



# *West Seattle and Ballard Link Extensions*

*Community Briefing at Youngstown Cultural Arts Center  
January 16, 2019*

# Agenda

- *Project Background*
- *Community engagement and collaboration*
- *Early Scoping, Levels 1 and 2 recap*
- *Level 3 end-to-end alternatives*
- *Level 3 screening process and beyond*
- *Questions?*



***Project background***

**Link Light Rail**

**Future service:**

- Everett–Seattle–West Seattle
- Redmond–Seattle–Mainer
- Ballard–Seattle–Tacoma
- Issaquah–Bellevue–South Kirkland
- Tacoma Dome–Tacoma Community College

**In service:**

- UW of Washington–Angle Lake
- Tacoma Dome–Theater District

**Souder Commuter Rail**

**Future service:**

- DuPont–Lakewood

**In service:**

- North Line (Everett–Seattle)
- South Line (Lakewood–Seattle)

**Bus**

**Future service:**

- Bus Rapid Transit (BRT)

**In service:**

- ST Express bus (Service re-evaluated annually)

○ New station or bus facility  
 P Added parking  
 ⊕ Station improvements  
 ⊕ Major transfer hub  
 ○ Existing station or bus facility  
 P Existing parking  
 ○ Provisional light rail station



# System expansion

Sound Transit's system expansion means every few years new light rail, bus rapid transit and commuter rail stations open throughout the region, providing fast, reliable alternatives to congested roads

 [soundtransit.org/system](https://www.soundtransit.org/system)

# Previous studies

Forward Thrust

1968, 1970



ST2 Long Range Plan update

2005



ST3 Long Range Plan update

2014



Seattle Monorail Project

2005



HCT corridor studies

2013–2014



ST3 System Plan

2015–2016





A young man with glasses and a backpack is standing on a train platform, smiling. He is holding a suitcase handle. The background shows a train track and a cityscape. The image has a blue tint.

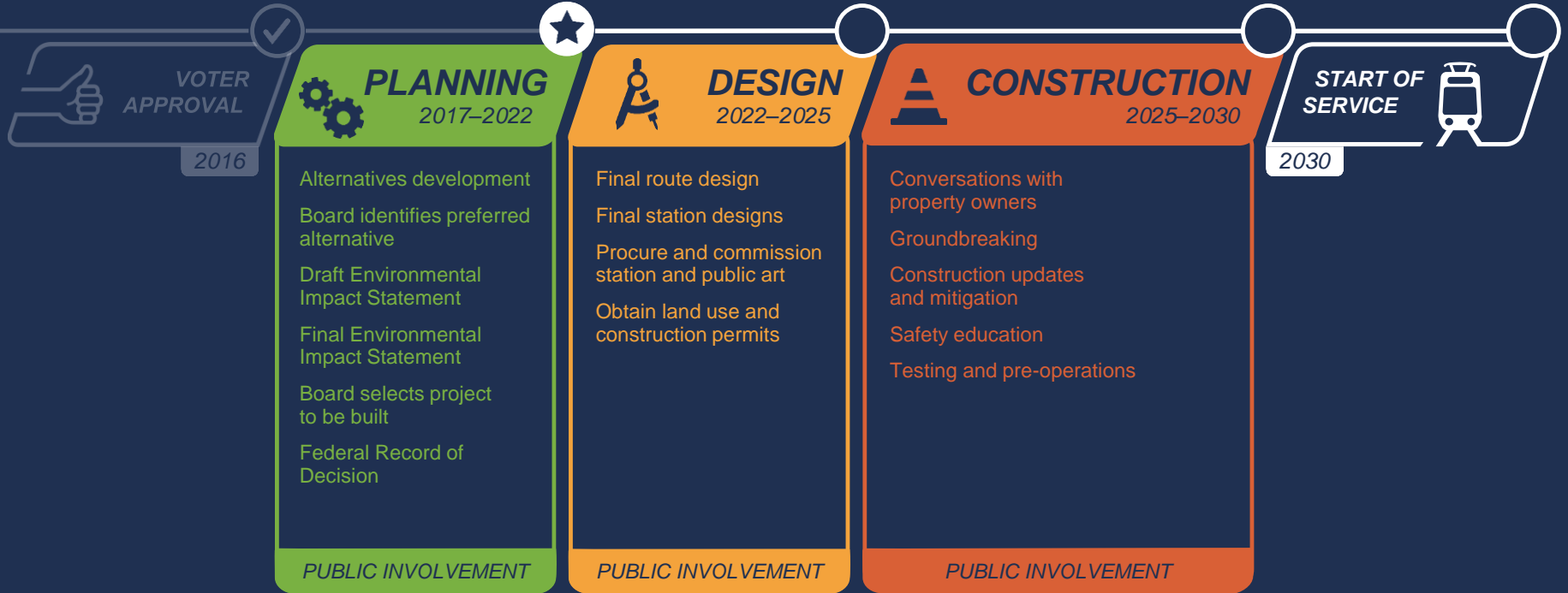
# *West Seattle and Ballard Link Extensions*



# ST3 Representative project

- Identifies mode, corridor, number of stations, general station locations
- Informs cost, schedule, operating needs

# West Seattle project timeline







# PLANNING



# DESIGN

## 2017–2019

Alternatives  
development

Board identifies  
preferred alternative

## 2019–2022

Draft Environmental  
Impact Statement

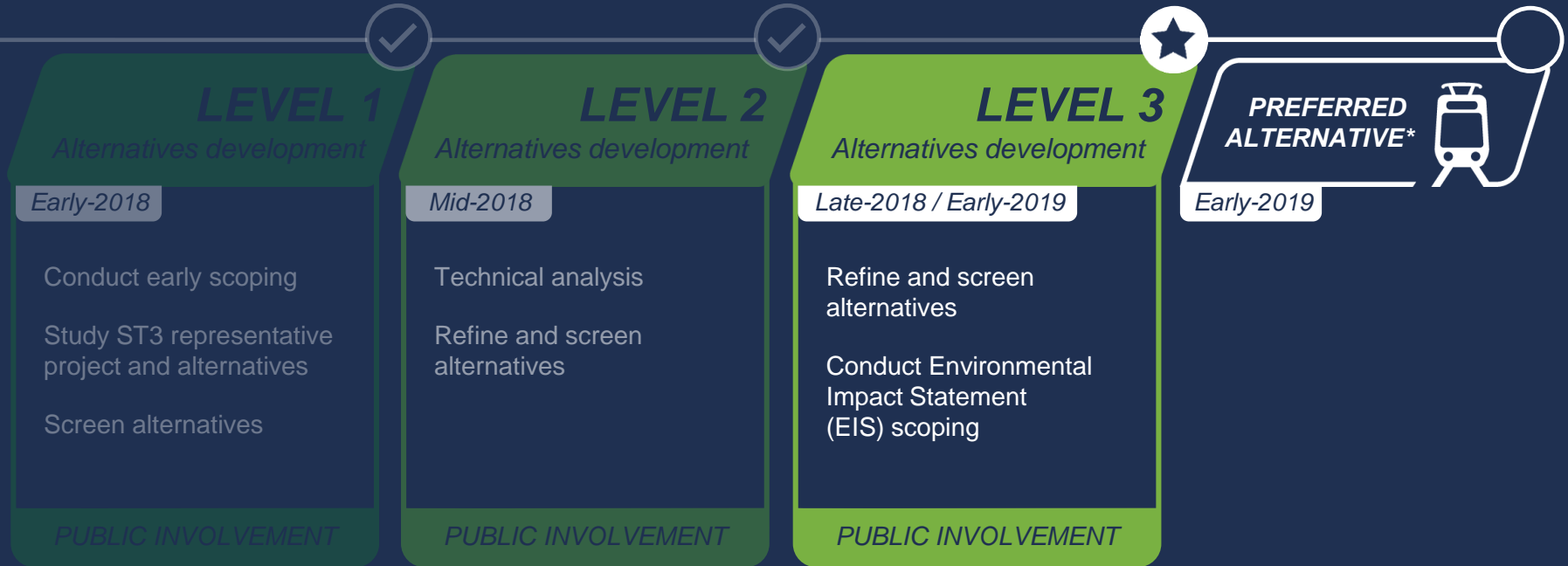
Final Environmental  
Impact Statement

Board selects project  
to be built

Federal Record of  
Decision

*PUBLIC INVOLVEMENT*

# Alternatives development process



\*The Sound Transit Board identifies preferred alternatives and other alternatives to study.

