Places to sit and watch the world go by.
- Tables and chairs to enjoy food/drink and conversation.

- Temporary shading or weather protection structures.

Other feedback about Delridge Station and access

In no particular order.

- Interest in making the Delridge Station a vibrant place (visual design, inviting, iconic, gathering space).
- Interest in prioritizing neighborhood businesses inside the station as well as near the station (mentions of existing neighborhood businesses like health club, child care, music venue, deli, fresh food options including grocery store, etc.)
- Interest in restrooms.

4.2.7 SODO Station

Items are listed in order of importance based on feedback on boards at event.

Q: What projects would make it easier for you to get to/from the SODO Station?

One potential access project was presented for SODO station at S. Lander St between 6th Ave S and Airport Way S. The improvements include expanded sidewalks to make them accessible for people walking and improve bike connections.

Q: Which of the following uses should be prioritized?

- Incubator or accelerator spaces for startup maker firms.
- Technology offices with production facilities.
- Brewery or Laboratories.
- Food production or commissary.
- Light Industrial.
- Fabrication Laboratories.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

- Food and drink (restaurants, bars, and cafes).
- Services and Errands (day care, clinics, pharmacies, and convenience stores).
- Shopping (groceries, retail, and household goods).
- Social Services/Government Services (library, civic and government offices, education).
- Recreation (health clubs, gyms, and recreation facilities).
- Offices (professional services, offices).

Other feedback

In no particular order

- Interest in restrooms.
- Interest in more housing and increased zoning height near station.
- Increased safety at station with better lighting, visibility, more people using the station.
- Interest in easy transfers between lines and getting to the station.

4.3 What we heard: SODO Station Planning Drop-in Nov. 29, 2023

The SODO Station Planning event was focused on the SODO community and hosted in collaboration with the SODO BIA. General feedback from this small event is noted below.



4.3.1 SODO Station – Improving access to the station

- Interest in improving bike and pedestrian connections, including protected bike lanes on Airport Way S and other SODO streets, and more sidewalks throughout SODO.
- Interest in additional protected drop-off zones at the station.
- Concern about lack of neighborhood parking in general.
- Interest in additional signals or signal changes, including signal at 6th Ave and bus loop at new station, and signal timing / no turn on reds at 4th Ave S and S Lander St.

Other feedback

- Improvements to ability to travel east to west in SODO.
- Interest in increased building height limits in SODO.
- Interest in improving the first/last mile connection around SODO station.
- Concern about construction road closures for freight movement and neighborhood traffic, including with planned overpasses.
- Interest in trees and other greenery.

5 FOCUS GROUPS

5.1 Focus Groups Overview

Sound Transit worked with Community Liaisons to host two in-language focus groups in December 2023. At these sessions the project team shared information about WSLE stations and gathered feedback. The first focus group was hosted in Vietnamese and the second focus group was hosted in Somali and other East African languages. Each focus group participant was compensated for their time. A focus group for in Spanish was planned but was not held because of scheduling difficulties.

5.2 What we heard: focus group #1

Participants in this focus group were primarily interested in utilizing the Delridge station in future and would access the station by taking the bus or drop-off.



5.2.1 Station design feedback

- Interest in open space, greenery, good lighting, seating areas, and art / celebrating community culture in and around the stations.
- Interest in providing restrooms at stations.
- Interest in businesses and services (convenience or grab-and-go items to serve transit riders) as well as community gathering spaces at stations.
- Interest in excellent wayfinding and signage, in multiple languages and pictograms.
- Increased safety measures in and around stations, and the ability to alert others in the event of emergency (i.e. security buttons/lights).
- Prioritize accessibility with station design, including easy to navigate stations and easy bus transfers, and easy to see drop-off zones.
- Inquiries about car parking near the station.
- Interest in development that would provide activity around station at all hours of day and night, to increase presence of people and feeling of safety.

5.2.2 Bike/scooter parking at stations

- Would like to see a similar storage like University District Station.

5.2.3 Alaska Junction Station – Improving access to the station

- Interest in pedestrian improvements including wider sidewalks, visible crosswalks with traffic signals, and easy to see entrances to the station.
- Speed management devices on roadways like raised bumps or raised crosswalks.
- Interest in more bike lanes.
- Interest in more frequent bus service to station.

5.2.4 Alaska Junction Station – Uses, businesses, and services

- Affordable housing.

- Entertainment.
- Healthcare.
- Community center or community gathering space.
- Grocery store, convenience store, and food and drink options.
- Childcare.

5.2.5 Avalon Station – Improving access to the station

- Interest in pedestrian improvements including wider sidewalks, visible crosswalks with traffic signals, and pedestrian skybridges or tunnels.
- Interest in lower traffic speeds.
- Interest in more bike lanes.
- Interest in more frequent bus service to station.

5.2.6 Avalon Station – Uses, businesses, and services

- Affordable housing.
- Offices.
- Park / playground.
- Community center.
- Grocery store and food and drink options.

5.2.7 Delridge Station – Improving access to the station

- Interest in pedestrian improvements including wider sidewalks and more visible crosswalks with traffic signals, and more sidewalk space at bus stops.
- Increase frequency of bus service to reduce wait time for transfers from bus to light rail.
- Interest in improving traffic flow on Delridge Way SW as well as interest in slowing down vehicle speeds.

5.2.8 Delridge Station – Uses, businesses, and services

- Community center or other community gathering spaces.
- Affordable housing.
- Healthcare.
- Paid parking near the station.
- Shopping, grocery stores, and food and drink options.
- Childcare.

5.2.9 Delridge Station – Uses and activities as part of the Delridge plaza space

- Gardens, especially trees to provide shade.
- Tables and benches.
- Gathering spaces including community center, playground, and performance space.
- Transit information kiosks.

5.3 What we heard: focus group #2

Participants in this focus group showed most interest in utilizing Avalon Station, with the next interest being Alaska Junction station, with primary access to stations being by bus or drop-off.



5.3.1 Station design feedback

- Interest in providing restrooms at stations.
- Increased safety measures, including lighting and staff to assist passengers.
- Interest in excellent wayfinding and signage, in multiple languages and pictograms.
- Interest in easy bus transfers and close drop-off areas to make getting to the station easy.
- Interest in cultural inclusivity in station designs and on trains.
- Interest in every station including a youth center or youth-focused space.
- Interest in having a community marketplace near each station with small shops.
- Interest in parking at all stations.

5.3.2 Bike/scooter parking at stations

- Bike facilities should be close to the station entrances.

