



West Seattle and Ballard Link Extensions

Elected Leadership Group | 3.29.19

Agenda

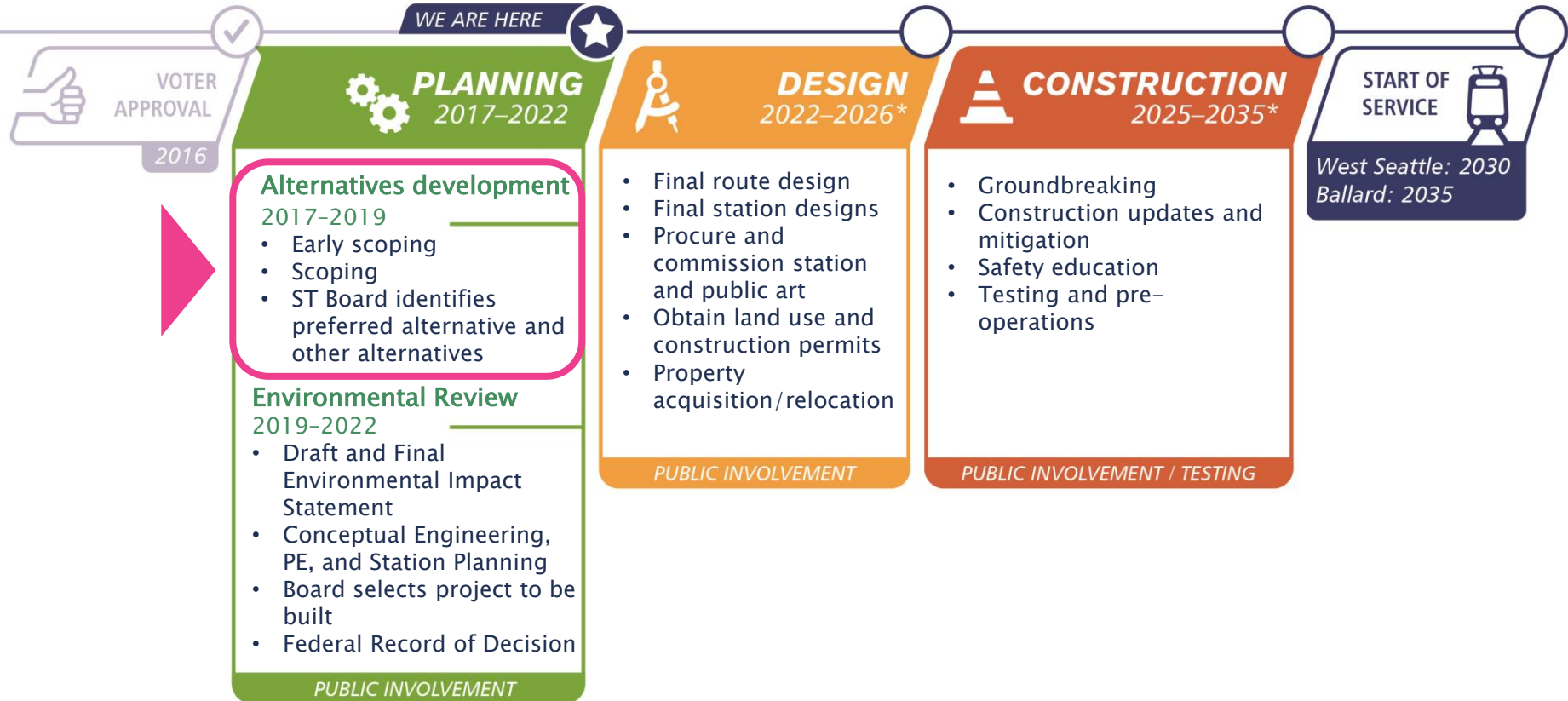
› Chinatown/ID Station

- › Public comment
- › Engagement, Alternatives, Community Vision, What we heard

› Delridge Station

- › Public comment
- › Engagement, Alternatives, Community Vision, What we heard

Alternatives development



Community engagement and collaboration



Meeting dates subject to change.

Equity and 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

Racial Equity Toolkit

to Assess Policies, Initiatives, Programs, and Budget Issues



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.

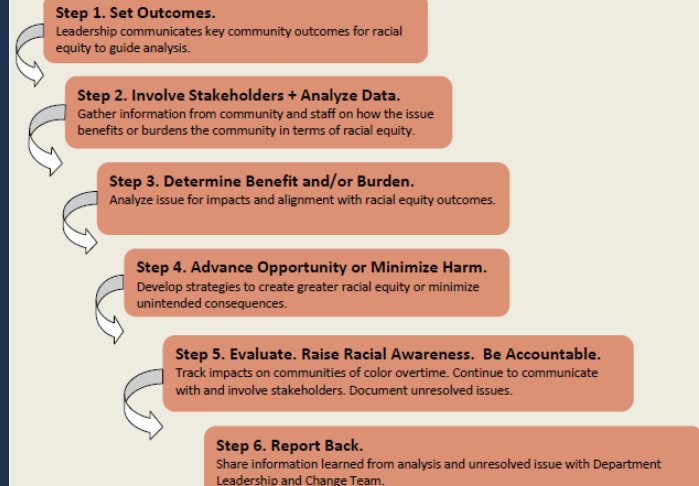
When Do I Use This Toolkit?

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:



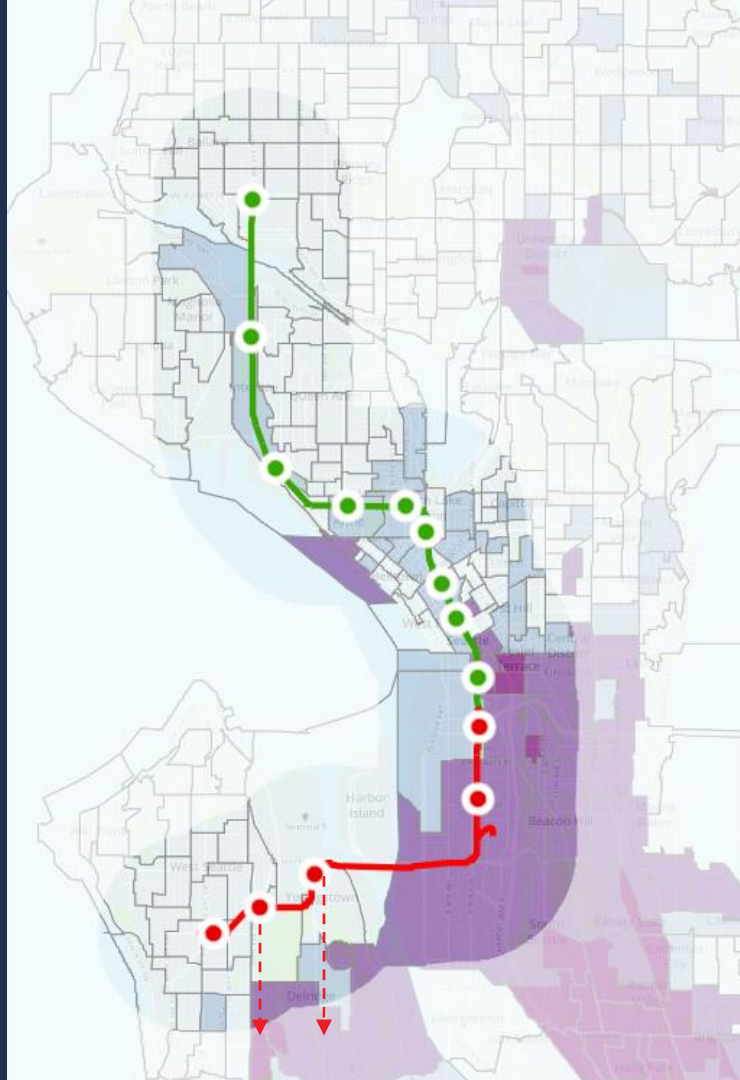
Racial Equity Toolkit

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

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

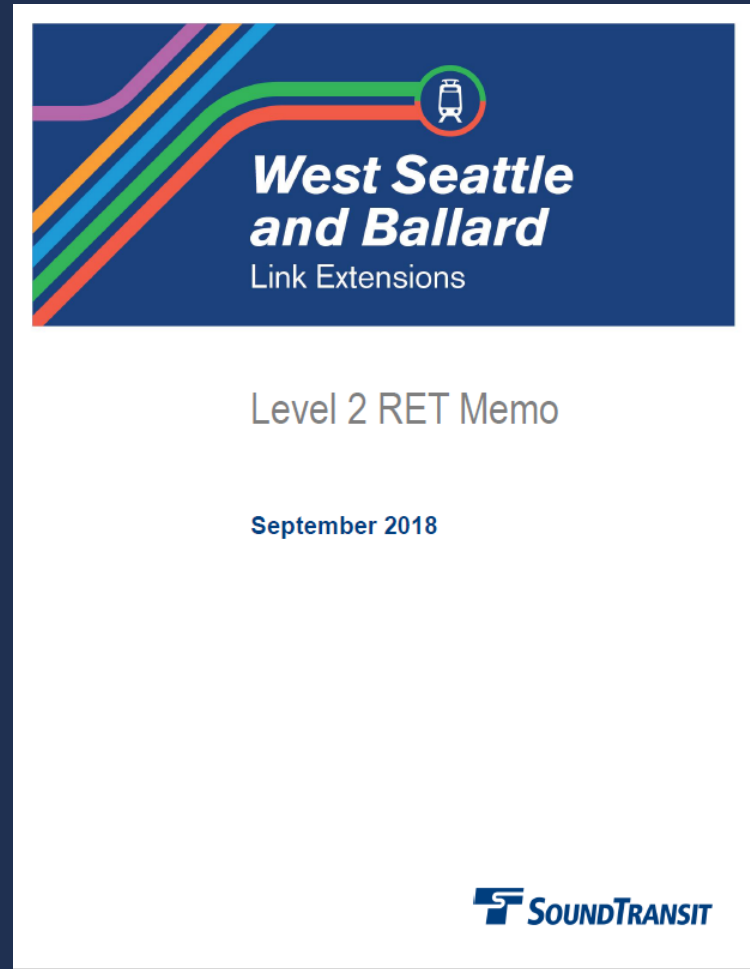


Meaningfully involve communities of color and low-income populations in the project.

Racial Equity Toolkit

Level 2 Evaluation

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



Racial Equity Toolkit

Level 3 Scope

Chinatown / ID

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

Delridge

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





***Chinatown/ID Station
Public Comment***

A light rail train is stopped at a station platform. The train is white with a blue stripe and has the number '139B' on its side. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. The background shows the station structure and some overhead equipment. The text 'Chinatown/ID Station Engagement Overview' is overlaid in a large, white, bold, italicized font across the center of the image.

***Chinatown/ID Station
Engagement Overview***

Types of engagement

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



External Engagement Report: C-ID

January 2018 – March 29, 2019

30 community briefings

5 social service provider interviews

24 door-to-door conversations

4 listening sessions engaging more than 125 community members

9 tabling events engaging more than 770 community members

4 neighborhood forums, workshops and open houses

C-ID & Pioneer Square briefings

- ✓ C-ID Business Improvement Association (4/12/18, 6/7/18)
- ✓ SCIDpda (4/20/18)
- ✓ InterIm CDA (5/2/18)
- ✓ International Community Health Services (5/8/18)
- ✓ Friends of Little Saigon (5/9/18)
- ✓ CID Forum (5/23/18, 7/25/18, 9/19/18)
- ✓ CID Framework Capital Projects Coordination Work Group (5/25/18, 6/22/18, 9/30/18)
- ✓ Union Station Tour (5/25/18)
- ✓ South Downtown Stakeholders (6/12/18, 6/22/18, 7/12/18, 9/10/18, 1/8/19, 3/4/19)
- ✓ Uwajimaya (9/17/18, 1/10/19)
- ✓ SCIDpda Residential Property Managers (12/18/18)
- ✓ Alliance for Pioneer Square, Board of Directors (1/24/19)
- ✓ Seniors in Action Foundation (1/24/19, 3/19/19)
- ✓ Pacific Café (3/19/19)
- ✓ SCIDpda, Board of Directors (3/19/19)
- ✓ Pioneer Square Residents' Council (3/19/19)
- ✓ International House Senior Living (3/20/19)
- ✓ Washington Federal (3/22/19)

C-ID listening sessions

- ✓ Eastern Hotel Apartments (1/29/19)
- ✓ Domingo Viernes, New Central and Jackson Apartments (2/15/19)
- ✓ Nihonmachi Terrace Apartments (2/20/19)
- ✓ NP Hotel Apartments (3/11/19)



C-ID & Pioneer Square social service provider interviews

- ✓ Chinese Information & Service Center (CISC) (7/30/18)
- ✓ Seniors in Action Foundation (8/1/18)
- ✓ Wing Luke Museum (8/21/18)
- ✓ Real Change (9/14/19)
- ✓ Helping Link (12/5/18)

C-ID tabling events

- ✓ 2018 SCIDpda C-ID Kick-off Open House (2/28/18)
- ✓ Dragon Fest (7/14/18 – 7/15/18)
- ✓ Celebrate Little Saigon (8/26/18)
- ✓ Night Market (9/8/18)
- ✓ Real Change Vendor Meeting (12/12/18)
- ✓ Tet in Seattle (1/26/19 – 1/27/19)
- ✓ 2019 SCIDpda C-ID Kick-off Open House (2/7/19)
- ✓ Lunar New Year Celebration (3/2/19)
- ✓ The Publix Building (3/8/19)



Improve connections
(Sounder, Amtrak, Light Rail, Buses)

Activate Union Station

Community Vision
Contribute to the community's long-term vision for the future

Minimize Chinatown-ID construction impacts

What we have heard

A light rail train is stopped at a station platform. The train is white with a blue stripe and has the number '139B' on its side. The front of the train has 'CHINA TRANSIT' written on it. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. The background shows the station structure and some overhead wires. The title 'Chinatown/ID Station Alternatives' is overlaid in large, white, italicized font.

