



West Seattle and Ballard Link Extensions

Elected Leadership Group Meeting | April 26, 2019

Agenda

- › Welcome
- › Public Comment
- › Community engagement, equity and inclusion
- › Level 3 alternatives, results, mix-and-match
- › EIS Scoping feedback
- › Level 3 recommendations
- › Next steps

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

Sounder commuter rail connects Everett, Snohomish County and Seattle, Pierce and King counties. Sounder commuter rail provides a fast, reliable, and comfortable mode of transit for commuters in the Puget Sound region.



Link light rail

Link light rail connects Everett, Snohomish County and Seattle, Pierce and King counties. Link light rail provides a fast, reliable, and comfortable mode of transit for commuters in the Puget Sound region.

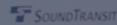


Sound Transit bus

Sound Transit bus provides a fast, reliable, and comfortable mode of transit for commuters in the Puget Sound region.

Sound Transit is governed by the Sound Transit Board, which is made up of local elected officials from King, Pierce and Snohomish counties. The Board establishes policies and gives direction and oversight.

Funding
The system plan is paid for with a combination of voter-approved local taxes, federal grants, federal revenues, bond issues 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 116-mile light rail network extending from Everett to Tacoma and from Seattle neighborhoods to Renton 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 accessibility and waiting at stations



Community engagement, equity and inclusion

Community engagement and collaboration



Meeting dates subject to change.

External Engagement Report

During Alternatives Development Phase: Jan 2018 – March 2019



5,600+ comments and questions



189 community briefings



25 email updates



14 Stakeholder Advisory Group meetings



26 fairs, festivals, tabling events



6 Elected Leadership Group meetings



17 open houses, forums, workshops



3 online open houses

What is EIS Scoping?

- Part of federal and state environmental review process
- 45-day **public comment period** – Feb. 15 to April 2
- Requested public **feedback on scope of EIS**
 - Range of alternatives
 - Purpose and need
 - Topics to study
- **Informs Board identification** on what to study in EIS*

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



West Seattle and Ballard

Link Extensions

Scoping Information
Report

February 2019



West Seattle and Ballard Link Extensions

Online Open House



**Welcome! Please sign in to our online
open house**

Overview

- Scoping: Feb. 15 to April 2
- Notification via postcards, advertisements, project website, email updates, press releases, social media, agency invitation letters, etc.
- 3 public meetings in Feb/March
- Online open house
- 1 agency meeting
- Other methods to comment



Highlights

- 475 people attended three public meetings
- 11,700+ unique visitors viewed the online open house
- 6 agencies participated in agency scoping meeting
- 2,700+ total comments received via meetings and other methods
- All comments will be captured in *Scoping Summary Report*



Types of Input

- General comments – i.e., build it faster, plan for 100-year investment, etc.
- Feedback regarding alignments and stations
- EIS topics for evaluation - i.e., construction, environmental justice, neighborhood/ community impacts, TOD/housing
- Concerns regarding property impacts
- Comments regarding third party funding

Equity & Inclusion

- › **Sound Transit & City of Seattle partnership** utilizing the Racial Equity Toolkit (RET)
- › Working group structure focused on engagement and data analysis
- › Collaboration to elevate issues and considerations to **better inform the alternatives development process**
- › Strive to **provide information** that data alone cannot provide
- › What's next?: Report back to community members and continue engagement through EIS process and EJ analysis

Racial Equity Toolkit
to Assess Policies, Initiatives, Programs, and Budget Issues

RACE & SOCIAL JUSTICE INITIATIVE

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending [individual racism](#), [institutional racism](#) and [structural racism](#). The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

How Do I Use This Toolkit?

With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:

- Step 1. Set Outcomes.**
Leadership communicates key community outcomes for racial equity to guide analysis.
- Step 2. Involve Stakeholders + Analyze Data.**
Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.
- Step 3. Determine Benefit and/or Burden.**
Analyze issue for impacts and alignment with racial equity outcomes.
- Step 4. Advance Opportunity or Minimize Harm.**
Develop strategies to create greater racial equity or minimize unintended consequences.
- Step 5. Evaluate. Raise Racial Awareness. Be Accountable.**
Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.
- Step 6. Report Back.**
Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

Mayor Durkan Executive Order

- An Executive Order affirming the City of Seattle's commitment to the ***Race and Social Justice Initiative (RSJI)***
- The RSJI vision is to ***achieve racial equity*** in the community and the mission is to ***end institutional and structural racism*** in City government, ***promoting inclusion*** and full participation of all residents, and ***partnering with the community*** to achieve racial equity across Seattle
- The Racial Equity Toolkit is guided by the Office of Civil Rights whose vision is ***“A City of Liberated People where Communities Historically Impacted by Racism, Oppression, and Colonization Hold Power and Thrive”***



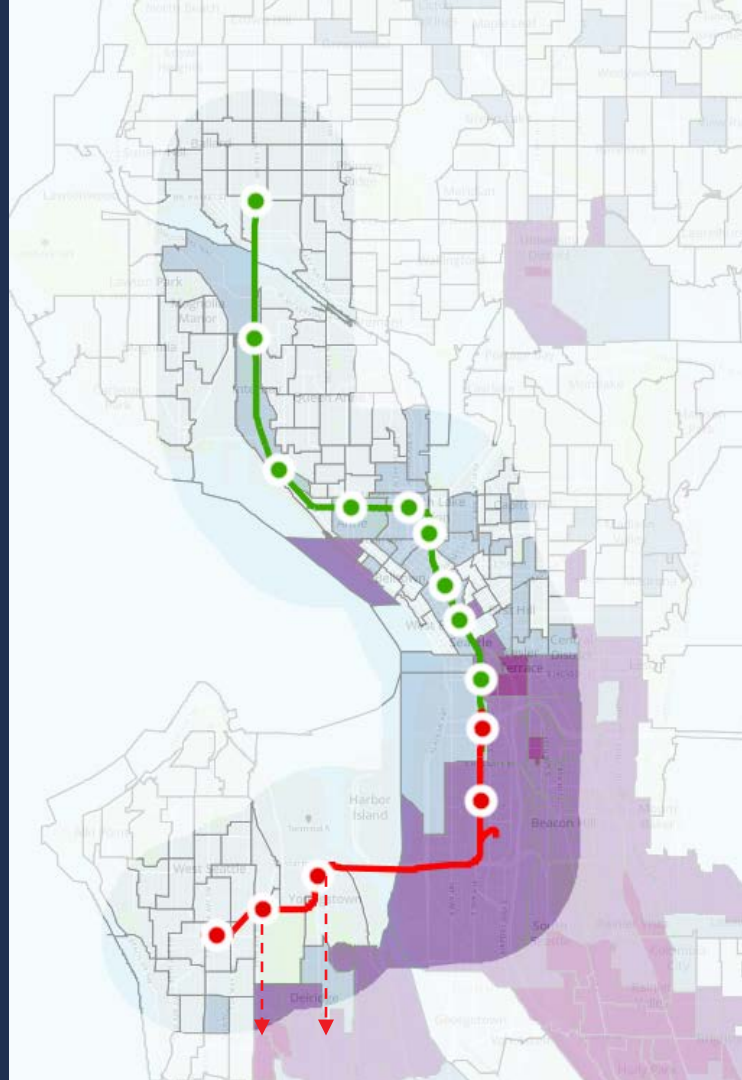
Racial Equity Toolkit

Level 1 Evaluation

- ✓ Data analysis showed areas of focus; Chinatown/ID and Delridge
- ✓ Determined shared outcomes
- ✓ Updated screening criteria

Figure: Concentrated communities of color (non-white population)

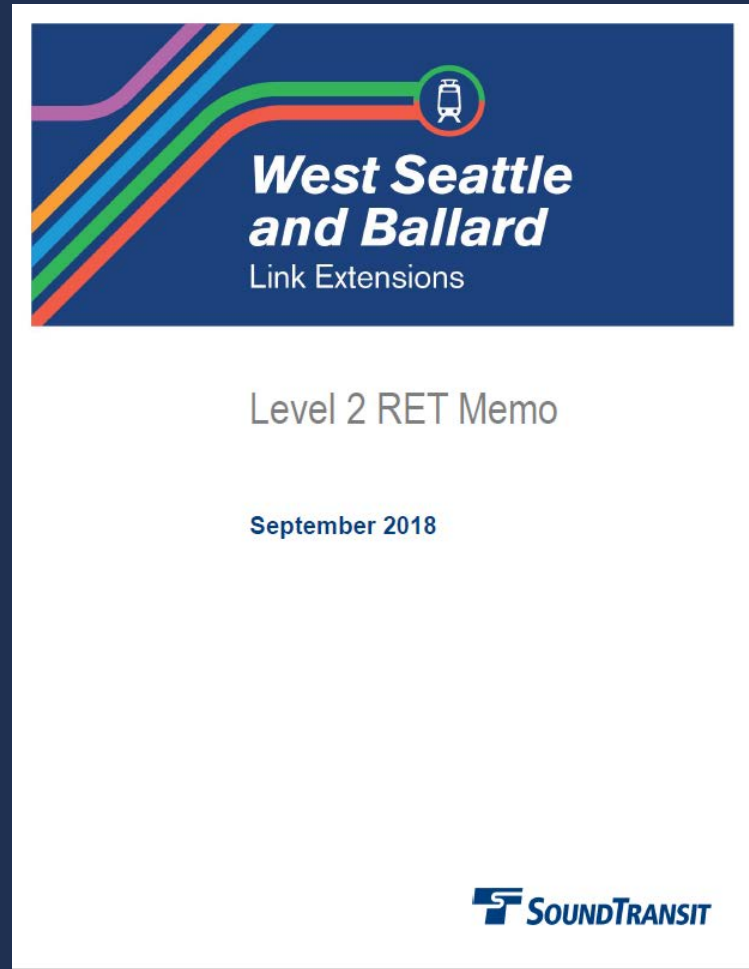
Source: 2011-2016 American Community Survey, projected in ArcGIS Online WSBLE Community Conditions Basemap



Racial Equity Toolkit

Level 2 Evaluation

- ✓ Measured connections, potential impacts and opportunities
- ✓ Gathered and shared community input



Racial Equity Toolkit

› Today: **Sharing findings** of Level 3 data analysis and community engagement

› Shared outcomes



Enhance mobility and access for communities of color and low-income populations;



Create **opportunities for equitable development** that benefit communities of color;



Avoid disproportionate impacts on communities of color and low-income populations; and



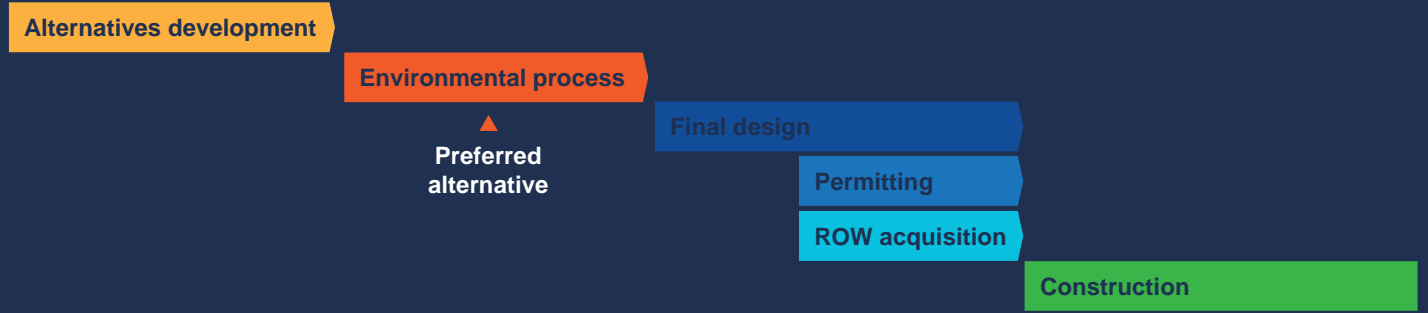
Meaningfully involve communities of color and low-income populations in the project.

