

West Seattle and Ballard Link Extensions

*Avalon Neighborhood
Briefing
2/16/2022*



Agenda

- Project Overview
- Draft EIS Results Snapshot
- Questions and Discussion
- Next steps

Project Overview

Operating plan: 2032

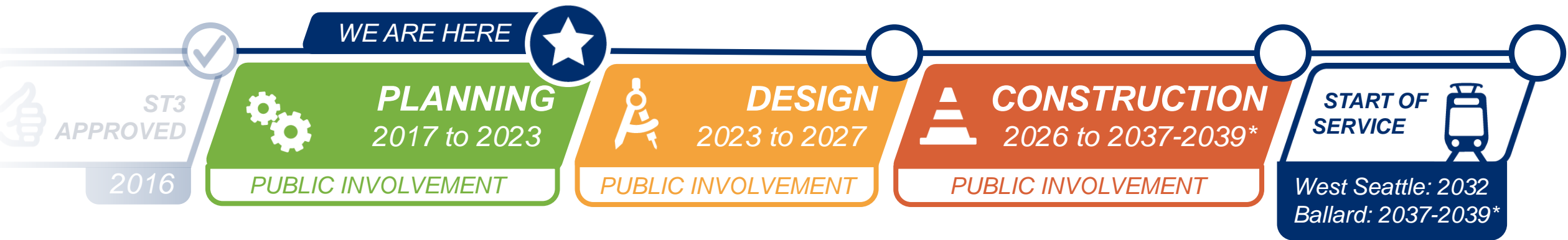


Operating plan: 2042



West Seattle and Ballard Link Extensions

Project timeline





ST3
APPROVED

2016



PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2023

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

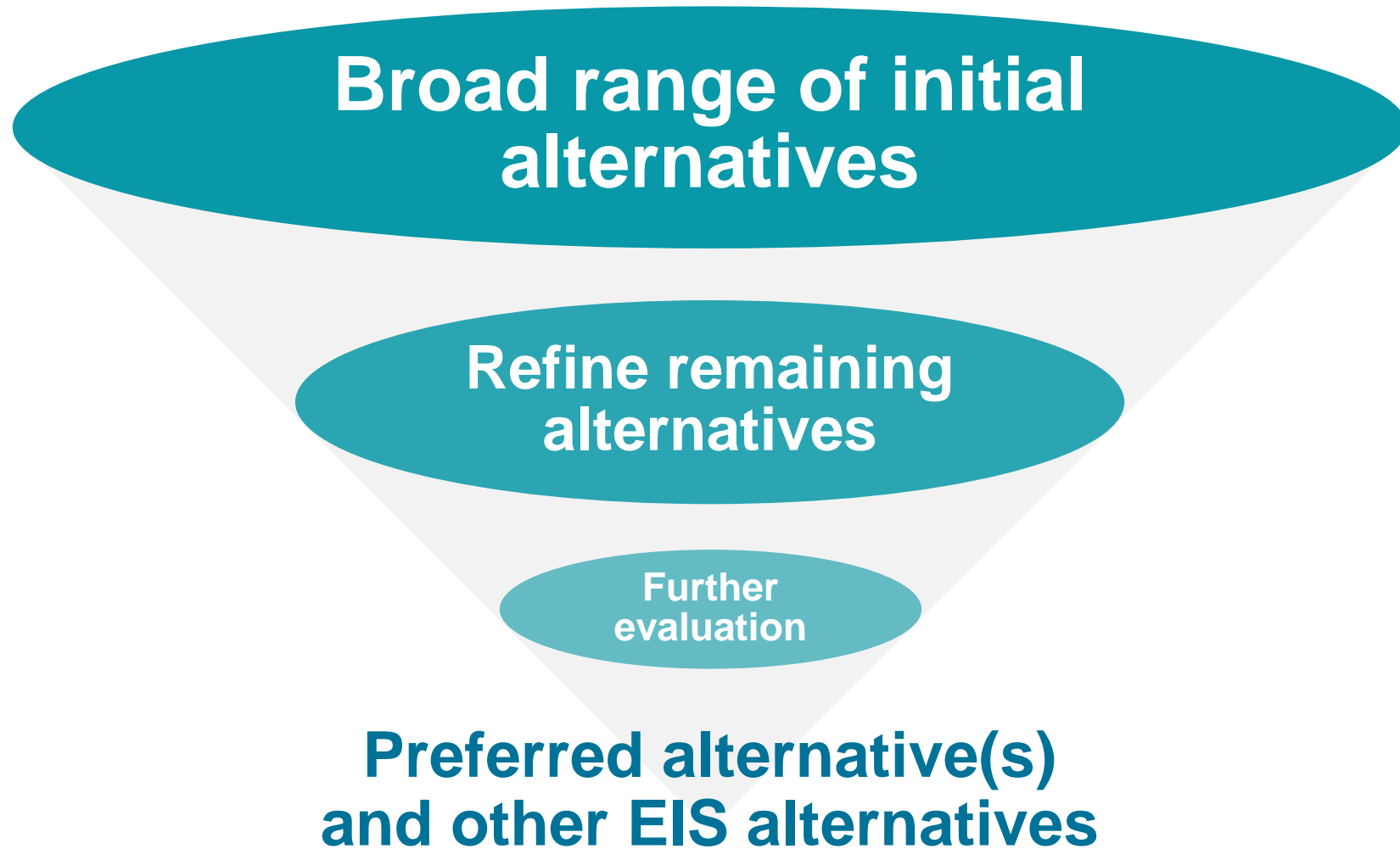
2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

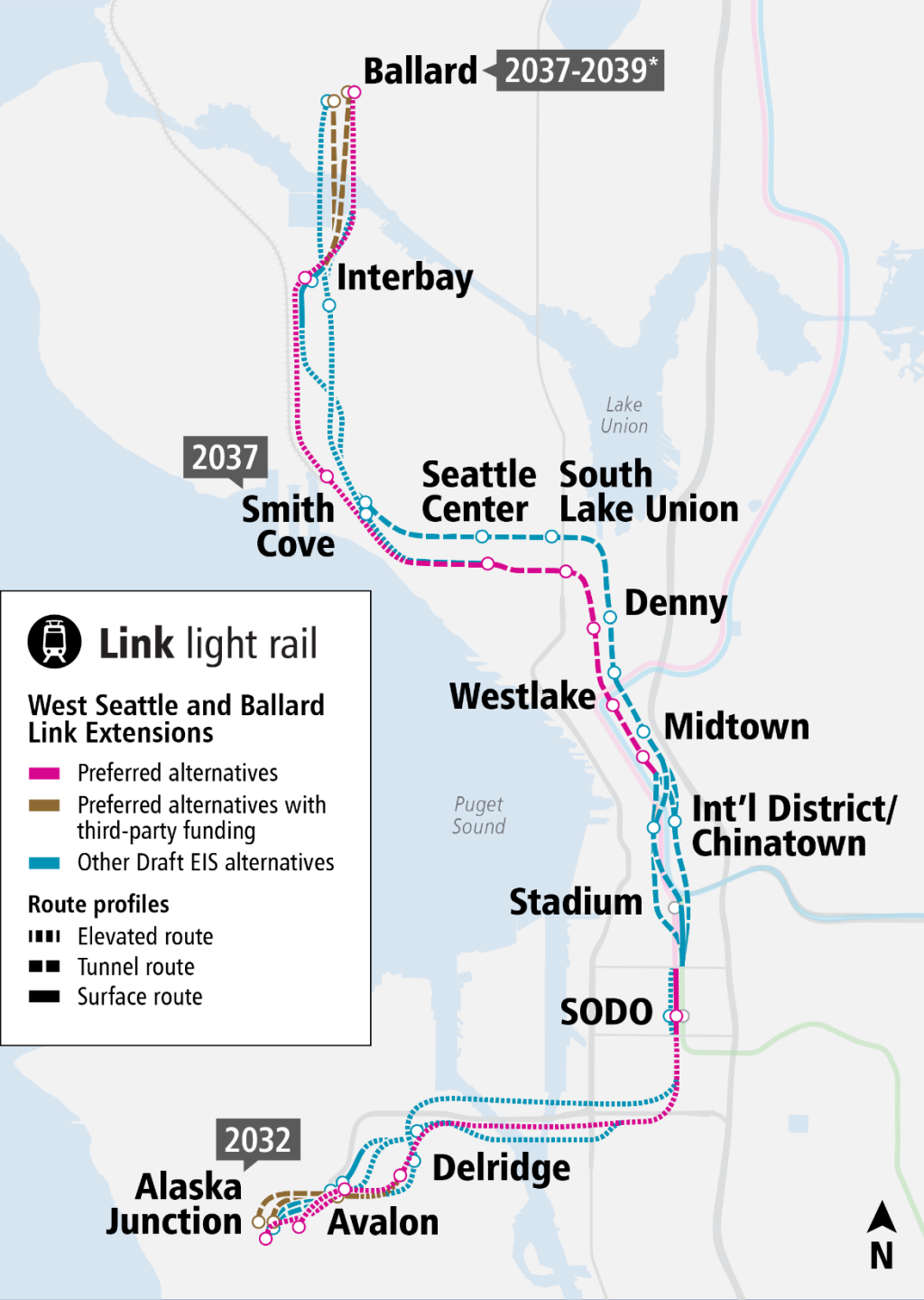
PUBLIC INVOLVEMENT

Alternatives development screening process



Draft EIS alternatives

What we're studying in this phase



- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.

Draft EIS Comment Period



***Published Draft EIS
Jan. 28, 2022***

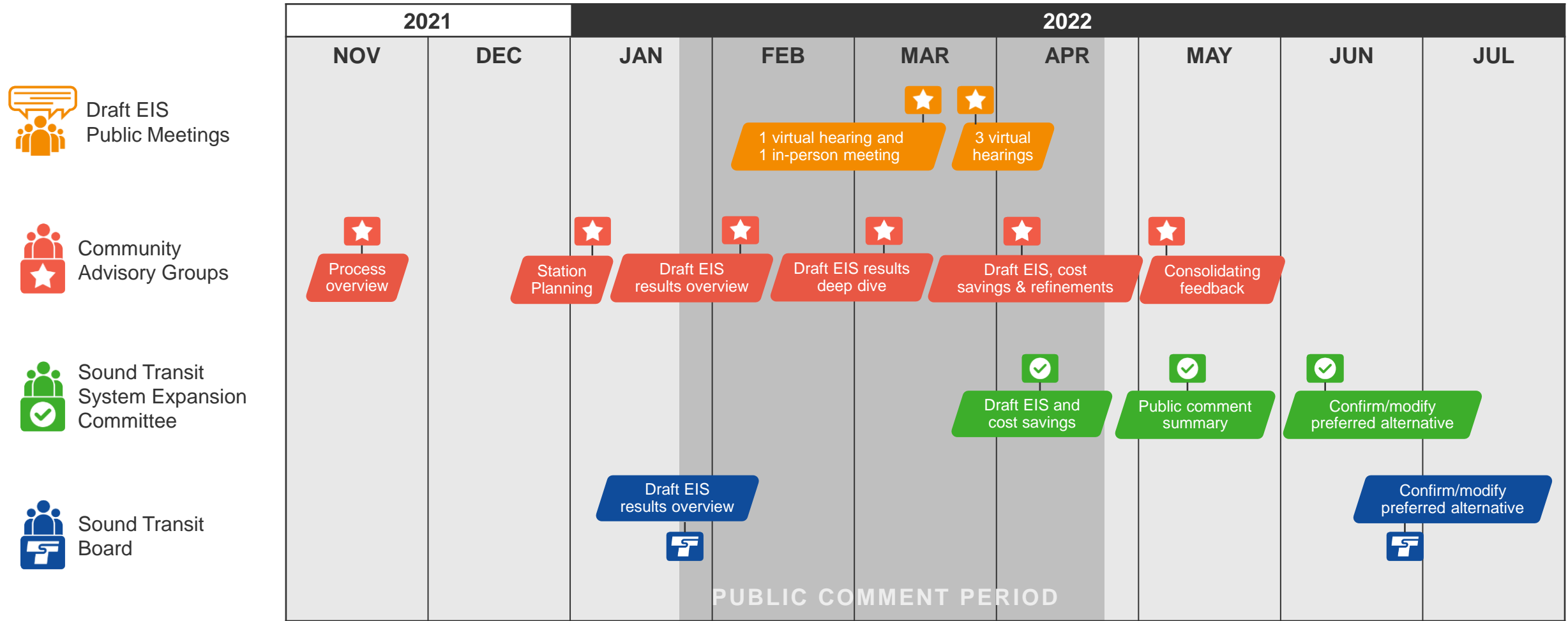


***Review and comment
by April 28, 2022!***



Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Draft EIS Community Engagement

Online open house  wsblink.participate.online

Community Advisory Groups: 4 meetings/month through May

Draft EIS meetings: 4 virtual, one in-person in March

Draft EIS mailer: delivered to 130,000 addresses

Other activities including community briefings/events; fairs, festivals and tabling events; property owner webinars; office hours; community liaison outreach

How can you provide a comment?