# Community engagement and collaboration

## WHO IS SOUND TRANSIT?

We plan, build and operate regional transit systems and services to improve mobility in urban areas of King, Pierce and Snohomish counties.



Sounder  
commuter rail

The Sounder train line between Everett and Seattle connects major North Seattle, Tacoma, Everett, Everett, Everett, Everett and Everett stations, providing a fast and reliable way to get to work and school. Sounder commuter rail is a key part of our regional transit system.



Link light rail

The Link light rail system provides a fast and reliable way to get to work and school. Link light rail is a key part of our regional transit system.

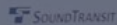


Sound Transit Express

Sound Transit Express provides a fast and reliable way to get to work and school. Sound Transit Express is a key part of our regional transit system.

**Our Board**  
Sound Transit is governed by an 18-member Board made up of local elected officials and the Secretary of the Washington State Department of Transportation. The Board establishes policies and gives direction and oversight.

**Funding**  
The system plan is paid for with a combination of state-approved local taxes, federal grants, federal revenues, local bonds and interest revenues. By 2026, system operating costs will be paid for with local taxes, federal revenues, interest earnings, private sources and federal operating assistance.



## FUTURE SERVICE

Sound Transit System Expansion will:

- Build a 118-mile light rail network extending from Everett to Tacoma and from Seattle neighborhoods to Redmond and Issaquah.
- Establish Bus Rapid Transit (BRT) to the north, east and south of Lake Washington.
- Expand Sounder south-line capacity and service adding two new stations.
- Improve service at existing King stations.



# Community engagement and collaboration



Meeting dates subject to change.

# West Seattle Briefings and Events

- ✓ Early Scoping Open House (2/13/18)
  - 344 sign-ins
- ✓ Nucor (3/7/18)
- ✓ Junction Neighborhood Association (4/2/18, 4/26/18)
- ✓ Southwest District Council (4/4/18)
- ✓ West Seattle Transportation Coalition (4/26/18)
- ✓ Delridge/Avalon/Alaska Junction Neighborhood Forum (5/5/18)
  - 140 sign-ins
- ✓ Fauntleroy Business Association (5/24/18)
- ✓ Pigeon Point Neighborhood Council (6/11/18)
- ✓ Southwest Youth & Family Services (6/29/18)
- ✓ Neighborhood House at High Point (7/26/18)
- ✓ Drink & Link in Delridge (8/8/18)
- ✓ Delridge Day (8/11/18)
- ✓ West Seattle Open House (9/8/18)
  - 140 sign-ins

# West Seattle Briefings and Events

- ✓ Online Open House (9/6 – 9/23/18)
  - 140 West Seattle surveys submitted
- ✓ West Seattle Transportation Coalition (9/27/18)
- ✓ DNDA (10/9/18, 10/24/18)
- ✓ Delridge Way SW Businesses (10/15/18)
- ✓ Feet First – West Seattle Walk & Talk (10/16/18)
- ✓ Tiburon Condominiums (11/15/18)
- ✓ WestSide Baby (12/6/18)
- ✓ Delridge Community Center (1/9/19)
- ✓ White Center Community Development Association (1/16/19)
- ✓ Community briefing at Youngstown Cultural Arts Center (1/16/19)



# Stakeholder Advisory Group

- **Andres Arjona**, Community Representative - Ballard
- **Becky Asencio**, Seattle Public Schools
- **Brian King**, Community Representative – West Seattle
- **Bryce Yadon**, Futurewise
- **Colleen Echohawk**, Chief Seattle Club
- **Dave Gering**, Manufacturing Industrial Council
- **Deb Barker**, Community Representative –West Seattle
- **Erin Goodman**, SODO Business Improvement Area
- **Ginny Gilder**, Force 10 Hoops/Seattle Storm
- **Greg Nickels**, Former Mayor of Seattle
- **Hamilton Gardiner**, West Seattle Chamber of Commerce
- **Jon Scholes**, Downtown Seattle Association
- **Katie Garrow**, Martin Luther King Labor Council
- **Kelsey Mesher**, Transportation Choices Coalition
- **Larry Yok**, Community Representative – Chinatown/ID



# Stakeholder Advisory Group

- **Maiko Winkler-Chin**, SCIDpda
- **Mark Nagle**, Expedia
- **Mike Stewart**, Ballard Alliance
- **Peter Schrappen**, Northwest Marine Trade Association
- **Robert Cardona**, Community Representative - Uptown
- **Ron Severt**, Space Needle
- **Savitha Reddy Pathi**, Wing Luke Museum
- **Scott Rusch**, Fred Hutchinson Cancer Research Center
- **Steve Lewis**, Alliance for People with disabilities
- **Walter Reese**, Nucor Steel
- **Warren Aakervik**, Community Representative - Freight
- **Willard Brown**, Delridge Neighborhood Development Association



# *Elected Leadership Group*

**Executive Dave Somers**  
Sound Transit Board Chair

**Mayor Jenny Durkan**  
Sound Transit Board Member

**Executive Dow Constantine**  
Sound Transit Board Member

**Councilmember Rob Johnson**  
Sound Transit Board Member

**Councilmember Joe McDermott**  
Sound Transit Board Member

**Councilmember Lisa Herbold**  
Seattle City Council

**Councilmember Bruce Harrell**  
Seattle City Council

**Councilmember Sally Bagshaw**  
Seattle City Council

**Councilmember Mike O'Brien**  
Seattle City Council

**Councilmember Lorena  
González**  
Seattle City Council

**Commissioner Stephanie  
Bowman**  
Port of Seattle



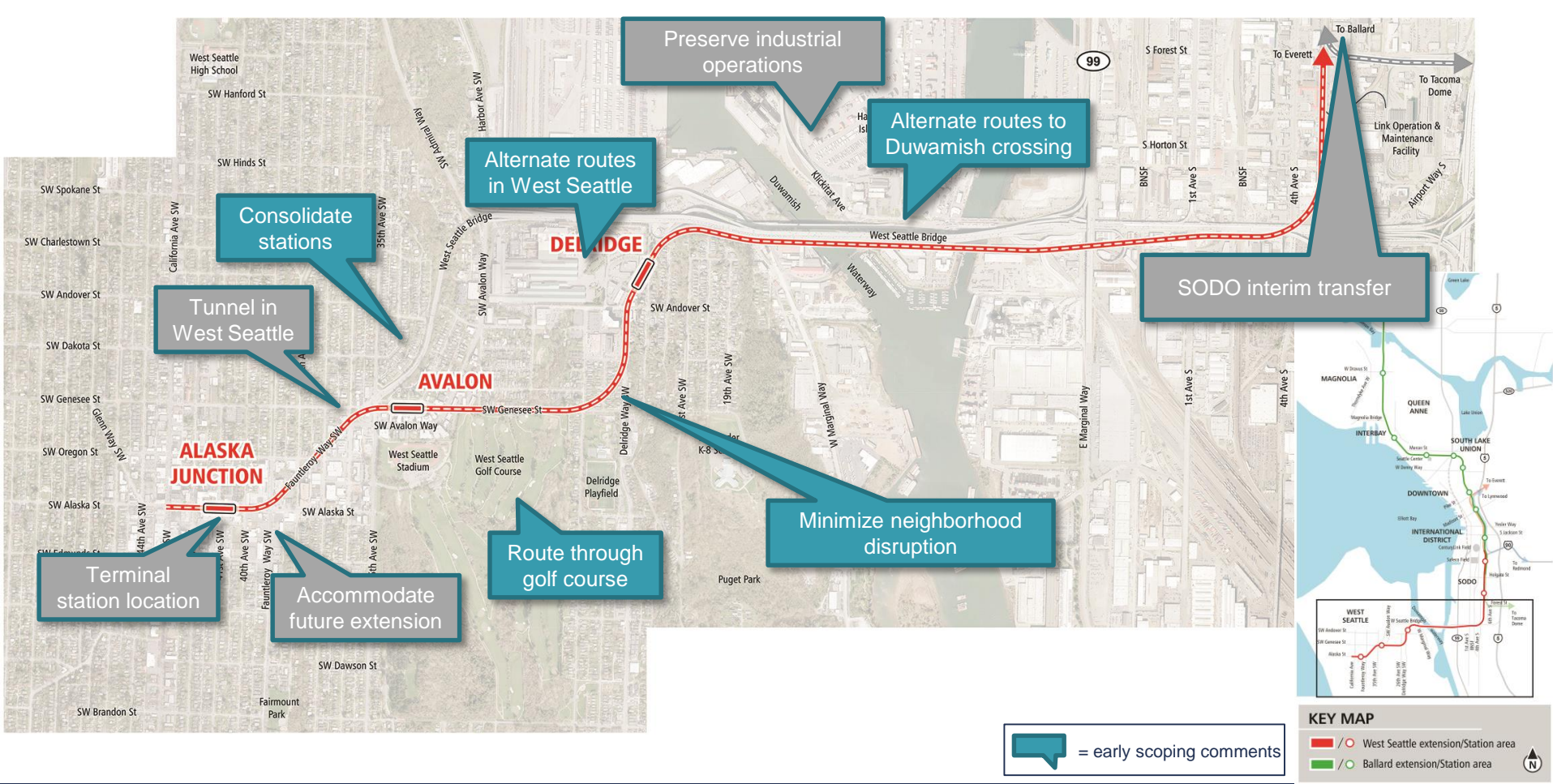
A photograph of a light rail train at a station platform. The train is white and blue, with "CANTON SEATTLE" visible on its front. People are waiting on the platform, some standing and some sitting on benches. The platform has a blue railing and a yellow tactile strip. The background shows trees and a clear sky. The text "Early scoping, Levels 1 and 2 Recap" is overlaid in white, italicized font.