A photograph of a light rail train at a station platform. The train is white and blue, with "ANTONIA SEATTLE" visible on its front. People are waiting on the platform, including a woman in a yellow hijab and a man with a backpack. The scene is overlaid with a blue tint and a semi-transparent white text box.

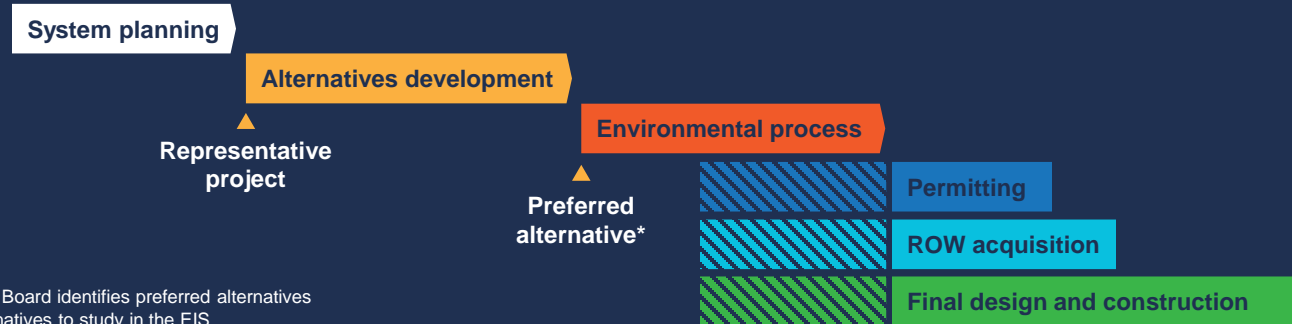
***Alternatives evaluation
and screening***

New approach to project development

ST2 process



ST3 process



*Sound Transit Board identifies preferred alternatives and other alternatives to study in the EIS

What is a preferred alternative?

- SEPA / NEPA term
- Makes clear to the public where the project is headed
- “Preference” among alternatives to be considered
- Not a final decision or obligation – the ST Board has choices
- Board will also identify other DEIS alternatives in coordination with FTA

Screening process

Level 1

**Broad range of initial
alternatives**

Level 2

**Refine remaining
alternatives**

Level 3

**Further
evaluation**

EIS

**Preferred Alternative(s)
and other EIS alternatives**

Level 3 recommendations

- Interest in **additional scope** items
- Additional scope items **require 3rd party funding***
- Potential **recommendations**:
 - Preferred Alternative #1: If 3rd party funding **is** secured
 - Preferred Alternative #2: If 3rd party funding **not** secured

* “3rd party funding” refers to potential local contribution/funding partnership(s) to supplement Sound Transit and federal funding 19

Level 3 recommendations

Preferred Alternative(s) recommended for further study in DEIS informed by:

- Technical **evaluation results**
- **Public feedback** gathered during scoping period and documented throughout the year
- **Racial Equity Toolkit**, including findings from evaluation results and community input

A photograph of a modern light rail train station. A blue and white train is stopped at the platform. Several passengers are waiting, including a woman in a yellow hijab and a woman in a blue shirt. The station has a blue and white color scheme and a covered walkway. The text "Level 3 alternatives" is overlaid in white, italicized font.

Level 3 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



ST3 Representative Project

Summary of Level 3 alternatives

› ST3 Representative Project

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

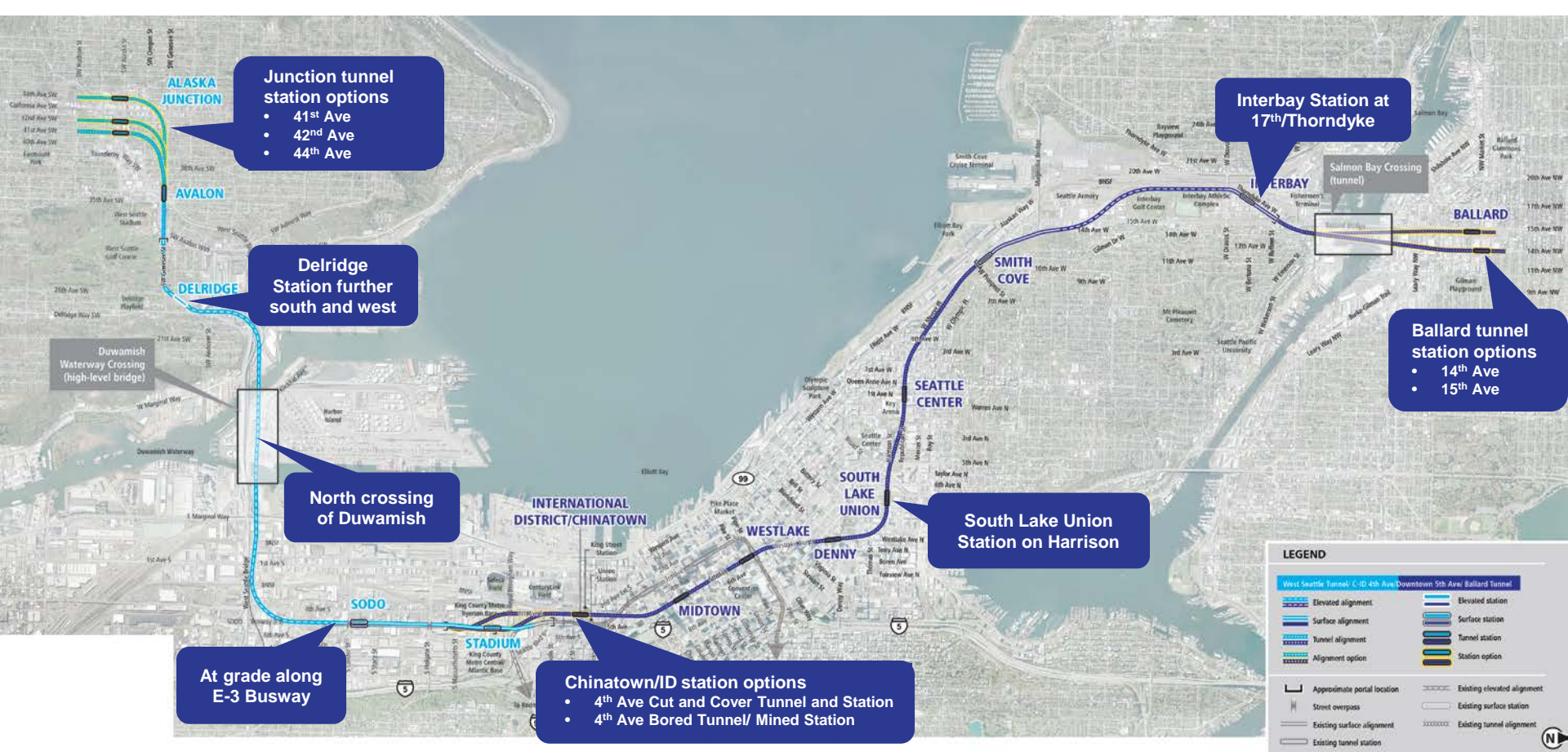
Summary of Level 3 alternatives

- › **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










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

A photograph of a light rail train at a station platform. The train is blue and white, with "ANTONIA SEATTLE" visible on its front. People are waiting on the platform, including a woman in a yellow hijab and white pants in the foreground. The scene is overlaid with a semi-transparent blue filter.

Summary of Level 3 results

Preliminary Purpose and Need

Purpose Statement	Symbol
Provide high quality rapid, reliable, and efficient peak and off-peak LRT service to communities in the project corridors as defined in ST3.	
Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet the projected transit demand.	
Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's <i>Regional Transit Long-Range Plan</i> .	
Implement a system that is consistent with the <i>ST3 Plan</i> that established transit mode, corridor, and station locations and that is technically feasible and financially sustainable to build, operate, and maintain.	
Expand mobility for the corridor and region's residents, which include transit dependent, low income, and minority populations.	
Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner that is consistent with local land use plans and policies.	
Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.	

Evaluation Criteria

› 17 criteria consistent in all levels of evaluation

- Reliable service
- Travel times
- Regional connectivity
- Transit capacity
- Projected transit demand
- Regional centers served
- ST Long-Range Plan consistency
- ST3 consistency
- Technical feasibility
- Financial sustainability
- Historically underserved populations
- Station area land use plan consistency
- Modal integration
- Station area development opportunities
- Environmental effects
- Traffic operations
- Economic effects

Measures and Methods

- › *50+ quantitative and/or qualitative measures*
- › *Ratings for Lower, Medium and Higher performing*
- › *Key differentiators and considerations among alternatives*
- › *Findings focus on key decisions along corridor*

**Lower
Performing**

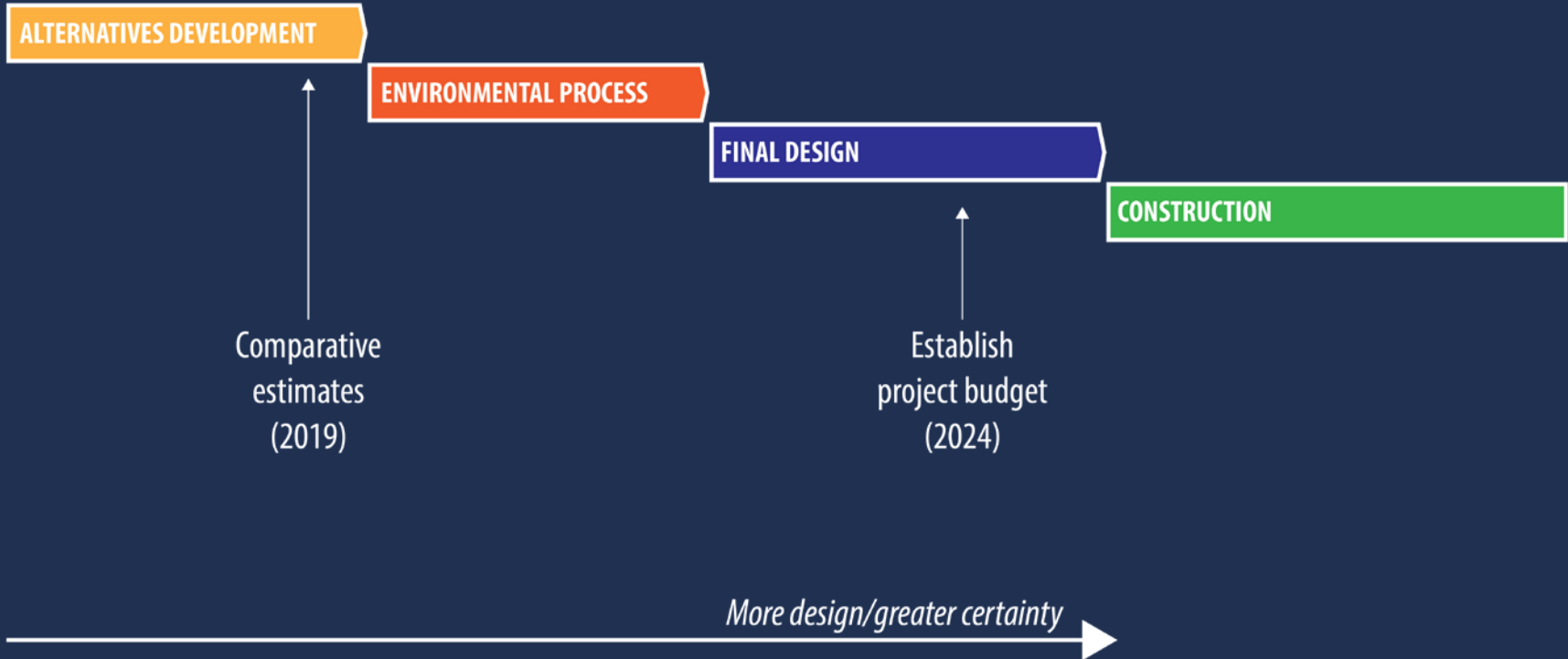
**Medium
Performing**

**Higher
Performing**

Comparative estimates

- Purpose: To **inform comparison** of Level 3 alternatives
- **Comparative estimates** for end-to-end alternatives
 - Consistent methodology (2018\$; construction, real estate, etc.)
 - Based on limited conceptual design (less than 5% design)
 - Does not establish project budget
- **Project budget** established during final design (~ 2024)