5.3.3 Alaska Junction Station – Improving access to the station

- Interest in pedestrian improvements including wide sidewalks and good lighting.
- Interest in clear signage in multiple languages.

5.3.4 Alaska Junction Station – Uses, businesses, and services

- Affordable housing.
- Healthcare.
- Grocery and café/convenience store.
- Community center or community gathering space.

5.3.5 Avalon Station – Improving access to the station

- Interest in pedestrian safety including wide sidewalk, well-marked crosswalks, and slower traffic speeds.
- Interest in good lighting.
- Interest in signage in multiple languages.

5.3.6 Avalon Station – Uses, businesses, and services

- Affordable housing.
- Grocery store (to provide fresh food options).
- Community center and cultural center.
- Healthcare.
- Library.
- Interest in central plaza with businesses, services, and culturally relevant art.

5.3.7 Delridge Station – Improving access to the station

- Interest in pedestrian safety and slower traffic speeds.
- Interest in highly visible signage.

5.3.8 Delridge Station – Uses, businesses, and services

- Community center with additional amenities – like a YMCA.
- Affordable housing.
- Large apartment units with 3+ bedrooms for families.
- Senior housing with parking.
- Easy and accessible parking.
- Grocery/convenience stores, café, and culturally relevant “to-go” restaurants (no chains).
- Faith centers.



6 BRIEFINGS

6.1 Briefings Overview

Sound Transit met with seven community groups and organizations to share information about WSLE stations and to gather feedback. Community briefings also provided a chance to advertise the station planning engagement survey if people were interested in sharing additional feedback. Community briefings were held both in-person and virtually.

Date	Organization
Nov. 15, 2023	West Seattle High School Earth Club
Nov. 20, 2023	Delridge Neighborhood Development Association
Nov. 30, 2023	West Seattle Transportation Coalition
Dec. 5, 2023	South Seattle College
Jan. 2, 2024	West Seattle Bike Connections
Jan. 3, 2024	District 1 Community Network
Unable to meet; shared feedback via email	White Center Community Development Association
Feb. 1, 2024	HPAC: Highland Park (South Delridge, Riverview) Action Coalition

6.2 What we heard: Briefings

6.2.1 Station design feedback

- For Delridge Station, including references to acknowledge Longfellow Creek and other natural areas near the station as part of station design; acknowledge ecology in placemaking at station.
- Maintain tree coverage (minimize trees removed and add more near stations), more greenery at stations.
- Lots of interest in providing restrooms at stations.
- Interest in excellent wayfinding and signage that makes it easy to navigate to and through station.
- Businesses and services (convenience or grab-and-go items to serve transit riders).
- Good lighting.
- Interest in safety at stations, including staff to answer questions at the station.
- Appreciation for the direct bus to light rail connections as part of current station design.
- Art at stations to reflect neighborhood.
- Seating areas.

6.2.2 Bike/scooter parking at stations

- Preference for a variety of sizes/types of bike parking.
- Bike room would be preferred, especially if staffed.
- Larger locker spaces to fit cargo bikes.
- Electric bicycle charging station at stations.
- Visibility with lights and windows in bike storage.

6.2.3 Alaska Junction Station – Improving access to the station

- Interest in slowing down traffic / minimizing traffic on 42nd Avenue SW
- Including 44th Ave SW as a new potential access project.

6.2.4 Avalon Station – Improving access to the station

- Improve pedestrian crossings across Fauntleroy Way SW.
- Prioritize Fauntleroy Boulevard projects, especially the option to create a dedicated bike lane.
- Interest in pedestrian-only streets nearby.
- Concern about increase in car traffic.
- Concern about bus stops creating bottleneck from bridge traffic when it is heavy.

6.2.5 Delridge Station – Improving access to the station

- Better lighting, better visibility, reducing overgrown vegetation on SW Genesee Street staircase (to east of station area).
- Improve connections from High Point.
- Improve connections to South Seattle College, through additional and more frequent bus service or shuttles.
- Increase frequency of bus service.
- Better bus connections to White Center residential areas (many residents chose to drive because it is more convenient).
- Add bike crossings at new signals and pedestrian crossings.
- Concern about drop-off zone location adding car traffic on the 26th Avenue greenway.
- Improving access for people that live farther south and will use buses to reach this station.

6.2.6 SODO Station and access feedback

- Address the challenges that pedestrians and bicyclists have when crossing 4th Avenue.
- Provide a bicycle connection to Georgetown.

6.2.7 Delridge Station – Uses, businesses, and services

- Affordable housing.
- Grocery store (to provide fresh food options).
- Childcare.
- Arts, culture, music space, with priority for youth activities.
- Food and drink options.

6.2.8 Delridge Station – Uses and activities as part of the Delridge plaza space

- Adjacent plaza-level business should support/compliment the plaza space (relevant activities between business and plaza like café seating).
- Live music opportunities, space for buskers.
- Water feature or other elements to acknowledge Longfellow Creek nearby.
- Food truck space.
- Maintaining commercial uses here to serve the community.

7 TABLING EVENTS



The project team participated in four tabling events to share information about the West Seattle Link Extension stations and gather feedback about station planning. Events were staffed by both Community Liaisons and project team members who provided materials including maps showing potential projects to improve access to the stations and general information about the West Seattle Link Extension Project. Attendees were able to provide feedback on what they like to see at the station including future development ideas.

Date	Event	Attendees
Nov. 4, 2023	Dia de los Muertos	70
Nov. 19, 2023	Delridge Library Tabling	5
Dec. 9, 2023	Hope Central Clinic at Rainier Beach Community Center Tabling	40
Dec. 12, 2023	West Seattle Food Bank Tabling	25

What we heard:

- Interest in restroom facilities at the station / access to restrooms.
- Seating by the platform.
- Bus stops and increased bus frequency near stations for easy transfers.
- Concern about potential rent increases following construction of stations.
- Increased lighting in and around station including blinking lights to nearby crosswalks.
- Bicycle facilities.
- Inquiries about car parking around the station.
- Passenger amenities such as convenience stores and cash machines.

8 EMAIL FEEDBACK

We received four emails from the community through the WSLE project inbox during the station planning engagement period. Two of the comments from the inbox were concerned about business and environmental impacts to the neighborhood. One email noted the opportunity for the West Seattle golf course to be used as pedestrian and bicycle connection. While there was not a common theme of feedback that arose from the inbox, three of the four emails indicated that they took the online survey as well.