Chinatown/ID Station Alternatives



**PIONEER
SQUARE**

**CHINATOWN/
INTERNATIONAL
DISTRICT**

**C-ID
STATION
AREA**


Chinatown-ID station area


Summary of Level 3 alternatives

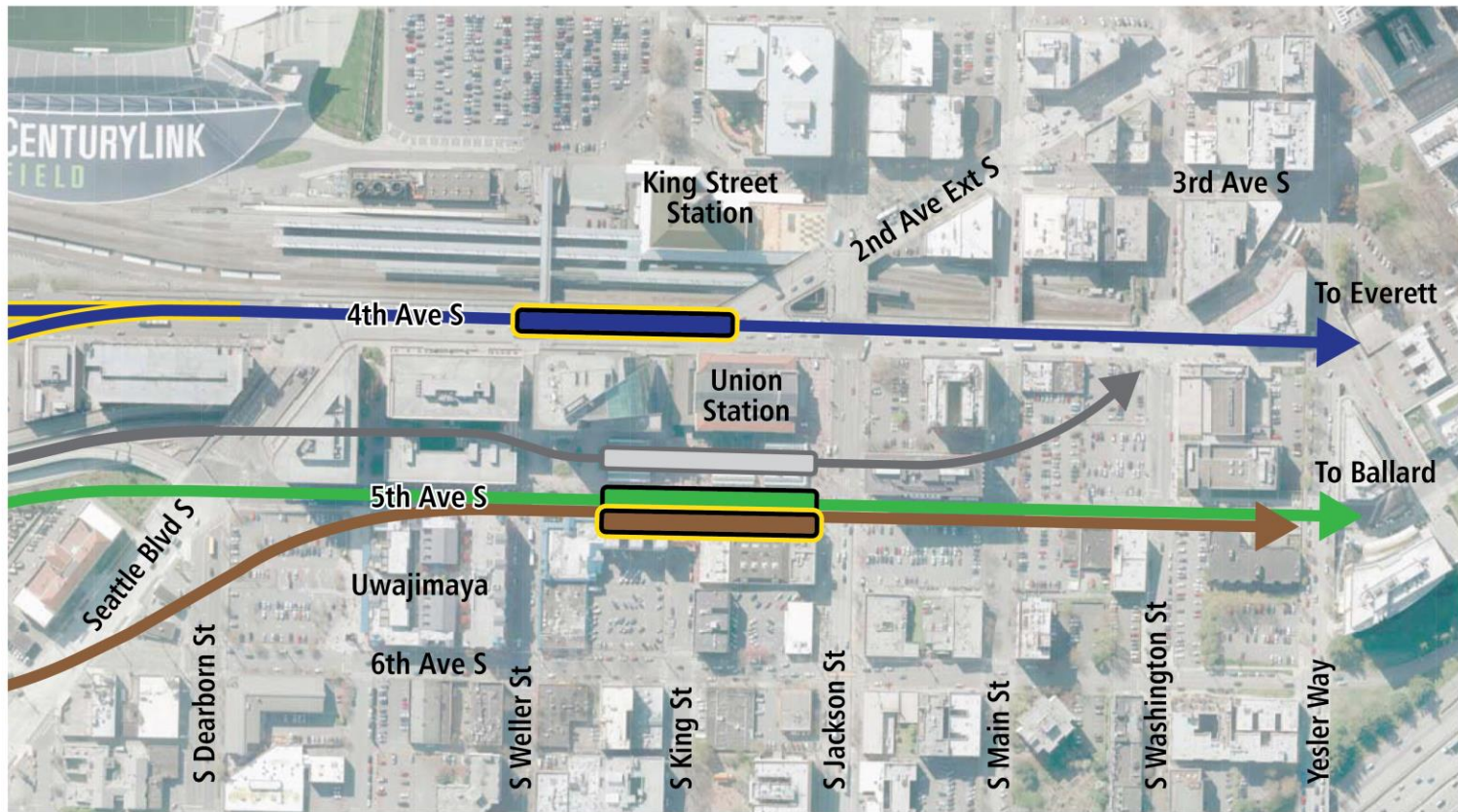
- **ST3 Representative Project**
- **West Seattle Elevated/ C-ID 5th Ave/
Downtown 6th Ave/ Ballard Elevated**
 - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined
- **West Seattle Tunnel/ C-ID 4th Ave/
Downtown 5th Ave/ Ballard Tunnel**
 - Junction station options: 41st Ave, 42nd Ave and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

 Existing Link Light Rail

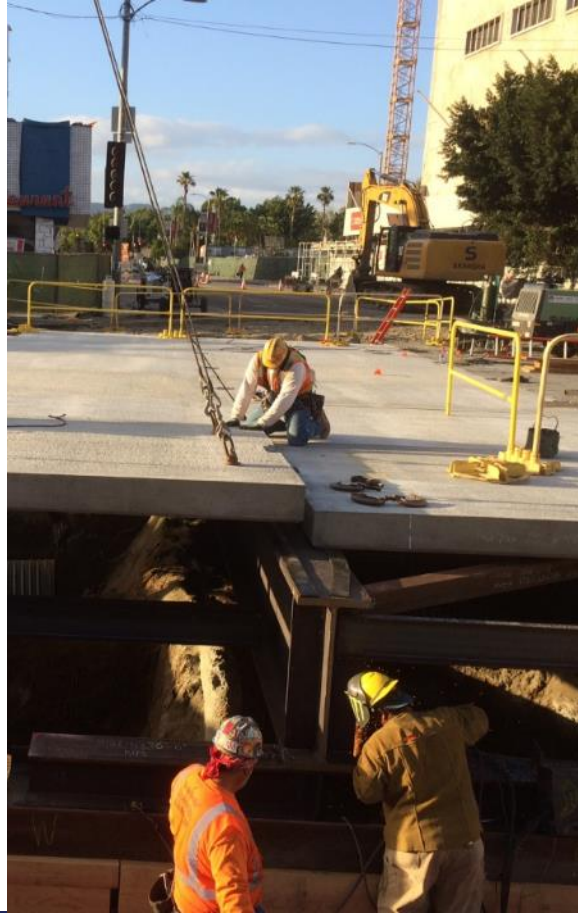
 ST3 Representative Project

 5th Ave. S shallow station or deep station

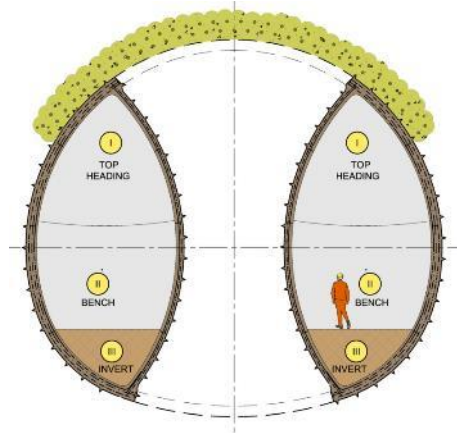
 4th Ave. S shallow station or deep station



Chinatown-ID station options



Cut and Cover Station Construction



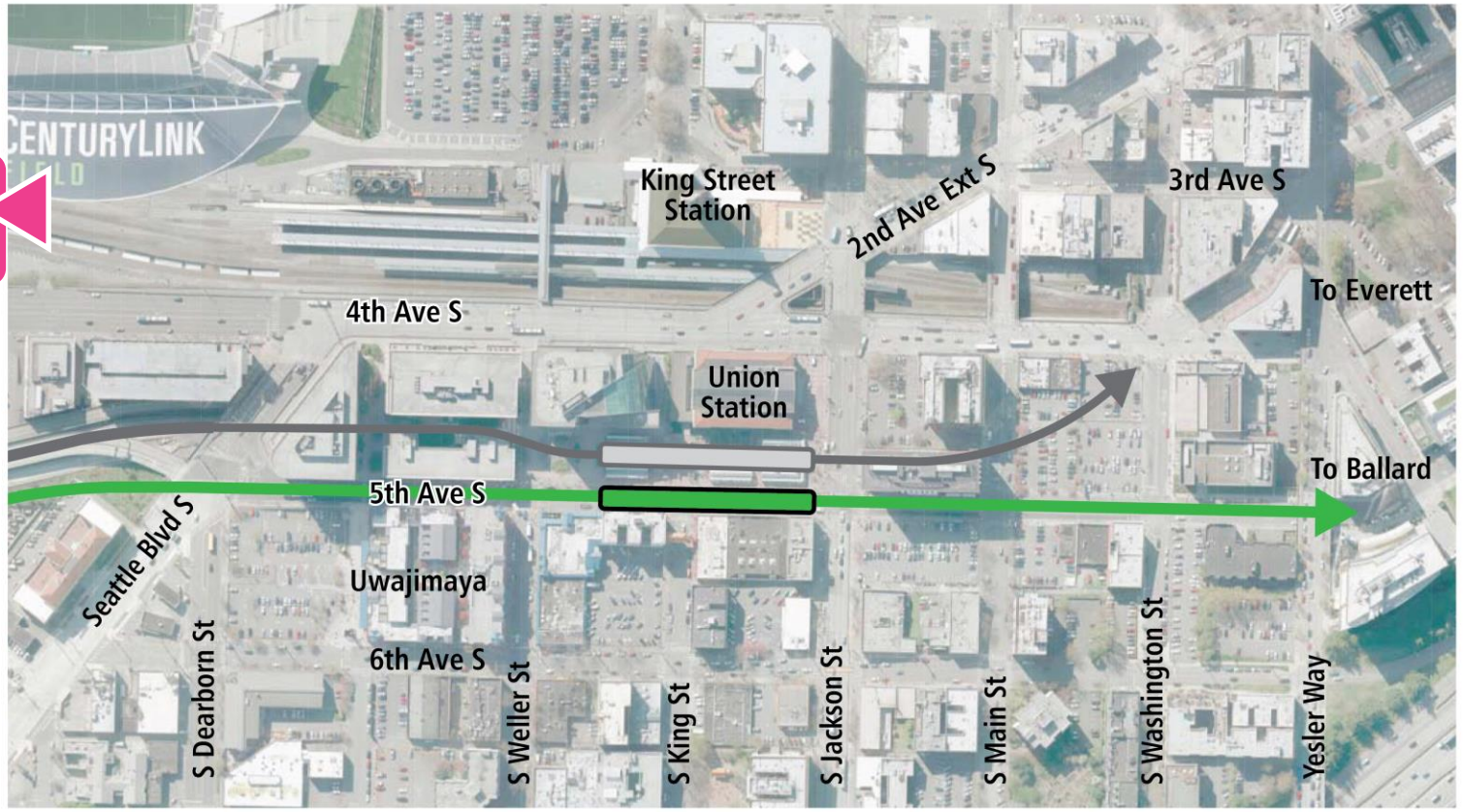
Mined Station Construction

Existing Link Light Rail

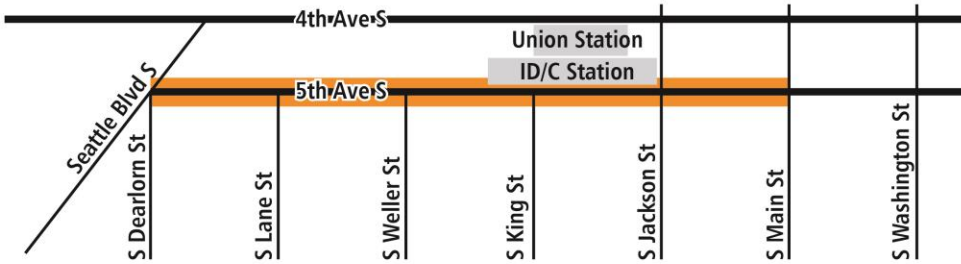
ST3 Representative Project

5th Ave. S shallow station or deep station

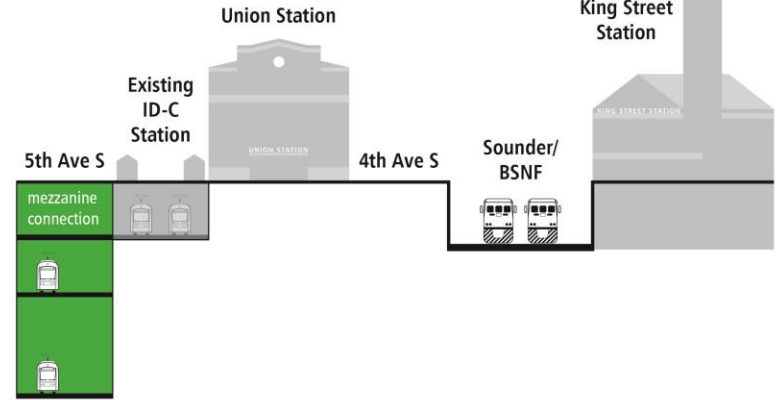
4th Ave. S shallow station or deep station



Chinatown-ID station options



Construction ~ 7 years
Detours ~ 1.5 years



Cross section looking south (not to scale)

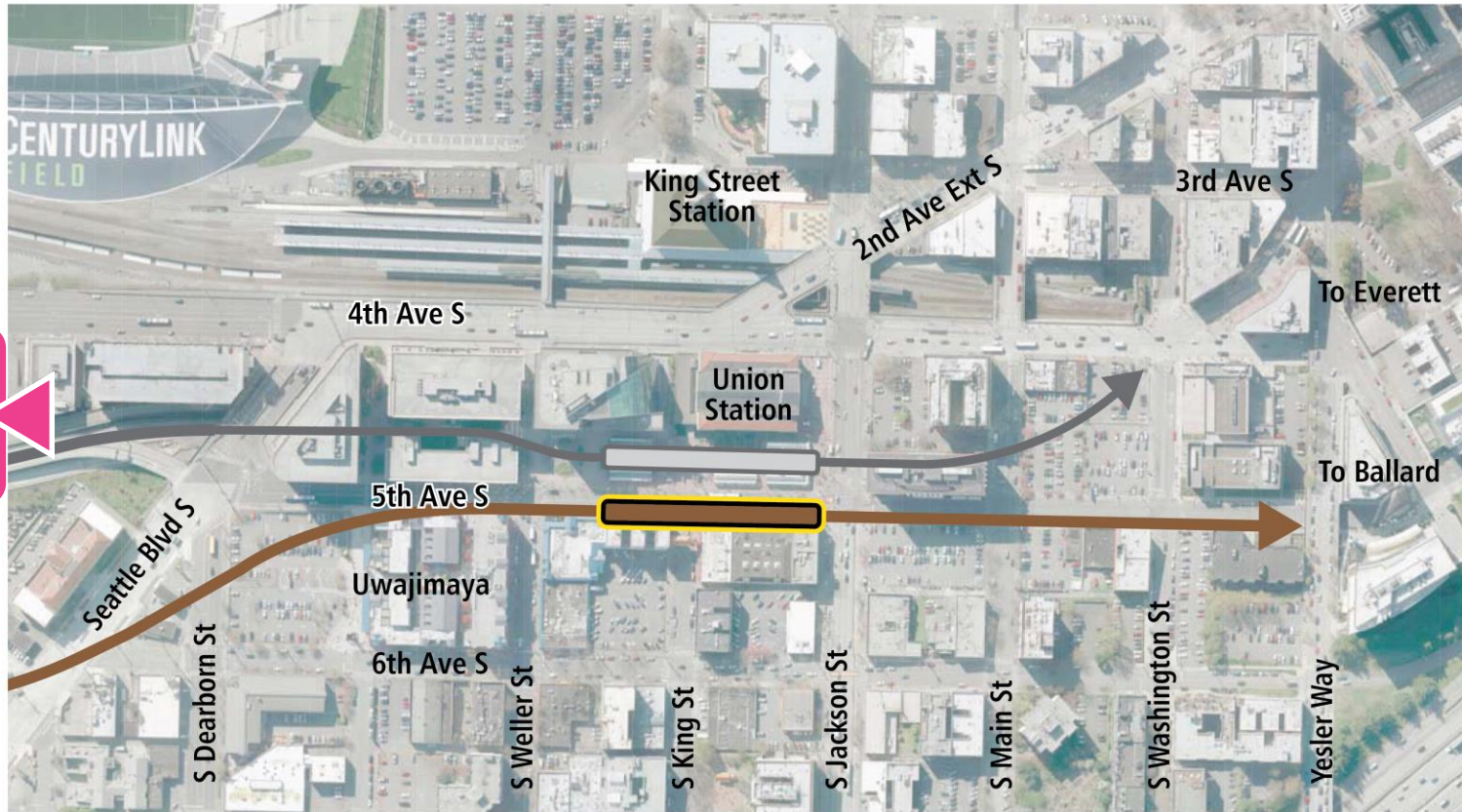
ST3 Representative Project *Cut and cover tunnel*