Project budget



Evaluation Measures	ST3 Representative	West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated		West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel				
	Project	5th Ave Cut-and-Cover International District/Chinatown Station	5th Ave Mined International District/Chinatown Station	41st Ave Alaska Junction/4th Ave Cut-and-Cover/14th Ave Ballard	42nd Ave Alaska Junction Station	44th Ave Alaska Junction Station	4th Ave Mined International District/Chinatown Station	15th Ave Ballard Station
<i>Provide high quality rapid, reliable, and efficient peak and off-peak light rail transit service to communities in the project corridors defined in ST3.</i>								
At-grade crossings	3	1		1				
Potential service interruptions/recoverability	Lower	Medium		Medium			Lower	Medium
<i>Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.</i>								
Network integration	Lower	Medium		Higher			Medium	Higher
<i>Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan.</i>								
Accommodates future LRT extension	Lower	Medium		Higher		Medium	Higher	
<i>Implement a system that is consistent with the ST3 Plan that established transit mode, corridor, and station locations and that is technically feasible and financially sustainable to build, operate, and maintain.</i>								
Potential ST3 schedule effects	Higher	Higher	Medium	Lower				
Potential ST3 operating plan effects	Lower	Higher		Higher			Medium	Higher
Engineering constraints	Lower	Medium		Lower				
Constructability issues	Lower	Medium		Lower				
Operational constraints	Lower	Medium	Lower	Higher			Lower	Higher
Capital cost comparison (2018\$)	-	+\$400M	+\$500M	+\$1,900M			+\$2,100M	+\$1,900M
<i>Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner that is consistent with local land use plans and policies.</i>								
Passenger transfers	Higher	Higher	Medium	Higher			Medium	Higher
Equitable development opportunities	Lower	Medium		Higher				
<i>Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.</i>								
Parks/recreational resource effects (acres)	1.4	5.3		5.7				
Water resource effects (acres)	0.8	0.5		<0.1				
Fish and wildlife habitat effects (acres)	15.0	6.0		15.0				
Hazardous materials sites ⁽¹⁾	50	60		40				
Visual effects to sensitive viewers (miles)	2.5	1.7		1.2				
Potentially affected properties	Medium	Lower		Higher				
Residential unit displacements	Medium	Lower		Higher				
Business displacements (square feet)	Higher	Lower		Higher				
Construction impacts	Lower	Lower	Medium	Medium			Lower	Medium
Burden on minority/low-income	Lower	Medium		Lower				
Traffic circulation and access effects	Lower	Medium		Higher				
Effects on transportation facilities	Lower	Medium		Medium				
Effects on freight movement	Lower	Medium		Medium				

(1) On properties that overlap with the project footprint

Level 3 Evaluation

Summary of Key Differentiators

Lower Performing

Medium Performing

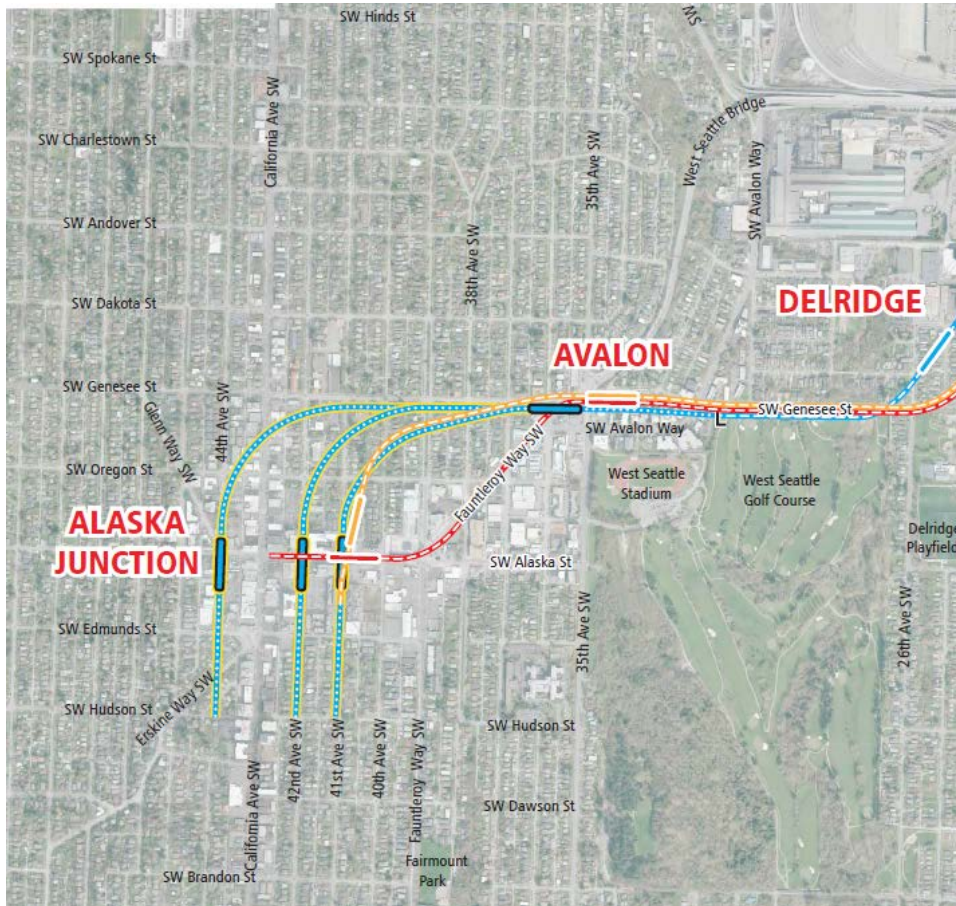
Higher Performing

A photograph of a light rail train at a station platform. The train is white and blue, with "ANTONIA DENTLEIGH" written 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 "Potential mix-and-match opportunities" is overlaid in white, italicized font.

Potential mix-and-match opportunities



Potential Mix-and-Match Opportunities



LEGEND

ST3 Representative Project

- - - Elevated alignment
- Elevated station

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

- - - Elevated alignment
- Elevated station

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

- - - Elevated alignment
- · - · - Tunnel alignment
- · - · - Alignment Option
- Elevated station
- Tunnel station
- Station Option



Key Differentiators	Elevated station at 41 st / Alaska (east-west orientation)	Elevated station at 41 st / Alaska (north-south orientation)	Tunnel station at 41 st / Alaska	Tunnel station at 42 nd / Alaska	Tunnel station at 44 th / Alaska
Station location (Alaska Junction)	Farther away from bus routes on California Ave East-west oriented elevated Alaska Junction Station complicates future LRT extension Constrained terminal station on SW Alaska Street	Farther away from bus routes on California Ave North-south oriented elevated Alaska Junction Station accommodates future LRT extension	Farther away from bus routes on California Ave North-south oriented elevated Alaska Junction Station accommodates future LRT extension	Farther away from bus routes on California Ave North-south oriented elevated Alaska Junction Station accommodates future LRT extension	Closer to bus routes on California Ave than 41 st and 42 nd North-south oriented tunnel Alaska Junction Station accommodates future LRT extension but less direct than 41st or 42nd Ave SW
Potential property effects (residential)	Fewer residential effects between Alaska Junction and Avalon stations (generally within public ROW); similar number of residential effects in Delridge	More residential effects between Alaska Junction and Avalon stations (outside public ROW); similar number of residential effects in Delridge	Fewer residential effects with tunnel Alaska Junction Station; similar number of residential effects in Delridge	Fewer residential effects with tunnel Alaska Junction Station; similar number of residential effects in Delridge	Fewer residential effects with tunnel Alaska Junction Station; similar number of residential effects in Delridge
Potential property effects (business)	Potential business effects along Fauntleroy Way SW and SW Alaska Street	Fewer business effects since not along Fauntleroy Way SW	Fewer business effects with tunnel Alaska Junction Station	Fewer business effects with tunnel Alaska Junction Station	Fewer business effects with tunnel Alaska Junction Station
Guideway height along Genesee and in Delridge	Higher	Higher	Lower Greatest effect to West Seattle Golf Course	Lower Greatest effect to West Seattle Golf Course	Lower Greatest effect to West Seattle Golf Course
Comparative estimates (2018\$)	-	Similar*	+ \$700M*	+ \$700M*	+ \$700M*



*Compared to ST3 Representative Project

West Seattle Key Differentiators





LEGEND









ST3 Representative Project

-  Elevated alignment
-  Elevated station

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

-  Elevated alignment
-  Elevated station

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

-  Elevated alignment
-  Tunnel alignment
-  Alignment Option
-  Elevated station
-  Tunnel station
-  Station Option
-  OMF connection (elevated)
-  OMF connection (surface)



Duwamish Crossing

Key Differentiators	South crossing	South crossing	North crossing
Engineering constraints	Affects Pigeon Point steep slope	Affects Pigeon Point steep slope	Avoids Pigeon Point steep slope
Parks, fish and wildlife	Affects West Duwamish Greenbelt; may require 4(f) avoidance alternative	Affects West Duwamish Greenbelt; may require 4(f) avoidance alternative	Avoids West Duwamish Greenbelt
Potential property effects (business displacements)	Similar	Similar	Similar
Freight movement	Lessens freight and port terminal effects	Lessens freight and port terminal effects	Affects freight, port terminal especially during construction
Business and commerce effects	Could displace businesses that support trade	Could displace businesses that support trade	Could displace businesses that support trade; May displace some water-dependent business
Comparative estimates (2018\$)	-	Similar*	+ \$300M*

*Compared to ST3 Representative Project

Duwamish Crossing Key Differentiators



LEGEND

- | | |
|---|---|
| ST3 Representative Project | West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated |
| Elevated alignment | Elevated alignment |
| Surface alignment | Surface alignment |
| Tunnel alignment | Tunnel alignment |
| Elevated station | Surface station |
| Surface station | Tunnel station option (shallow or deep) |
| Tunnel station | |
| West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel | |
| Elevated alignment | |
| Surface alignment | |
| Tunnel alignment | |
| Tunnel alignment option | |
| Surface station | |
| Tunnel station option (shallow or deep) | |
| Approximate portal location | Existing elevated alignment |
| Street overpass | Existing surface station |
| | Existing tunnel station |
| Existing tunnel alignment | |