9 SURVEY

9.1 Survey Overview

Sound Transit in collaboration with the City of Seattle conducted a survey between Oct. 25 and Dec. 20, 2023. Respondents selected their station of primary use and which stations they would like to provide feedback on. Respondents answered questions about how they would access the station, potential projects to improve access, transit-oriented development (TOD) preferences, and what station design features were most important to them.

The survey was available in five languages:

- **English:** 1,220 completed surveys / 918 partially completed surveys / 57% completion rate
- **Spanish:** 4 completed surveys / 17 partially completed / 19% completion rate
- **Vietnamese:** 7 completed surveys / 15 partially completed / 31.8% completion rate
- **Simplified Chinese:** 0 completed surveys / 2 partially completed
- **Traditional Chinese:** 1 completed survey

Number of survey interactions by station area:

Station	Primary Station Respondents	Total Partially Completed Surveys*	Total Completed Surveys
Alaska Junction	47.6% (965 respondents)	632	847
Avalon	12.8% (259 respondents)	431	566
Delridge	24% (487 respondents)	503	571
SODO	8.2% (166 respondents)	365	407
7.4% of respondents selected the option "none of the above"			

**Partially completed survey responses are reflected in results to the point the respondent exits the survey.*

9.2 Station Design

Q: Which of the following station features do you think are most important to the station design? (Select up to 3)

Value	Percent		Responses
The station feels safe and vibrant	78.4%		1,593
It is easy to get to and move through the station including with wheelchairs, stroller, etc.	62.9%		1,278
The station is welcoming with quality materials, lighting, and artwork	38.2%		776
The station or station area includes community-enhancing spaces	25.1%		510
The station design reflects the unique neighborhood character	22.6%		460
There are conveniences such as vending machines, outlets to charge devices, benches, etc.	16.2%		329
Other - Write In (Required) (click to view)	14.4%		292

Top three design preferences by station area:

Alaska Junction	Avalon	Delridge	SODO
1. Safe and vibrant	1. Safe and vibrant	1. Safe and vibrant	1. Safe and vibrant
2. Easy to get through and move through	2. Easy to get through and move through	2. Easy to get through and move through	2. Easy to get through and move through
3. Welcoming with quality materials	3. Welcoming with quality materials	3. Welcoming with quality materials	3. Welcoming with quality materials

Themes from write-in responses on station design priorities include:

- Interest in amenities such as restrooms and bicycle storage/parking.
- Desire for easy access to the street and to other forms of transit.
- Desire for reliable escalators and elevators and simple paths to navigate.
- Minimal impacts to the surrounding neighborhood and displacements. Some asked for small footprint stations or stations underground.
- Safety at the station including having the station being staffed, installing security cameras, installing turnstiles to keep people out of the station who are not taking transit, and lighting in and around the station.
- Station safety and cleanliness.
- Prioritizing TOD with small convenience stores, cafes, or vending machines both in and near the station.
- Concern about the project staying within budget and schedule.
- Some opposition to the construction of stations in West Seattle.
- Inquiries about parking for cars.

9.3 Station Access

Q: How would you likely get to the station? (select up to three)

Access modes by station area*:

Alaska Junction	Avalon	Delridge	SODO
1. Walk (62.2%)	1. Walk (52.3%)	1. Transit (53.6%)	1. Transit (55.3%)
2. Transit (45%)	2. Transit (45.3%)	2. Walk (44.2%)	2. Walk (33.3%)
3. Personal or shared bike or scooter (35.3%)	3. Personal or shared bike or scooter (36.7%)	3. Personal or shared bike or scooter (41.7%)	3. Personal or shared bike or scooter (30.4%)
4. Get a ride from someone they know (22.1%)	4. Get a ride from someone they know (23%)	4. Get a ride from someone they know (25.1%)	4. Get a ride from someone they know (19.1%)
5. Shared bike or scooter (8.6%)	5. Shared bike or scooter (8.8%)	5. Shared bike or scooter (9.6%)	5. Rideshare (14.9%)
6. Rideshare (7.1%)	6. Rideshare (8.2%)	6. Rideshare (9.5%)	6. Shared bike or scooter (6%)
7. Personal mobility device (3.1%)	7. Personal mobility device (4.1%)	7. Personal mobility device (3.5%)	7. Personal mobility device (3.5%)

Driving and parking near the station was not provided as a choice in the survey, but many respondents indicated it would be their access method in the write-in box attached to the question.

Q: Are you more likely to park your bike or scooter at the station or take it with you on the train?

	Alaska Junction	Avalon	Delridge	SODO
I would park my bike or scooter at the station	34.8% (73)	32.2% (19)	33.6% (40)	23.3% (7)
I would bring my bike or scooter on the train	65.2% (137)	67.8% (40)	66.4% (79)	76.7% (23)

Q: When you think about riding your personal bike or scooter to the station, how often would you leave it for over 4 hours?

	Alaska Junction	Avalon	Delridge	SODO
Every other week	46.4% (26)	30.8% (4)	39.1% (9)	20.0% (1)
Every week	17.9% (10)	38.5% (5)	26.1% (6)	0
Several times a week	35.7% (20)	30.8% (4)	34.8% (8)	80.0% (4)

Q: When you think about riding your personal bike or scooter to the station, how often would you leave it for less than 4 hours?

	Alaska Junction	Avalon	Delridge	SODO
Every other week	64.3% (36)	66.7% (8)	66.7% (14)	20.0% (1)
Every week	21.4% (12)	33.3% (4)	14.3% (3)	40.0% (2)
Several times a week	14.3% (8)	0	19.0% (4)	40.0% (2)

Q: What type of bike or scooter parking would you prefer?

	Alaska Junction	Avalon	Delridge	SODO
Locker	44.6% (25)	61.5% (8)	34.8% (8)	40.0% (2)
Secure room	26.8% (15)	30.8% (4)	34.8% (8)	60.0% (3)
Racks	28.6% (16)	7.7% (1)	30.4% (7)	0

Q: What would make you more likely to park your personal bike or scooter at the station?

	Alaska Junction	Avalon	Delridge	SODO
More secure facilities (locked door, security guards, etc...)	72.7% (72)	70.0% (21)	79.2% (42)	78.9% (15)
Locating parking near the station	6.1% (6)	3.3% (1)	9.4% (5)	5.3% (1)
Space large enough for my cargo bike or child seat/trailer	4.0% (4)	6.7% (2)	1.9% (1)	10.5% (2)
Locating parking close to my route	2.0% (2)	3.3% (1)	0	0
Providing a place to charge my bike or scooter battery	2.0% (2)	0	0	5.3% (1)
Other (write-in)	13.1% (13)	16.7% (5)	9.4% (5)	0

Q: What is the primary purpose for the shared bike or scooter share when starting or ending a trip at a light rail station?