Existing Link Light Rail

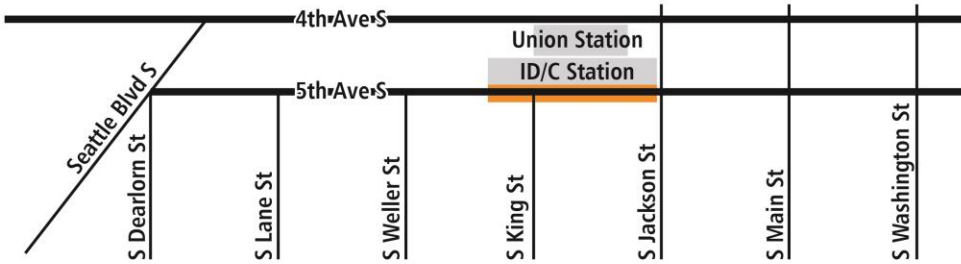
ST3 Representative Project

5th Ave. S shallow station or deep station

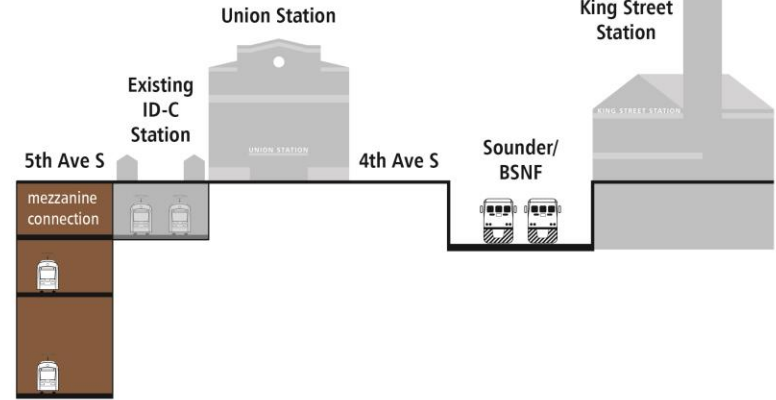
4th Ave. S shallow station or deep station



Chinatown-ID station options

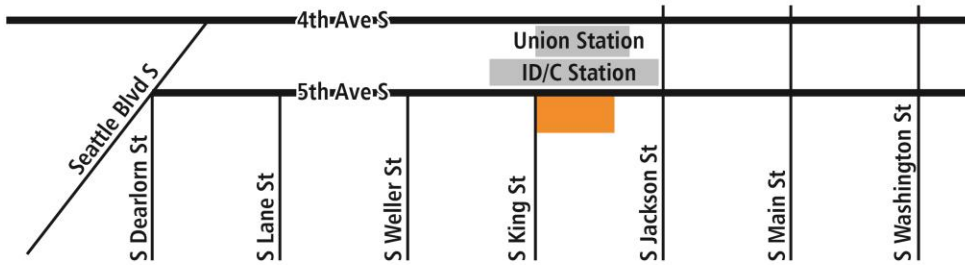


Construction ~ 6 years
Detours ~ 4 months

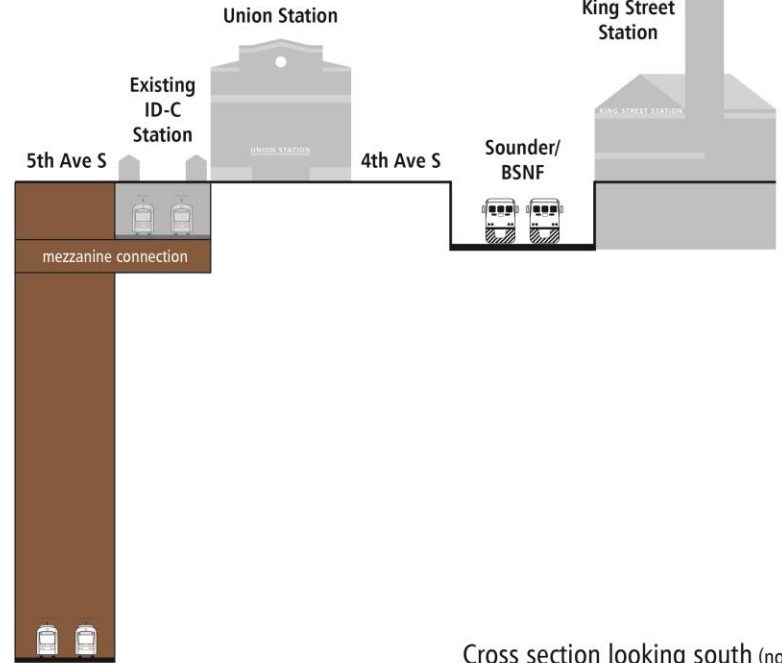


Cross section looking south (not to scale)

5th Ave S shallow station



Construction ~ 7 years
Detours ~ none




Cross section looking south (not to scale)

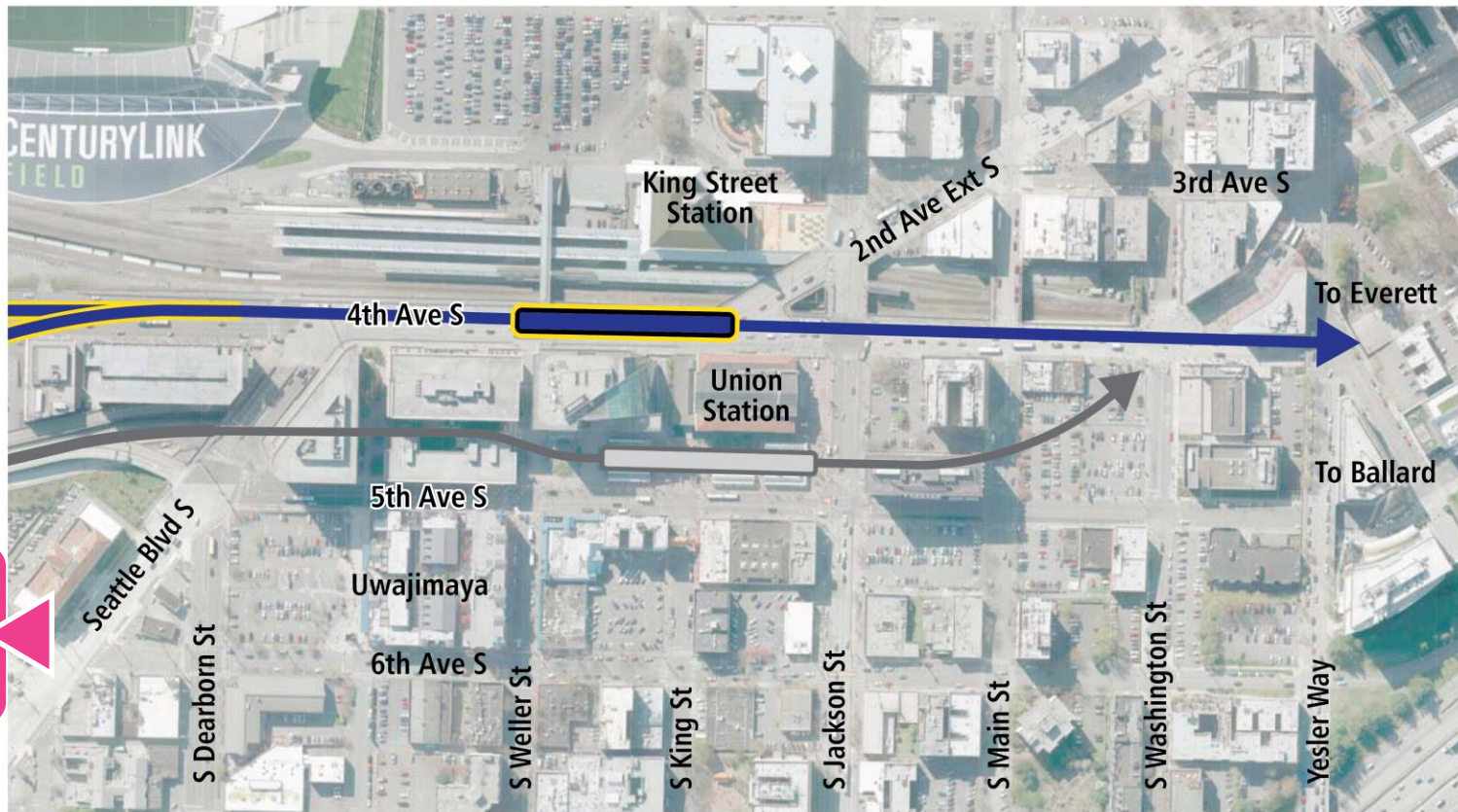
5th Ave S deep station

 Existing Link Light Rail

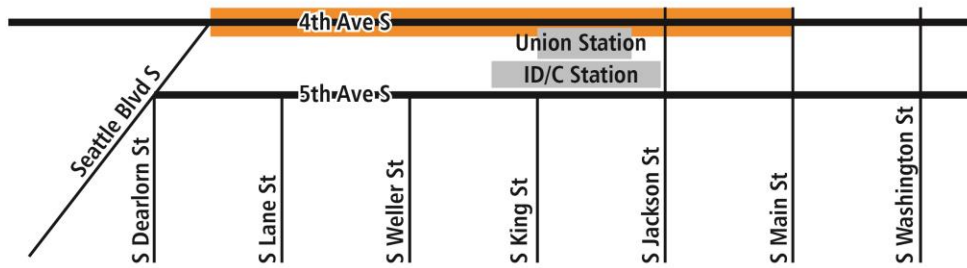
 ST3 Representative Project

 5th Ave. S shallow station or deep station

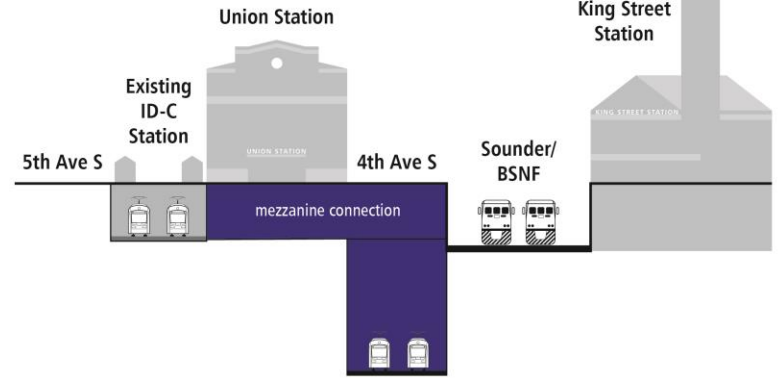
 4th Ave. S shallow station or deep station



Chinatown-ID station options

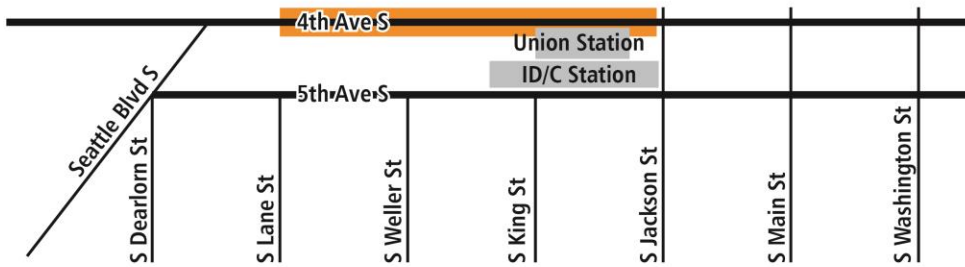


Construction ~ 10 years
Detours ~ 7.5 years

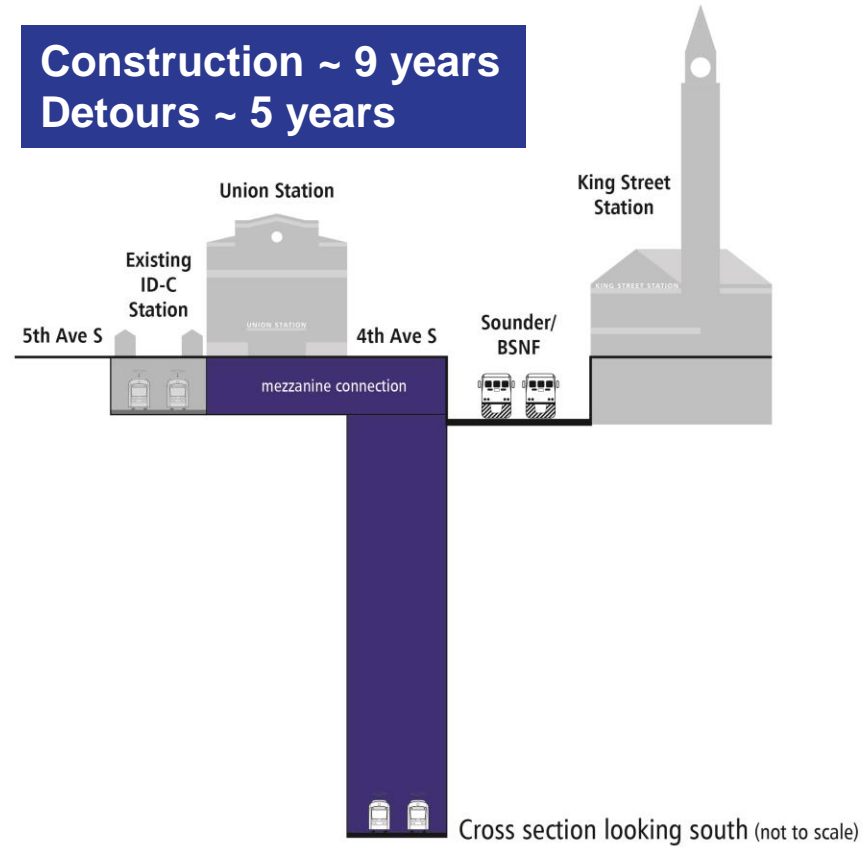


Cross section looking south (not to scale)