SODO and Chinatown-ID

Key Differentiators	ST3 Representative Project	5th Ave Shallow Station	5th Ave Deep Station	4th Ave Shallow Station	4th Ave Deep Station
Ease of station access/transfers	5 th Ave station location and depth more convenient for passenger access and transfers	5 th Ave station location and depth more convenient for passenger access and transfers	5 th Ave deep mined station less convenient for passenger access and transfers	4 th Ave station cut-and-cover station more convenient for passenger access and transfers; location more constrained for pick-up/drop-off	4 th Ave deep mined station less convenient for passenger access and transfers; location more constrained for pick-up/ drop-off
Construction effects in C-ID	Most construction impacts	More construction impacts	Least construction impact	More construction traffic impacts	Most construction traffic impacts
Potential property effects	Property effects along 5 th Ave in C-ID; affects Ryerson Base	Property effects in SODO at tunnel portal and 5 th Ave in C-ID; affects future Central Base expansion	Property effects in SODO at tunnel portal and 5 th Ave in C-ID; affects future Central Base expansion	Property effects on 4 th Ave; affects Ryerson Base	Property effects on 4 th Ave; displaces Ryerson Base
Construction schedule	Meets ST3 schedule	Meets ST3 schedule	Higher schedule risk with deep mined station construction	Potential schedule delay due to 4 th Ave viaduct rebuild	Potential schedule delay due to 4 th Ave viaduct rebuild
LRT operations	Does not facilitate track interconnections	Facilitates track interconnections	Facilitates track interconnections but deep mined station limits operational flexibility	Facilitates track interconnections	Facilitates track interconnections but deep mined station limits operational flexibility
Comparative estimates (2018\$)	-	- \$200M*	-	+ \$300M*	+ \$500M**

*Compared to ST3 Representative Project
**Includes higher Downtown cost of \$100M

SODO and Chinatown-ID Key Differentiators



LEGEND

ST3 Representative Project

- - - - - Tunnel alignment
- █ Tunnel station
- - - - - Elevated alignment

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

- - - - - Tunnel alignment
- █ Tunnel station

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

- - - - - Tunnel alignment
- █ Tunnel station

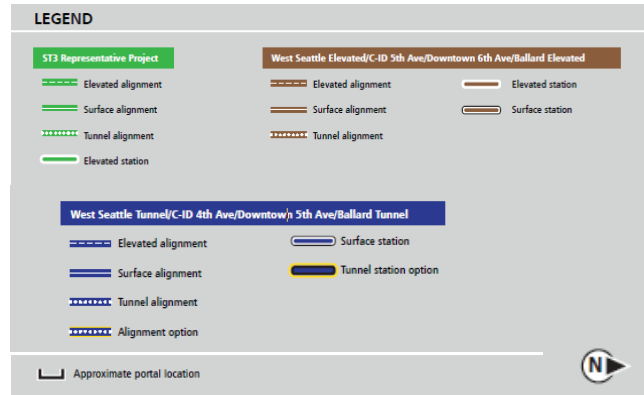
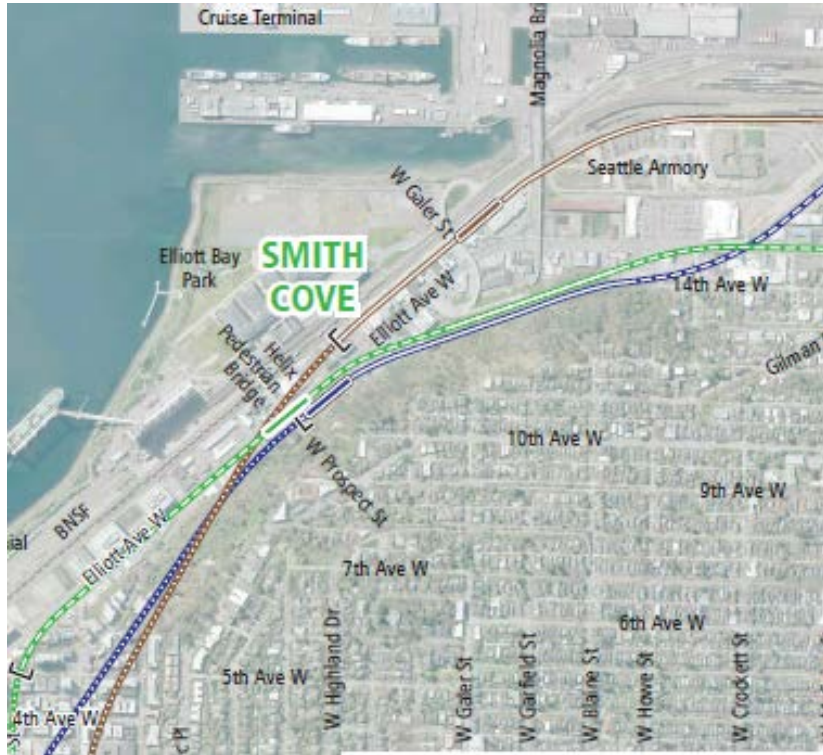
- Approximate portal location



Key Differentiators	5th/ 6th/ Republican	6th/ Mercer	5th/ Harrison/ Republican
Midtown Station	More station entrance options	Limited station entrance options	More station entrance options
South Lake Union Station	Conflicts with SR 99 off-ramp and large sewer on Republican	Higher ROW cost for off-street station	Higher ridership potential due to better pedestrian and bus access
Seattle Center Station	Constrained ROW on Republican	Wider ROW on Mercer	Constrained ROW on Republican
North tunnel portal	More neighborhood property effects	Located in poor soil conditions	Affects SW Queen Anne Greenbelt in landslide area
Comparative estimates (2018\$)	-	+ \$400M*	Similar*

*Compared to ST3 Representative Project

Downtown Key Differentiators



Smith Cove

Key Differentiators	Station at Prospect St (within roadway)	Station at Galer St	Station at Prospect St (outside roadway)
Station location	Station spans over Elliott Ave Access to Expedia via Helix pedestrian bridge	Station west of Elliott Ave Access to Expedia via Galer St overpass	Station east of Elliott Ave Access to Expedia via Helix pedestrian bridge
Engineering constraints	Guideway generally in Elliott/15th roadway Portion of guideway in landslide hazard areas	Station and guideway in poor soils Affects Interbay Pump Station and portion of existing bridge	Station and guideway in landslide hazard areas
Parks, fish & wildlife	Affects SW Queen Anne Greenbelt	Avoids SW Queen Anne Greenbelt	Most effects to SW Queen Anne Greenbelt
Potential property effects	Fewer property effects (generally within public ROW)	Greater property effects (business displacement outside public ROW)	Greater property effects (business displacement outside public ROW)
Comparative estimates (2018\$)	-	+ \$100M*	+ \$200M*

*Compared to ST3 Representative Project

Smith Cove Key Differentiators



LEGEND

ST3 Representative Project		West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated	
	Elevated alignment		Elevated alignment
	Surface alignment		Surface alignment
	Tunnel alignment		Tunnel alignment
	Elevated station		Surface station
	Approximate portal location		Surface station
	Elevated alignment		Tunnel station option
	Surface alignment		
	Tunnel alignment		
	Alignment option		
	Approximate portal location		

Salmon Bay and Ballard Station

Key Differentiators	Movable bridge crossing / Elevated station at 15th	Fixed bridge crossing / Elevated station at 14th	Tunnel crossing / Tunnel station at 14th	Tunnel crossing / Tunnel station at 15th
Station location	South of Market St Similar ridership, closer to center of urban village	Straddles Market St Similar ridership, potentially better bus integration	Straddles Market St Similar ridership, potentially better bus integration	South of Market St Similar ridership, closer to center of urban village
Water resources	Most permanent in-water effects	Permanent in-water effects but fewer than movable bridge	Avoids permanent in-water effects	Avoids in-water effects
Business and commerce	Most effects to Fishermen's Terminal and navigation	Avoids Fishermen's Terminal but has other maritime, freight business effects	Avoids maritime business effects	Avoids maritime business effects
Potential property effects	Greater property effects south and north of Salmon Bay (elevated guideway outside public ROW)	Greater property effects south of Salmon Bay (elevated guideway outside public ROW)	Fewer property effects in Ballard (cut-and-cover station in 14th Ave ROW)	Greater property effects in Ballard (cut-and-cover station outside public ROW)
Comparative estimates (2018\$)	-	+ \$100M*	+ \$350M*	+ \$350M*

*Compared to ST3 Representative Project

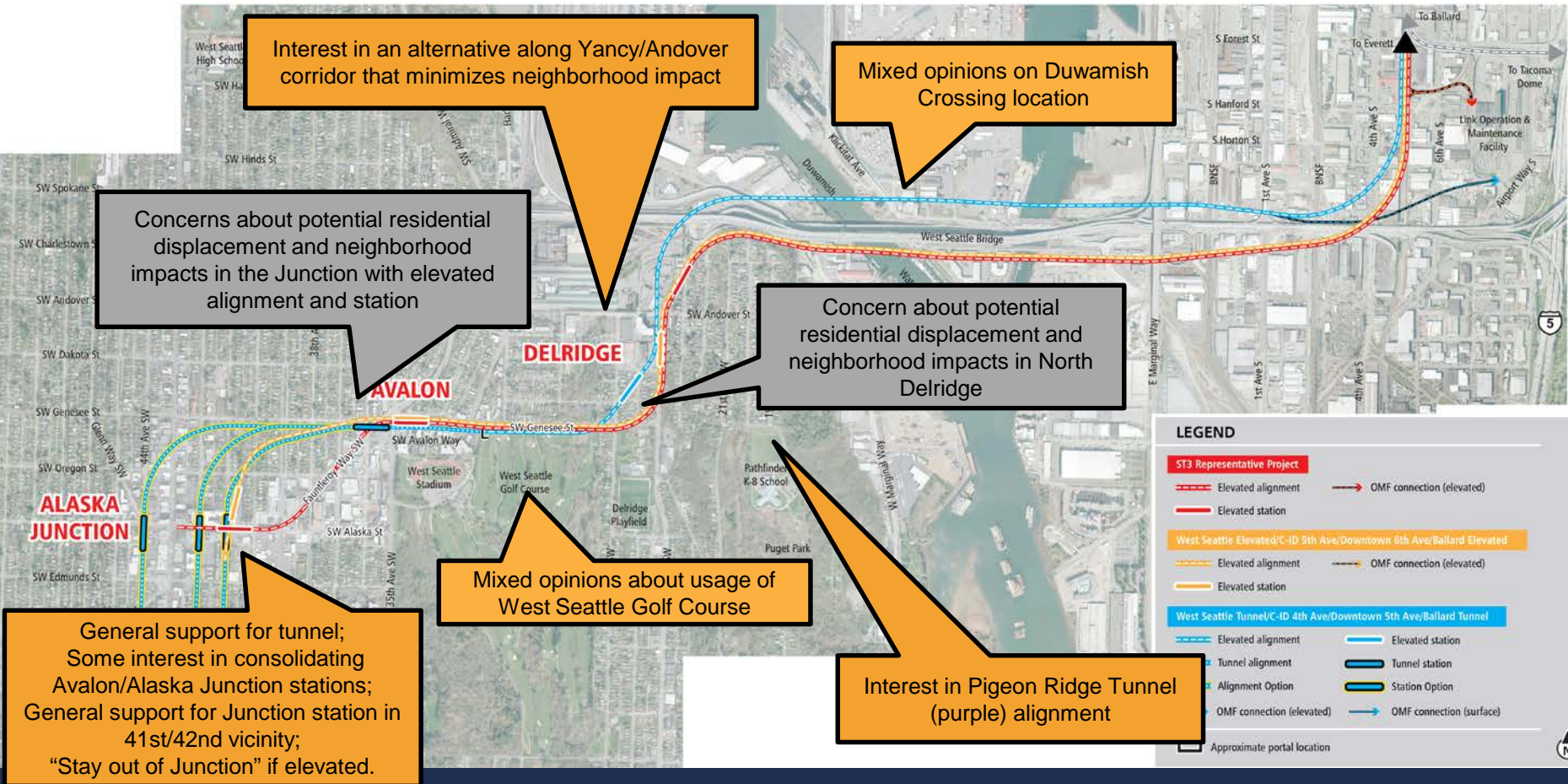
Salmon Bay and Ballard Station Key Differentiators



Potential Mix-and-Match Opportunities

A photograph of a light rail train at a station platform. The train is white with blue accents and has "ANTONIA DENTLEIGH" written on its front. People are waiting on the platform, some standing and some sitting on benches. The platform has blue railings and a blue circular sign. The background shows trees and a clear sky.