***Early scoping,  
Levels 1 and 2 Recap***



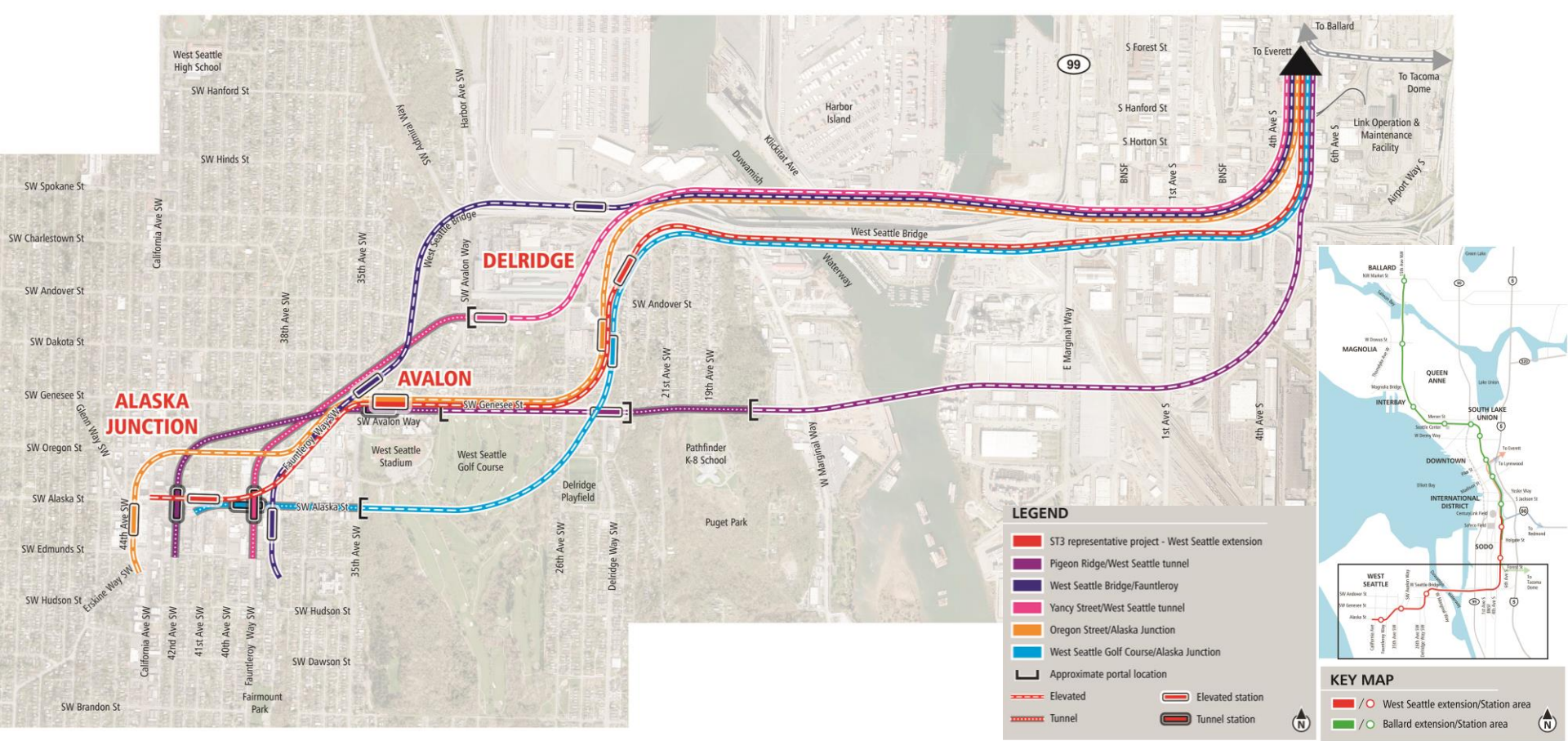


# West Seattle/Duwamish ST3 Representative Project



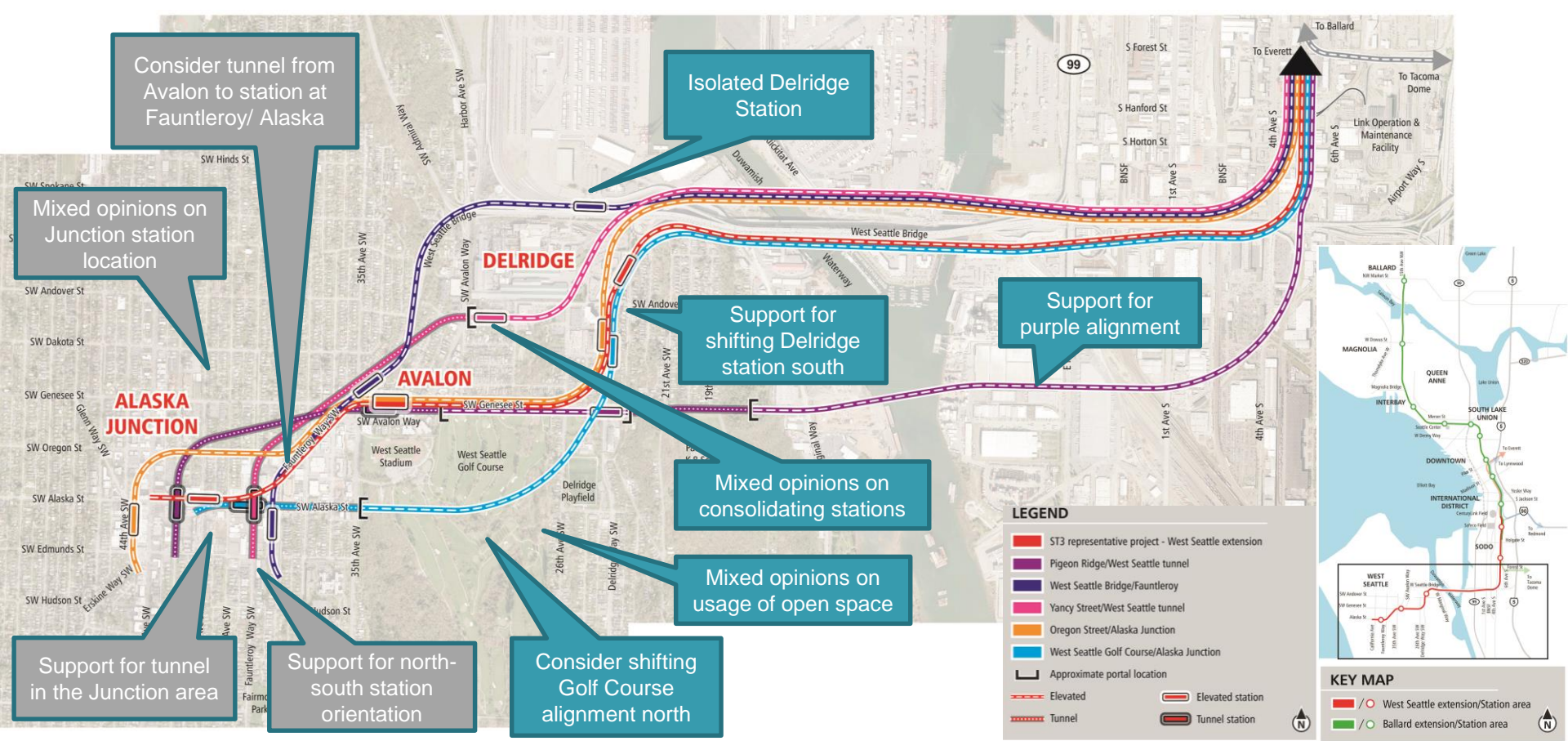
# West Seattle/Duwamish Early Scoping Feedback