	Alaska Junction	Avalon	Delridge	SODO
Going to events (sports games, concerts, etc)	36.8% (35)	38.3% (18)	32.7% (17)	40.9% (9)
Commuting to/from work or school	34.7% (33)	31.9% (15)	32.7% (17)	18.2% (4)
Going to restaurants or bars	21.1% (20)	10.6% (5)	25.0% (13)	27.3% (6)
Sightseeing	3.2% (3)	12.8% (6)	1.9% (1)	9.1% (2)
Other (write-in)	4.2% (4)	6.4% (3)	7.7% (4)	4.5% (1)

Q: Which of the following are important when deciding to use a bike or scooter share when starting or ending a trip at a light rail station?

	Alaska Junction	Avalon	Delridge	SODO
If there is one available close by when I exit the station	35.1% (33)	37.0% (17)	37.7% (20)	22.7% (5)
If there are good bike facilities (i.e. bike lanes) along my route	27.7% (26)	26.1% (12)	32.1% (17)	50.0% (11)
It is the fastest or cheapest option	19.1% (19)	17.4% (8)	17.0% (9)	22.7% (5)
If I can park it near the station entrance before getting on the train	14.9% (14)	19.6% (9)	11.3% (6)	4.5% (1)
Other (write-in)	3.2% (3)	0	1.9% (1)	0

Q: How often would you choose to take a shared bike or scooter instead of your personal bike or scooter?

	Alaska Junction	Avalon	Delridge	SODO
Never	4.3% (2)	16.7% (3)	7.1% (1)	0
Every other week	65.2% (30)	38.9% (7)	78.6% (11)	50.0% (2)
Every week	21.7% (10)	27.8% (5)	7.1% (1)	50.0% (2)
Several times a week	8.7% (4)	16.7% (3)	7.1% (1)	0

9.4 Improving Access to Future Stations

Respondents were asked to assess potential projects around each future station area to improve access. These proposed projects in collaboration with the City of Seattle could improve getting to and from the station by walking, rolling, biking and transit. Projects are described in detail throughout the section below.

9.4.1 Alaska Junction Station Potential Projects

Alaska Junction potential projects interest/support ranking at-a-glance:

Rank	Potential project	Percentage that agree or strongly agree
1	1	74.7%
2	4	70.6%
3	3	61.5%
Rank	Potential project	Percentage that disagree or strongly disagree
1	1	10.7%
2	4	11.3%
3	3	14.9%
*Potential project 2, 5 and 6 did not utilize a Likert scale ranking answer structure.		

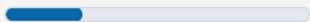
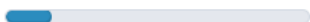
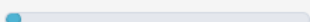
9.4.1.1 Alaska Junction Potential Project 1

Location: SW Alaska St between 44th Ave SW and SW Fauntleroy Way

Provide features to support access to frequent transit, including:

- Wider sidewalks.
- A planted space between the sidewalk and roadway to provide a buffer between pedestrians and cars.
- Protected bike lanes in both directions.
- Attractive sidewalk lighting.

Q: Would this project make it easier to get to and from the station?

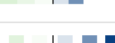
Value	Percent		Responses
Strongly agree	50.0%		621
Somewhat agree	24.7%		307
Neutral	14.6%		182
Somewhat disagree	4.9%		61
Strongly disagree	5.8%		72
Totals: 1,243			

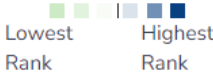
9.4.1.2 Alaska Junction Potential Project 2

Location: SW Alaska St

This is a key corridor for people accessing the Alaska Junction station. The City of Seattle is considering designs for the street to prioritize buses and bus stops, bike lanes, and sidewalks to improve connections for people getting to and from the station.

Q: What features are most important to make the street feel comfortable? (Rank in order of priority)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Wide bus stops and waiting areas with seating, lighting, and weather protection	1		3,348	925
Landscaped buffers with street trees between people walking and biking and vehicles	2		2,949	878
Short crossing distances to improve the visibility of pedestrians crossing the street	3		2,935	863
Fully separated, raised, and wider bike lanes	4		2,372	828
Stop signs or signals at every intersection	5		2,106	830

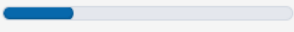
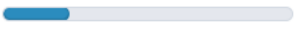
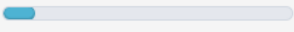
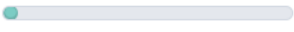

 Lowest Rank Highest Rank

9.4.1.3 Alaska Junction Potential Project 3

Location: 42nd Ave SW between SW Hanford St and SW Oregon St

Extend the existing Neighborhood Greenway to Admiral District by creating an all ages and abilities biking and walking route on streets with fewer cars.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	37.5%	 425
Somewhat agree	24.0%	 272
Neutral	22.9%	 260
Strongly disagree	10.7%	 121
Somewhat disagree	4.9%	 56
Totals: 1,134		

9.4.1.4 Alaska Junction Potential Project 4

Location: 42nd Ave SW between SW Oregon St and SW Edmunds St

Enhance the Neighborhood Greenway by:

- Providing gathering space at popular locations.
- Wider sidewalks.
- A planted space between the sidewalk and roadway to provide a buffer between pedestrians and cars.
- Protected bike lanes where there are more/larger vehicles.
- Attractive sidewalk lighting.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	42.9%		477
Somewhat agree	27.2%		302
Neutral	18.5%		206
Somewhat disagree	4.2%		47
Strongly disagree	7.1%		79

Totals: 1,111

9.4.1.5 Alaska Junction Potential Project 5

Location: The Alaska Junction station entrance at 42nd Ave SW and SW Alaska St

Community feedback heard so far notes how this entrance is a gateway to the neighborhood and the importance of creating a welcoming space that reflects the identity of West Seattle.

Q: What design concepts for this section of 42nd Ave SW at the station entrance is most important to explore further?

Value	Percent		Responses
A plaza that is closed to cars but allows emergency vehicles or food trucks to enter the space	59.1%		586
A shared slow space that lowers car speeds and volumes and allows the street to serve as a gathering space for occasional events	39.6%		392
A curbless space for people that can allow business loading and unloading	18.2%		180
Other - Write In (Required). (click to view)	10.2%		101

We received 101 write-in responses with key themes summarized below:

- Concerns about traffic congestion; people were interested in all roads around the station to remain open to cars.
Interest in pedestrian safety features such as crosswalks.
- Feedback about station design including many people wanting the station to be fully underground and include other features like public bathrooms and good signage.
- Desire to preserve existing businesses and access to them, as well as promoting future business around the station.
- Some desire the station area to be car-free.
- Ample connections and transfers to buses and other modes of transportation.
- Some opposed the construction of the station.
- Inquiries for car parking around the station for people riding the light rail and for surrounding businesses.