EIS Scoping feedback – Common Themes



Scoping Feedback West Seattle/Duwamish

Some support for new elevated SODO station and elevating existing station

Interest in seamless transfers at SODO Station, especially with West Seattle interim terminus

More support for surface alignments in SODO for easy transfers between lines

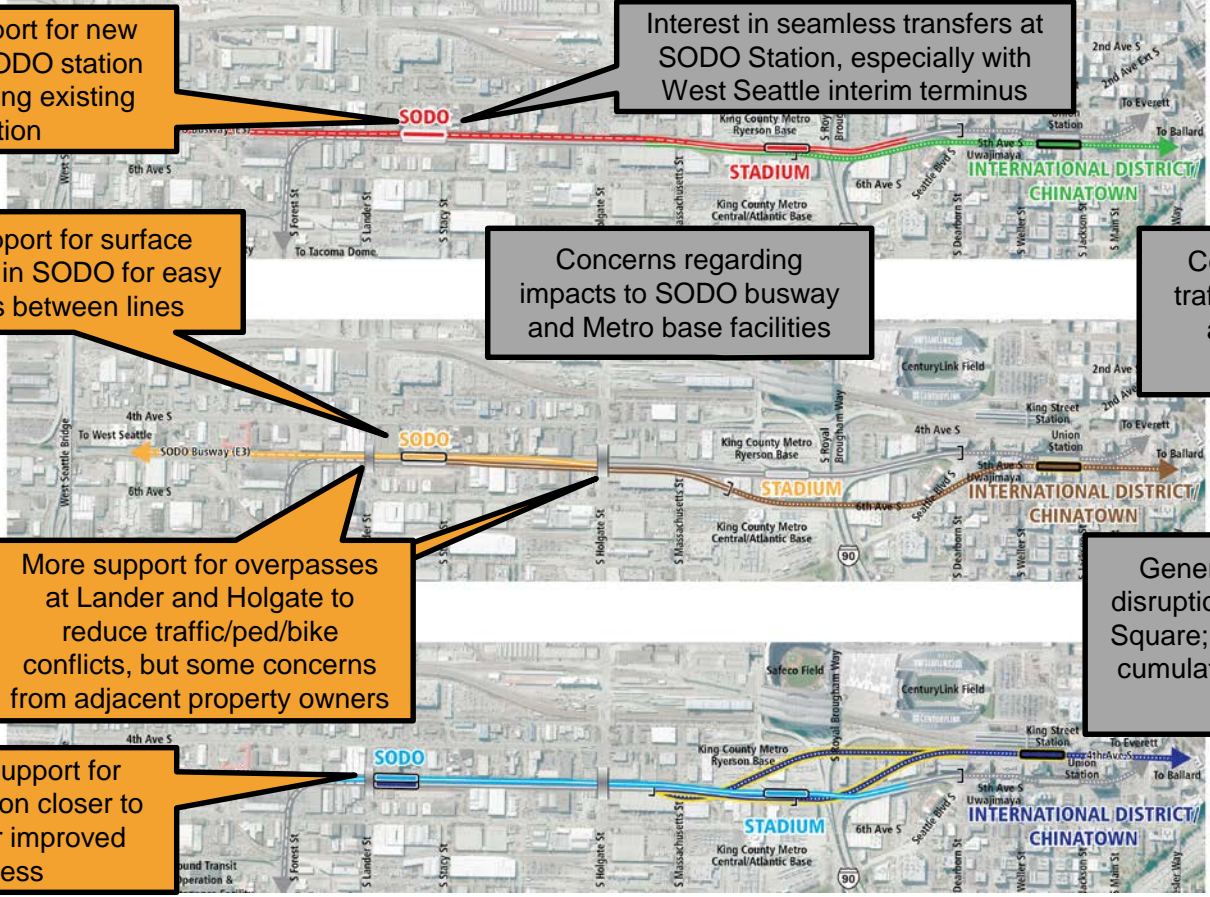
Concerns regarding impacts to SODO busway and Metro base facilities

Concern about future traffic and development affecting industrial businesses

More support for overpasses at Lander and Holgate to reduce traffic/ped/bike conflicts, but some concerns from adjacent property owners

General fatigue with construction disruption in SODO, CID and Pioneer Square; requests to evaluate parking, cumulative construction impacts and environmental justice

General support for SODO station closer to Lander for improved access



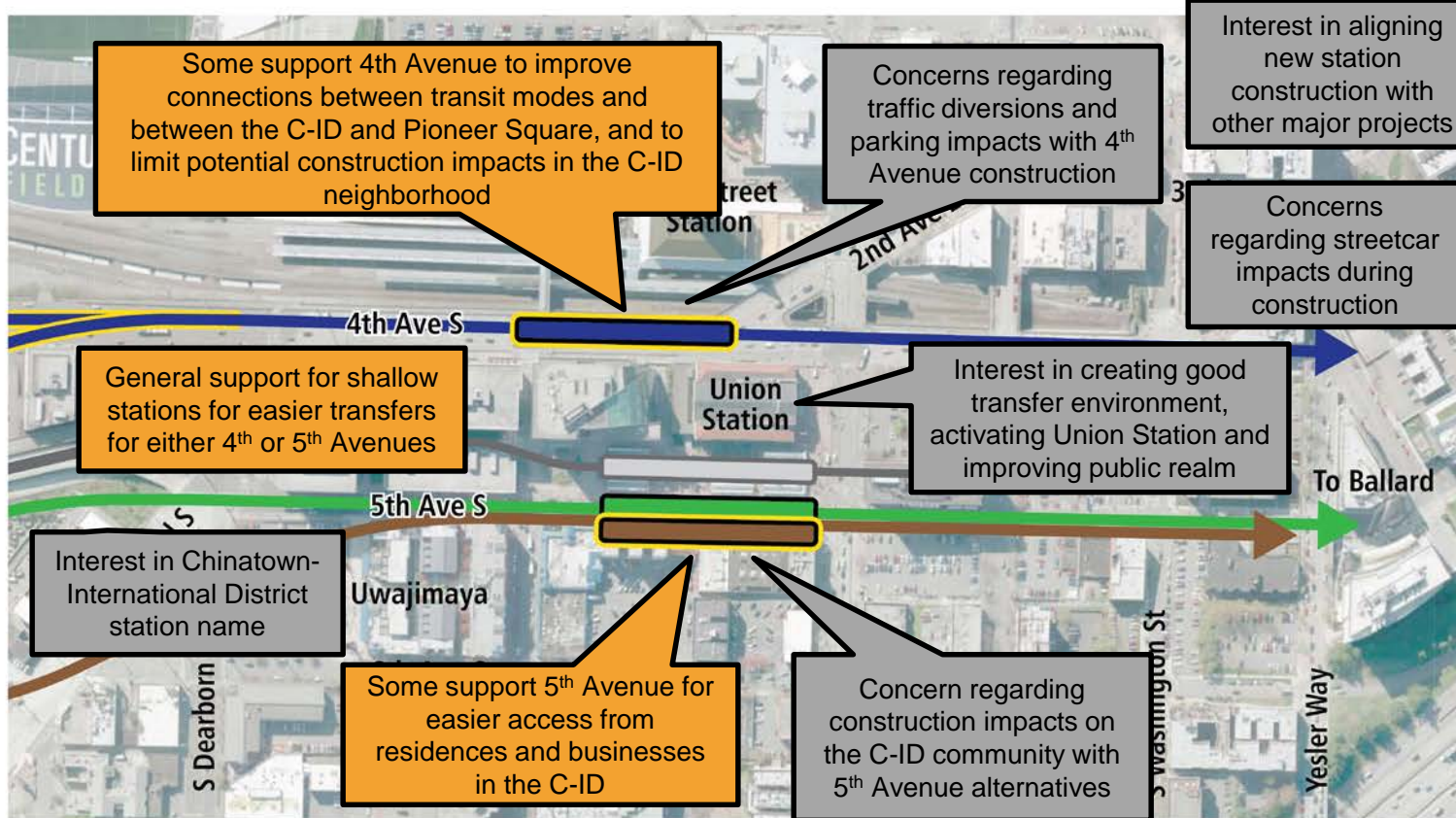
Scoping Feedback SODO

Existing Link Light Rail

ST3 Representative Project

5th Ave. S shallow station or deep station

4th Ave. S shallow station or deep station



Scoping Feedback C-ID Station

LEGEND

ST3 Representative Project

- Tunnel alignment
- Tunnel station
- Elevated alignment

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

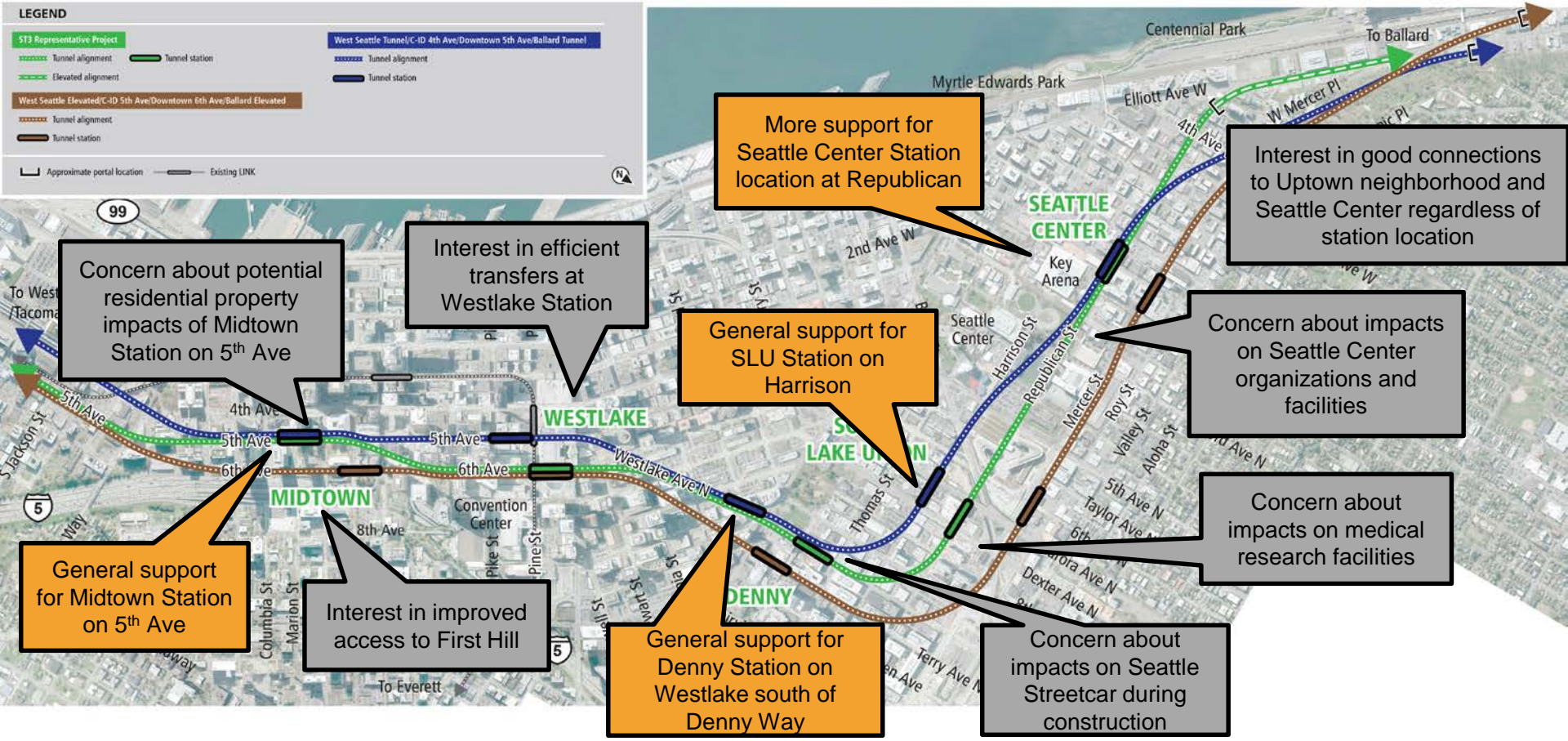
- Tunnel alignment
- Tunnel station

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

- Tunnel alignment
- Tunnel station

Approximate portal location

Existing LINK



Concern about potential residential property impacts of Midtown Station on 5th Ave