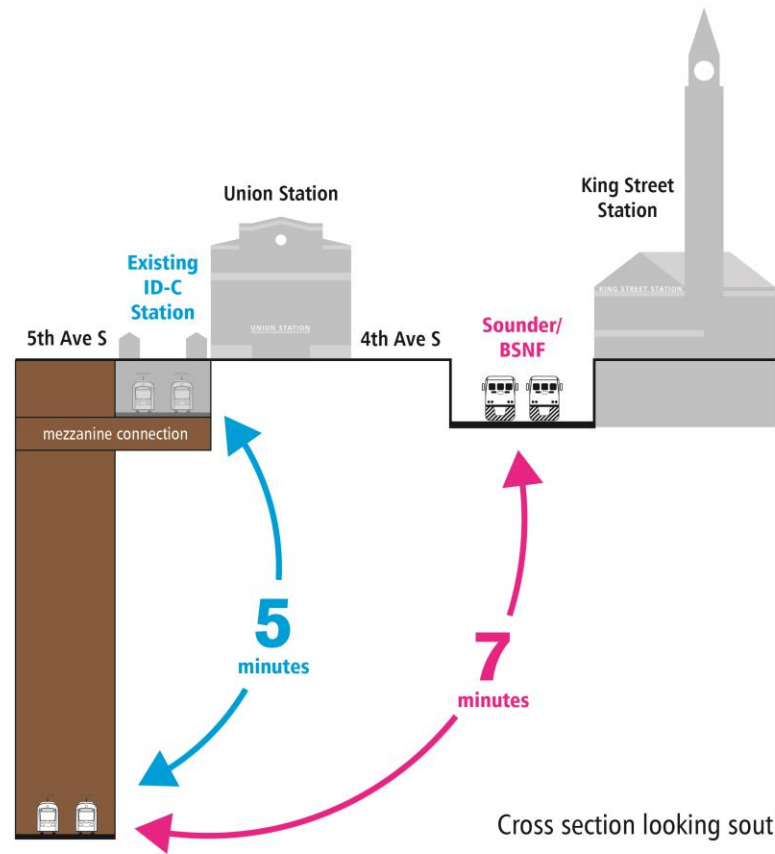
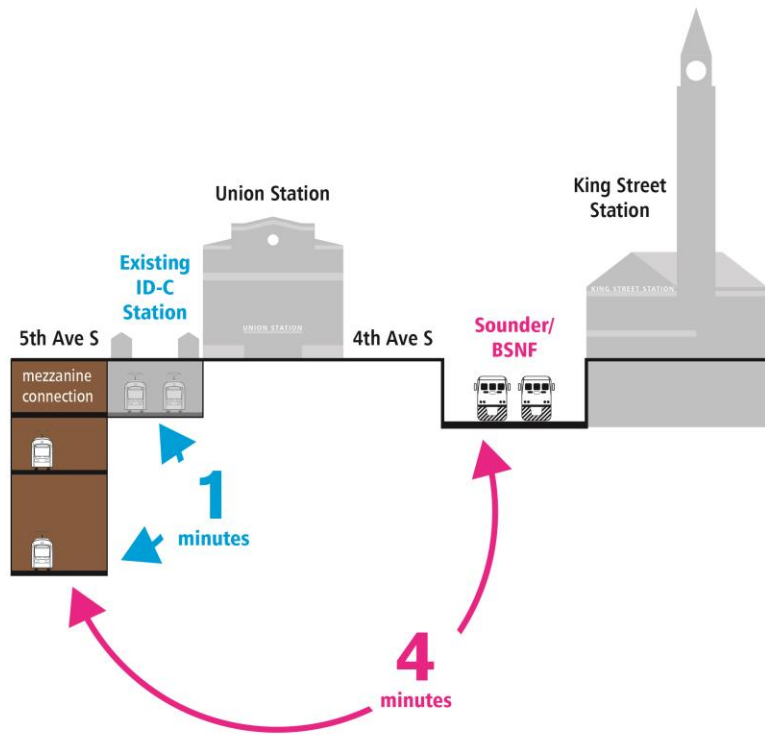
4th Ave S shallow station



Construction ~ 9 years
Detours ~ 5 years

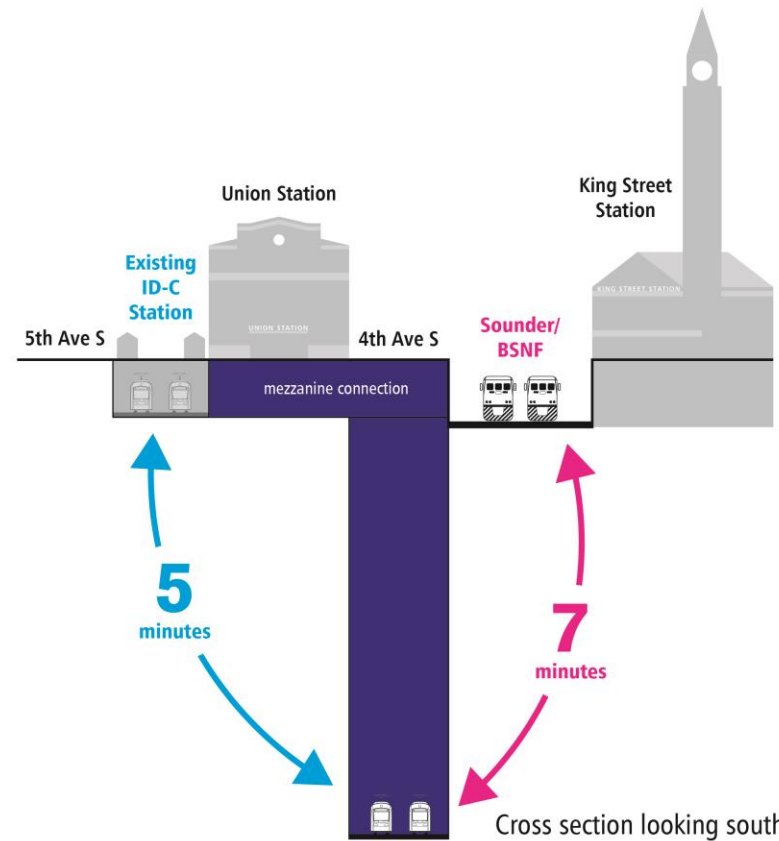
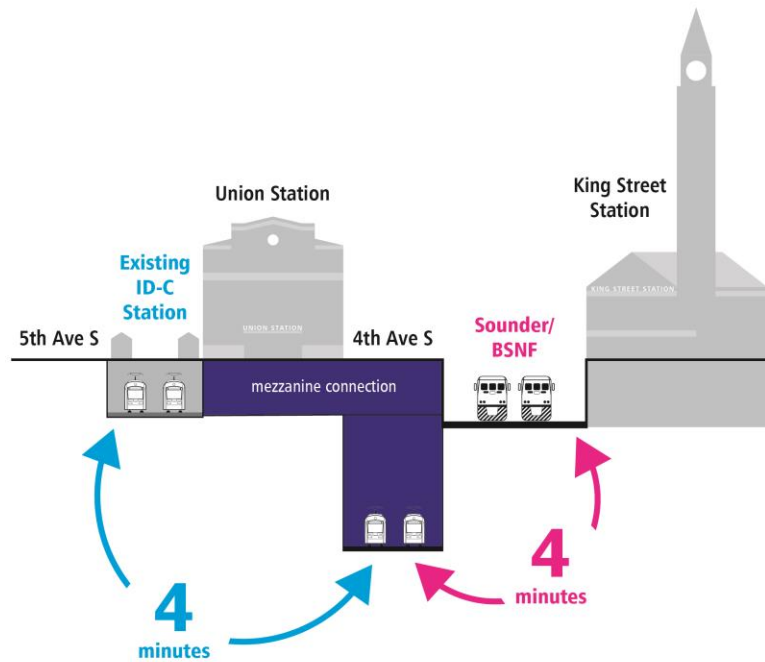


4th Ave S deep station



Cross section looking south (not to scale)

5th Ave S stations – Transfer times



4th Ave S stations – Transfer times

Chinatown/International District

ST3 Representative Project

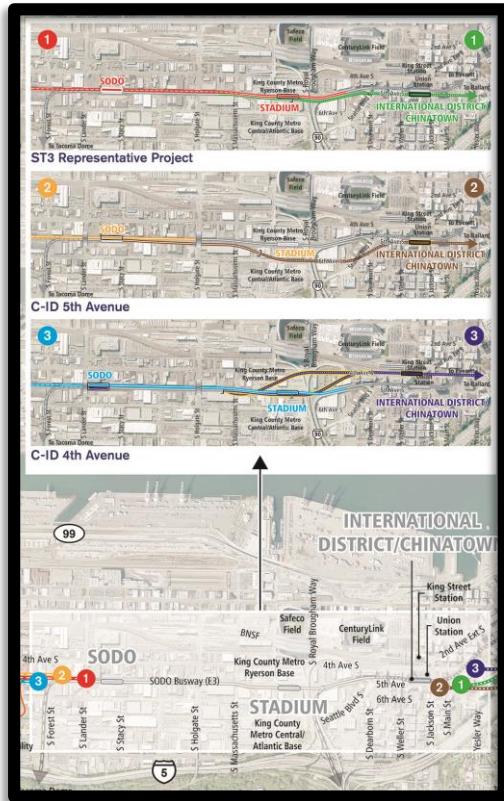
- Cut-and-cover tunnel and station on 5th Ave S results in construction effects in C-ID
- Affects WSDOT ramps/foundations
- Impacts Ryerson bus base

C-ID 5th Avenue

- Cut-and-cover station on 5th Ave S results in construction effects in C-ID but bored tunnel limits effects
- Mined station has less convenient access, transfers, potential to extend schedule
- Affects future Central base expansion
- Mined station limits train acceleration and track crossovers

C-ID 4th Avenue

- Viaduct rebuild results in more construction complexity, traffic diversions, schedule delays; requires 3rd Party funding
- Mined station option increases traffic effects and has less convenient access, transfers and impacts Ryerson bus base
- Deep mined station does not allow for a pocket track so reduces operability



Key considerations

Chinatown-ID

Key Differentiators	ST3 Representative Project	5th Shallow	5th Deep	4th Shallow	4th Deep
Ease of station access/transfers	Higher performing	Higher performing	Lower performing	Higher performing	Lower performing
Construction effects in C-ID	Most construction effects	More construction effects	Least construction effects	More construction traffic effects	Most construction traffic effects
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	Does not facilitate track interconnections	Meets ST3 schedule	Higher schedule risk	Potential schedule delay	Potential schedule delay
Comparative estimate (2018\$)*	-	- \$200M	-	+ \$300M	+ \$500M**

*Compared to ST3 Representative Project

**Includes higher Downtown cost of \$100M

Key differentiators

A light rail train, numbered 139B, is stopped at a station platform. The train is white with blue accents and has "Sound Transit" written on the front. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. The background shows the station structure and a clear sky. The title "Community Vision and Connections" is overlaid in large, white, italicized font across the center of the image.

Community Vision and Connections

JACKSON HUB

RECONNECTING NEIGHBORHOODS.