Q: As you think about public space near the Alaska Junction station and the role it could play in your community and daily life, what kinds of elements would you like to see there? (Pick your top 3)

Value	Percent		Responses
Open plaza space for community gatherings, cultural festivals, food trucks, or farmer's market	59.0%		582
Landscaping, like shade trees or native shrubs	58.9%		581
Structures that provide shade or weather protection	43.1%		425
Bicycle racks or places to park shared mobility devices like scooters	29.9%		295
Tables and chairs, or benches	25.1%		248
Public art	21.4%		211
Decorative lighting	19.6%		193
Places and features for young children to play on	10.3%		102
Other - Write In (Required) (click to view)	7.5%		74

We received 74 write-in responses with key themes summarized below:

- Requests for security in the area through security personnel and cameras.
- Interest in making the station attractive, planting trees, and having wide sidewalks.
- Some desire for car-free design aspects.
- Requests for restrooms.
- Interest in access to other forms of transit and easy connections close to the station.
- Concerns about unhoused people and drug users in the area.
- Some opposed the station being built.
- Inquiries for car parking around the station

9.4.1.6 Alaska Junction Potential Project 6

Location: The two blocks of 41st Ave SW between SW Oregon St and SW Edmunds St.

Q: What features are most important to consider in the redesign of 41st Ave SW? (select up to three)

Value	Percent		Responses
Generous sidewalks with places to wait comfortably for your ride, including places to sit with weather protection	72.3%		719
Pedestrian scale lighting	46.4%		462
Significant park-like landscaping with seating	45.4%		452
Features, like curb bulbs, that help slow down the speed of people driving	40.2%		400
Flexible spaces for gathering or pedestrian activity	26.4%		263
Priority curb space for service and delivery	13.7%		136
<u>Other - Write In (Required) (click to view)</u>	7.9%		79

Q: Are there other ideas you have that would help you feel safer and more confident in getting to the Alaska Junction station by walking, rolling, biking or taking transit?

We received 225 write-in responses with key themes summarized below:

- Reduce cars and increase safety for pedestrians and bicycle riders.
- Interest in traffic calming measures such as curb cuts, speed humps, narrower roads, and lower speed limits for cars.
- Interest in car-free zones or areas where the majority of cars are not allowed.
- Increased security including more personnel, cameras, and emergency call buttons.
- Increased bike infrastructure around the station. People asked for separate and protected bike lanes, a larger bike network, and safe bike storage at the station.
- Prioritizing pedestrian safety including crosswalks around the station, raised crosswalks, flashing beacons at crosswalks, and wider sidewalks.
- Increased bus service as well as easy transfers at the station.
- Ample lighting in and around the station.
- Convenient drop-off zones.
- Good signage that extends a few blocks around the station.
- Some opposed to the construction of the station.
- Inquiries about car parking near the station.

9.4.2 Avalon Station Potential Projects

Avalon potential projects interest/support ranking at-a-glance:

Rank	Potential project	Percentage that agree or strongly agree
1	3	73%
2	2	71.2%
3	1	59.2%
Rank	Potential project	Percentage that disagree or strongly disagree
1	2	12.3%
2	3	16.3%
3	1	20.1%

9.4.2.1 Avalon Potential Project 1

Location: SW Alaska St between Fauntleroy Way SW to SW 35th St

Upgrading existing bike lanes to protected bike lanes for enhanced safety and comfort.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	37.5%		237
Somewhat agree	21.7%		137
Neutral	20.7%		131
Somewhat disagree	7.1%		45
Strongly disagree	13.0%		82

Totals: 632

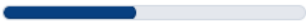
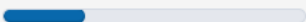
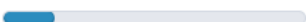
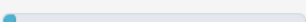
9.4.2.2 Avalon Potential Project 2

Location: 36th Ave SW between SW Admiral Way and SW Juneau St.

Upgrade Neighborhood Greenway within the West Seattle Junction Triangle by:

- Improving the crossing of Fauntleroy Way.
- Extending to the neighborhoods to the north and south.

Q: Would this project make it easier to get to and from the station?

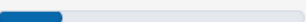
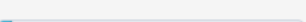
Value	Percent		Responses
Strongly agree	44.3%		277
Somewhat agree	26.9%		168
Neutral	16.5%		103
Somewhat disagree	3.8%		24
Strongly disagree	8.5%		53
Totals: 625			

9.4.2.3 Avalon Potential Project 3

Location: Fauntleroy Way SW between SW Alaska St and West Seattle Bridge

- Traffic calming.
- Protected bike lanes Improve crossing of the Neighborhood Greenway at 36th Ave SW.
- More pedestrian crossings.
- Wider sidewalks.
- Landscaping areas between the sidewalk and roadway.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	52.3%		318
Somewhat agree	20.7%		126
Neutral	10.7%		65
Somewhat disagree	5.1%		31
Strongly disagree	11.2%		68
Totals: 608			

Q: The City of Seattle is considering designs for Fauntleroy Way SW and nearby streets to improve connections and access for people walking, biking, and taking the bus. How can the City of Seattle make this connection to the station more comfortable by calming traffic and prioritizing pedestrians? Rank in order of priority.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Simplify intersections along Fauntleroy Way to make them safer and easier to cross	1		2,187	385
Provide landscaped buffers with street trees between people walking and biking and vehicles	2		1,689	358
Create a more seamless crossing for people walking and biking along the neighborhood greenway on 36th Ave SW	3		1,634	352
Widen sidewalks along Fauntleroy Way	4		1,477	326
Reduce the speed and volumes of people driving off the West Seattle Bridge and 35th Ave SW	5		1,281	311
Lower volumes on neighborhood greenways and prevent cut-through traffic through designs that close intersections to people driving	6		1,143	315
Create spaces for people to gather at or adjacent to station entrances	7		813	302

Lowest Rank
Highest Rank

Q: As you think about public space near the Avalon station and the role it could play in your community and daily life, what kinds of elements would you like to see there? (select your top 3)

Value	Percent		Responses
Landscaping, like shade trees or native shrubs	59.1%		249
Structures that provide shade or weather protection	54.4%		229
Bicycle racks or places to park shared mobility devices like scooters	38.5%		162
Open plaza space for community gatherings, cultural festivals, food trucks, or farmer's market	31.4%		132
Public art	24.0%		101
Tables and chairs, or benches	21.1%		89
Decorative lighting	21.1%		89
Other - Write In (Required) (click to view)	11.6%		49
Places and features for young children to play on	7.6%		32

Q: Are there other ideas you have that would help you feel safer and more confident in getting to the station by walking, rolling, biking, or taking transit?