Interest in efficient transfers at Westlake Station

General support for SLU Station on Harrison

Interest in good connections to Uptown neighborhood and Seattle Center regardless of station location

Concern about impacts on Seattle Center organizations and facilities

Concern about impacts on medical research facilities

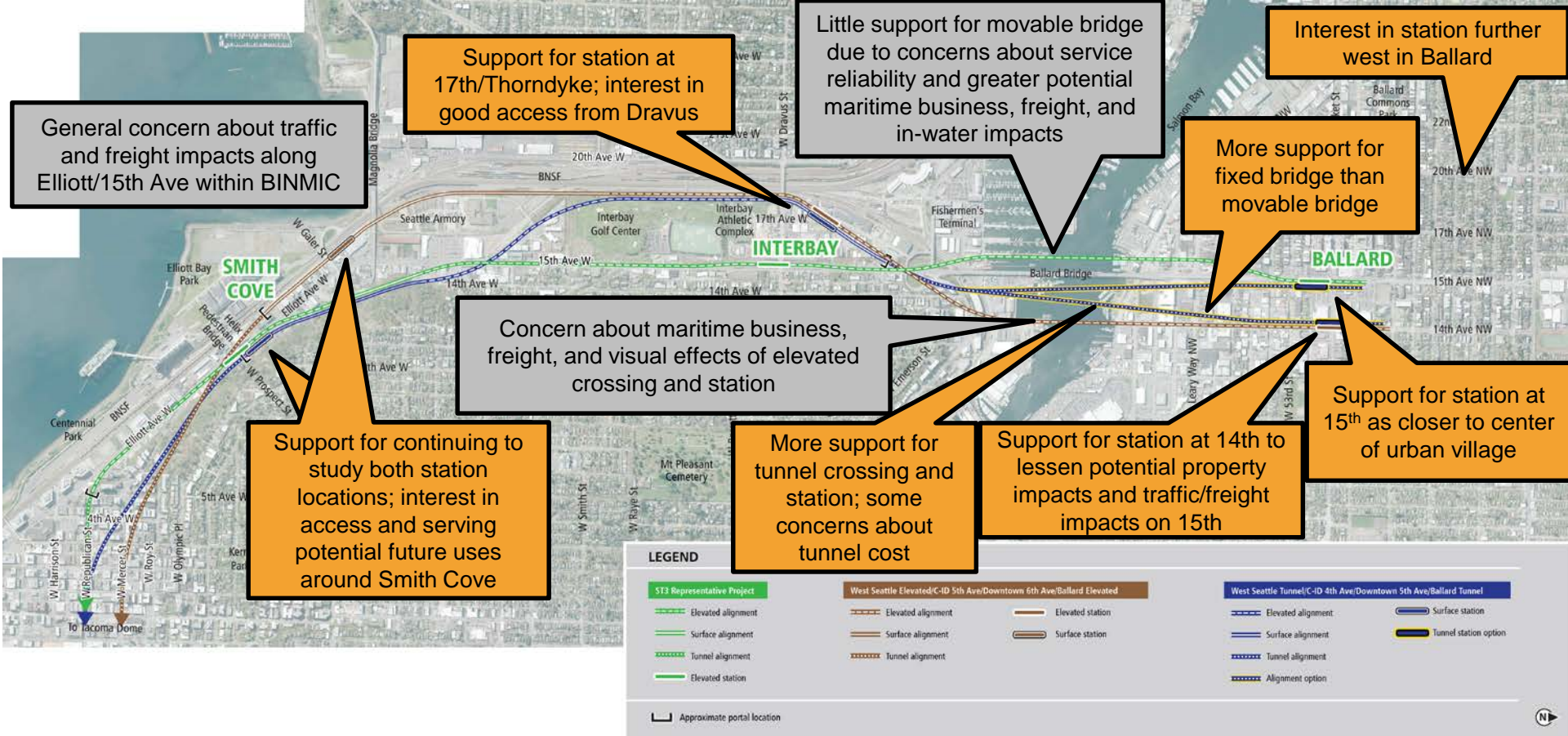
General support for Midtown Station on 5th Ave

Interest in improved access to First Hill

General support for Denny Station on Westlake south of Denny Way

Concern about impacts on Seattle Streetcar during construction

Scoping Feedback Downtown



General concern about traffic and freight impacts along Elliott/15th Ave within BINMIC

Support for station at 17th/Thorndyke; interest in good access from Dravus

Little support for movable bridge due to concerns about service reliability and greater potential maritime business, freight, and in-water impacts

Interest in station further west in Ballard

More support for fixed bridge than movable bridge

Concern about maritime business, freight, and visual effects of elevated crossing and station

Support for continuing to study both station locations; interest in access and serving potential future uses around Smith Cove

More support for tunnel crossing and station; some concerns about tunnel cost

Support for station at 14th to lessen potential property impacts and traffic/freight impacts on 15th

Support for station at 15th as closer to center of urban village

Scoping Feedback Interbay/Ballard



Equity & inclusion

Racial Equity Toolkit

Level 3 Scope

Chinatown / ID Station

- Limit harmful impacts,
- Maximize connections for all users, and
- 100-year vision for the station.

Delridge Station

- Bus-rail integration; and
- Equitable transit-oriented development serving the community.



Racial Equity Toolkit

Forums

- ✓ Briefings/Meetings/Events
- ✓ Listening Sessions
- ✓ Door-to-door outreach with community liaisons
- ✓ Community workshops
- ✓ Open houses & neighborhood forums
- ✓ Social service provider and community organization interviews



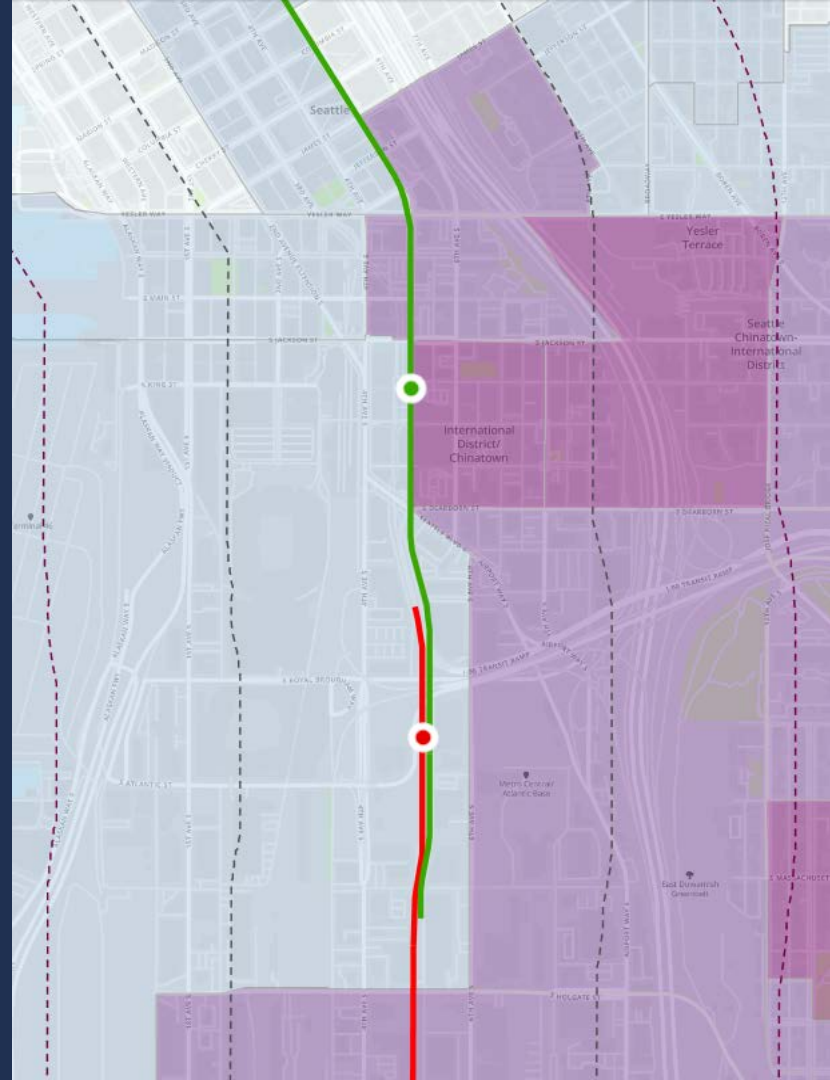
Level 3 RET findings

Chinatown-ID Station

Based on the Level 3 evaluation results and community feedback, it is unclear which alternative(s) would pose the greatest net benefit for the unique, multicultural communities that live and work in the surrounding south downtown neighborhoods.