JACKSON HUB

A ALLIANCE FOR
PIONEER SQUARE



SCIDpda



Historic
South
Downtown

Funded by Historic South Downtown

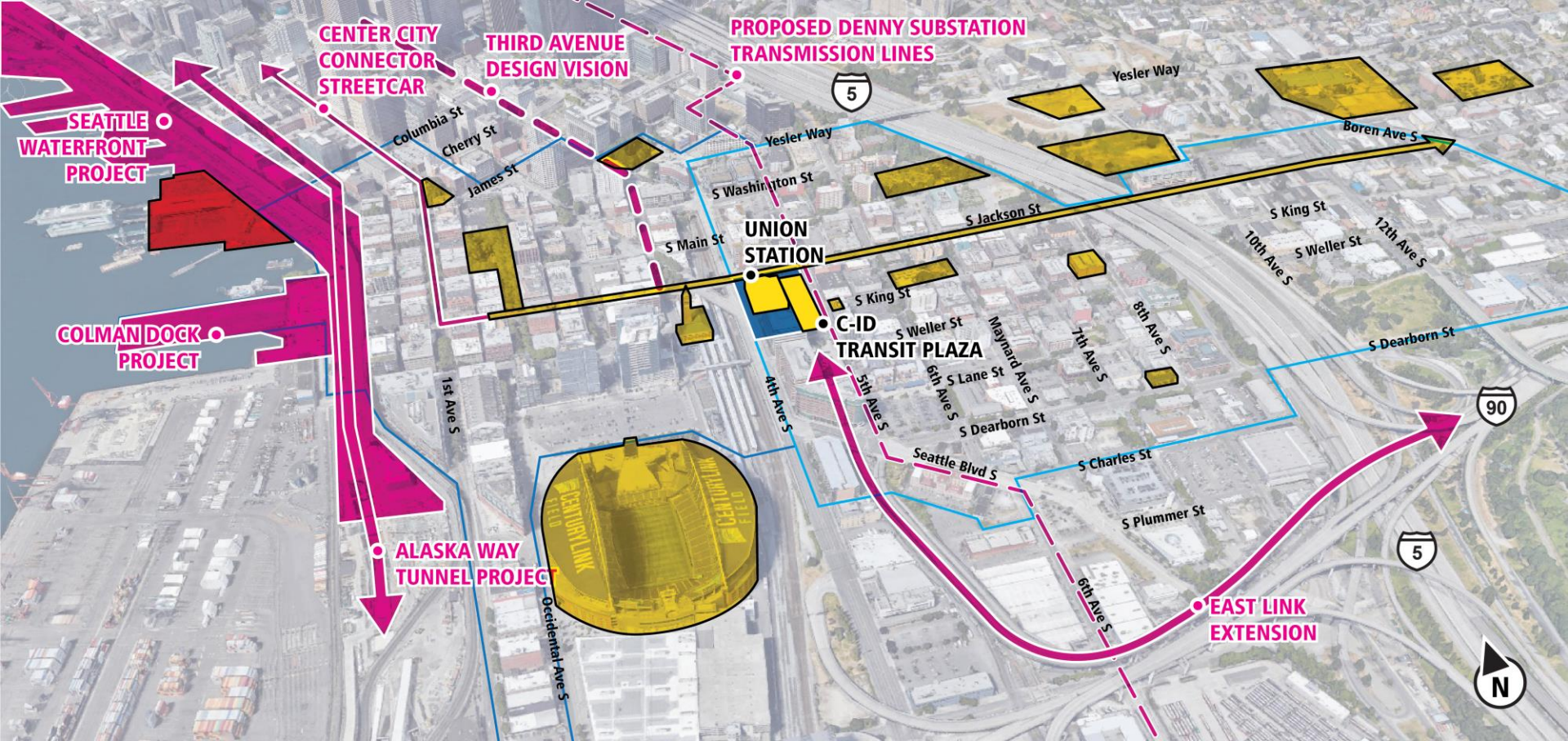
EDCI
ENGINEERS

TOOLE
DESIGN

framework

COMMUNITY GOALS & PRIORITIES



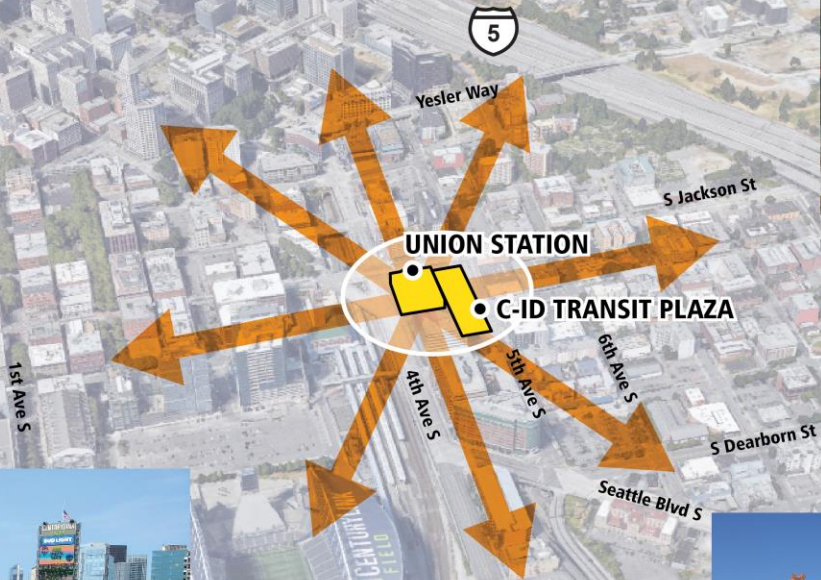


Imagining the future

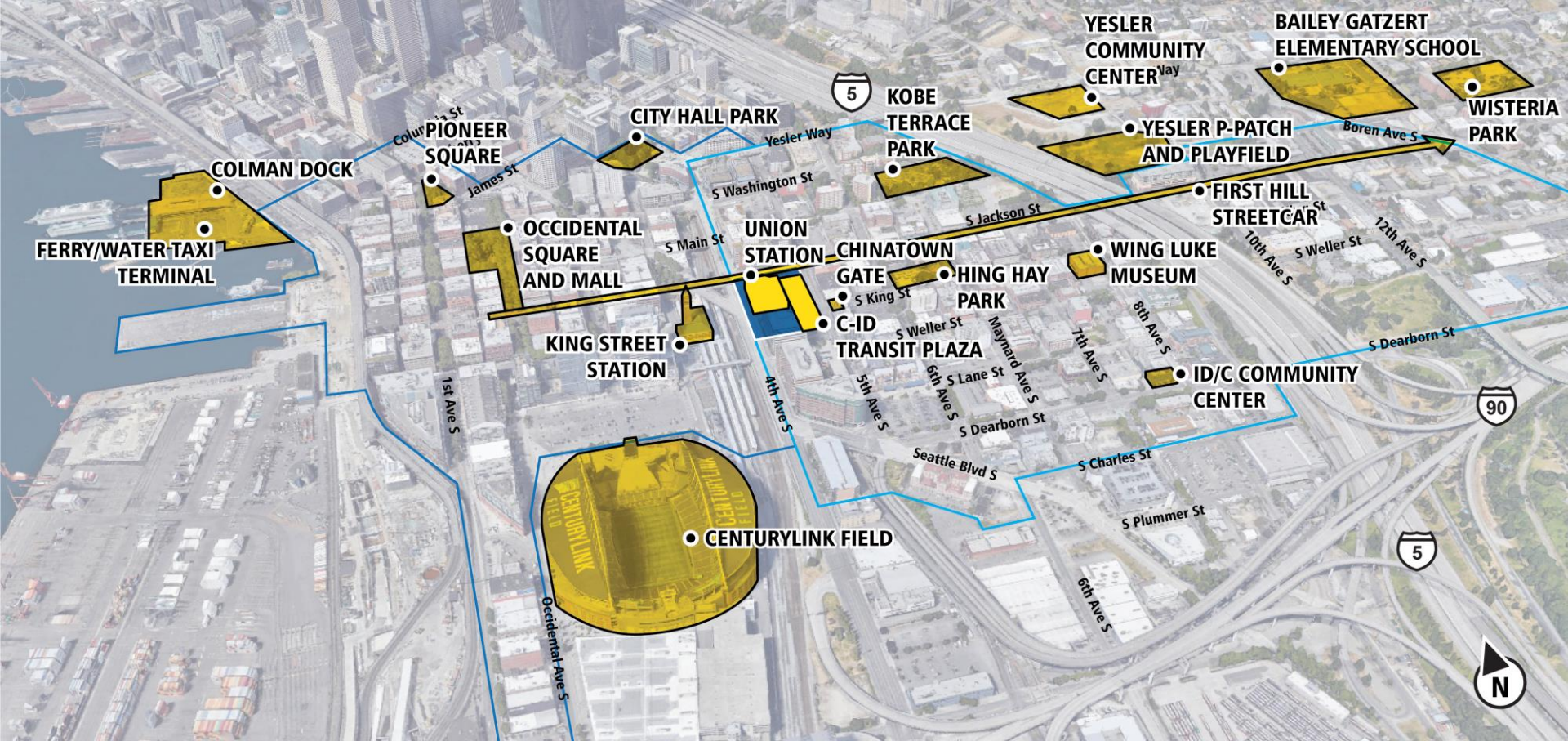


Intermodal connections





Community connections



Connections to key destinations

Chinatown/ID Station – 4th Ave



Transit Integration and Non-motorized Access

- Potential station entry on west side of 4th could tie in to Weller St overpass, connecting more closely to Sounder/Amtrak and Pioneer Square
- Longer transfer between light rail stations
- Longer walk to bus zones, streetcar stop on Jackson Street but closer to 4th Ave S bus zones

Land Use and Development

- Potential to integrate transfer flows and station entries to support activating Union Station
- Less potential for equitable Agency TOD, plaza improvements associated with project delivery

Chinatown/ID Station – 5th Ave



Transit Integration and Non-motorized Access

- Potential station entry on east side of 5th could tie into King Street corridor and Chinatown/ID
- Longer walk to King Street Station, Pioneer Square, bus zones on 4th Ave S
- Shorter transfers between light rail stations and closer to Jackson St bus zones and streetcar stop

Land Use and Development

- Potential to integrate transfer flows and station entries to support activating Union Station
- Higher potential for equitable TOD, plaza improvements associated with project delivery

A light rail train is stopped at a station platform. The train is white with a blue wave-like graphic along the side. The number '139B' is visible on the side of the train. The front of the train has 'COVINGTON TRANSIT' written on it. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. The background shows the station structure and some overhead wires. The text 'What we heard' is overlaid in the center of the image in a white, bold, italicized font.

What we heard



**Interest in Chinatown-
International District
station name**

**Improve connections along
Jackson Street, connecting
neighborhoods from Little
Saigon to the Waterfront**

**Activate streets and
buildings around the new
station, including Union
Station, in a culturally and
community-based manner.**

**Maintain the connected,
diverse and historic place
supported by an
intergenerational,
multilingual business and
residential community**

**Station can bring more
foot traffic to CID
businesses**

**More green, open spaces,
culturally reflective art, public
restrooms, local
markets/vendors**

What we have heard

Community Vision and Neighborhood Values

An aerial photograph of a city street intersection, likely in Seattle, showing a mix of urban buildings, parking lots, and transit infrastructure. Several teal callout boxes with white text are overlaid on the image, pointing to specific areas. The boxes contain feedback related to transit connections, parking, signage, and street lighting. The background shows a grid of streets, a large stadium-like structure on the left, and various commercial and residential buildings.

Concerns about limited parking

Convenient and reliable transfers (Sounder, Amtrak, Light Rail, Buses)

Improve connections across 4th Avenue

Improve connections across 5th Avenue

Multi-lingual signs, announcements and improved wayfinding could address barriers to using Link

Excited about new opportunities to get to more places faster and easier with Sound Transit's system expansion

Enjoy connections to family and destinations in Beacon Hill, UW, Eastside and Airport

Need good street lighting, security and safe pedestrian experiences

What we have heard

Maximizing Connections

Mixed opinions on station location

Some prefer 4th Avenue station locations to reconnect the Pioneer Square and C-ID neighborhoods, King Street and Union Stations, and limit potential impacts in the C-ID neighborhood

Some prefer 5th Avenue station locations for easier access from residences and businesses in C-ID and due to shorter construction duration

More interest in shallow station options for accessibility and sense of safety

Protect the Chinatown Gate

Early, in-language notification about detours and construction impacts

Provide fair compensation and continued operations in C-ID after construction

Protect local businesses during construction by maintaining operations

What we have heard

Building the Station

Next Steps

- Share public feedback with SAG/ELG and Board
- Report back to community on outcomes of alternatives development and RET
- Continue engagement with communities near station on opportunities to inform the EIS and future station planning
- Further study urban design concepts in Phase 2 of the project

A light rail train, identified as '139B', is stopped at a station platform. The train is white with a teal wave-like graphic along its side. The words 'Sound Transit' are visible on the front and side of the train. The station platform has a metal railing in the foreground and a yellow tactile strip along the edge. The text 'ELG discussion' is overlaid in a large, white, italicized font across the center of the image.

ELG discussion

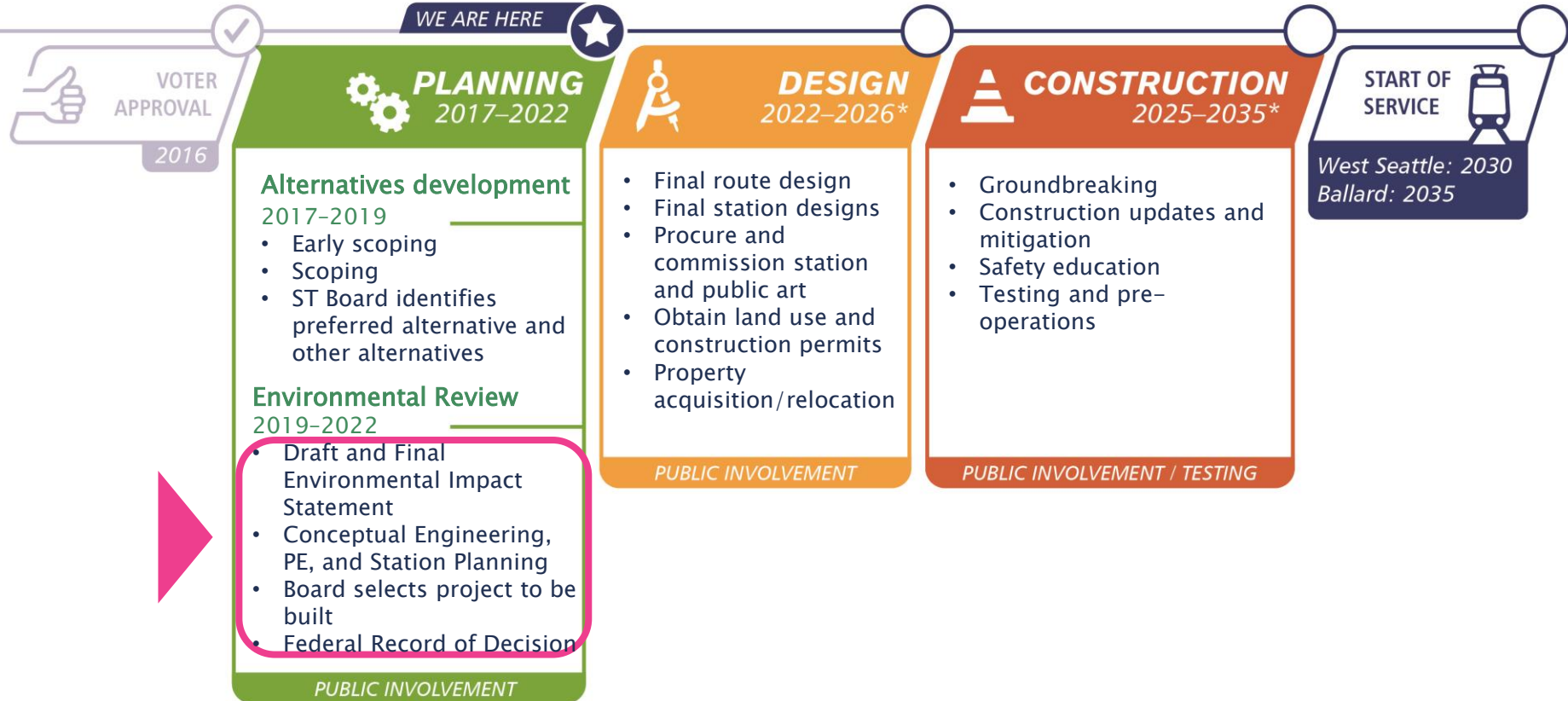
A light rail train, identified by the number 139B, is stopped at a station platform. The train is white with a blue and teal wave-like graphic along its side. The words "Sound Transit" are visible on the front and side of the train. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. A digital display board is visible above the train. The entire image has a dark blue overlay.

Schedule and Next Steps

Next steps

EIS Scoping	Feb 15 – April 2	Scoping Input
SAG Meeting #13	March 21	Station planning discussions (optional)
ELG Meeting #7	March 29	CID and Delridge station focus
Summary of key themes from scoping and Level 3 RET memo	April 15	For SAG/ELG consideration
SAG Meeting #14	April 17	Level 3 recommendations
Scoping report finalized	April 24	For ELG consideration
ELG Meeting #8	April 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)

Alternatives development



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 child with a backpack. The station has a blue and white color scheme and a covered walkway.