# West Seattle/Duwamish

## Level 1 Alternatives



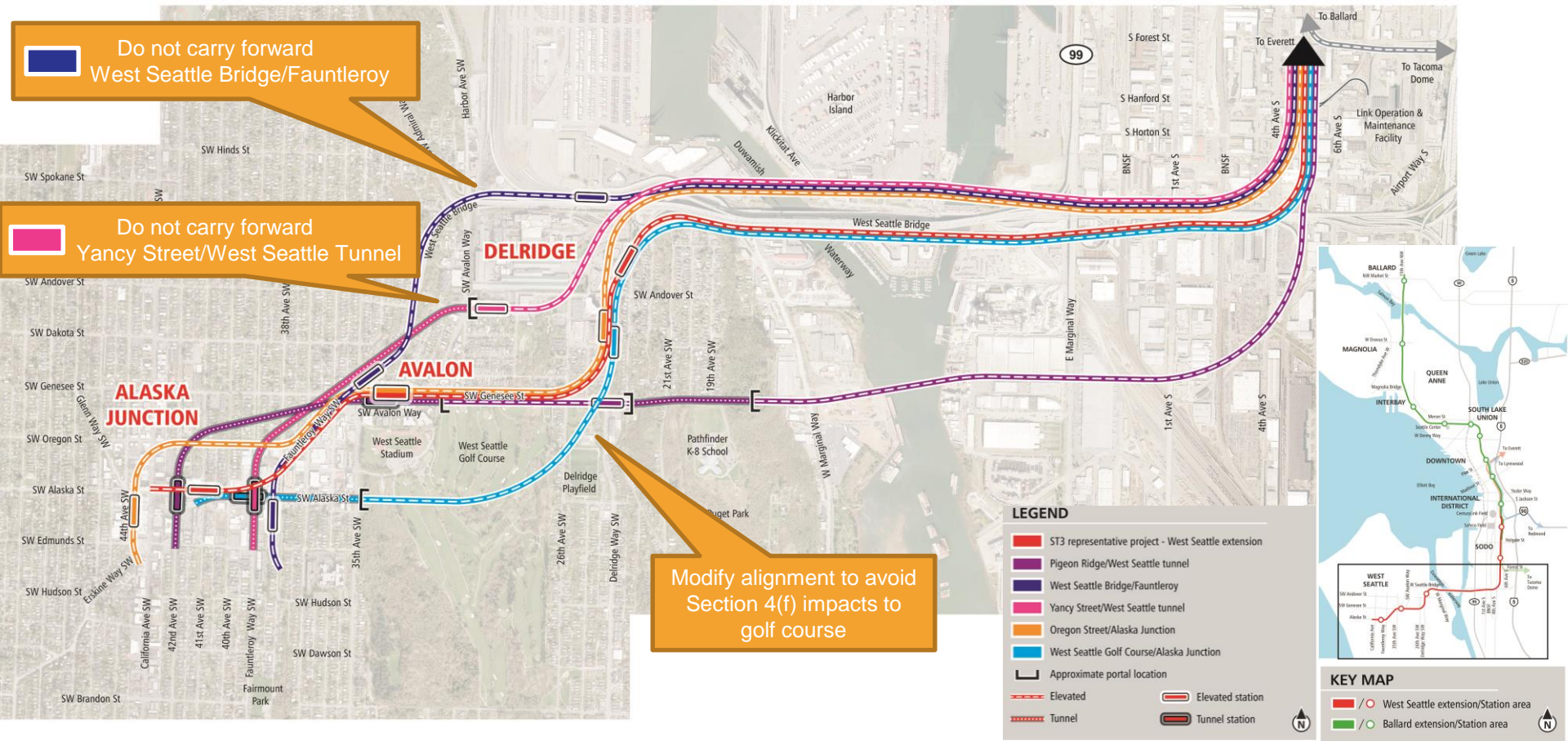
# West Seattle/Duwamish Public feedback – May 2018



Do not carry forward  
West Seattle Bridge/Fauntleroy

Do not carry forward  
Yancy Street/West Seattle Tunnel

Modify alignment to avoid  
Section 4(f) impacts to  
golf course



# West Seattle/Duwamish Level 1 Recommendations

# Section 4(f)

- Stipulates that United States Department of Transportation (USDOT) agencies, such as the **Federal Transit Administration (FTA)**, **cannot approve the use of land from publicly owned parks**, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless:
  - There is **no feasible and prudent avoidance alternative** to the use of land; and includes all possible planning **to minimize harm to the property** resulting from such use;

OR

- The Administration determines that the use of the property will have a **de minimis impact**





**LEGEND**

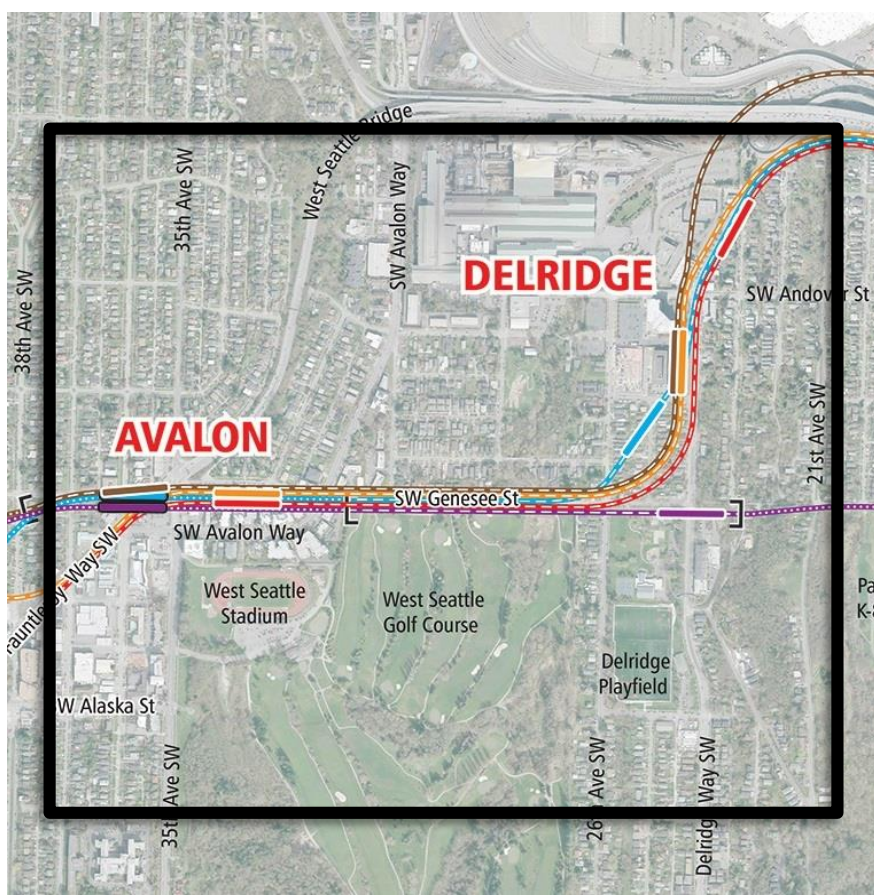
- ST3 representative project - West Seattle extension
- Pigeon Ridge/West Seattle tunnel
- Oregon Street/Alaska Junction/elevated
- Golf Course/Alaska Junction/Tunnel
- Oregon Street/Alaska Junction/tunnel
- Approximate portal location
- - - Elevated
- - - Tunnel
- Elevated station
- Tunnel station