We received 110 write-in responses with key themes summarized below:

- Prioritize pedestrian and bicycle safety with features such as wider sidewalks, raised crosswalks, and protected bike lanes.
- Interest in traffic calming, specifically calling for lower speed limits for cars.
- Continuation of SDOT's Fauntleroy Boulevard project.
- Security measures including personnel, cameras, lighting, and emergency call buttons.
- More frequent transit service and easy connections.
- Some expressing opposition to the station.

9.4.3 Delridge Potential Projects

Delridge potential projects Interest/support ranking at-a-glance:

Rank	Potential project	Percentage that agree or strongly agree
1	4	82.9%
2	8	72.9%
3	3	69.9%
4	1	69.1%
5	7	68.6%
6	5	68.3%
7	10	66.6%
8	6	65%
9	9	63.7%
Rank	Potential project	Percentage that disagree or strongly disagree
1	4	7.5%
2	8	8.5%
3	3 & 10	8.9%
4	5	10.6%
5	9	11.4%
5	6	11.6%
7	1 & 7	12.7%
Potential project 2 did not utilize a Likert scale ranking answer structure so project feedback is reflected below:		

9.4.3.1 Delridge Potential Project 1

Location: 26th St SW between SW Genessee St and SW Andover St

- Upgrade existing Neighborhood Greenway, including:
- Protected bike lanes where more vehicles are present.
- Traffic calming features Improved ADA ramps.
- Improve crossing of SW Genessee St.

Q: Would this project make it easier to get to and from the station?

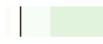
Value	Percent		Responses
Strongly agree	46.5%		301
Somewhat agree	22.6%		146
Neutral	18.2%		118
Somewhat disagree	5.4%		35
Strongly disagree	7.3%		47
Totals: 647			

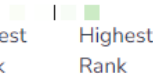
9.4.3.2 Delridge Potential Project 2

Location: The intersection of SW Andover St and 26th Ave SW

Improve this key connection for people walking and biking from the neighborhood to the station.

Q: How can the City of Seattle make this connection to the station more comfortable by calming traffic and prioritizing pedestrians? Rank in order of priority.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Create a seamless pedestrian connection across the intersection of SW Andover St and 26th Ave SW with a raised intersection or curbless design	1		1,728	512
Improve the trail connection across Longfellow Creek at SW Yancy St	2		1,246	489
Lower vehicle volumes to keep people walking and biking along the neighborhood greenway safer by limiting traffic on 26th Ave SW	3		1,159	458
Create connections or art under light rail structures	4		881	468


 Lowest Rank Highest Rank

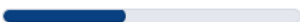
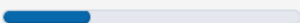
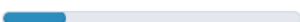
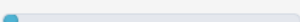
9.4.3.3 Delridge Potential Project 3

Location: SW Yancy St between 28th Ave SW and 26th Ave SW

Improve walking and biking connections over Longfellow Creek by:

- Wider, paved surface and ADA ramps.
- Attractive lighting.
- Rainwater management.
- Directional signs.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	40.8%		164
Somewhat agree	29.1%		117
Neutral	21.1%		85
Somewhat disagree	4.7%		19
Strongly disagree	4.2%		17

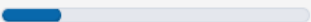
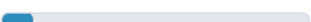
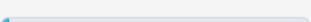
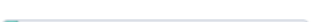
Totals: 402

9.4.3.4 Delridge Potential Project 4

Location: 23rd Ave SW Trail Crossing and Alki Trail

Provide a safer and more intuitive trail crossing.

Q: Would this project make it easier to get to and from the station?

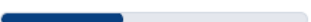
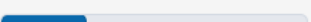
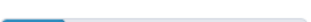
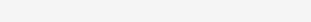
Value	Percent		Responses
Strongly agree	64.2%		391
Somewhat agree	18.7%		114
Neutral	9.5%		58
Somewhat disagree	1.8%		11
Strongly disagree	5.7%		35
Totals: 609			

9.4.3.5 Delridge Potential Project 5

Location: SW Andover St between Delridge Way SW and 21st Ave SW

Connect to 21st Ave SW Neighborhood Greenway by extending the multiuse trail on north side of SW Andover Street.

Q: Would this project make it easier to get to and from the station?

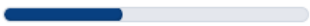
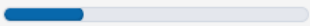
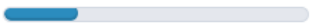
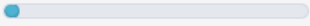
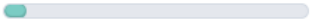
Value	Percent		Responses
Strongly agree	40.2%		242
Somewhat agree	28.1%		169
Neutral	21.1%		127
Somewhat disagree	4.5%		27
Strongly disagree	6.1%		37
Totals: 602			

9.4.3.6 Delridge Potential Project 6

Location: SW Andover St between SW Avalon St and West Seattle Bridge

Improve neighborhood connection to the pedestrian bridge by: Providing new and/or improved sidewalks, directional signage, and ADA ramps.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	39.1%		233
Somewhat agree	25.8%		154
Neutral	23.5%		140
Somewhat disagree	4.7%		28
Strongly disagree	6.9%		41
			Totals: 596

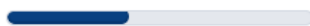
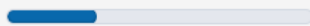
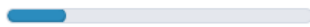
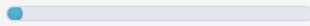
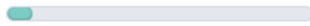
9.4.3.7 Delridge Potential Project 7

Location: SW Genesee St between SW Avalon St and Delridge Way SW

Improve neighborhood connections by:

- Widening sidewalks Improving transit stops.
- Improving plantings and streetscape elements.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	39.5%		236
Somewhat agree	29.1%		174
Neutral	18.6%		111
Somewhat disagree	4.7%		28
Strongly disagree	8.0%		48
			Totals: 597

9.4.3.8 Delridge Potential Project 8

Location: 23rd Ave SW/22nd Ave SW between Oregon and 21st Ave SW

Improve neighborhood connections: Provide a multiuse trail (wide sidewalk) for better bike and pedestrian access to Delridge Way SW Improve bus stops where feasible.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	48.1%		287
Somewhat agree	24.8%		148
Neutral	18.6%		111
Somewhat disagree	2.8%		17
Strongly disagree	5.7%		34
			Totals: 597

9.4.3.9 Delridge Potential Project 9

Location: SW Brandon St between 23rd Ave SW and 30th Ave SW

Improve neighborhood connections:

- Provide a multiuse trail or sidewalks.
- Improve drainage along SW Brandon Street.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	39.1%		232
Somewhat agree	24.6%		146
Neutral	24.9%		148
Somewhat disagree	4.7%		28
Strongly disagree	6.7%		40
			Totals: 594

9.4.3.10 Delridge Potential Project 10

Location: SW Graham St stairway and pedestrian connections between Delridge Way SW & High Point

- Improve neighborhood connections.
- Maintain and upgrade the existing stairs.
- Improve lighting along SW Graham Street along Bataan Park.
- Improve lighting along 26th Avenue SW and the trail.