Online



Phone



Mail / email



Meetings

In-person and/or virtual*



**Comment in
any language!**

What does a comment look like?

- ✓ Focus your comments on the information provided in the Draft EIS.
- ✓ The clearer and more concise your comments are, the more effective they will be.
- ✓ Whenever possible, identify the section of the Draft EIS on which you are commenting (chapter, section and page number).
- ✓ Including additional explanation and relevant facts and references to support your comment is also helpful.



Draft EIS Results Snapshot



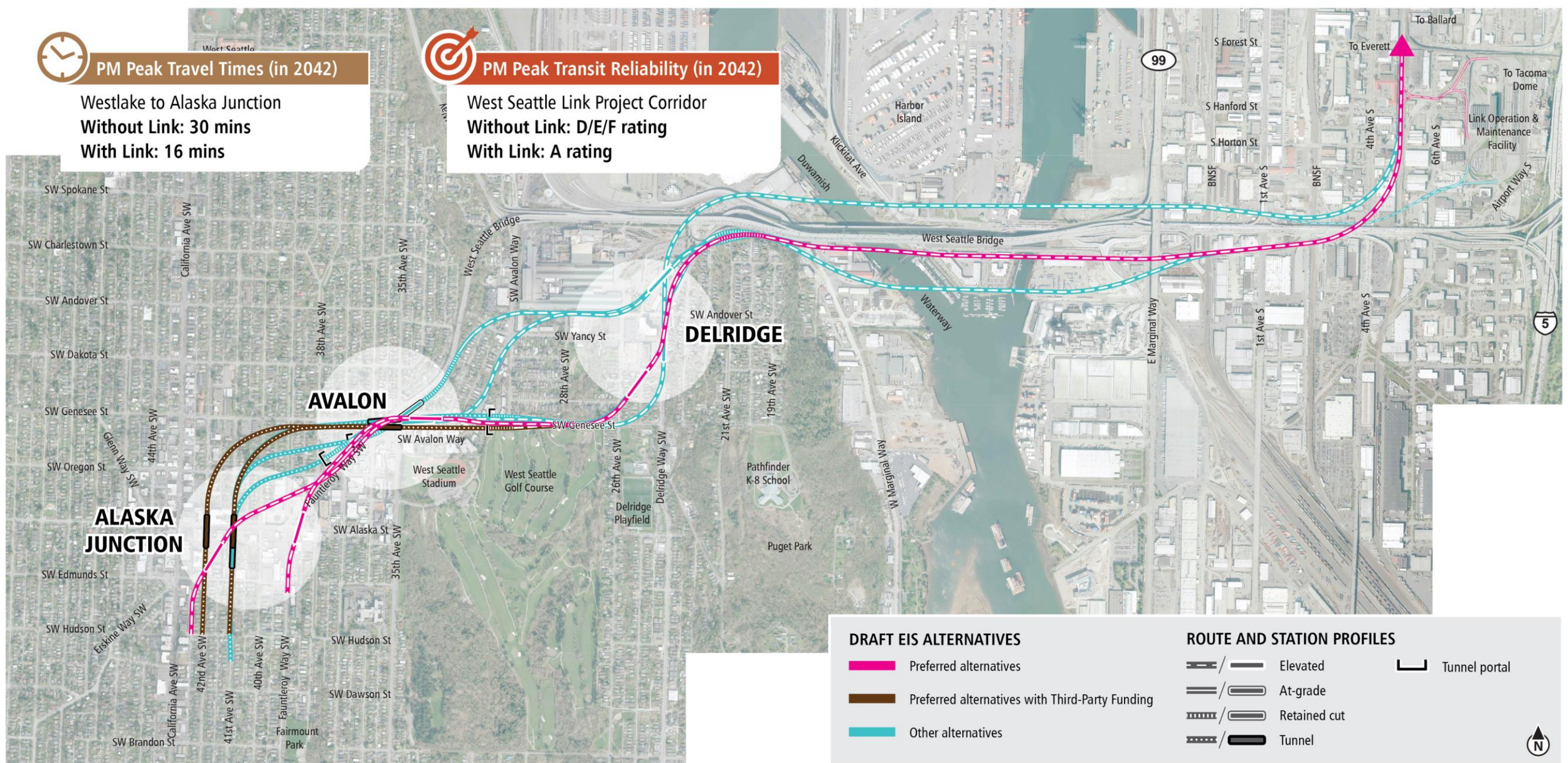
PM Peak Travel Times (in 2042)

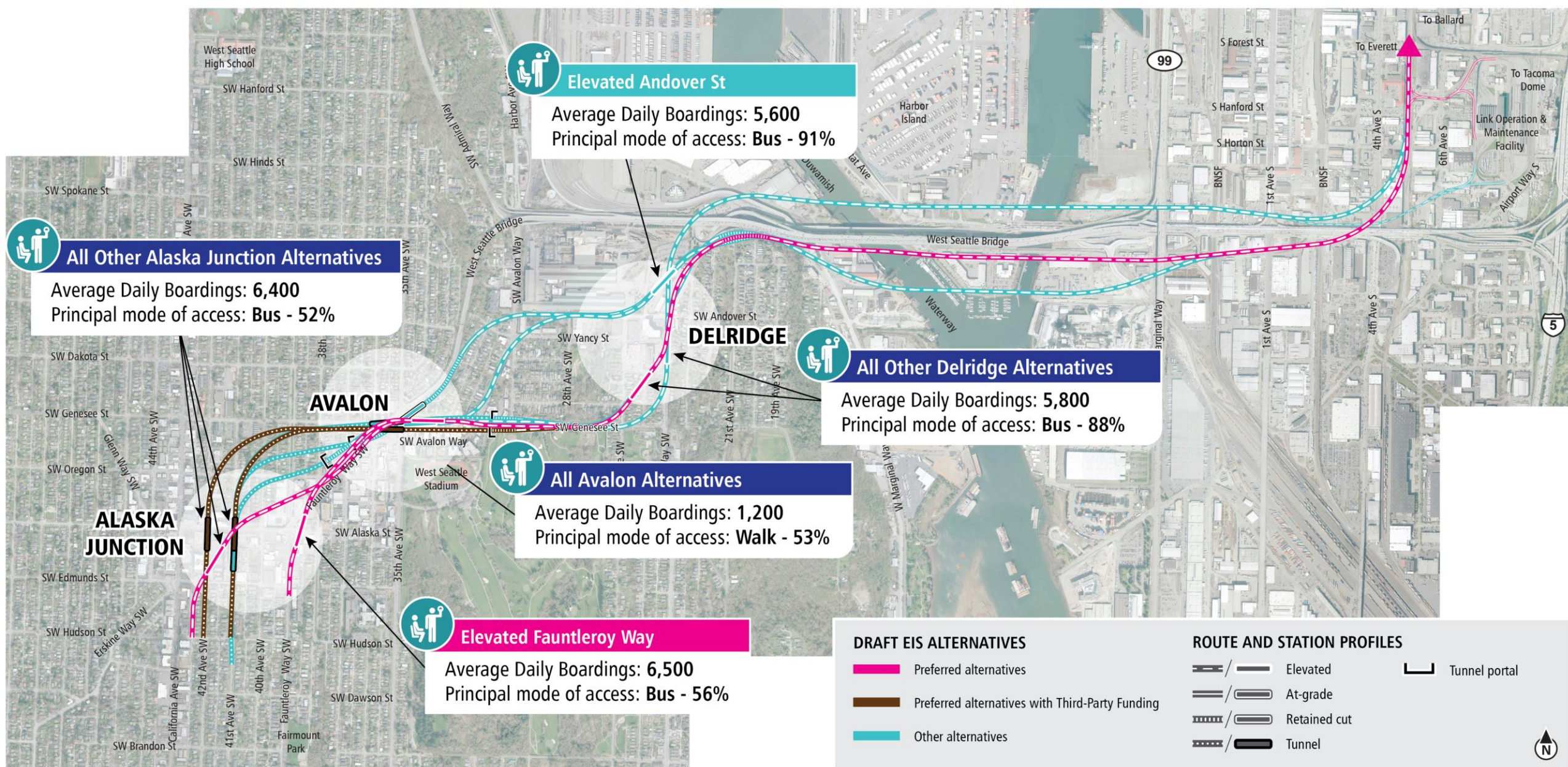
Westlake to Alaska Junction
Without Link: 30 mins
With Link: 16 mins



PM Peak Transit Reliability (in 2042)

West Seattle Link Project Corridor
Without Link: D/E/F rating
With Link: A rating





What is typically studied in an EIS?