Delridge Station Public Comment

A light rail train is stopped at a station platform. The train is white with a blue stripe and has the number '139B' on its side. The words 'CLING TRANSIT' are visible on the front of the train. The station platform has a metal railing in the foreground and a yellow tactile strip along the edge. The background shows the station structure and some overhead wires. The text 'Delridge Station Engagement Overview' is overlaid in a large, white, bold, italicized font across the center of the image.

***Delridge Station
Engagement Overview***

Types of engagement

Forums

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



External Engagement Report: West Seattle

January 2018 – March 29, 2019

27 community briefings

20 door-to-door conversations

5 tabling events
engaging more than
1,290 community members

7 social service provider interviews

5 neighborhood forums, workshops and open houses

23 property owner meetings

West Seattle briefings

- ✓ West Seattle Junction Association (1/24/18, 10/24/18)
- ✓ Nucor Steel (3/7/18)
- ✓ West Seattle JuNO (4/2/18, 4/26/18, 7/26/18, 9/18/18, 11/19/19, 3/25/19)
- ✓ Southwest District Council (4/4/18, 11/7/18)
- ✓ West Seattle Transportation Coalition (4/26/18, 9/27/18)
- ✓ Fauntleroy Business Association (5/24/18)
- ✓ Pigeon Point Neighborhood Council (6/11/18)
- ✓ Drink and Link at Ounces (8/8/18)
- ✓ Delridge Neighborhoods Development Association (10/9/18, 10/24/18, 2/6/19)
- ✓ Feet First West Seattle Light Rail Walk & Talk (10/15/18)
- ✓ Tiburon Condominium, Board of Directors (11/15/18)
- ✓ Youngstown Neighborhood (1/16/19)
- ✓ DNDA Tour (2/6/19)
- ✓ Chelan Café (2/19/19)
- ✓ West Seattle Democratic Women (2/28/19)
- ✓ Pete Spalding (3/1/19)
- ✓ Michael Taylor Judd (3/7/19)
- ✓ Pigeon Ridge Neighborhood Council (3/11/19)

West Seattle social service provider interviews

- ✓ West Seattle Food Bank (6/28/18)
- ✓ Southwest Youth and Family Services (6/29/18)
- ✓ Neighborhood House at High Point (7/26/18)
- ✓ Downtown Emergency Service Center, Cottage Grove Commons (8/28/18)
- ✓ WestSide Baby (12/6/18)
- ✓ Delridge Community Center (1/9/19)
- ✓ White Center Community Development Association (1/16/2019)

West Seattle tabling events

- ✓ Morgan Junction Festival (6/16/18)
- ✓ West Seattle Summer Fest (7/13/18 – 7/15/18)
- ✓ Delridge Day (8/11/18)
- ✓ SDOT/Metro RapidRide H Open House (10/10/18)
- ✓ Delridge Community Center (3/9/19)

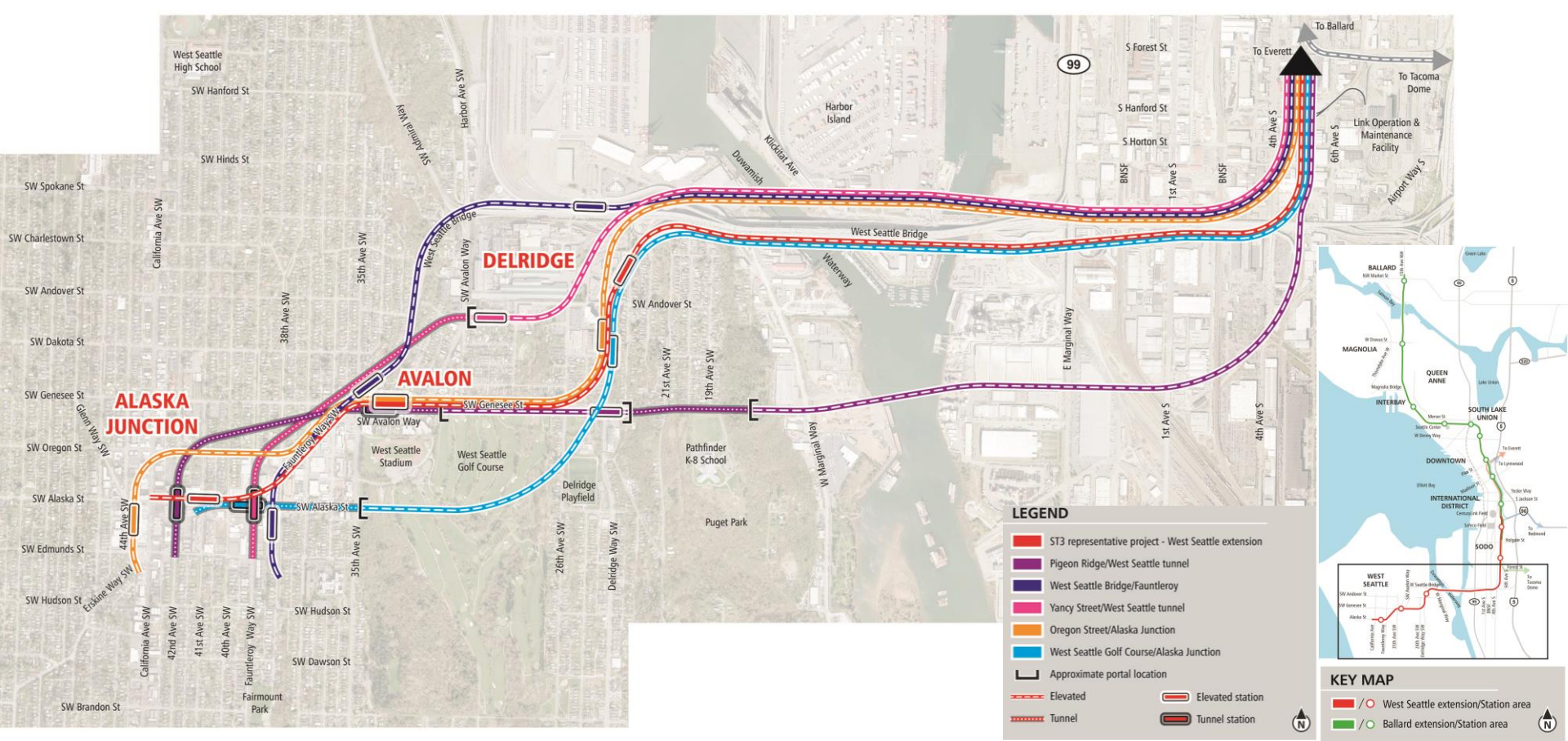


A photograph of a light rail train at a station platform. The train is white and blue, with "CANTON SEATTLE" written on its front. People are waiting on the platform, some standing and some sitting on benches. The platform has a blue railing and a yellow tactile strip. The background shows trees and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

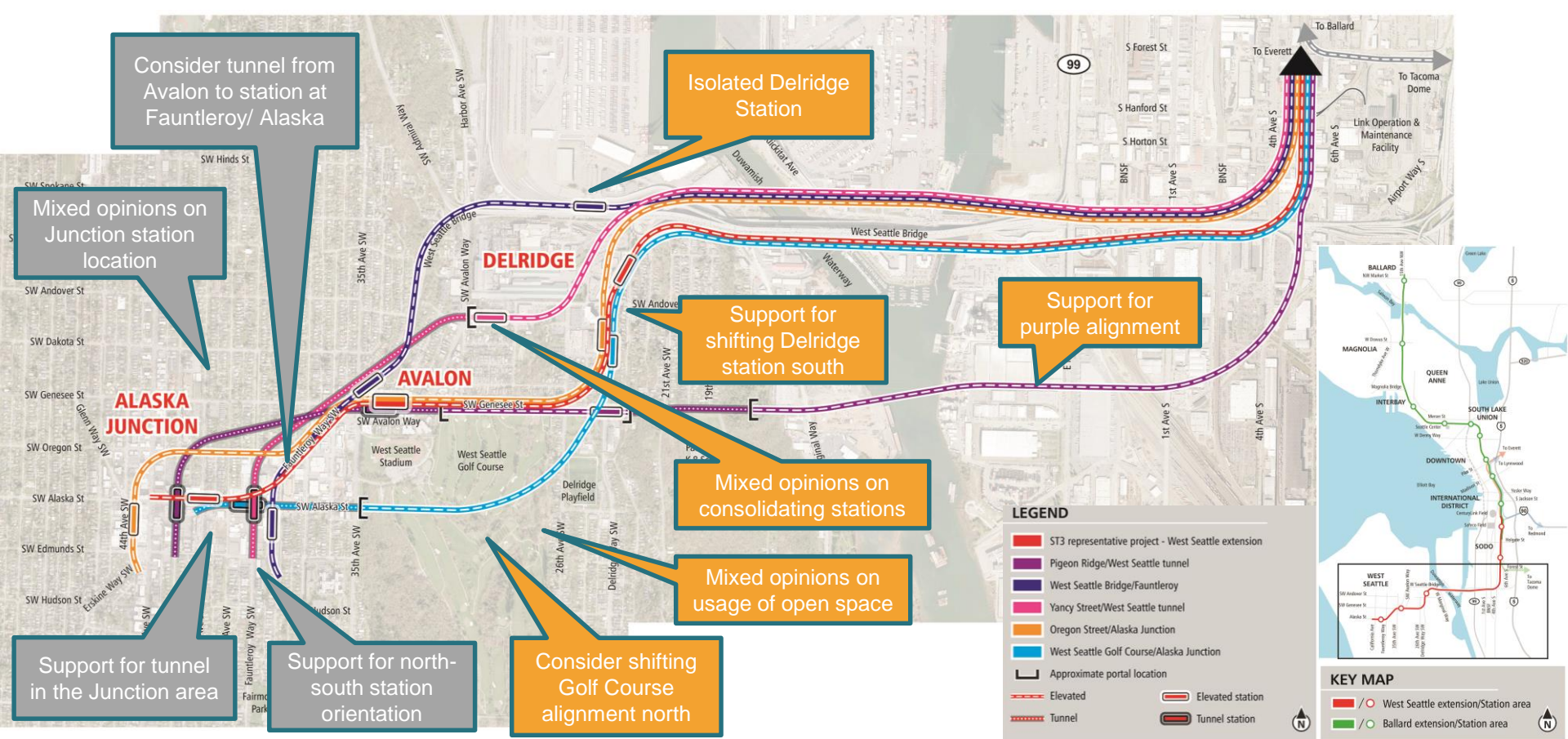
Delridge Alternatives
Early scoping, level 1 and 2