# West Seattle/Duwamish Level 2 alternatives

## Avalon-Genesee-Delridge:


### Key differentiators

- Station location
- Residential/business effects
- Guideway height



**LEGEND**

	ST3 representative project - West Seattle extension
	Pigeon Ridge/West Seattle tunnel
	Oregon Street/Alaska Junction/elevated
	Golf Course/Alaska Junction/tunnel
	Oregon Street/Alaska Junction/tunnel
	Approximate portal location
	Elevated
	Tunnel
	Elevated station
	Tunnel station



# West Seattle/Duwamish

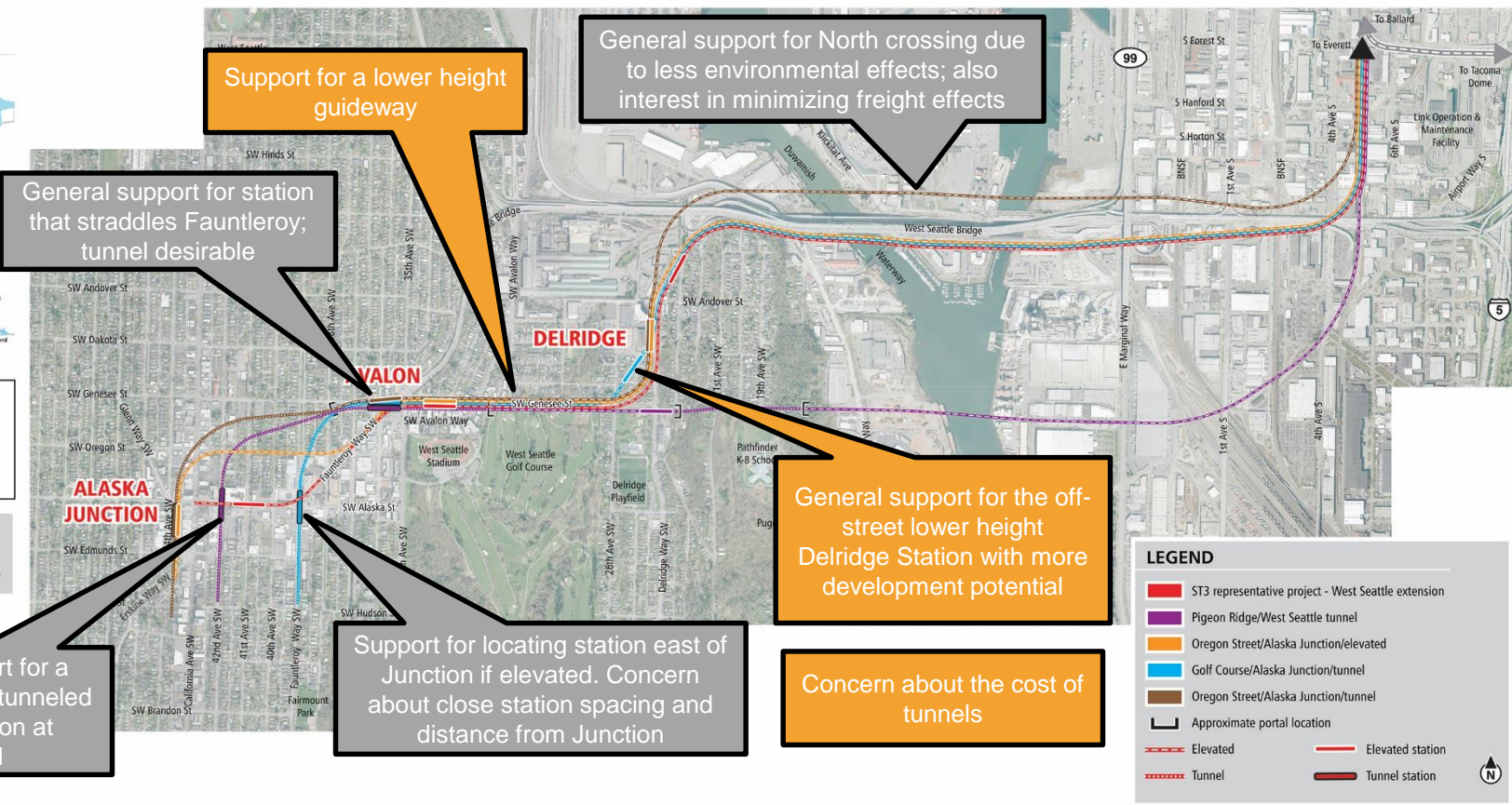
Level 2 Alternatives - Key differentiators – *Avalon-Genesee-Delridge*





**KEY MAP**

- West Seattle extension/Station area
- Ballard extension/Station area



Support for a lower height guideway

General support for station that straddles Fauntleroy; tunnel desirable

General support for North crossing due to less environmental effects; also interest in minimizing freight effects

General support for the off-street lower height Delridge Station with more development potential

Support for locating station east of Junction if elevated. Concern about close station spacing and distance from Junction

Concern about the cost of tunnels

General support for a centrally located tunneled Junction Station at 41st/42nd






**LEGEND**

- ST3 representative project - West Seattle extension
- Pigeon Ridge/West Seattle tunnel
- Oregon Street/Alaska Junction/elevated
- Golf Course/Alaska Junction/tunnel
- Oregon Street/Alaska Junction/tunnel
- Approximate portal location
- Elevated
- Tunnel
- Elevated station
- Tunnel station

# West Seattle / Duwamish






## Public feedback - September 2018

# Level 2 Summary *West Seattle / Duwamish*

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
Oregon Street / Alaska Junction / Elevated 	<ul style="list-style-type: none"> <li>• 3 elevated stations</li> <li>• Increases residential/business effects at Junction</li> <li>• Complicates future extension south</li> <li>• High guideway along Genesee</li> </ul>	Similar	Higher Performing
Oregon Street / Alaska Junction / Tunnel 	<ul style="list-style-type: none"> <li>• 1 tunnel station; 2 elevated stations</li> <li>• High guideway along Genesee</li> <li>• Fewer engineering constraints</li> <li>• Affects freight, port terminal facilities during construction</li> <li>• Includes tunnel; requires 3<sup>rd</sup> Party funding</li> </ul>	+\$500M	Lower Performing
Golf Course / Alaska Junction/ Tunnel 	<ul style="list-style-type: none"> <li>• 2 tunnel stations; 1 elevated station</li> <li>• Lessens residential/business effects at Junction</li> <li>• Low guideway along Genesee</li> <li>• Includes tunnel; requires 3<sup>rd</sup> Party funding</li> </ul>	+\$700M	Lower Performing
Pigeon Ridge / West Seattle Tunnel 	<ul style="list-style-type: none"> <li>• 2 tunnels; 2 tunnel stations; 1 elevated station</li> <li>• Most engineering constraints</li> <li>• Most effects to Duwamish Greenbelt</li> <li>• Low guideway along Genesee</li> <li>• Lessens residential and business effects in Delridge</li> <li>• Includes two tunnels; requires 3<sup>rd</sup> Party funding</li> </ul>	+\$1,200M	Lower Performing

\*Cost compared to cost of ST3 Representative Project for this segment. Schedule compared to overall ST3 schedule for this extension.