Transportation

- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight



Natural environment

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

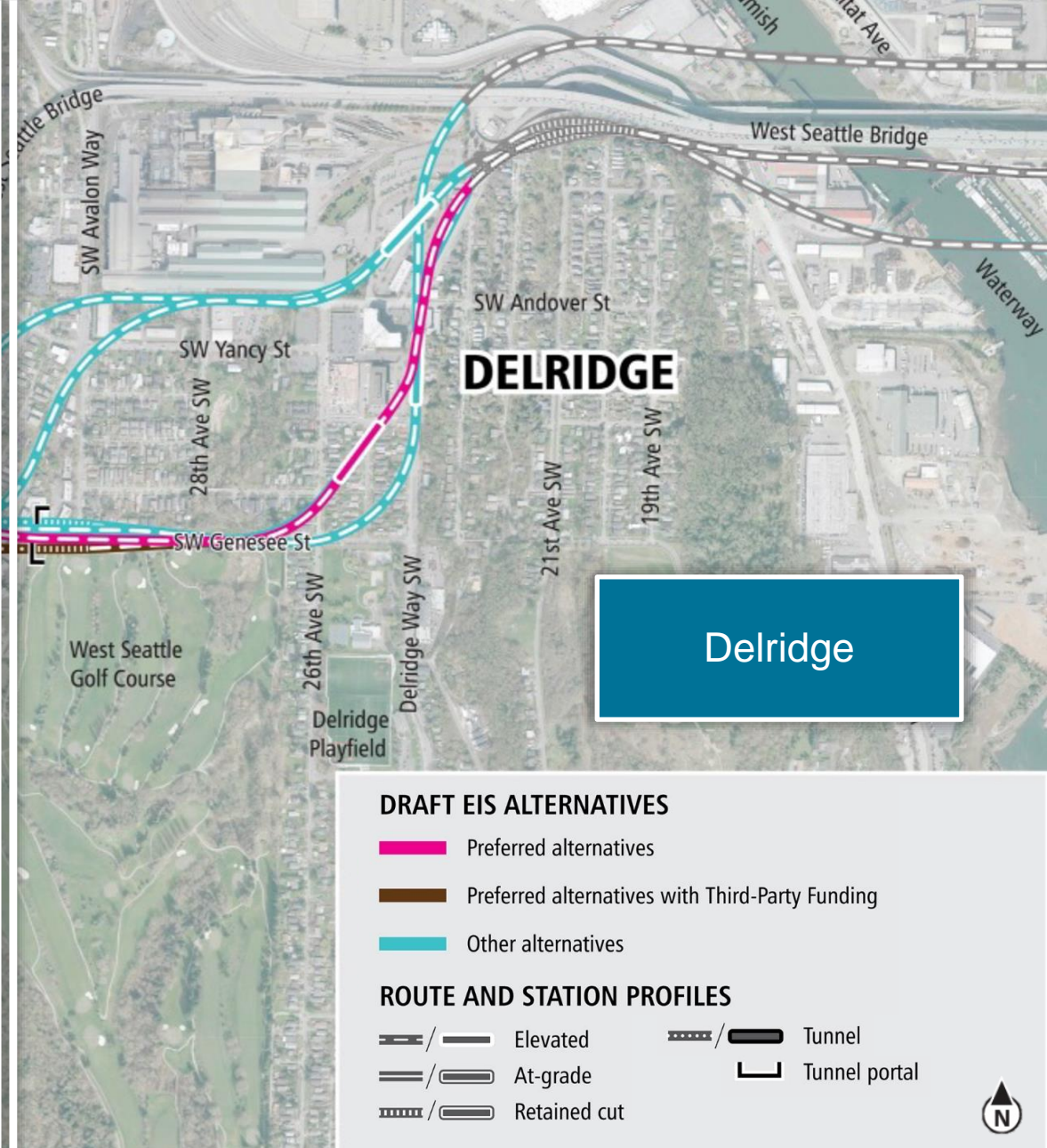
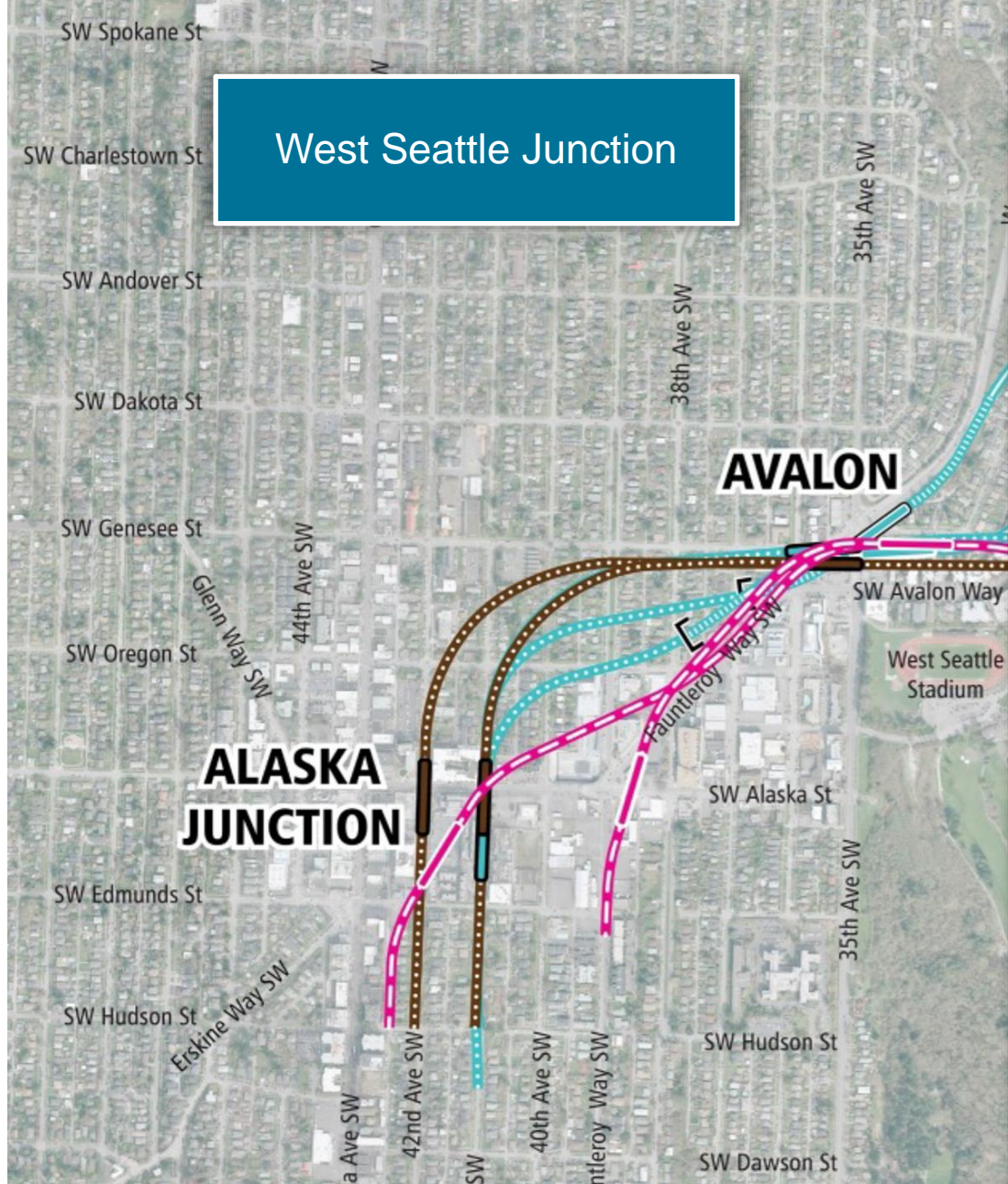


Built environment

- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities

Draft EIS alternatives





Preferred alternative

Elevated Fauntleroy Way Station

Dakota Street Station

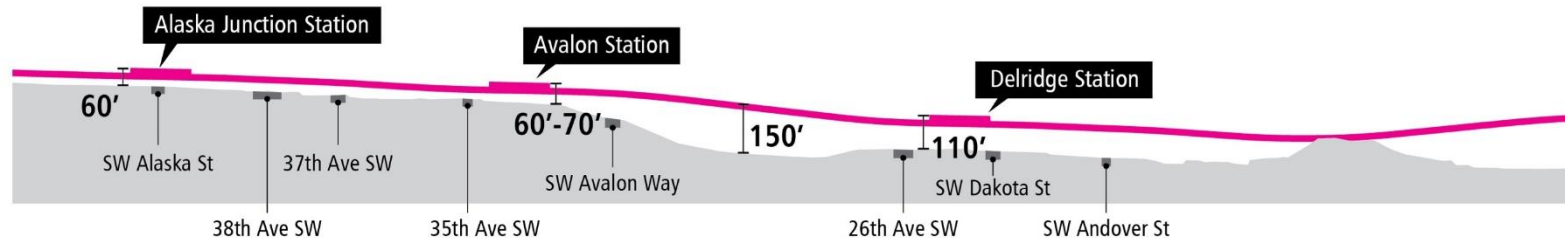
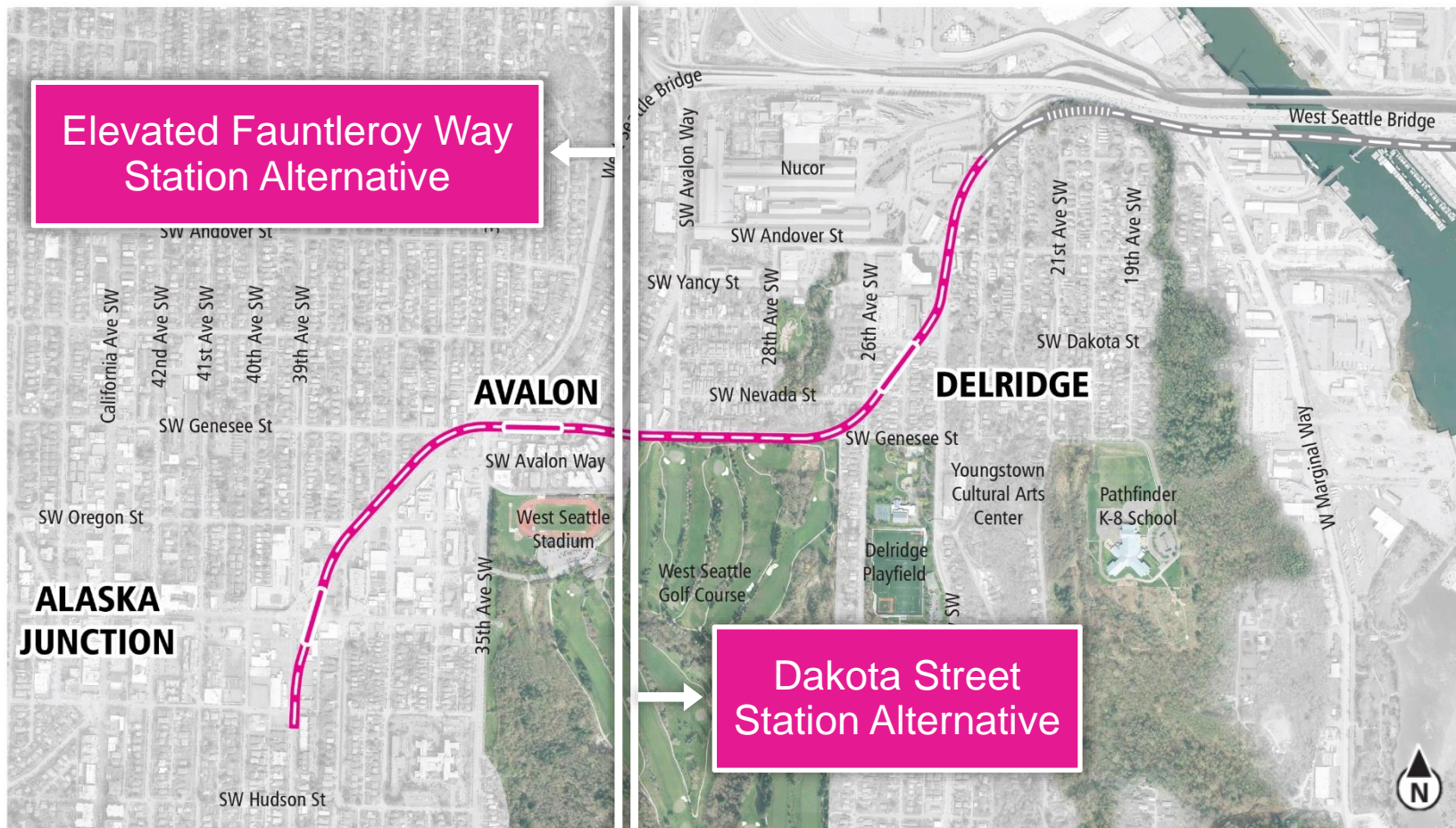
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ▬ / ▬ Tunnel portal

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Elevated Fauntleroy Way Station

Dakota Street Station

Project cost
(2019\$ in billions) **\$1.6B**

Residential
displacements **607 units**

Business
displacements **32**

Park effects
(permanent) **0.6 acres**

Other considerations

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Elevated 41st/42nd Ave Station