Figure 1: Communities of Color in ½ mile catchment of C/ID and South Downtown

Source: 2011-2016 American Community Survey, projected in ArcGIS Online *WSBLE Community Conditions Basemap*



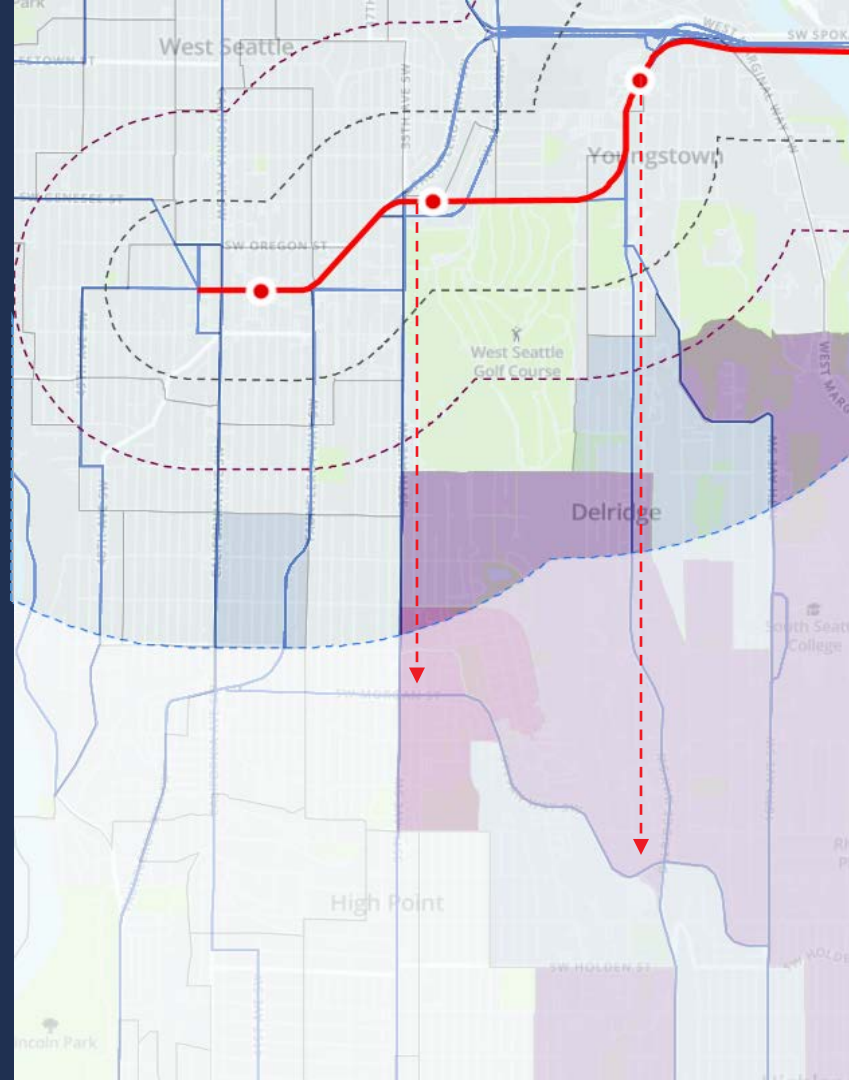
Level 3 RET findings

Delridge Station

Based on the Level 3 evaluation results and community feedback, the Delridge Station included as part of the ST3 Representative project offers the fewest net benefits to communities of color and low-income communities, in terms of bus-rail integration and opportunities to support equitable TOD.

Figure 2: Communities of color beyond 1/2-mile catchment of Delridge and Avalon Stations and major bus routes

Source: 2011-2016 American Community Survey, projected in ArcGIS Online WSBL Community Conditions Basemap)



A light rail train is stopped at a station platform. Several people are visible: one man is boarding the train, while others are waiting on the platform. The train has a white and blue color scheme with decorative wave patterns. A blue sign with a train icon is visible on the platform. The background shows a city street with buildings and trees.

***Level 3 SAG
recommendations***

Segment	ST3 Representative Project	West Seattle Elevated/ C-ID 5 th /Downtown 6 th / Ballard Elevated	West Seattle Tunnel/ C-ID 4 th /Downtown 5 th / Ballard Tunnel
West Seattle (Junction/ Delridge)	41 st elevated station (east-west oriented) / N of Andover station	41 st elevated station (north-south oriented)/ S of Andover station	41 st , 42 nd , or 44 th tunnel station / N of Genesee station
Duwamish crossing	South crossing	South crossing	North crossing
SODO/ CID	E3 elevated / 5 th shallow station	E3 at grade / 5 th shallow or deep station	E3 at grade / 4 th shallow or deep station
Downtown	5 th and Republican	6 th and Mercer	5 th and Harrison
Smith Cove	Prospect St station	Galer St station	Prospect St station
Interbay/ Ballard	Movable bridge with 15 th elevated station	High fixed bridge with 14 th elevated station	Tunnel with 14 th or 15 th tunnel station

Summary of Level 3 alternatives

Segment	ST3 Representative Project	West Seattle Elevated/ C-ID 5 th /Downtown 6 th / Ballard Elevated	West Seattle Tunnel/ C-ID 4 th /Downtown 5 th / Ballard Tunnel	Scoping feedback
West Seattle (Junction/ Delridge)	41 st elevated station (east-west oriented) / N of Andover station	41 st elevated station (north-south oriented)/ S of Andover station	41 st , 42 nd , or 44 th tunnel station / N of Genesee station	Pigeon Ridge Tunnel or Yancy/Andover
Duwamish crossing	South crossing	South crossing	North crossing	Pigeon Ridge Tunnel alignment
SODO/ CID	E3 elevated / 5 th shallow station	E3 at grade / 5 th shallow or deep station	E3 at grade / 4 th shallow or deep station	Elevate new and existing SODO station
Downtown	5 th and Republican	6 th and Mercer	5 th and Harrison	NA
Smith Cove	Prospect St station	Galer St station	Prospect St station	NA
Interbay/ Ballard	Movable bridge with 15 th elevated station	High fixed bridge with 14 th elevated station	Tunnel with 14 th or 15 th tunnel station	Tunnel with 20 th tunnel station

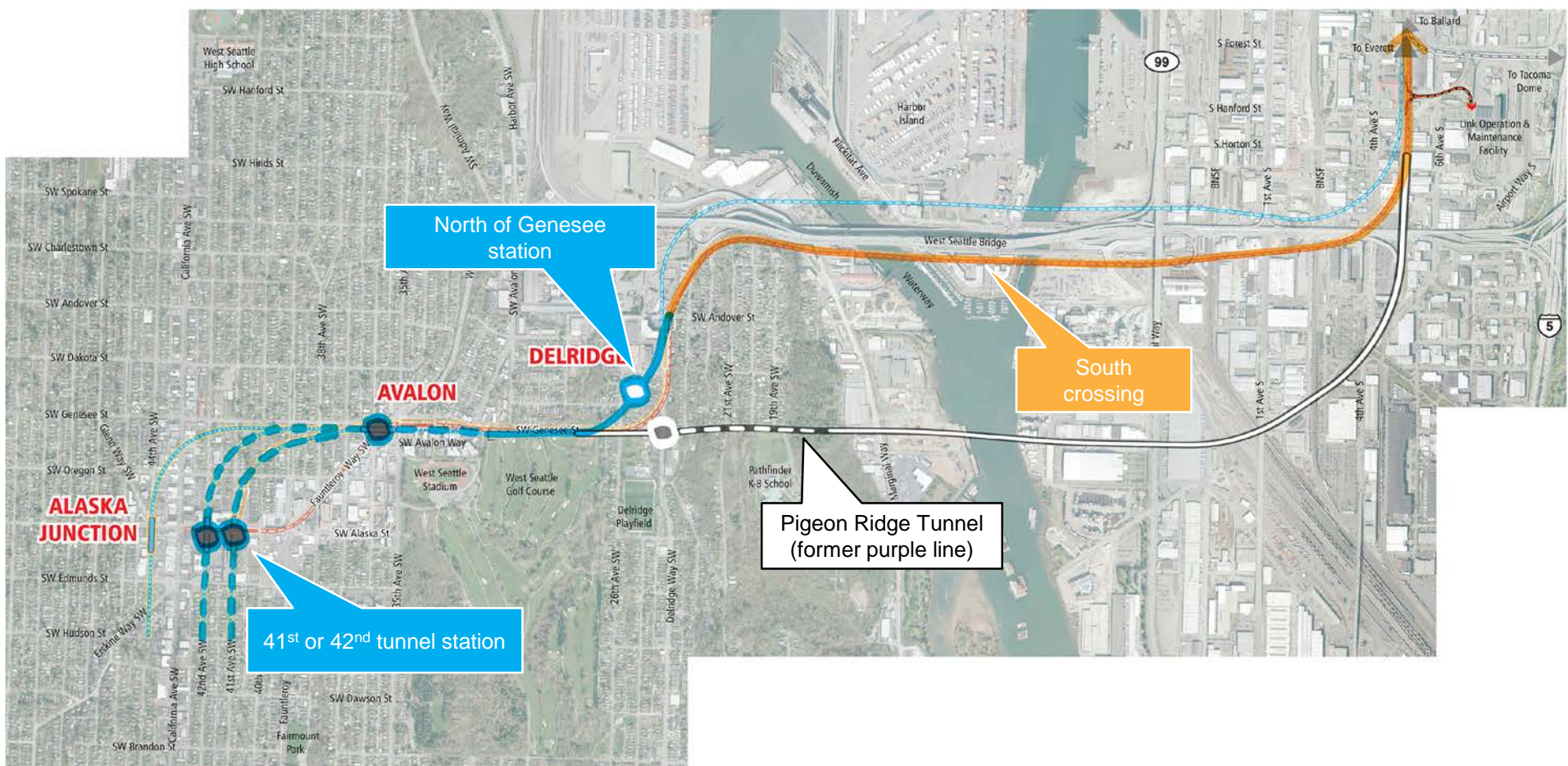
SAG Recommendation: If 3rd party funding is secured

Segment	SAG recommendation		Notes
West Seattle (Junction)	41 st or 42 nd tunnel station		
West Seattle (Delridge)	N of Genesee station	Pigeon Ridge Tunnel (former purple line)	
Duwamish crossing	South crossing		
SODO/ CID			Majority interest in studying all options
Downtown	5 th and Harrison		
Smith Cove	Prospect St station		
Interbay/ Ballard	Tunnel with 15 th tunnel station	Tunnel with 20 th tunnel station	

SAG Recommendation: If 3rd party funding is secured



SAG Recommendation: If 3rd party funding is secured



SAG Recommendation: If 3rd party funding is secured



Majority interest in studying all options

SAG Recommendation: If 3rd party funding is secured



5th and Harrison

SAG Recommendation: If 3rd party funding is secured



SAG Recommendation: If 3rd party funding is secured

SAG Level 3 Recommendation Discussion

If 3rd Party Funding Is Secured

Interbay/ Ballard

- ✓ General support for tunnel crossing Salmon Bay and Ballard tunnel station serving the Ballard urban village
- ✓ Some interest in engaging and understanding tradeoffs for communities east of 15th that would be farther from the 20th station



SAG Level 3 Recommendation Discussion

If 3rd Party Funding Is Secured

SODO and C-ID

- ✓ Interest in continuing to study all options in C-ID
- ✓ Interest in thorough study of traffic impacts in the EIS process for 4th Avenue C-ID station alternatives
- ✓ Concerns about impacts to the E-3 Busway and Ryerson base
- ✓ Importance of seamless transfers for both C-ID and SODO Stations



SAG Level 3 Recommendation Discussion

If 3rd Party Funding Is Secured

West Seattle

- ✓ Support for Delridge station locations that are farther south



Segment	ST3 Representative Project	West Seattle Elevated/ C-ID 5 th /Downtown 6 th / Ballard Elevated	West Seattle Tunnel/ C-ID 4 th /Downtown 5 th / Ballard Tunnel	Scoping feedback
West Seattle (Junction/ Delridge)	41 st elevated station (east-west oriented) / N of Andover station	41 st elevated station (north-south oriented)/ S of Andover station	41 st , 42 nd , or 44 th tunnel station / N of Genesee station	Pigeon Ridge Tunnel or Yancy/Andover
Duwamish crossing	South crossing	South crossing	North crossing	Pigeon Ridge Tunnel alignment
SODO/ CID	E3 elevated / 5 th shallow station	E3 at grade / 5 th shallow or deep station	E3 at grade / 4 th shallow or deep station	Elevate new and existing SODO station
Downtown	5 th and Republican	6 th and Mercer	5 th and Harrison	NA
Smith Cove	Prospect St station	Galer St station	Prospect St station	NA
Interbay/ Ballard	Movable bridge with 15 th elevated station	High fixed bridge with 14 th elevated station	Tunnel with 14 th or 15 th tunnel station	Tunnel with 20 th tunnel station