West Seattle/Duwamish ST3 Representative Project



West Seattle/Duwamish Level 1 Alternatives

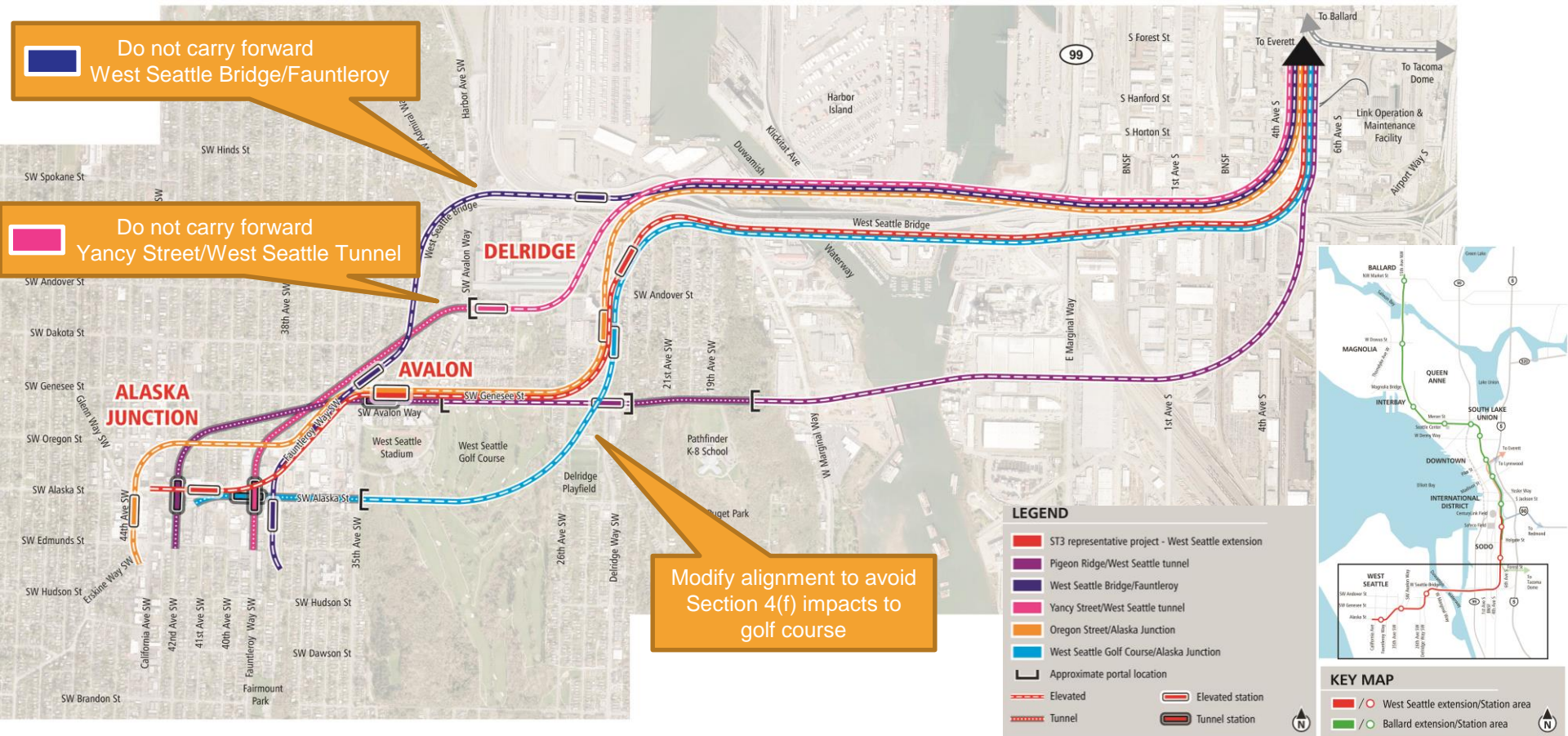


West Seattle/Duwamish Public feedback – May 2018

**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



KEY MAP

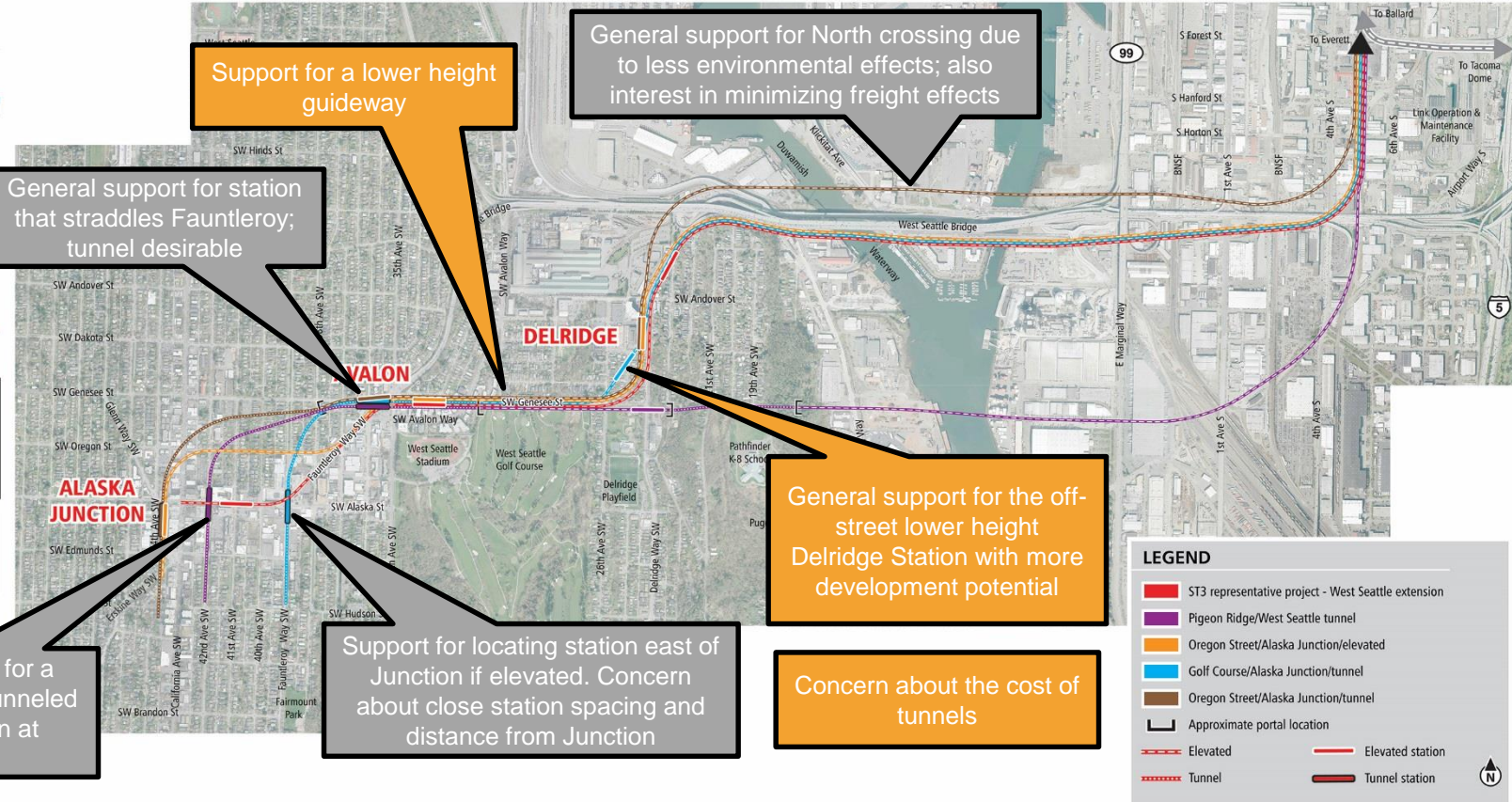
- West Seattle extension/Station area
- Ballard extension/Station area



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



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

Concern about the cost of tunnels

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

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

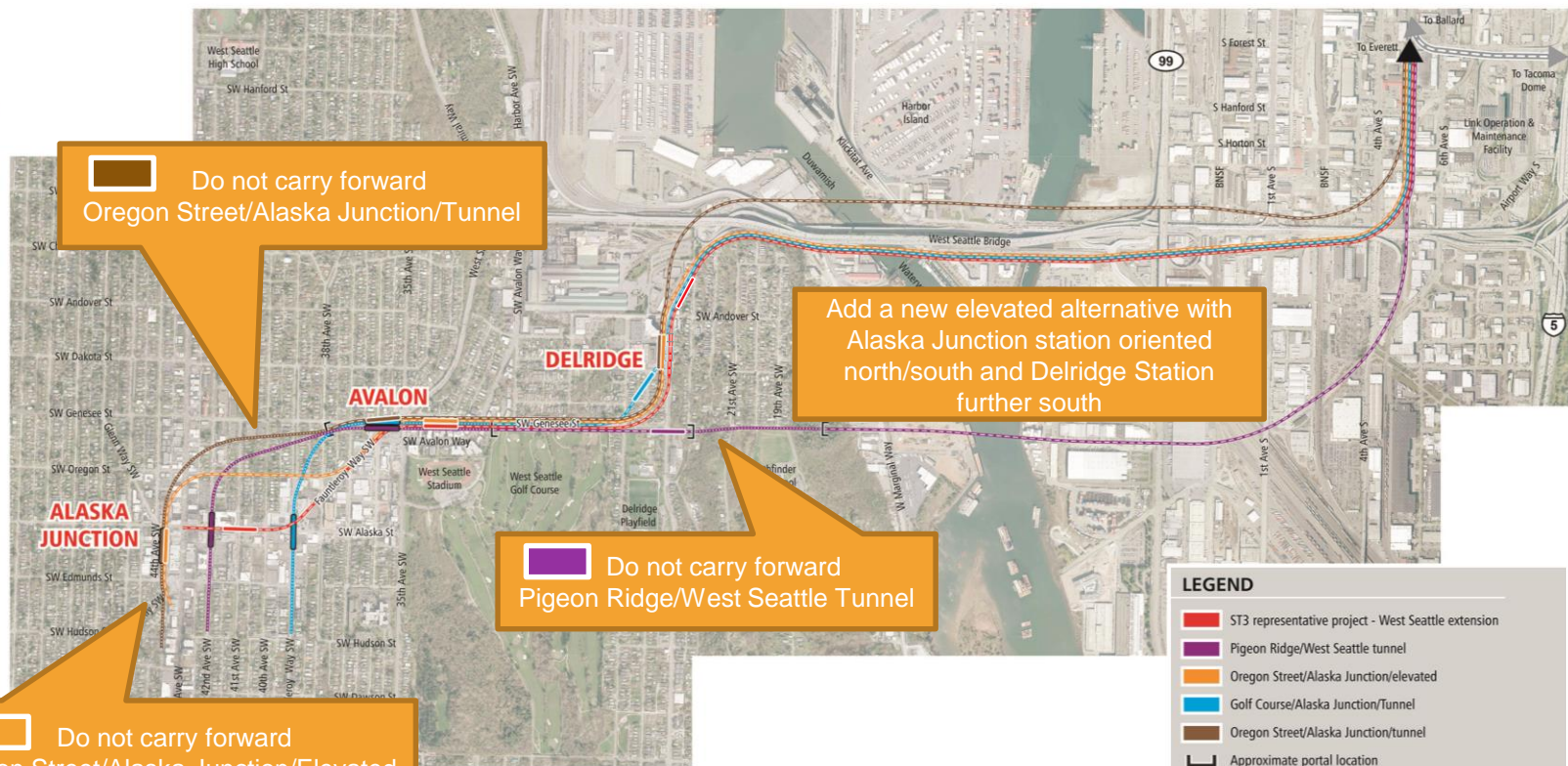
West Seattle/Duwamish Public feedback – Sep 2018



KEY MAP

Red line with circle: West Seattle extension/Station area

Green line with circle: Ballard extension/Station area

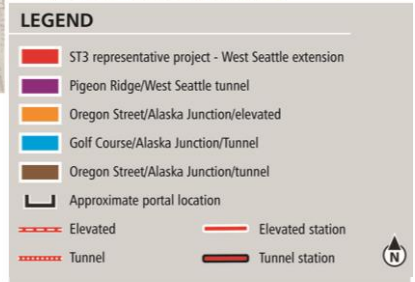


Do not carry forward Oregon Street/Alaska Junction/Tunnel

Add a new elevated alternative with Alaska Junction station oriented north/south and Delridge Station further south

Do not carry forward Pigeon Ridge/West Seattle Tunnel

Do not carry forward Oregon Street/Alaska Junction/Elevated



West Seattle/Duwamish Level 2 alternatives

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

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

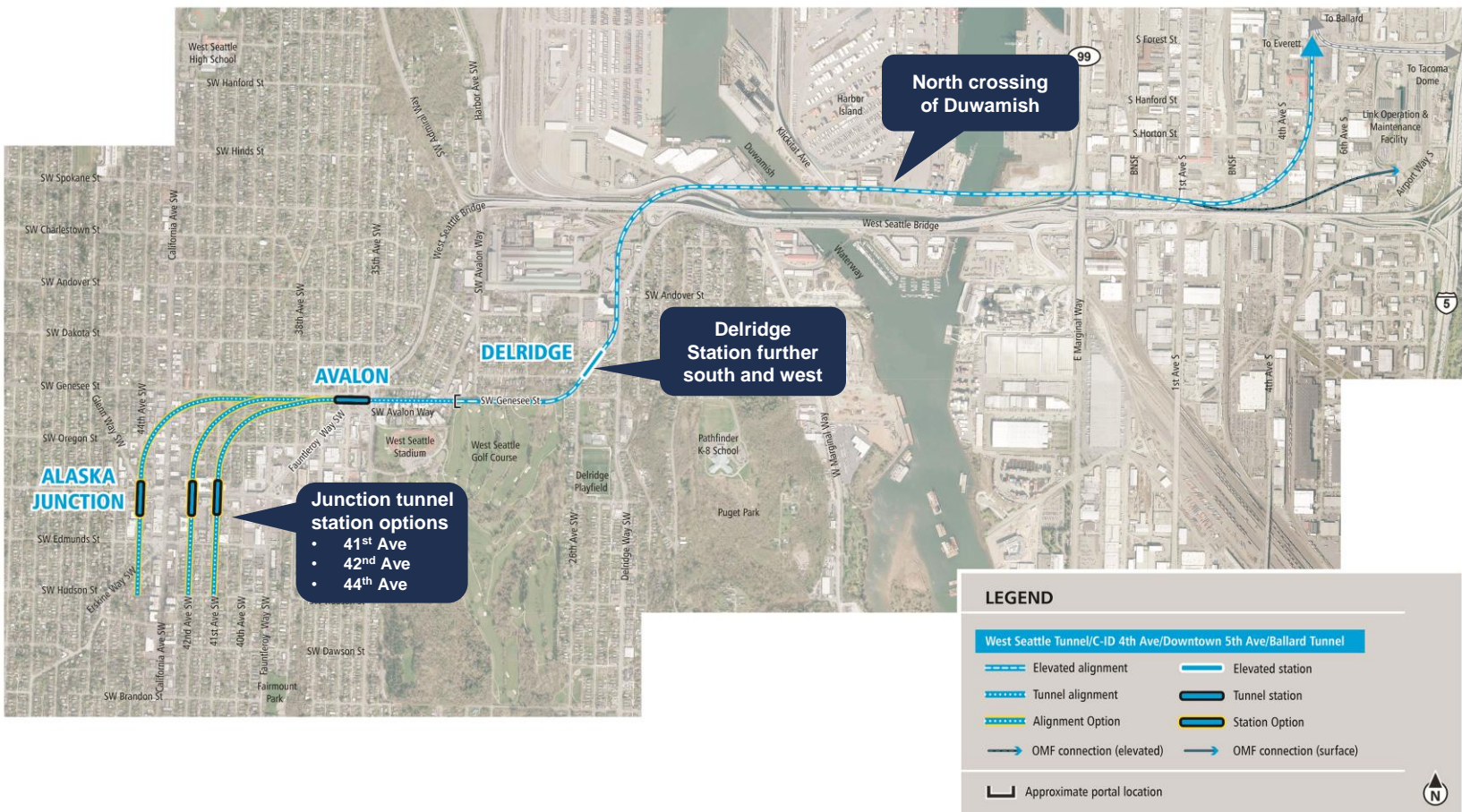


ST3 Representative Project *West Seattle/Duwamish*



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

ST3 Representative Project

- East-west oriented elevated Alaska Junction Station complicates future LRT extension; constrained terminal station on SW Alaska Street
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative
- Delridge Station problematic proximity to freeway/Nucor

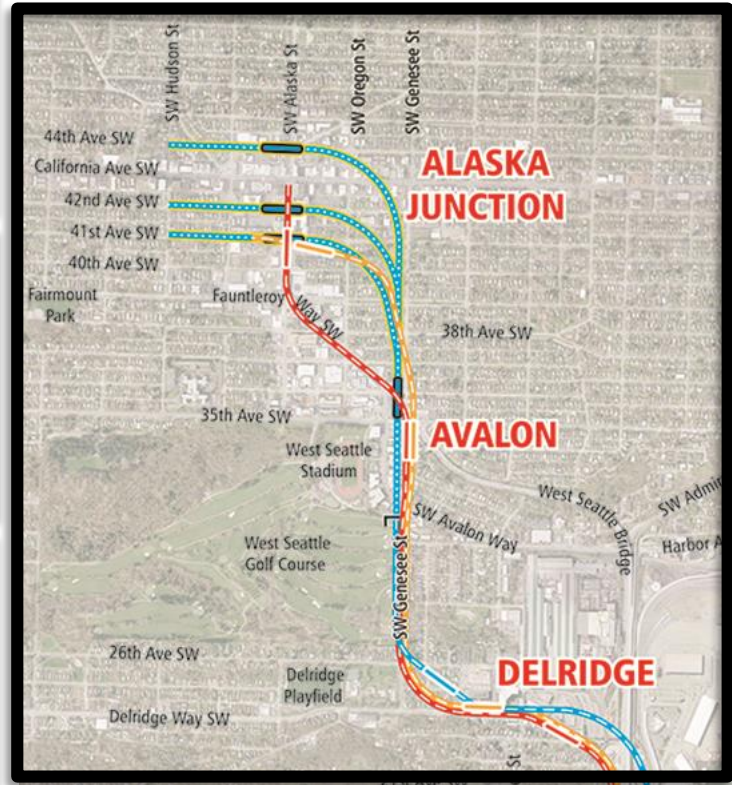
West Seattle Elevated

- More displacements between Alaska Junction and Avalon stations; similar number of displacements in Delridge
- Greatest disruption to neighborhood around Alaska Junction Station
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative

West Seattle Tunnel

- Fewer displacements w/ tunnel Alaska Junction Station; similar number of displacements in Delridge; Lower Delridge Station in neighborhood
- Tunnel facilitates lower guideway on SW Genesee St, but could increase implementation schedule and require 3rd Party funding
- Park effects may require 4(f) avoidance alternative

West Seattle Stations



Key considerations

West Seattle Stations and Guideway

Key Differentiators	Elevated Alaska/41st	Elevated 41 st South of Alaska	Tunnel 41 st /Alaska	Tunnel 42 nd /Alaska	Tunnel 44 th /Alaska
Station location (Alaska Junction)	Farther away from bus routes on California Ave	Farther away from bus routes on California Ave	Farther away from bus routes on California Ave	Closer to bus routes on California Ave than 41 st	Closer to bus routes on California Ave than 41 st and 42 nd
Property effects * (Residential units potentially displaced)	Avalon/Junction 60 to 90 Delridge Less than 40	Avalon/Junction 90 to 120 Delridge Less than 40	Avalon/Junction Less than 30 Delridge Less than 40	Avalon/Junction Less than 30 Delridge Less than 40	Avalon/Junction 30 to 60 Delridge Less than 40
Property effects * (Sq. ft. of businesses potentially displaced)	Avalon/Junction 25,000 to 35,000 Delridge 25,000 to 35,000	Avalon/Junction 15,000 to 25,000 Delridge 25,000 to 35,000	Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000	Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000	Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000
Guideway height in Delridge	Higher	Higher	Lower	Lower	Lower
Comparative Estimate (2018\$)**		-	+ \$700M	+ \$700M	+ \$700M



* Potential displacement numbers are for alternative comparison only and is based on limited engineering and existing conditions. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power substations (TPSS) or underground station entrances.