Dakota Street Station

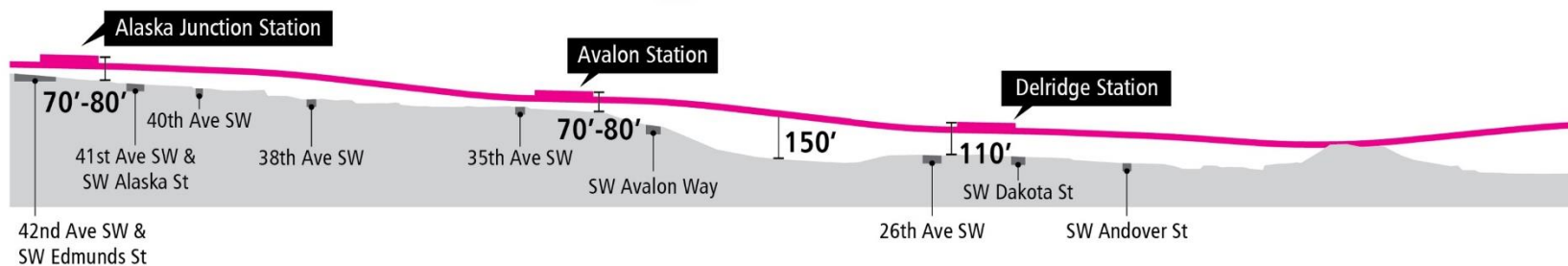
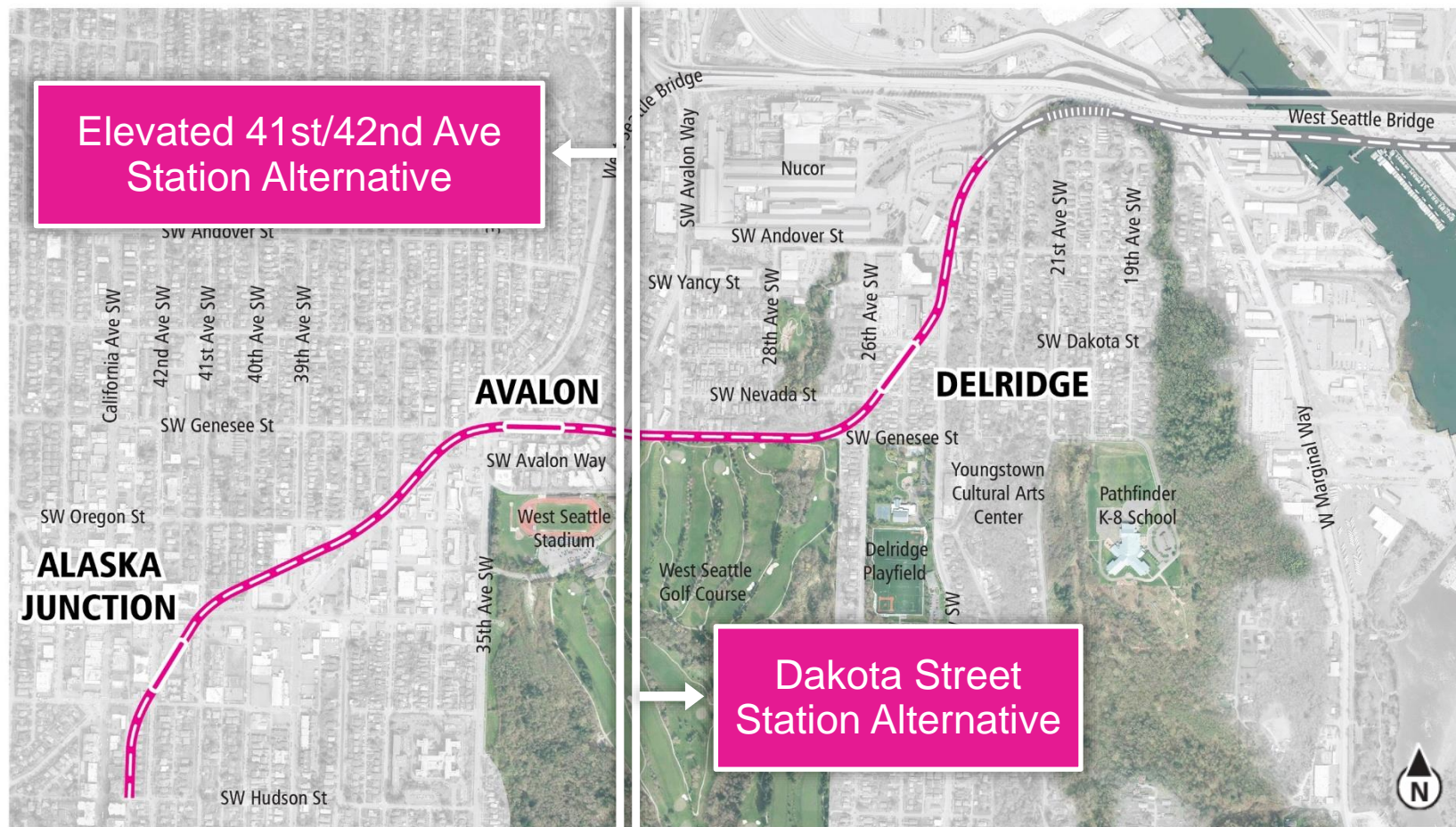
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Elevated 41st/42nd Ave Station

Dakota Street Station

Project cost
(2019\$ in billions) **\$2.0B**

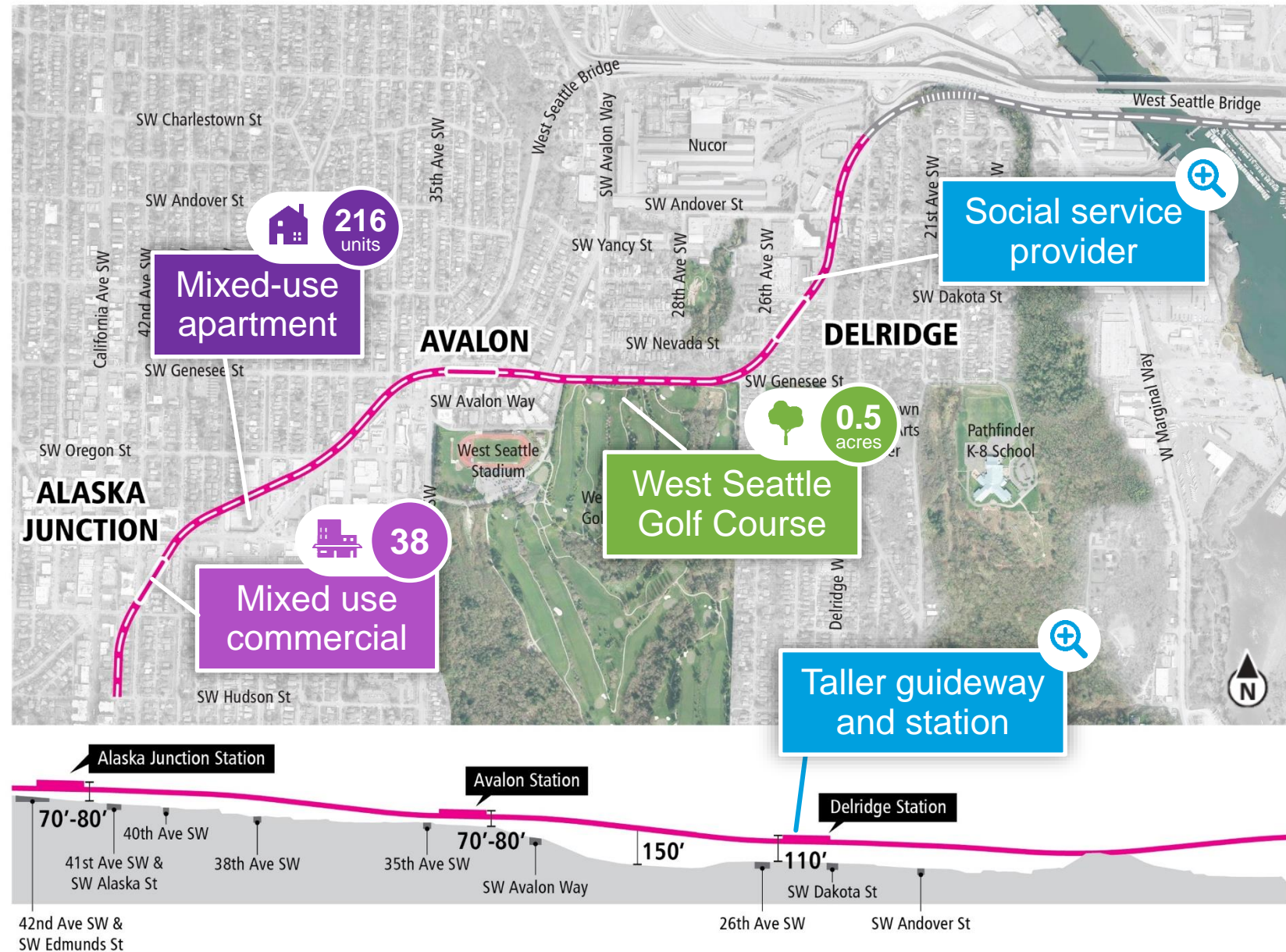
Residential
displacements **551 units**

Business
displacements **77**

Park effects
(permanent) **0.6 acres**

Other considerations

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***Preferred alternative with
third-party funding***

Tunnel 41st Ave Station

Dakota Street Station

Lower Height

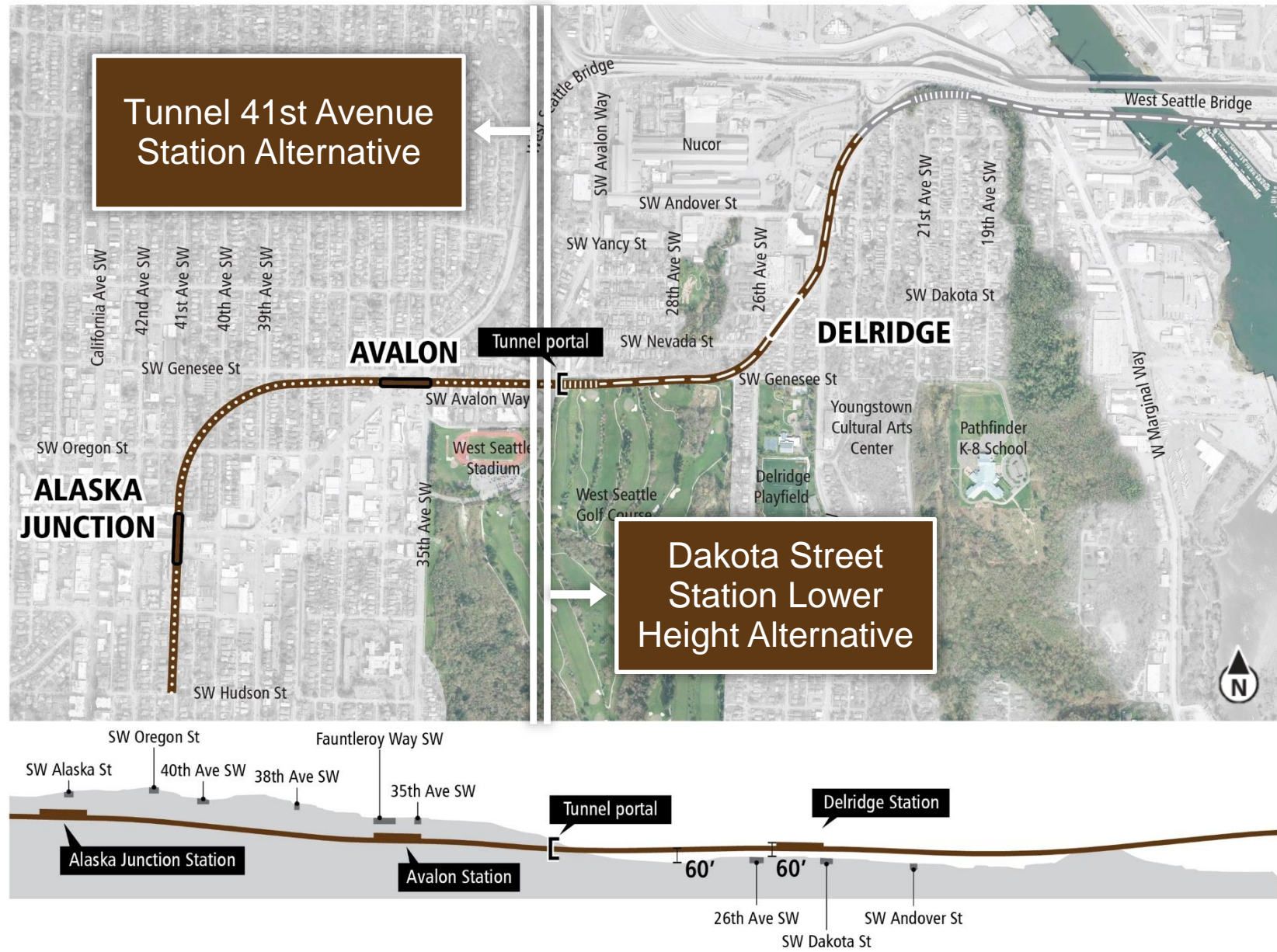
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ▬ / ▬ Tunnel portal