# West Seattle / Duwamish Level 2 ELG recommendations

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Oregon Street / Alaska Junction / Elevated 	<ul style="list-style-type: none"> <li>Concern about elevated guideway across California Ave</li> <li><i>If elevated, explore locating terminus station east of Junction</i></li> </ul>	✓		
Oregon Street / Alaska Junction / Tunnel 	<ul style="list-style-type: none"> <li>General support for north crossing of Duwamish due to less environmental effects; but interest in minimizing freight effects</li> <li>Concern about Junction station location at 44th</li> <li>Concern with higher guideway along Genesee</li> <li><i>Explore Junction station location at 41st/42nd</i></li> </ul>	✓		
Golf Course / Alaska Junction / Tunnel 	<ul style="list-style-type: none"> <li>General support for this alternative, with development opportunities at Delridge station location to serve neighborhood</li> <li>Support for lower guideway along Genesee</li> <li><i>Explore Junction station location at 41st/42nd</i></li> <li><i>Explore north crossing of Duwamish</i></li> </ul>		✓	<p>Explore Junction station location at 41st/42nd</p> <p>Explore north crossing of Duwamish</p>
Pigeon Ridge / West Seattle Tunnel 	<ul style="list-style-type: none"> <li>Concern about overall cost and environmental effects</li> <li>Support for lower guideway along Genesee and support for fewer residential effects in Delridge</li> <li>Support for Junction station location at 42nd</li> </ul>	✓		

# West Seattle / Duwamish

## *Level 2 ELG general discussion*

- › Interest in good transfer environment and transit-oriented development (TOD) opportunities at Delridge Station
- › Concern with location of station on Fauntleroy; does not serve Alaska Junction well and too close to Avalon Station
- › Concern with state freight mobility impacts of construction of Duwamish crossing north of West Seattle Bridge
- › Adopt SAG recommendations on modifying ST3 Representative Project
- › Explore tradeoffs with 44th Ave station location
- › Continued interest in Junction station at 42nd Ave



A photograph of a modern light rail train station. A blue train is stopped at the platform, with the destination "CANTON SEATTLE" visible on its front. Several passengers are waiting on the platform, including a woman in a yellow hijab and a woman in a blue shirt. The station has a blue and white color scheme with a covered walkway and a railing. The text "Level 3 end-to-end alternatives" is overlaid in white, italicized font.

***Level 3 end-to-end  
alternatives***

# *Summary of Level 3 alternatives*

- › **ST3 Representative Project**
- › **West Seattle Elevated/ C-ID 5th Ave/  
Downtown 6th Ave/ Ballard Elevated**
  - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined
- › **West Seattle Tunnel/ C-ID 4th Ave/  
Downtown 5th Ave/ Ballard Tunnel**
  - Junction station options: 41st Ave, 42nd Ave and 44th Ave
  - C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
  - Ballard station options: 14th Ave and 15th Ave