Q: Would this project make it easier to get to and from the station?

Value	Percent		Responses
Strongly agree	42.8%		250
Somewhat agree	23.8%		139
Neutral	24.5%		143
Somewhat disagree	2.7%		16
Strongly disagree	6.2%		36

Totals: 584

Q: Are there other ideas you have that would help you feel safer and more confident in getting to the station by walking, rolling, biking, or taking transit?

We received 102 write-in responses with key themes summarized below:

- Need for pedestrian improvements in the area. People would like to see a better sidewalk system, increased crosswalks and visibility, and improvements in maintaining nearby stairs.
- Many of these responses noted that they don't currently feel safe walking after dark due to the condition of the sidewalks and stairs.
- Requests for more bike lanes, specifically protected bike lanes.
- Requests for security such as having increased lighting, personnel, cameras, and emergency call buttons.
- Requests for traffic calming measures, including lowering speed limits.
- Increased service and easy connections.

9.4.4 SODO Potential Projects

Location: S. Lander Street between 6th Avenue S and Airport Way S.

Improve and expand sidewalks to make them accessible for people walking and improve bike connections.

Q: Would this project make it easier to get to and from the station?

Value	Percent	Responses
Strongly agree	53.8%	220
Somewhat agree	23.0%	94
Neutral	14.9%	61
Somewhat disagree	2.4%	10
Strongly disagree	5.9%	24

Totals: 409

9.5 Transit Oriented Development (TOD)

Sound Transit works with city and community partners (private and nonprofit partners) to redevelop property acquired for light rail construction that is not needed for permanent transit operations. Some of the proposed opportunities may be possible on property acquired by Sound Transit to build the station. Feedback would help Sound Transit refine the station design, consider potential development opportunities, and inform future community engagement and partnering opportunities.

Q: Which of the following uses would you like to see prioritized?

Top TOD priorities by station area:

Alaska Junction	Avalon	Delridge	SODO
1. Affordable housing	1. Affordable housing	1. Affordable housing	1. Brewery / distillery
2. Rental housing	2. Rental housing	2. Rental housing	2. Incubator or accelerator spaces for startup maker firms
3. Ownership housing	3. Ownership housing	3. Ownership housing	3. Technology offices with production facilities
4. Offices	4. Offices	4. Offices	4. Food production or commissary
			5. Light industrial
			6. Fabrication

**TOD survey options for SODO were different than the West Seattle stations.*

Additional Alaska Junction TOD write-in response themes

We received 174 write-in responses with key themes summarized below:

- Interest in retail, shops, and restaurants.
- Interest in commercial spaces.
- Interest in green spaces, including parks and trees.
- Interest in community center or open space.
- Interest in childcare at the station.
- Inquiries about car parking near the station.

Additional Avalon TOD write-in response themes

We received 95 write-in responses with key themes summarized below:

- Interest in business including retail / food / drink.
- Requests for more housing options.
- Some specifically talked about multi or mixed uses for TOD.
- Some expressed opposition to the station.
- Inquiries about car parking near the station.

Additional Delridge TOD write-in response themes

We received 100 write-in responses with key themes summarized below:

- Strong interest in amenities like restaurants, grocery stores, and retail, with an interest in mixed-use buildings with housing above, and a preference for small businesses.
- Interest in more housing, including affordable housing.
- Interest in community space, recreation, or open space.
- Requests for social services, childcare, or a security/police base.
- Requests for a space for entertainment/arts.
- Some requests for the TOD footprint to be eliminated or reduced, noting that TOD should not be part of the project.
- Some expressed opposition to the construction of the station.
- Inquiries about car parking near the station.

Additional SODO TOD write-in response themes

We received 61 write-in responses with key themes summarized below:

- Requests for more housing, especially affordable housing.
- Requests for spaces for small businesses and retail stores.
- Interest in increasing jobs in general.
- Some expressed opposition to the station.

Q: What kinds of businesses and services would be most useful and convenient to have near the station entrance?

Top TOD uses by station area:

Alaska Junction	Avalon	Delridge	SODO
1. Shopping/retail	1. Food/drink	1. Shopping/retail	1. Food/drink
2. Food/drink	2. Shopping	2. Food/drink	2. Shopping/retail
3. Convenience/errands	3. Convenience/errands	3. Convenience/errands	3. Social services
4. Social services	4. Social services		
5. Government services	5. Recreation		
6. Recreation	6. Government services		
7. Offices	7. Offices		

Alaska Junction businesses and services response themes:

We received 69 write-in responses summarized below:

- Desire for a community center or spaces for social services.
- Interest in more parking.
- Interest in space for recreation or events.
- Interest in public restrooms.
- Interest in mixed-use space.
- Some want no new businesses or services.

Avalon TOD businesses and services response themes:

We received 40 write-in responses summarized below:

- Some opposition to the station, citing it is not needed.
- Inquiries for car parking near the station.

Delridge TOD businesses and services response themes:

We received 38 write-in responses with key themes summarized below:

- Requests for amenities like restaurants, grocery stores, and retail, and restrooms.
- Some request for a space for entertainment/arts.
- Desire for police or security presence.
- Some expressed opposition to the construction of the station.
- Some calls for the TOD footprint to be eliminated or reduced.
- Inquiries for car parking near the station.

SODO TOD businesses and services response themes:

We received 25 write-in responses with key themes summarized below:

- Interest in restrooms and car parking.

10 NEXT STEPS

In early 2024, we will report on our findings and share how public input is informing ongoing design of the stations in West Seattle and SODO. Sound Transit and the City of Seattle will use feedback on improvements to station access to help prioritize future projects and inform design. Sound Transit will use feedback on uses at development near the station to refine our station design, consider potential development outcomes, and inform future community engagement

and partnering opportunities. An updated Station Planning Progress Report for the West Seattle Link Extension will be available late this year or early next year.