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Tunnel 41st Ave Station

Dakota Street Station Lower Height

Project cost
(2019\$ in billions) **\$2.1B**

Residential
displacements **364 units**

Business
displacements **31**

Park effects
(permanent) **1.4 acres**

Other considerations

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Tunnel 42nd Ave Station
Dakota Street Station
Lower Height

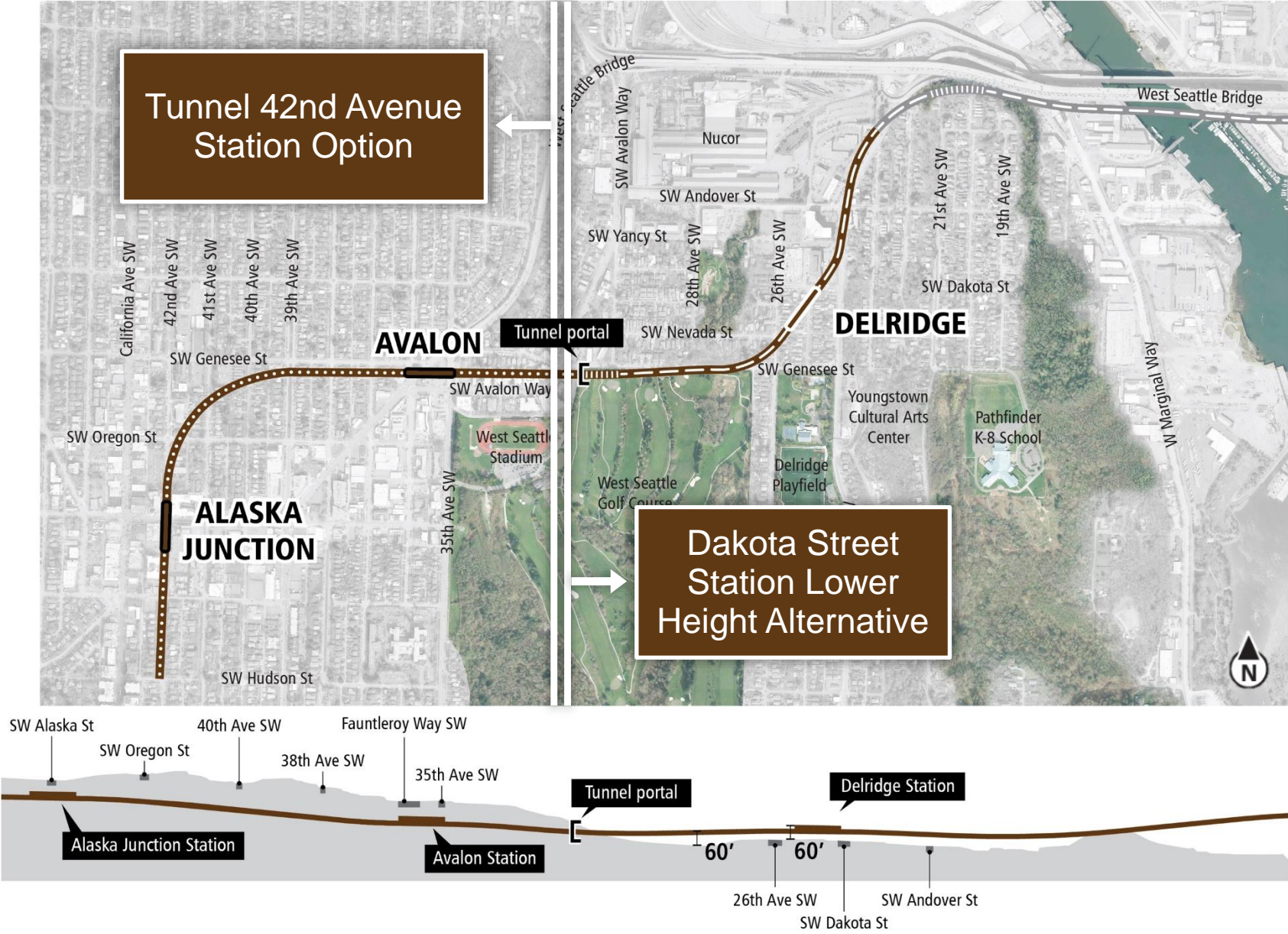
DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Retained cut
- Tunnel
- Tunnel portal

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Tunnel 42nd Ave Station

Dakota Street Station

Lower Height

Project cost
(2019\$ in billions)

\$2.2B

Residential displacements

321 units

Business displacements

60

Park effects
(permanent)

1.6 acres

Other considerations

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Other Draft EIS alternatives

Short Tunnel 41st Avenue Station Dakota Street Station

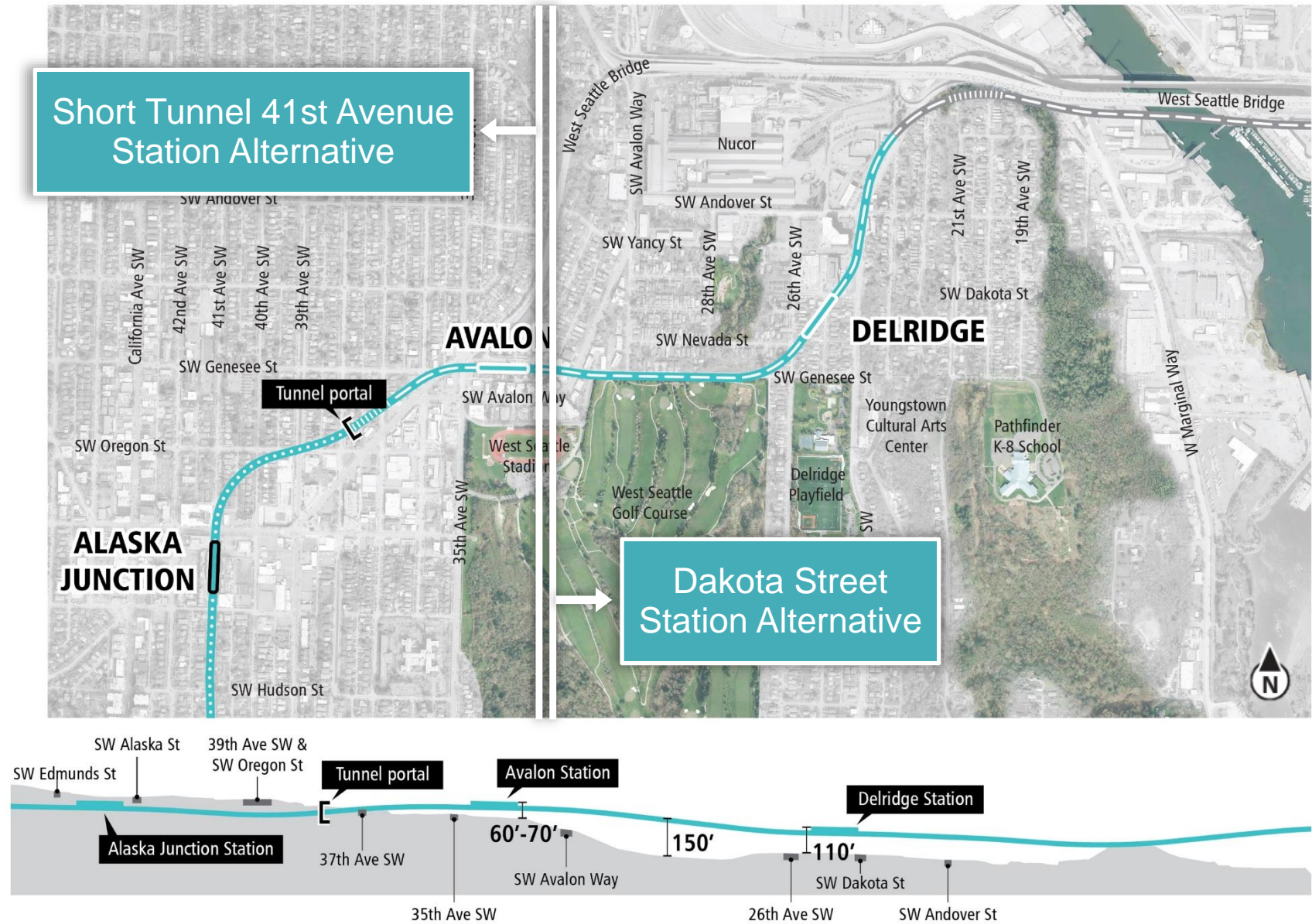
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ▬ / ▬ Tunnel portal

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Short Tunnel 41st Avenue Station Dakota Street Station

Project cost
(2019\$ in billions) **\$1.9B**

Residential displacements **410 units**

Business displacements **34**

Park effects
(permanent) **0.5 acres**

Other considerations

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Medium Tunnel 41st Avenue Station

Andover Street Station Lower Height

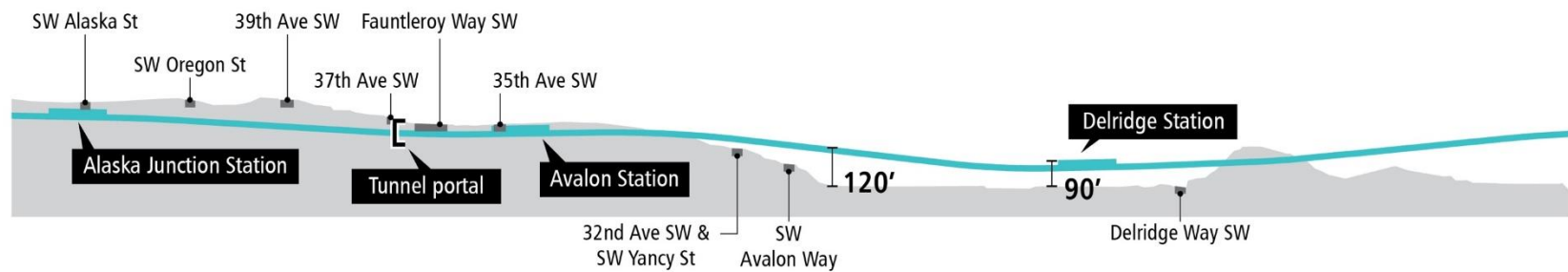
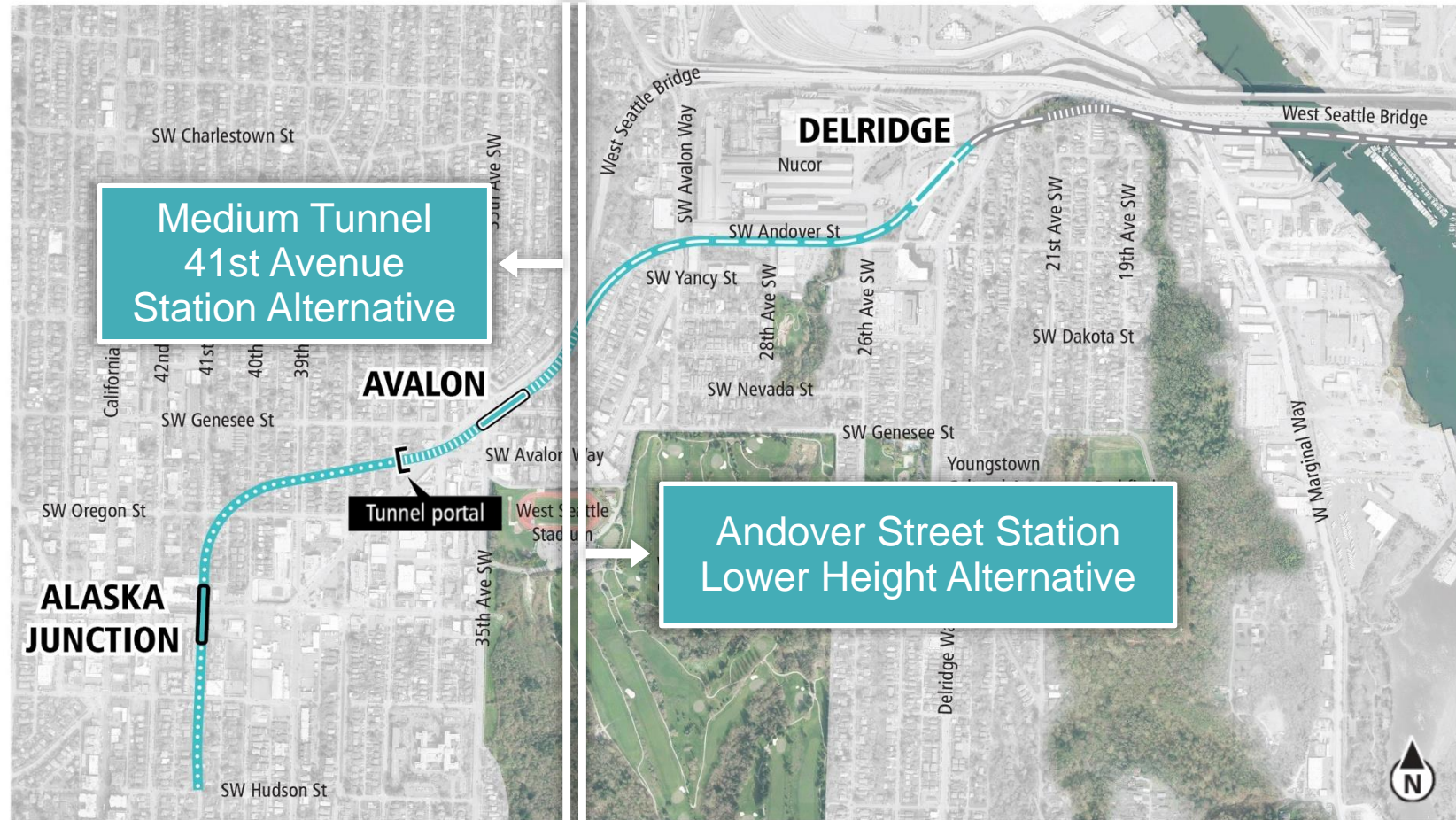
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ▬ / ▬ Tunnel portal