# Level 3 alternatives



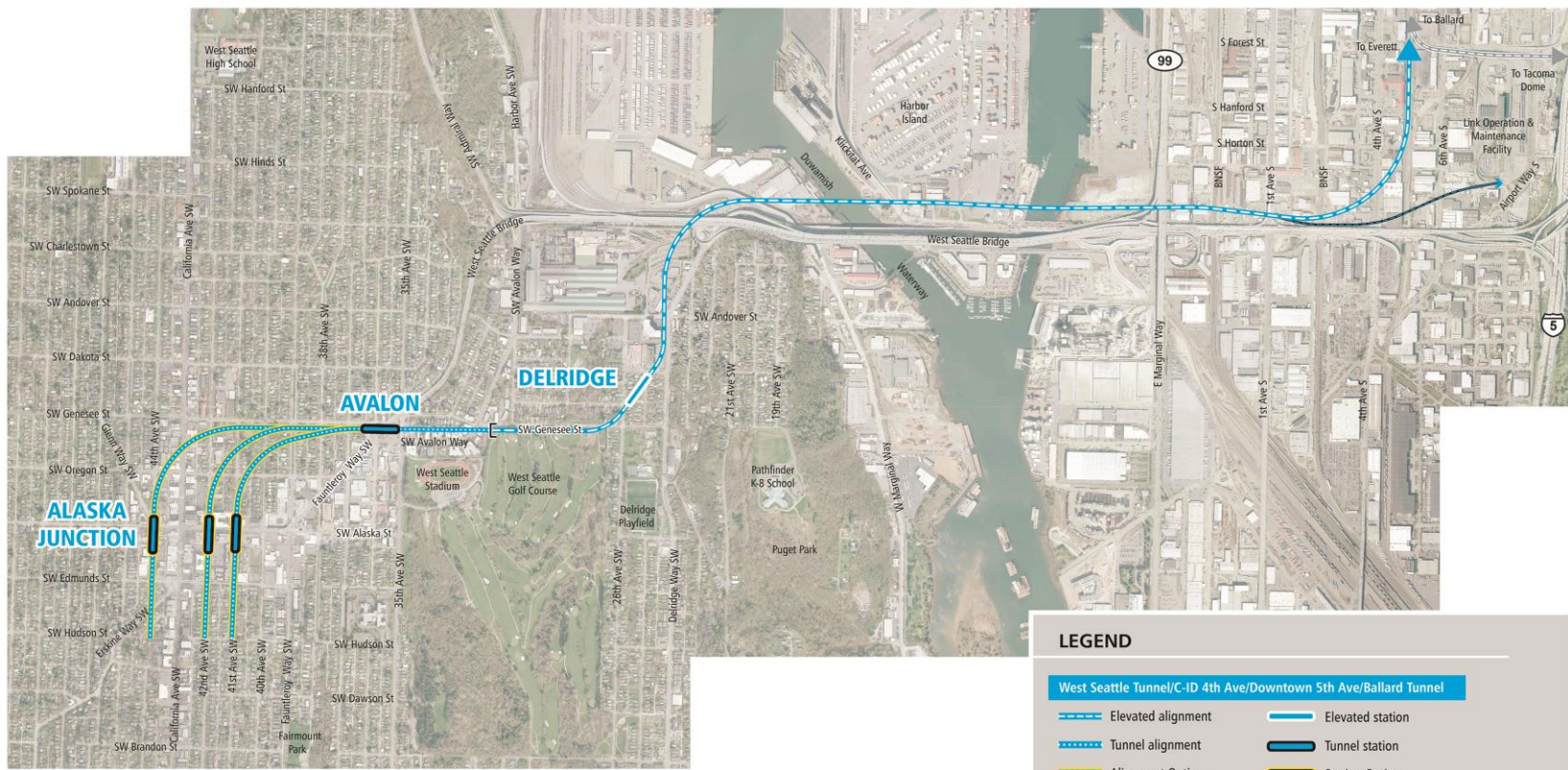


# ST3 Representative Project *West Seattle/Duwamish*



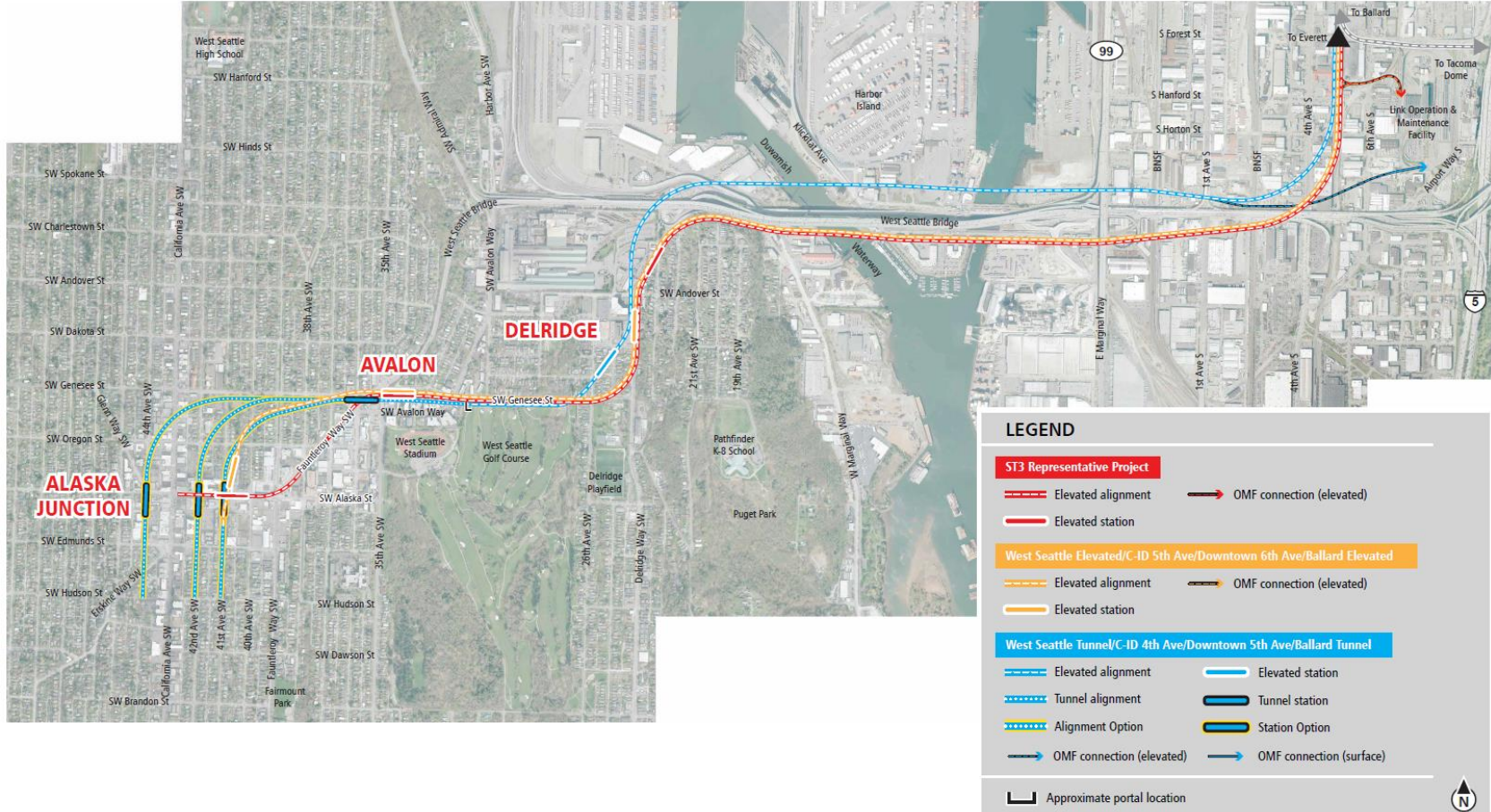
# West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated *West Seattle/Duwamish*





# West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel

## West Seattle/Duwamish



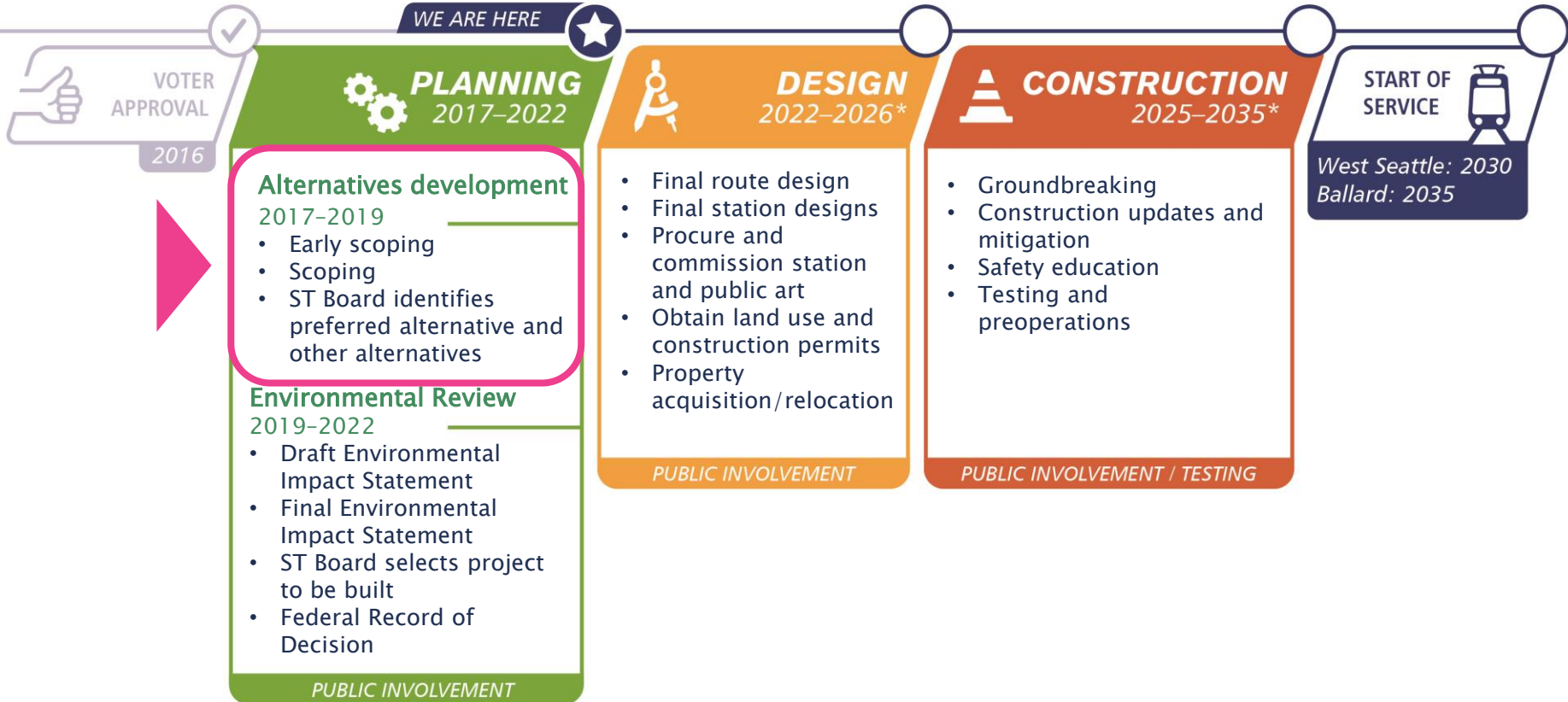
# Level 3 Alternatives West Seattle/Duwamish



A photograph of a Sound Transit train at a station platform. The train is white with a blue stripe and has the number 139B on its side. The text "SOUND TRANSIT" is visible on the front and side of the train. The platform has a yellow tactile strip along the edge. The background shows a station building and some overhead infrastructure. The overall image has a dark, blue-tinted overlay.

***Level 3 screening process  
and beyond***

# Alternatives development



# Level 3 alternatives screening

<b>SAG Meeting #11</b>	Jan 9	Level 3 alternatives (recap) and screening process next steps
<b>SAG Meeting #12</b>	Jan 30	Level 3 evaluation results
<b>ELG Meeting #6</b>	Feb 1	Level 3 evaluation results
<b>EIS Scoping Open Houses / Neighborhood Forums</b>	Feb TBD	Level 3 evaluation results
<b>ELG Meeting #7</b>	TBD	TBD, CID focus
<b>SAG Meeting #13</b>	Mar 21	Level 3 recommendations
<b>ELG Meeting #8</b>	Mar 29	Level 3 recommendations
<b>Sound Transit Board System Expansion Committee</b>	Apr 11	Identify preferred alternative (and other EIS alternatives)
<b>Sound Transit Board Full Board</b>	Apr 25	Identify preferred alternative (and other EIS alternatives)

# *What is EIS Scoping?*

- Start of federal environmental review process
- 30-day ***public comment period***
- Seeks public ***feedback on scope of EIS***
  - Range of alternatives
  - Potential impacts
  - Purpose and need
- ***Informs Board decision*** on what to study in EIS\*