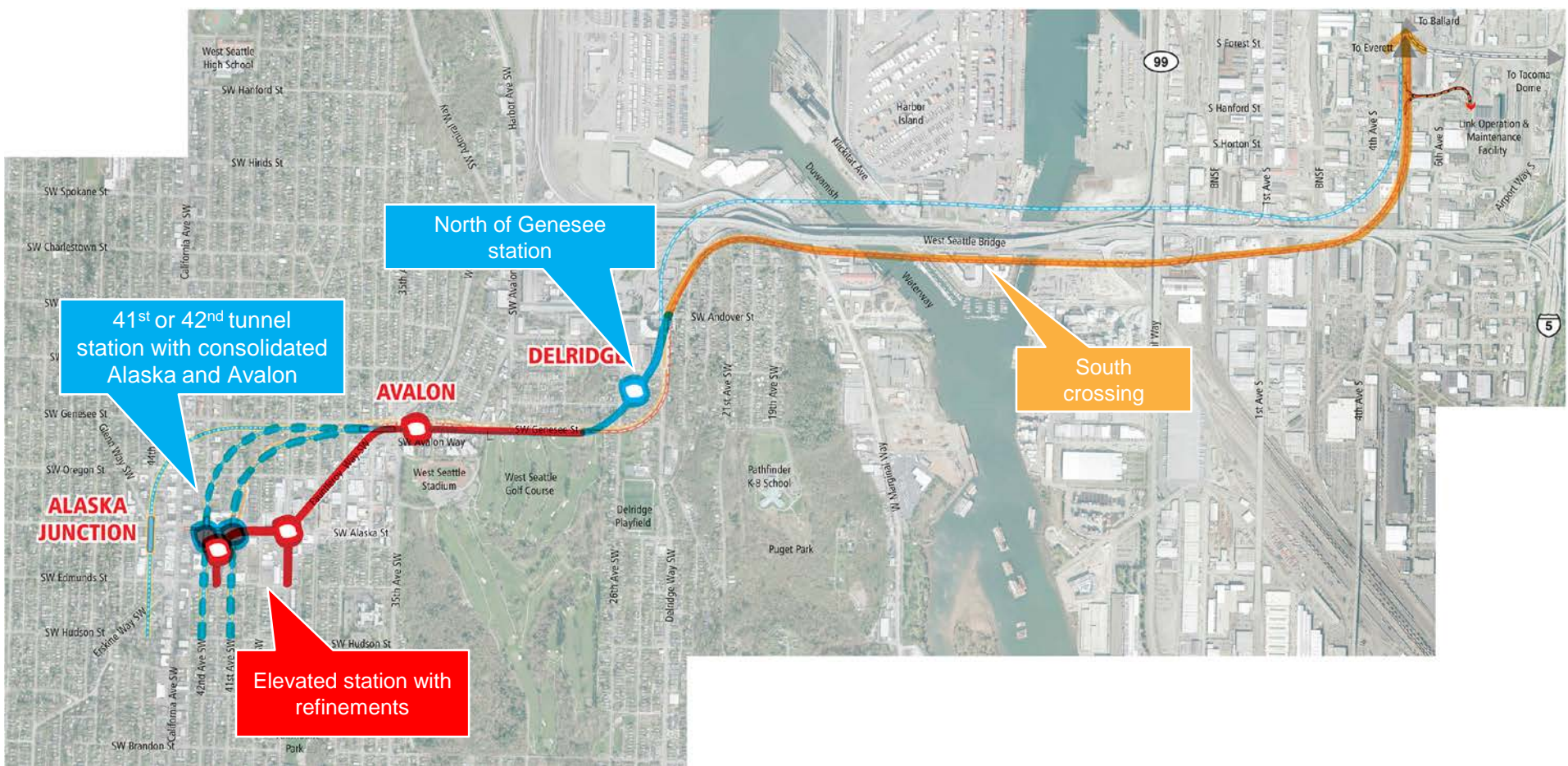
Discussion 2: If 3rd party funding not secured

Segment	SAG recommendation	Notes
West Seattle (Junction)	Elevated station with refinements	41 st or 42 nd tunnel station with consolidated Alaska and Avalon
West Seattle (Delridge)	N of Genesee station	
Duwamish crossing	South crossing	
SODO/ CID	Majority interest in studying all options	
Downtown	5 th and Harrison	
Smith Cove	Prospect St station	Prospect St station
Interbay/ Ballard	No support for movable bridge	

SAG Recommendation: If 3rd party funding not secured



SAG Recommendation: If 3rd party funding not secured



SAG Recommendation: If 3rd party funding not secured



Majority interest in studying all options

SAG Recommendation: If 3rd party funding not secured



5th and Harrison

SAG Recommendation: If 3rd party funding not secured



SAG Recommendation: If 3rd party funding not secured

SAG Level 3 Recommendation Discussion

If 3rd Party Funding Not Secured

West Seattle

- ✓ Interest in a modified ST3 Representative Project Alaska Junction station, oriented North/South staying east of the Alaska Junction (either on Fauntleroy or in the vicinity of Jefferson Square) with blue Delridge station location
- ✓ No support for the orange Alaska Junction Station location
- ✓ Interest in studying the blue alternative with consolidated Alaska Junction and Avalon Stations
- ✓ Some concerns about high guideway through Delridge



SAG Level 3 Recommendation Discussion

If 3rd Party Funding Not Secured

SODO and C-ID

- ✓ Concerns about impacts to the E-3 Busway and Ryerson base
- ✓ Majority support to keep all the options on the table to be responsive to community input. The C-ID's voice has not traditionally been listened to with respect to infrastructure projects. Comparative estimates are based on very preliminary design and should not limit alternatives to study in the C-ID.
- ✓ Some concerns about additional costs associated with 4th Avenue alternatives and interest in 5th Avenue Shallow station (brown) if third party funding is not secured.



SAG Level 3 Recommendation Discussion

If 3rd Party Funding Not Secured

Interbay/ Ballard

- ✓ Concerns about potential traffic effects on Elliott/15th Avenue of green Smith Cove station location and interest in good access to that station
- ✓ No support for movable bridge across Salmon Bay
- ✓ Mixed opinions, with interest in studying the fixed bridge (brown) and the tunnel (blue)



SAG Level 3 Recommendation Discussion

General Feedback

- ✓ Some concerns about extent of 3rd party funding and whether there are other needs for that funding, such as improving mobility in the city
- ✓ Some concerns about identifying a preferred alternative at this stage to allow for comprehensive study in the EIS
- ✓ Comments about adding new alternatives into the process that have not yet been studied or vetted through public engagement




A light rail train is stopped at a station platform. The train is white with blue and green wavy patterns on its side. A man in a dark shirt and grey pants is boarding the train through an open door. Several other people are standing on the platform, some looking towards the train. In the background, there are buildings, trees, and a blue sign with a white train icon. The overall scene is a busy urban transit station.

ELG discussion

A light rail train is stopped at a station platform. The train is white with blue and green decorative graphics. A man in a dark shirt and khaki pants is boarding the train through an open door. Several other people are standing on the platform, some looking towards the train. In the background, there are buildings, trees, and a blue sign with a white train icon. The text "Next steps" is overlaid in white on the image.

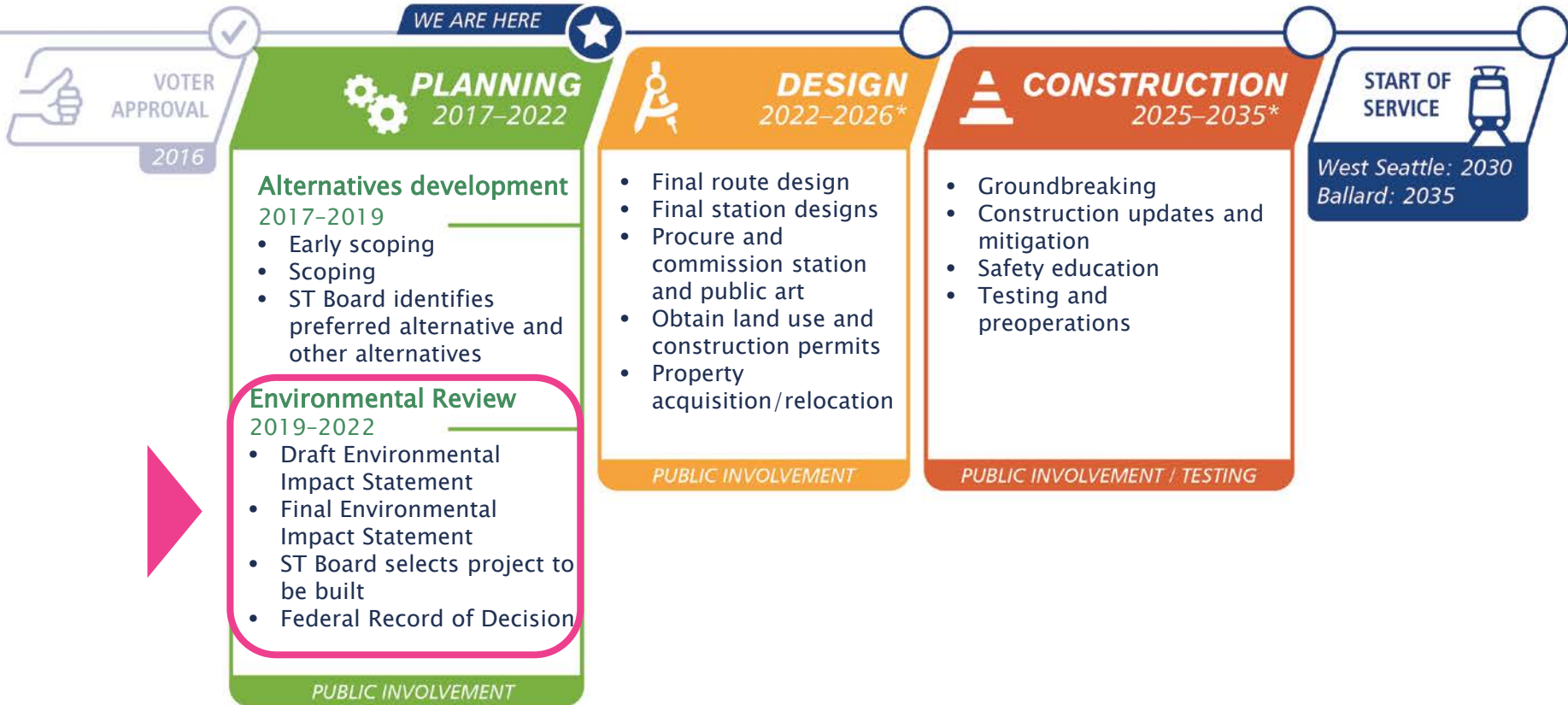
Next steps

Key Meetings and Decisions



ELG Meeting #8	Apr 26	Level 3 recommendations
Sound Transit Board System Expansion Committee	May 9	Identify Preferred Alternative (and other EIS alternatives)
Sound Transit Board Full Board	May 23	Identify Preferred Alternative (and other EIS alternatives)

Environmental Review Phase



Environmental Review

WE ARE HERE 

2019

2020

2021

Q3

Q4

Q1

Q2

Q3

Q4

Q1

EIS kickoff.....



Conceptual Engineering



Develop DEIS



Station planning activities



Publish DEIS and public
comment period



 ST Board confirms
or modifies PA

Topics for engagement

Including, but not limited to:

- ✓ Report back on alternatives development process
- ✓ EIS process and what to expect
- ✓ Environmental justice
- ✓ Station planning
- ✓ Potential property impacts
- ✓ DEIS evaluation results



Ways to engage

Forums

- ✓ Community briefings and meetings
- ✓ Listening sessions
- ✓ Door-to-door outreach
- ✓ Community workshops
- ✓ Public meetings
- ✓ Fairs and festivals
- ✓ Online





soundtransit.org/wsblink 

 **SOUNDTRANSIT**