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Medium Tunnel 41st Avenue Station

Andover Street Station Lower Height

Project cost
(2019\$ in billions) **\$1.6B**

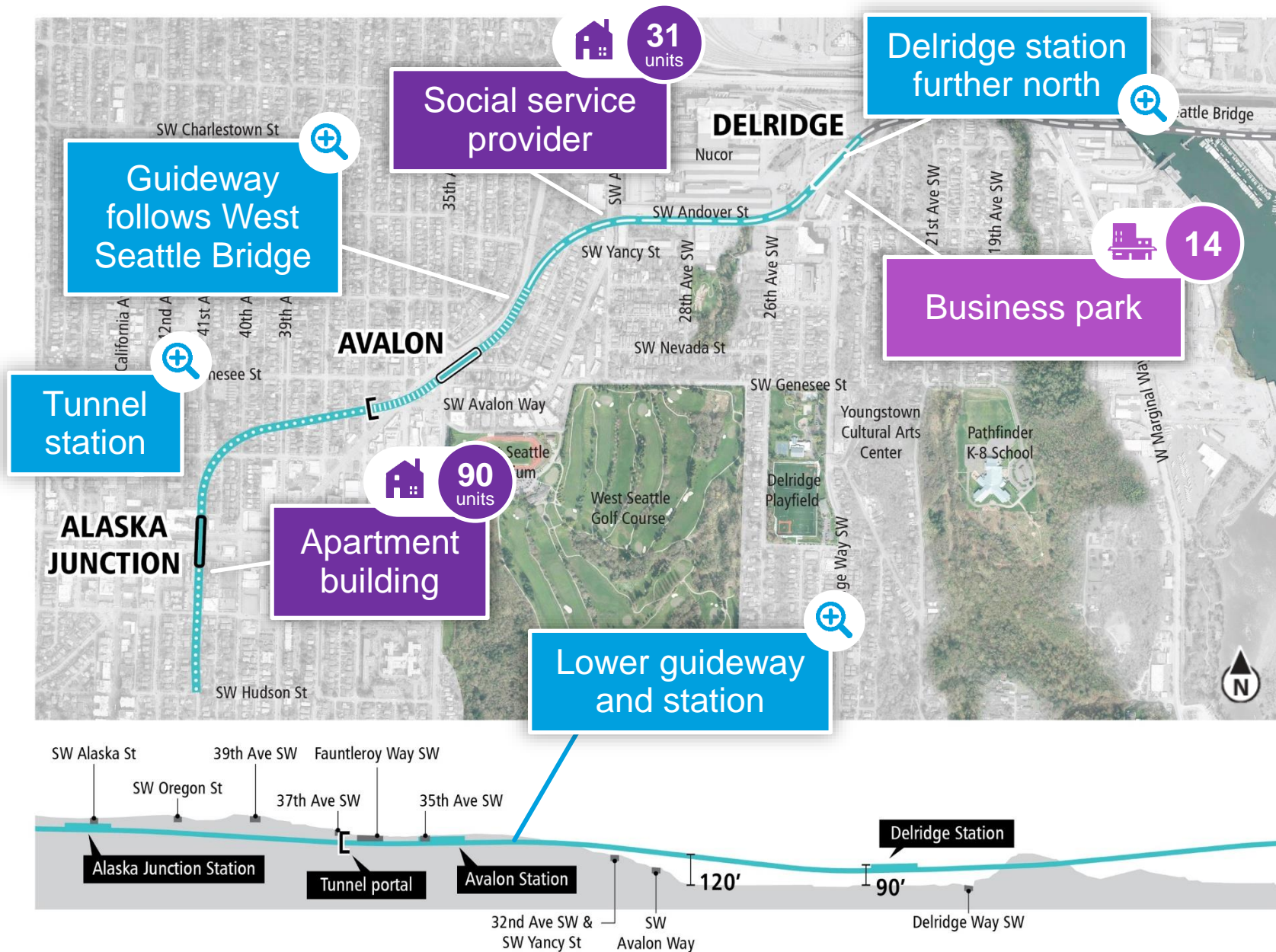
Residential
displacements **201 units**

Business
displacements **35**

Park effects
(permanent) **none**

Other considerations

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Elevated Fauntleroy Way Station

Andover Street Station

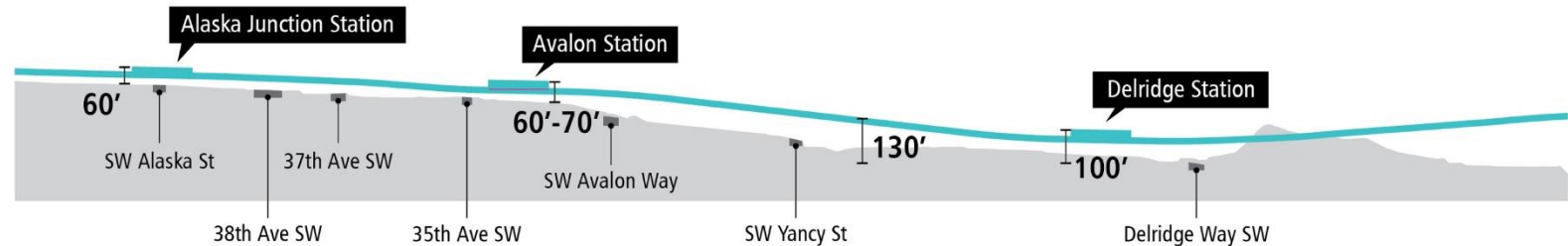
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

- | | |
|---|---|
|  Elevated |  Tunnel |
|  At-grade |  Tunnel portal |
|  Retained cut | |

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Elevated Fauntleroy Way Station

Andover Street Station

Project cost
(2019\$ in billions) **\$1.5B**

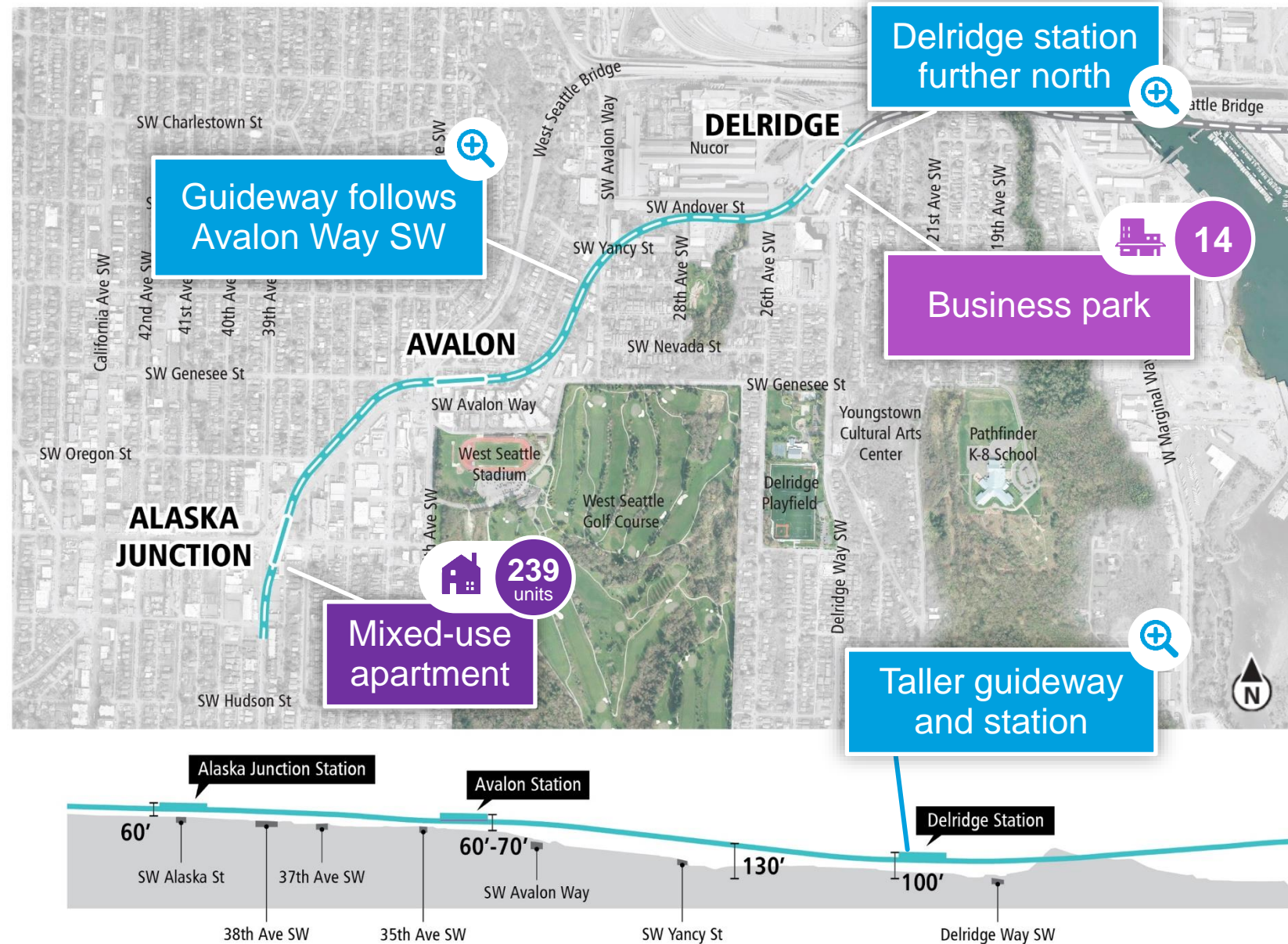
Residential displacements **487 units**






Business displacements **34**

Park effects
(permanent) **none**

Other considerations

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	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Short Tunnel 41st Dakota St	Medium Tunnel 41st Andover St Lower Height	Elevated Fauntleroy Andover St
Project cost  (2019\$ in billions)	\$1.6B	\$2.0B	\$2.1B	\$2.2B	\$1.9B	\$1.6B	\$1.5B
Residential  displacements	607 units	551 units	364 units	321 units	410 units	201 units	487 units
Business  displacements	32	77	31	60	34	35	34
Park effects  (permanent)	0.6 acres	0.6 acres	1.4 acres	1.6 acres	0.5 acres	none	none
Other  considerations	Taller guideway/ Delridge Station	Taller guideway/ Delridge Station	Lower guideway/ Delridge Station	Lower guideway/ Delridge Station	Taller guideway/ Delridge Station	Lower guideway/ Avalon Station	Taller guideway/ Delridge Station
	Social service provider	Social service provider	Tunnel Avalon and Alaska Jct. stations Social service provider	Tunnel Avalon and Alaska Jct. stations Social service provider	Tunnel Alaska Jct. station Social service provider	Guideway follows West Seattle Bridge Delridge Station further north Tunnel Alaska Jct. Station	Guideway follows Avalon Way SW Delridge Station further north
<p>The above information is for illustration only. Please refer to DEIS for further detail.</p> <p>Performance</p> <div> <div></div> <div></div> <div></div> <div></div> </div> <p>Lower performing ←→ Higher performing</p>							