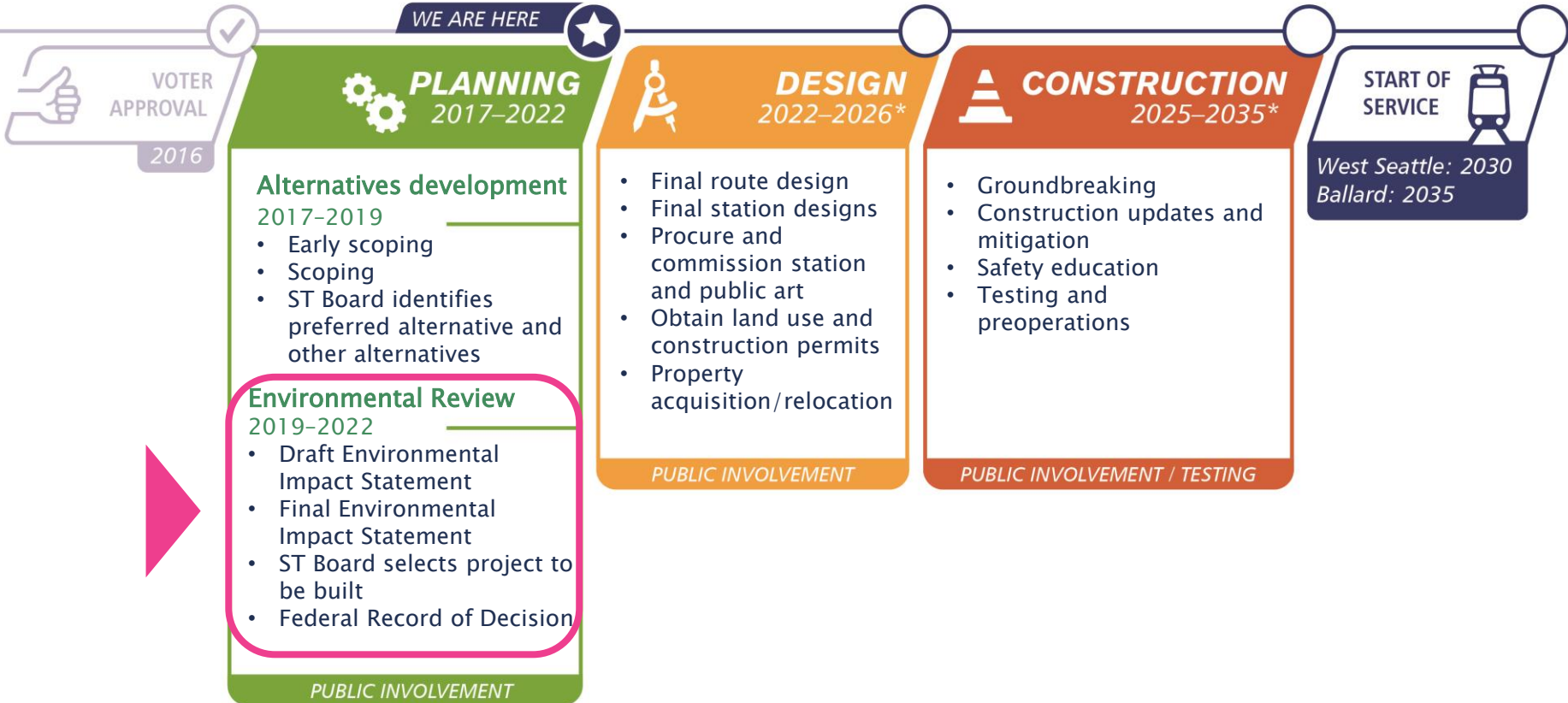
\* Scope of EIS also subject to Federal Transit Administration (FTA) oversight



# *How to provide scoping comments*

- At ***open house*** / neighborhood forum
- Via ***online*** open house
- By ***email*** or USPS ***mail*** or voice ***message*** service

# Alternatives development



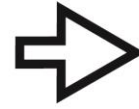
# *What is an Environmental Impact Statement?*

- Starts with scoping
- Evaluates reasonable range of alternatives
- Identifies potential impacts
- Identifies potential mitigation

# Environmental Impact Statement (EIS)

What is typically studied in an

# EIS?



## Transportation

- Ridership
- Transit
- Regional and local traffic
- Non-motorized facilities and modes
- Freight movement
- Marine navigation
- Aviation
- Construction traffic

## Natural Environment

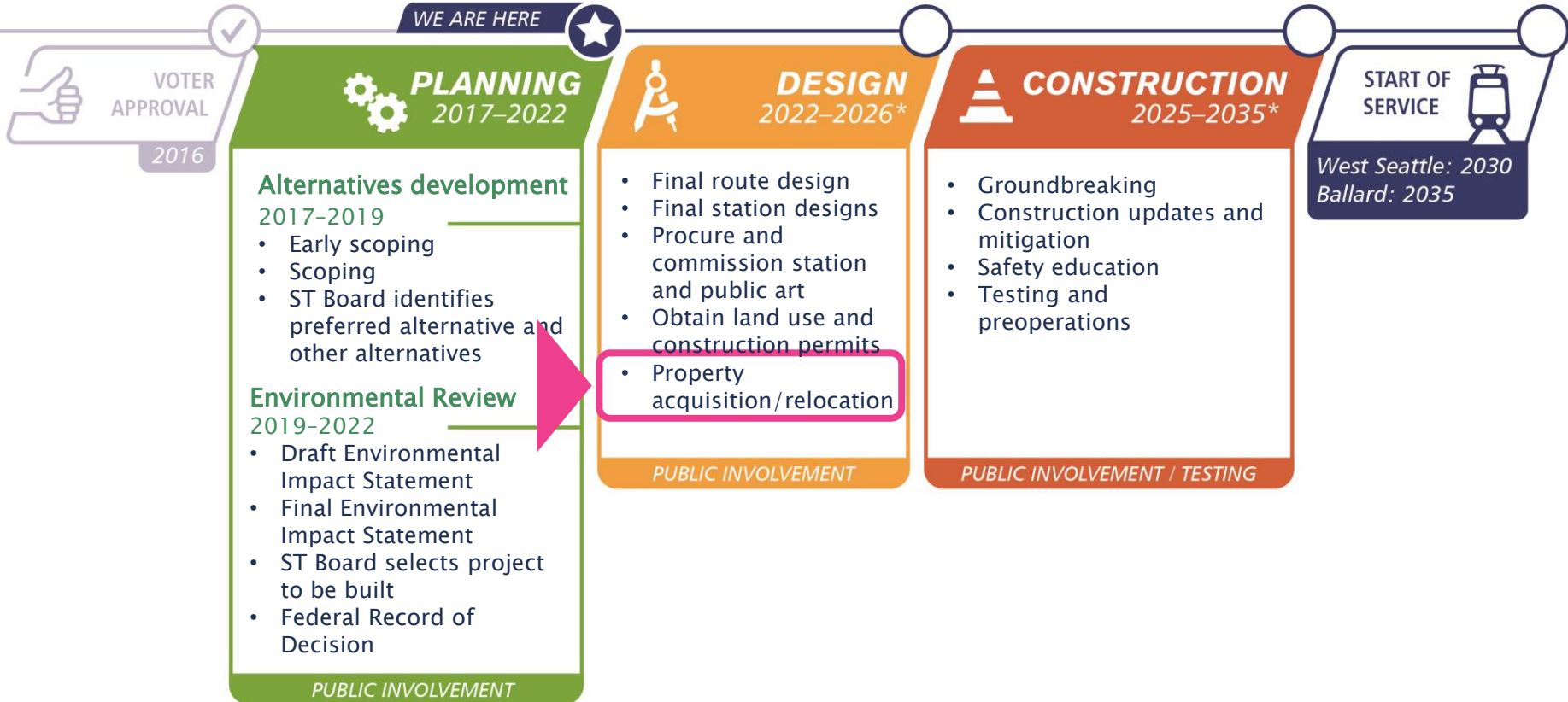
- Air quality and greenhouse gas emissions
- Ecosystems and fish and wildlife habitat
- Water resources
- Geology and soils

## Built Environment

- Noise and vibration
- Economic effects
- Visual resources
- Parks resources
- Land use
- Acquisitions, displacements and relocations
- Energy use
- Hazardous materials
- Public services and utilities
- Impacts on low income and minority populations
- Cultural, historic and archaeological resources
- Construction impacts



# Alternatives development



# Acquisition/Relocation Process



## Before DEIS publication (mid 2020)

ST contacts potentially affected property owners



## After DEIS publication (late 2020)

Board confirms or modifies preferred alternative



## After FEIS publication (early 2022)

Board selects project to be built



## During Final Design (2022-2026)

ST identifies full/partial acquisitions

Board authorizes property purchases

Appraiser contacts property owner

Property owner receives offer based on fair market value

ST purchases property

Moving reimbursement, relocation services and referrals for replacement properties

Dedicated community outreach staff available



*Questions?*



*Thank you!*

*soundtransit.org/wsblink* 

