

1 – Delridge Station

Bus connections to points south (overall

Tight space for buses at station location

Park+Rides are great!

Underground, please!

Neighborhood crossing – minimize

Can we cross golf course and link into Alaska?

Why does this diverge from the bridge? Station could go next to bridge + Nucor?

New bridge now for bus/wheels, later convert to rail.

Looking ahead to autonomous vehicles – can they share the right of way w/ rail?

Radio freq. Interference

What happens in Nucor rezones into highrises or a PARK!

Once in a generation, so don't skimp. Go underground.

Can we go over Nucor? Michael's route idea?

Rail down Fauntleroy w/ underground pedestrian access from junction to rail station (like in Japan, w/ escalators + moving walkways).

Pragmatism: Alaska turn south will never fly w/ neighbors if elevated.

Sacrifice one of the top stations (35th or AK) for some tunnel.

OR

Station @ Rite Aid for Morg. Jctn.

OR

Point farther south.

#2 – Avalon/35th Ave SW Station

- The entrance to the underground station should be in the Taco Time parking lot. More like Barcelona stations.
- Do we need Avalon Station to [???] for tunnel option?
- Bus transfer and light rail combo concern for space – efficiency of integration
- Connections for buses like #21
- ST3 + SDOT need to coordinate projects
- Push pause on Fauntleroy Blvd project until routing is better known
- Scrap [Blvd???] add to tunnel option
- Where will the transit hub portion w/ car parking be?
- Awareness of Fauntleroy Blvd project to Rob Johnson – CM → ST Board
- Why are they proposing an over utilization [sic] of Fauntleroy Coord [sic]?
- Radio frequency interference from trains
- Consider the golf course for routing / TOD / public park / open space
- Yesler Terrace style development
- Reconfigure golf course to keep it usable but also align train

***WSTC Light Rail Workshop (June 19, 2017) – Comments from Breakout Table Flip Charts*

#3 – Junction Station

- Elevated track – could impact views (i.e. Alaska St)
- Could impact traffic flow
- Is at-grade an option?
- Is 35th-Alaska alignment an option?
- Below-grade costs/feasibility? Seems like a good design given rising grade.
- Station underground at B of America, park above
- Could eliminate Avalon Station to save \$, use it to go underground to Junction Station.
- Next station @ Rite Aid on California?
- Eliminate Avalon station, extend to Morgan Junction
- Add Park & Ride garages in-City
- Multiple uses on new bridge – LR, buses, etc.?
- Bus hub @ Jefferson Square
- Landmarks / historic district @ Junction
- Jobs center @ triangle – Neighborhood-level mixed use
- Does undergrounding Junction Station commit future stations to being underground? (ST4, ST5 ...)
- Underground – cheaper option on long timeline?
Because above-grade is subject to ↑ property values

#4 (a & b) WS Route Maps and Bird's Eye Views

Votes

- I | Avalon Station; proximity to homes/streets (concern)
- I | Avalon → Delridge 150' high track (concern)
- I | Parking Garages?
- IIIII | Consolidate 3 → 2 stations, save \$\$, go U.G.?
↳ ~~Avalon Station~~
- III | Go U.G./Tunnel after (west of) Delridge Sta?
- II | What happen in the future (South of Junction)
- I | Underground station @ Junction is ① an investment in the future extension of line
② does not disrupt current and near future dev. of Junction
- II | Alt. Tunnel Route / Future Stadium Station?
- I | Turn route south over Jefferson Square – keep elevated track away from California Ave.

#5 – “The Kitchen Sink”

- GONDOLA!
- Junction – across Harbor Island to Downtown or SODO & transfer to bus Downtown
- Could we add a bike/pedestrian lane to the Duwamish overpass?
It would be long but make the grade more accessible for cyclists.
Reference Tillicum Crossing in Portland, OR
- Hey if this goes through we'll have to move out of Seattle. We just buy a house and the city drives us out.
Thanks!
- FAUNTLEROY/35TH LUMBER YARD NEEDS TO BECOME A PARK
- Sound Transit should have multi-year budgets for tree establishment. Not tree planting. First 3 years are critical for removing supports, watering and pruning
- Lander Street has too many track gate crossings. Can the existing Link line become elevated like the West Seattle line?
- Allow some street parking near stations
For example daytime parking around Beacon Hill station is 30 to 40%. Opening up half of the stalls would make sense. Ditto at other stations.
- This total obsolete Technology to 2030
- Do not restrict vehicle or bike traffic on Alaska