Additional scenarios

Elevated Fauntleroy Way Station

Delridge Way Station

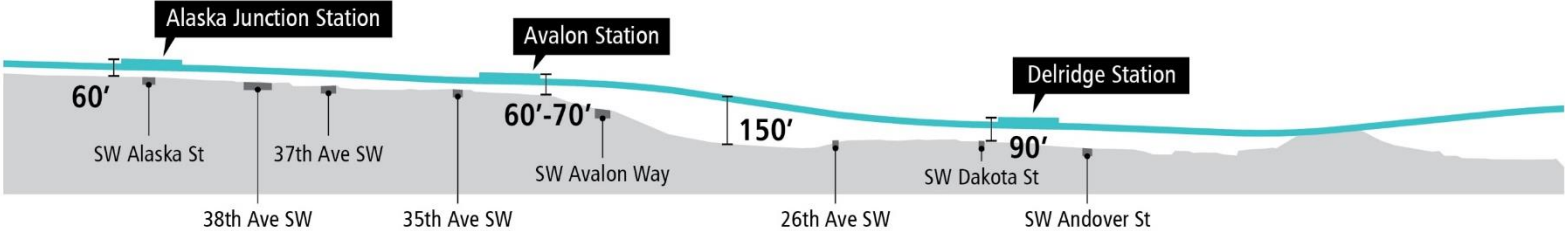
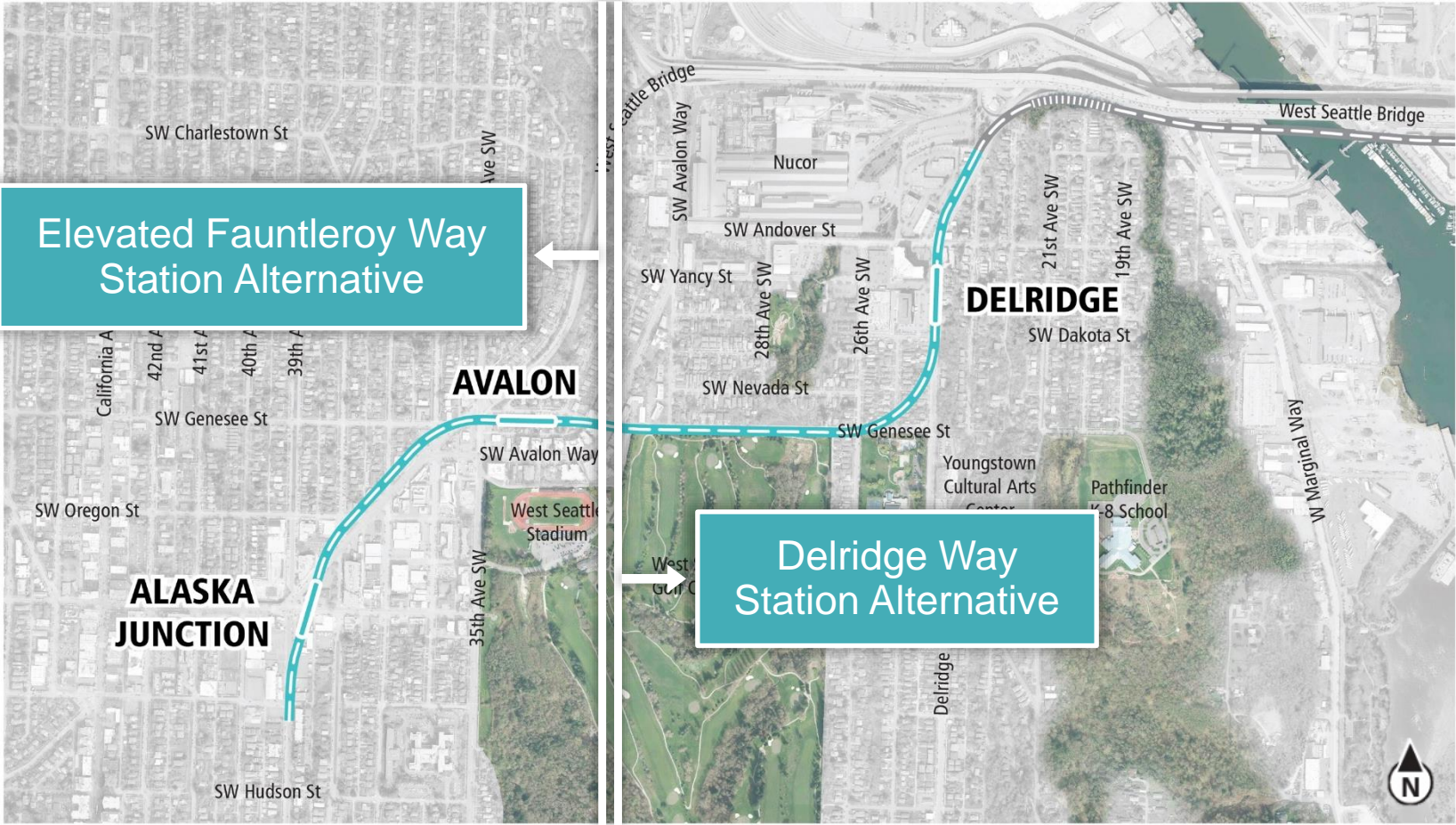
DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES

- / Elevated
- / At-grade
- / Retained cut
- / Tunnel
- Tunnel portal

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
 Connection to preferred alternative in Duwamish is shown for illustration purposes.



Elevated Fauntleroy Way Station

Delridge Way Station

Project cost
(2019\$ in billions)

\$1.5B

Residential
displacements

586 units

Business
displacements

32

Park effects
(permanent)

0.7 acres

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.



Tunnel 41st Ave Station

Delridge Way Station

Lower Height Alternative

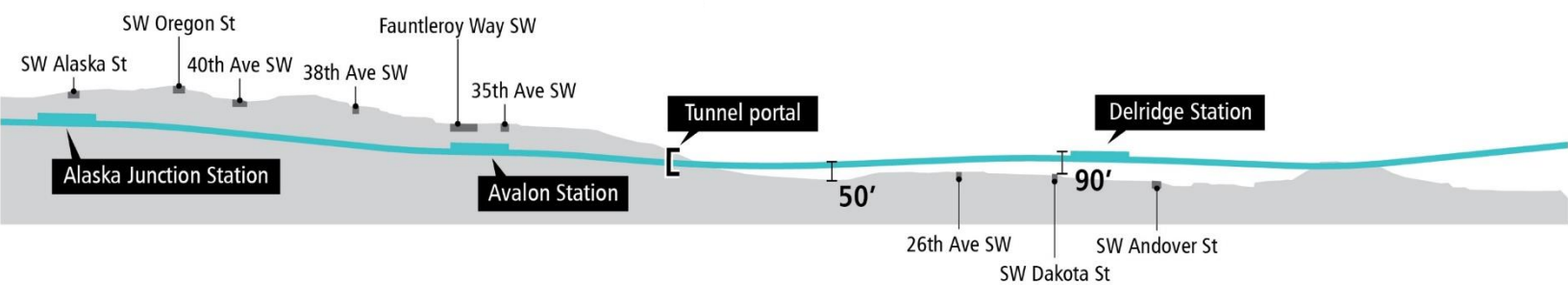
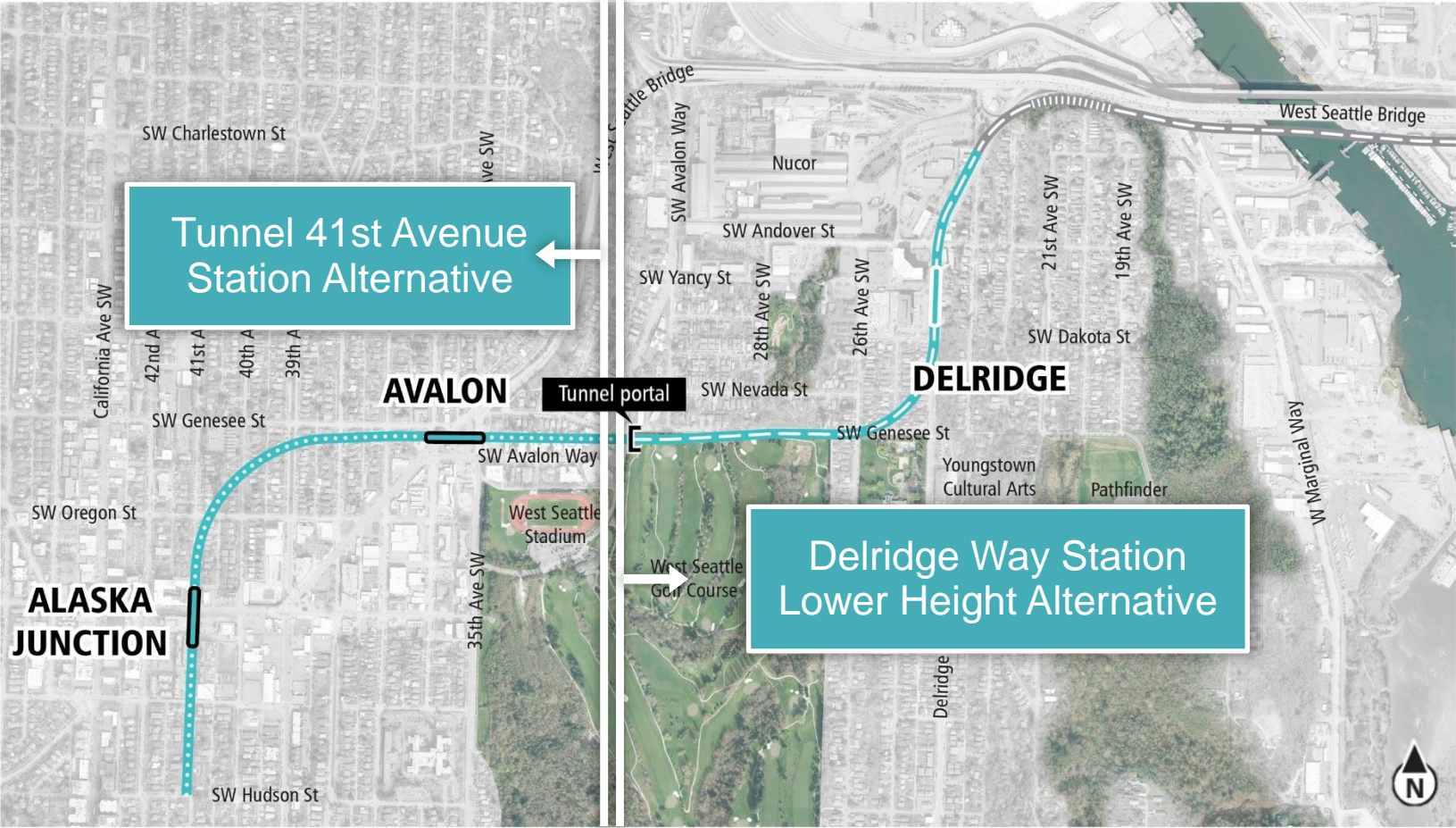
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ▬ / ▬ Tunnel portal

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Tunnel 41st Ave Station Delridge Way Station Lower Height Alternative

Project cost
(2019\$ in billions) **\$2.1B**

Residential
displacements **341 units**






Business
displacements **31**

Park effects
(permanent) **1.3 acres**

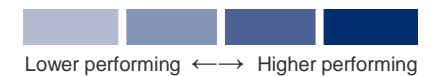
Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.