APPENDIX A

Notifications

Paid Media ads

Expanding light rail to West Seattle
Learn more and share your ideas about future light rail stations in West Seattle and SODO

The Seattle Times

LOCAL BIZ NATION SPORTS ENTERTAINMENT LIFE HOMES OPINION THE TICKET JOBS EXPLORE All Sections

An emergency alert will hit your phone today: What to expect and how to shush the test

Person fatally shot on Metro bus in White Center

Audits confirm issues with King County Regional Homelessness Authority

Airplanes' germiest spots: Test results may make you change your habits

Microsoft the victim? Pub-lease | Danny Westraat

Health care workers go on strike in WA, other states

Republicans are sick of Matt Gaetz, and they're not quiet about it

How to celebrate National Taco Day around Seattle

Seattle is, ahem, unique. Here's what readers say you need to succeed
What should fill a gift basket for a Seattle-area newbie? We asked readers, and their suggestions were plentiful.

Latest
Giuliani's drinking, long a fraught subject, has 'Trump prosecutors' attention

Astronomers are worried about a satellite that's brighter than the stars

Late-night shows revel in House drama: 'I love the McCarthy hearings'

ChatGPT provided better customer service than his staff. He fired them.

This heron finally snagged its prey — and this photo captures it brilliantly

The Urbanist Transportation Housing Land Use Politics Donate

Commentary Cycling Kitsap

Bremerton's Bike Network Approaches Its Moment of Truth

By Travis Merrigan (Guest Contributor) - October 2, 2023

Share

Facebook Twitter Reddit Email LinkedIn

Advertisement

Expanding light rail to West Seattle
Learn more and share your ideas about future light rail stations in West Seattle and SODO

Social media example



25

WEDNESDAY, OCTOBER 25, 2023 AT 5:30 PM PDT

West Seattle Link Extension Station Planning Forum

Alki Masonic Hall

About Discussion

Invite

Details

 Event by Sound Transit

 Alki Masonic Hall

 Public · Anyone on or off Facebook

Share your ideas about future light rail stations in West Seattle and SODO. Join us on Wednesday, Oct. 25 at the Alki Masonic Center from 5:30-7:30 p.m. Spanish and Vietnamese inte... [See more](#)

Seattle



Alki Masonic Hall

Poster examples



Please join us at our upcoming event to see updated designs for future light rail stations in West Seattle and SODO, and share your ideas and feedback.

If you can't join us in person, go online to see the latest station designs and take our survey.

West Seattle Link Extension Station Planning Forum Wednesday, Oct. 25, 2023 5:30 – 7:30 p.m.

Short presentation at 6 p.m.
Alki Masonic Center
4736 40th Avenue SW
Spanish and Vietnamese interpretation will be provided

Questions? Contact Sound Transit Community Engagement: wsblink@soundtransit.org or 206-902-7229

To request accommodations for persons with disabilities, information in alternate formats such as braille or large print, or to request an interpreter, contact project staff two to three weeks in advance of public meetings at (206) 903-7229/TTY: 711 or email wsblink@soundtransit.org.
Para información acerca del proyecto llame al: 800-823-9230 | 臺灣解項目資訊, 請致電: 800-823-9230 | ለጥያቄ ዝርዝር ማረጋገጫ ለጥያቄ: 800-823-9230 | Để biết thông tin về dự án, hãy gọi: 800-823-9230



Vui lòng tham gia cùng chúng tôi vào Thứ Tư, ngày 25 tháng 10 để xem các thiết kế cập nhật cho các trạm đường sắt hạng nhẹ ở West Seattle và SODO, cũng như chia sẻ ý kiến đóng góp và phản hồi của quý vị. Nếu quý vị không thể tham gia trực tiếp cùng chúng tôi, vui lòng truy cập sự kiện giới thiệu trực tuyến vào ngày 25 tháng 10 để xem thông tin mới nhất và tham gia khảo sát!

Dự án Mở Rộng Tuyến West Seattle Link Diễn Đàn Quy Hoạch Trạm Thứ Tư, ngày 25 tháng 10 năm 2023 5:30 chiều đến 7:30 tối.

Bài thuyết trình ngắn lúc 6:00 chiều.
Alki Masonic Center
4736 40th Avenue SW
Diễn đàn này sẽ có thông dịch viên tiếng Tây Ban Nha và tiếng Việt

Quý vị có thắc mắc? Hãy liên hệ theo địa chỉ Liên hệ với Ban Gắn Kết Cộng Đồng Sound Transit wsblink@soundtransit.org or 206-902-7229

Để yêu cầu phương tiện hỗ trợ cho người khuyết tật, yêu cầu thông tin bằng các định dạng khác như chữ nổi hoặc bản in khổ lớn hoặc yêu cầu thông dịch viên, xin liên hệ với nhân viên dự án từ hai đến ba tuần trước khi diễn ra cuộc họp công khai theo số (206) 903-7229/Dịch Vụ Tiếp Ám TTY: 711 hoặc gửi email tới wsblink@soundtransit.org. Para información acerca del proyecto llame al: 800-823-9230 | 臺灣解項目資訊, 請致電: 800-823-9230 | ለጥያቄ ዝርዝር ማረጋገጫ ለጥያቄ: 800-823-9230 | Để biết thông tin về dự án, hãy gọi: 800-823-9230



Email newsletter example



West Seattle Link Extension Ballard Link Extension

Project update



Join us today: West Seattle Link Extension Station Planning Forum

Come join us tonight, Wednesday, Oct. 25, to see updated designs for future light rail stations in West Seattle and SODO and share your ideas and feedback.

Join us!

- Date: Wednesday, Oct. 25
- Time: 5:30 – 7:30 p.m.
- Location: Alki Masonic Center, [4736 40th Avenue SW, Seattle, 98116](#).

Spanish and Vietnamese interpretation and translated materials will be available. Refreshments and activities for children will be provided.

Also, our [online survey](#) is now available! If you can't attend the in-person event, or if you want to share more feedback, you have until Dec. 20 to complete our online survey.

- Stay current with the [West Seattle Link Extension](#) and [Ballard Link Extension](#) projects.
- 隨時掌握West Seattle Link擴展項目及Ballard Link擴展項目的最新資訊。
- 获取有关West Seattle Link扩展项目和Ballard Link扩展项目的最新消息。
- Luôn cập nhật thông tin về các dự án gồm [Mở Rộng Tuyến West Seattle Link](#) và [Mở Rộng Tuyến Ballard Link](#).
- Manténgase al tanto de los proyectos de la [Extensión de West Seattle Link](#) y de la [Extensión de Ballard Link](#).

Take our survey