	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Elevated Fauntleroy Delridge Way	Tunnel 41st Delridge Way Lower Height
Project cost  (2019\$ in billions)	\$1.6B	\$2.0B	\$2.1B	\$2.2B	\$1.5B	\$2.1B
Residential displacements 	607 units	551 units	364 units	321 units	586 units	341 units
Business displacements 	32	77	31	60	32	31
Park effects  (permanent)	0.6 acres	0.6 acres	1.4 acres	1.6 acres	0.7 acres	1.3 acres
Other considerations 	Taller guideway/ Delridge Station	Taller guideway/ Delridge Station	Lower guideway/ Delridge Station	Lower guideway/ Delridge Station	Taller guideway/ Delridge Station	Taller guideway/ Delridge Station
	Social service provider	Social service provider Fire Station 36	Tunnel Avalon and Alaska Jct. stations Social service provider	Tunnel Avalon and Alaska Jct. stations Social service provider	Social service provider	Guideway follows Avalon Way SW Delridge Station further north
The above information is for illustration only. Please refer to DEIS for further detail.						

Performance







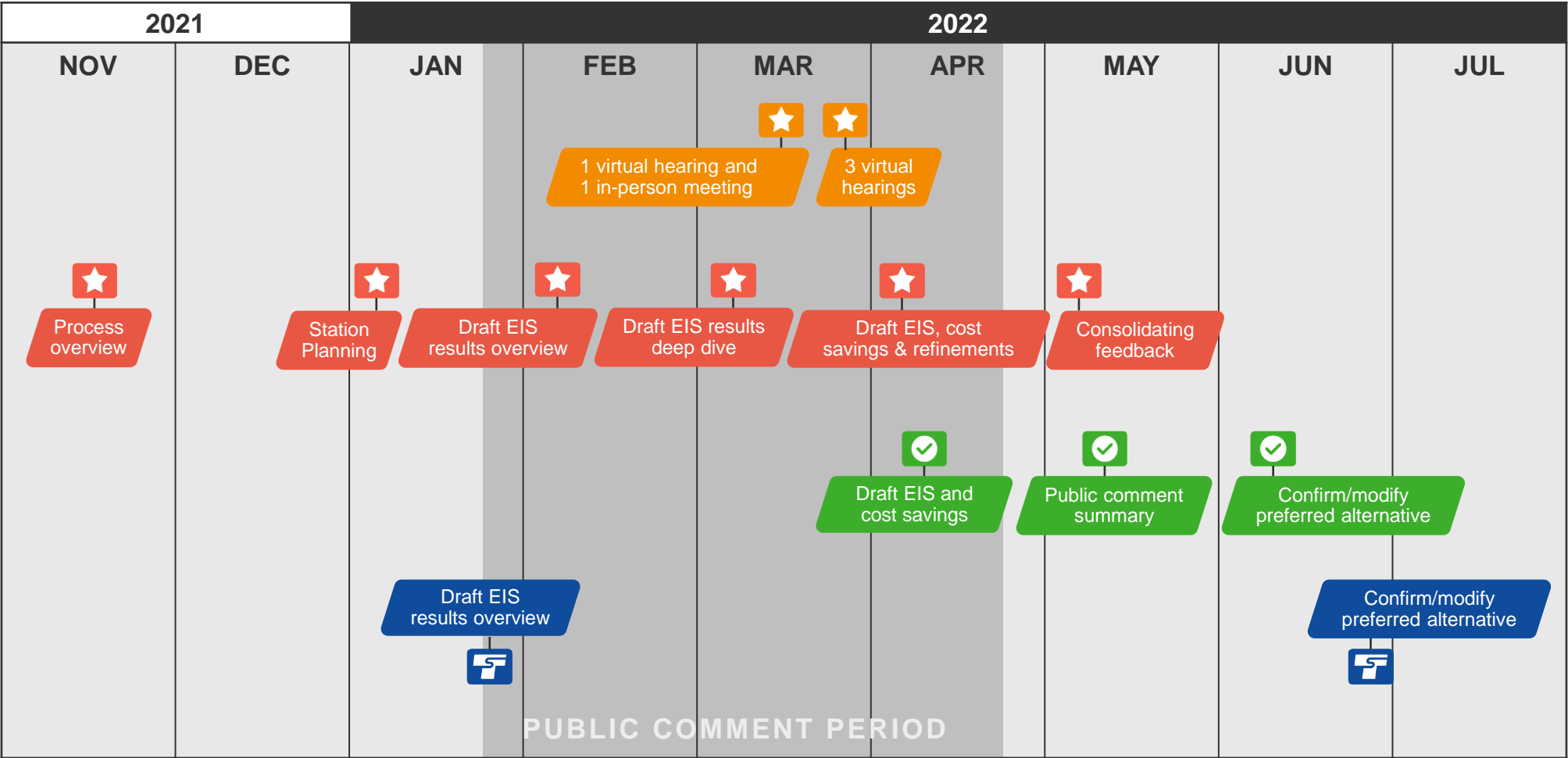
Questions and Discussion

Next Steps

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)

-  Draft EIS Public Meetings
-  Community Advisory Groups
-  Sound Transit System Expansion Committee
-  Sound Transit Board



Upcoming Community Advisory Groups

Draft EIS results overview



West Seattle/Duwamish Community Advisory Group

Draft EIS Deep Dive

Tuesday, March 8, 2022, from 5pm to 7pm

Online Public Meeting (West Seattle/Duwamish focus)

Wednesday, March 30, 2022, from 5pm to 7pm

West Seattle/Duwamish Community Advisory Group

Draft EIS, Potential Cost Savings, Refinements

Tuesday, April 12, 2022, from 5pm to 7pm

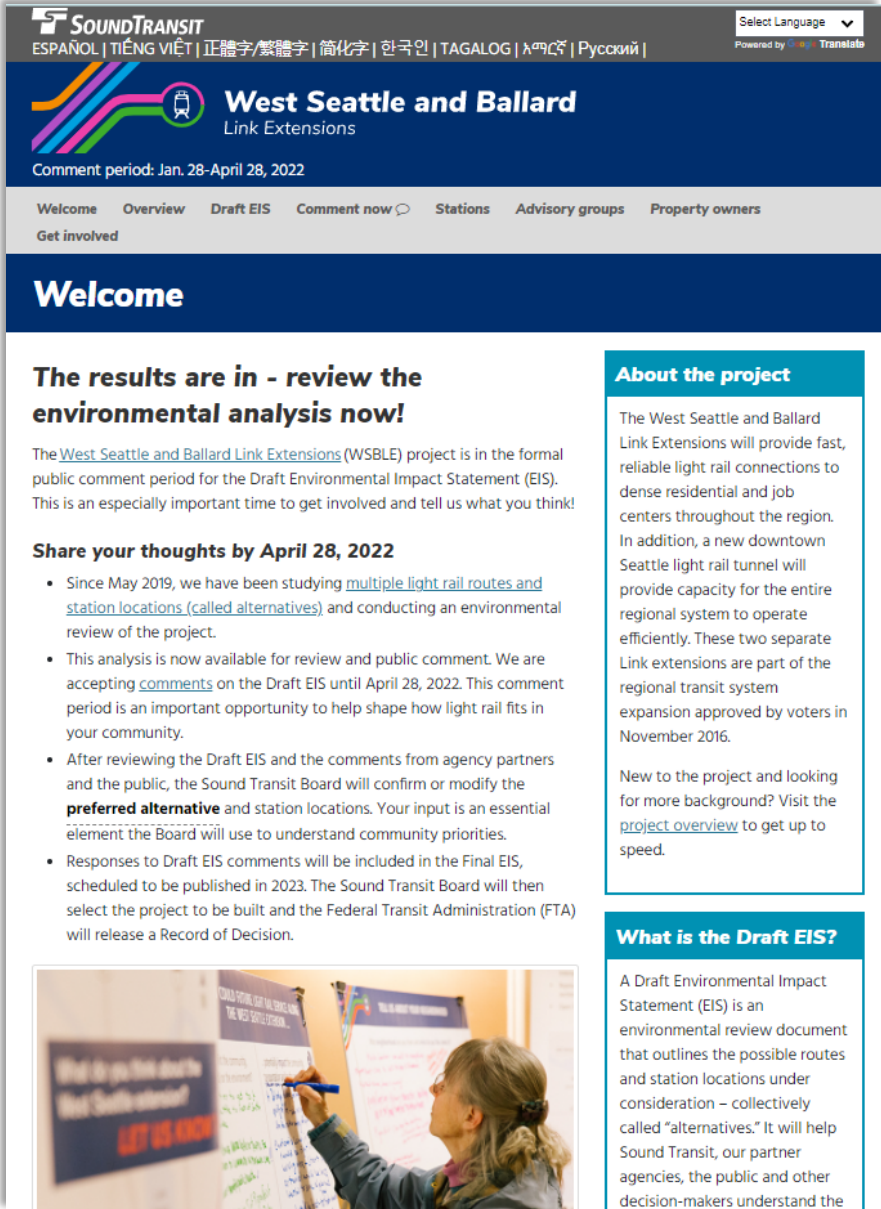
Advisory group meetings are livestreamed and recorded.

For more information and meeting links, visit: wsblink.participate.online

Online Open House

The wsblink.participate.online features:

- **Project Overview** featuring latest on the project
- **Draft EIS** including an overview and links to the document, where and how to review the document and comment
- **Comment Now** form for comments to be submitted, with tips for writing a helpful comment
- **Stations** overview including the station planning progress report and concepts for each station
- **Advisory Groups** schedule, agendas, link to livestream and all Community Advisory Group related materials
- **Property Owners** resources including an overview of the process and FAQ's for potentially affected property owners
- **Get Involved** featuring all the ways to connect with the project team and engage on the project and comment



The screenshot shows the Sound Transit website for the West Seattle and Ballard Link Extensions project. The header includes the Sound Transit logo and a language selection dropdown. The main navigation bar lists: Welcome, Overview, Draft EIS, Comment now (with a speech bubble icon), Stations, Advisory groups, and Property owners. Below this is a 'Get involved' link. The 'Welcome' section features a headline: 'The results are in - review the environmental analysis now!'. It explains that the project is in the formal public comment period for the Draft Environmental Impact Statement (EIS) and encourages public input. A sub-section titled 'Share your thoughts by April 28, 2022' lists four bullet points: 1) Since May 2019, the project has been studying multiple light rail routes and station locations (called alternatives) and conducting an environmental review. 2) This analysis is now available for review and public comment, with comments accepted until April 28, 2022. 3) After reviewing the Draft EIS and public comments, the Sound Transit Board will confirm or modify the preferred alternative and station locations. 4) Responses to Draft EIS comments will be included in the Final EIS, scheduled for publication in 2023. To the right, a box titled 'About the project' describes the Link Extensions as providing fast, reliable light rail connections to dense residential and job centers, with a new downtown Seattle light rail tunnel providing capacity for the entire regional system. Another box titled 'What is the Draft EIS?' explains that it is an environmental review document outlining possible routes and station locations under consideration, collectively called 'alternatives'. At the bottom, there is a photo of a person writing on a whiteboard with project-related information.

 *wsblink.participate.online*