** Compared to ST3 Representative Project

Key differentiators

West Seattle Stations and Guideway

ST3 Representative Project

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

West Seattle Elevated

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

West Seattle Tunnel

- North bridge crossing avoids Pigeon Point steep slope and effects to Duwamish Greenbelt
- Affects freight, port terminal facilities especially during construction

Duwamish Waterway Crossing



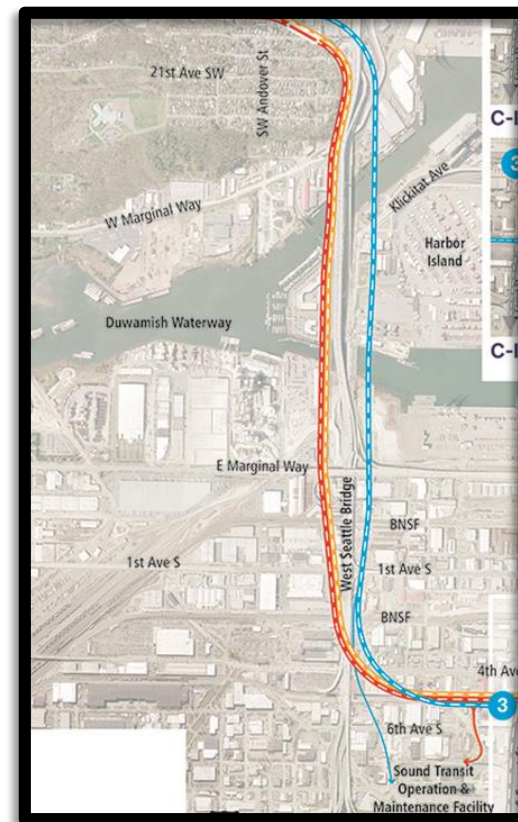
Key considerations

Duwamish Waterway Crossing

Key Differentiators	South	North
Engineering constraints	Affects Pigeon Point steep slope	Avoids Pigeon Point steep slope
Potential fish and wildlife effects	Affects West Duwamish Greenbelt	Avoids West Duwamish Greenbelt
Property effects* (Sq. ft. of businesses potentially displaced)	Harbor Island/South SODO 500,000 to 550,000 Delridge 25,000 to 35,000	Harbor Island/South SODO 400,000 to 450,000 Delridge 75,000 to 85,000
Potential freight movement	Lessens freight, port terminal effects	Affects freight, port terminal especially during construction
Potential business and commerce effects	Could displace businesses that support trade	Could displace businesses that support trade; May displace some water-dependent business
Comparative Estimate (2018\$)**	-	+ \$300M

* Potential displacement numbers are for alternative comparison only and is based on limited engineering and existing conditions. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power substations (TPSS) or underground station entrances.

**Compared to ST3 Representative Project



Key differentiators

Duwamish Waterway Crossing

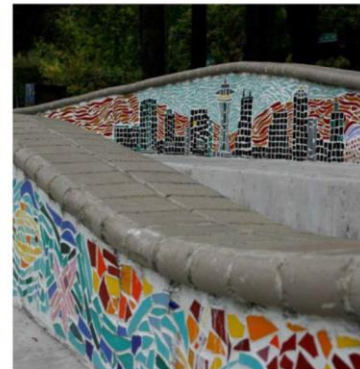
A photograph of a Sound Transit train at a station platform. The train is white with blue accents and has the number '139B' on its side. The words 'SOUND TRANSIT' are visible on the front and side of the train. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. The background shows a clear sky and some station infrastructure. The title 'Community Vision and Connections' is overlaid in a large, white, italicized font across the center of the image.

Community Vision and Connections

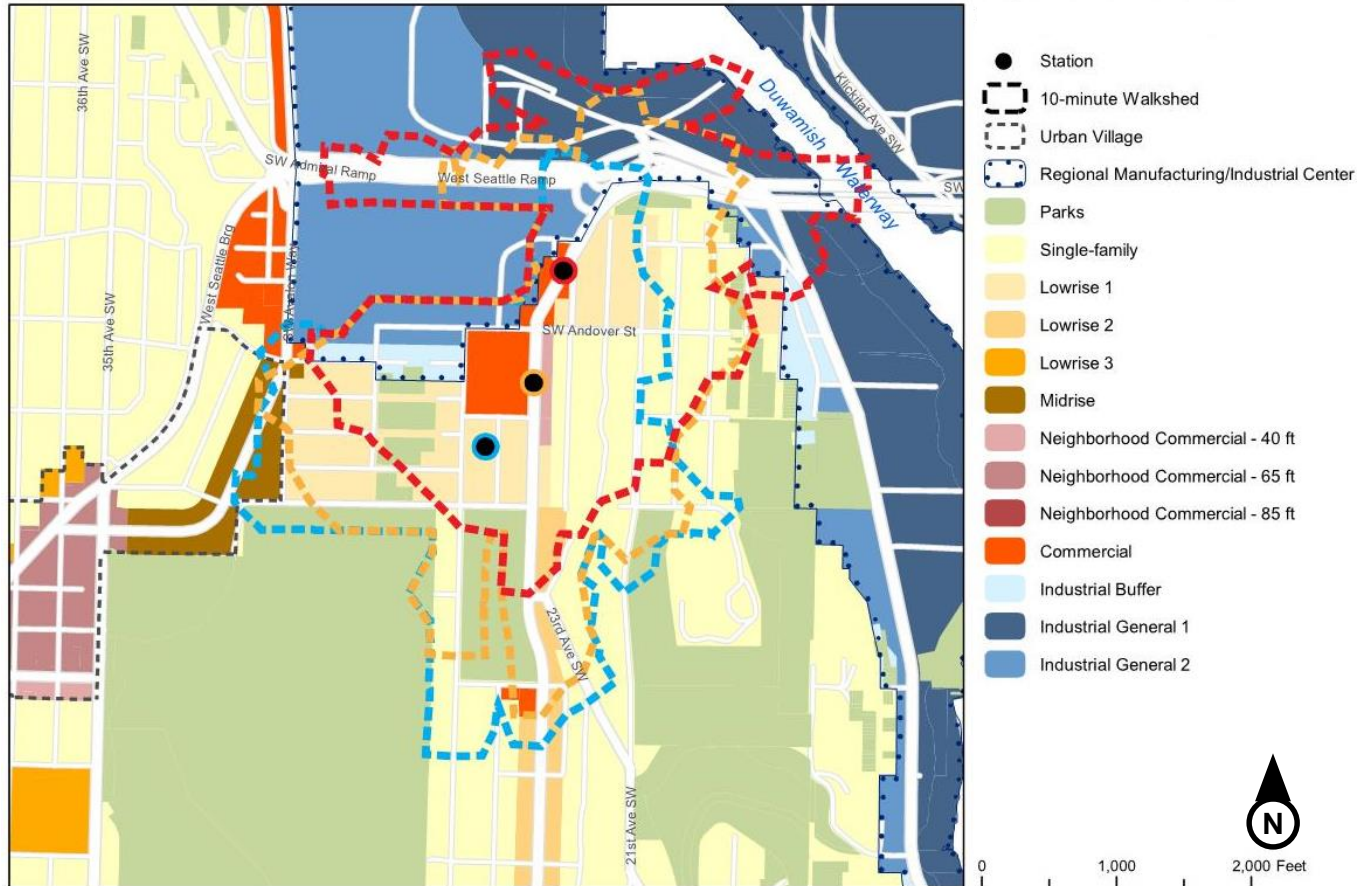
Community planning context

North Delridge Action Plan

September 2018



Delridge Station Level 3 walksheds and current zoning



Delridge Station Level 3 Alternative Concepts

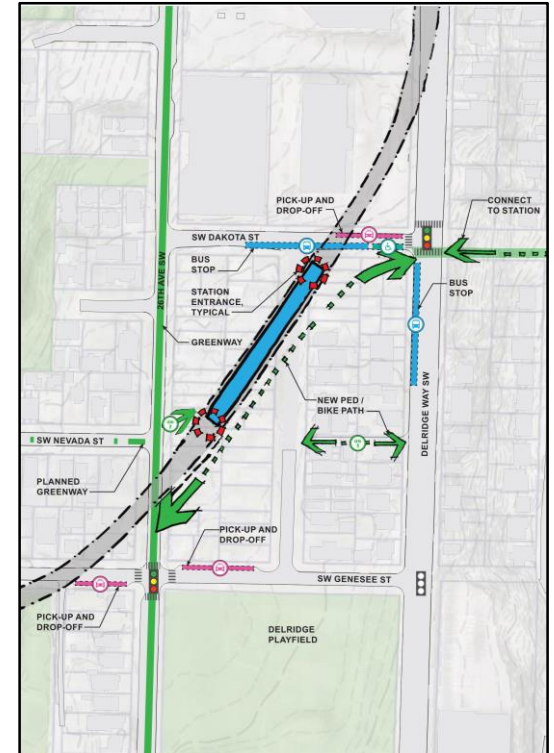
North of Andover



South of Andover



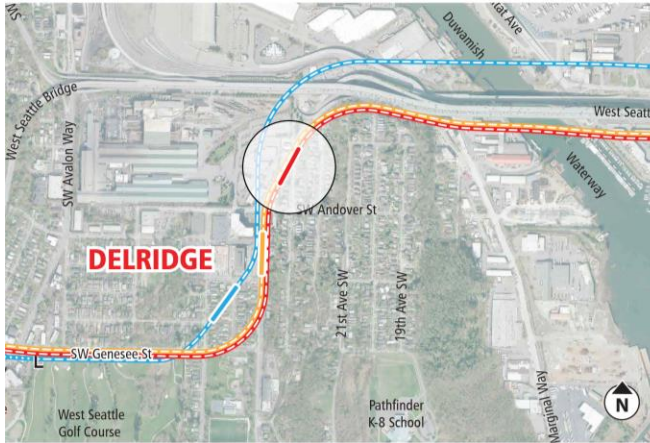
North of Genesee



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.



Station Context – North of Andover



Station Assessment – North of Andover



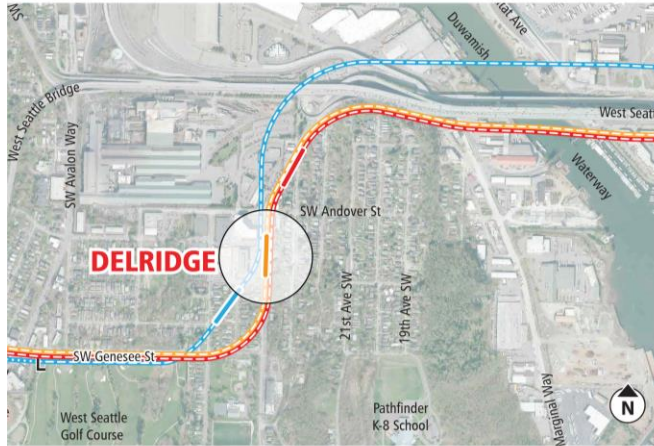
Transit Integration and Non-motorized Access

- Direct bus access to station from both sides of street
- Challenging pedestrian and bike environment due to proximity to West Seattle Bridge ramps
- Challenging location for passenger pick-up/drop-off

Land Use and Development

- Limited redevelopment opportunities due to proximity to Nucor Steel, West Seattle Bridge ramps, and steep slopes to east
- Challenging site conditions for affordable housing as part of potential future development

Station Context – South of Andover



Station Assessment – South of Andover



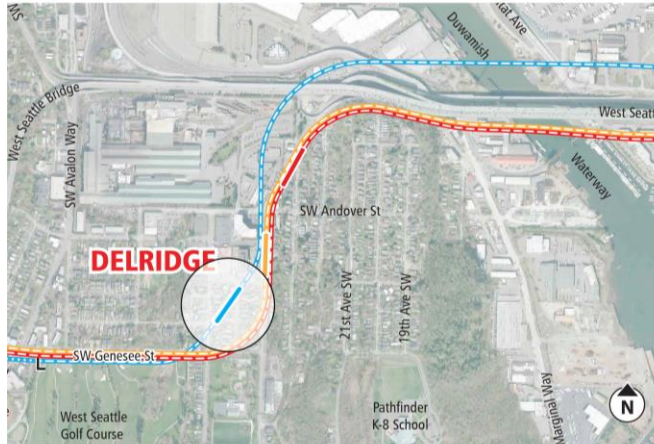
Transit Integration and Non-motorized Access

- Direct bus access to station from both sides of street
- Closer to neighborhood destination
- Potential for ped/bike connections to a possible hill climb at SW Dakota St from 26th Ave SW Neighborhood Greenway via station

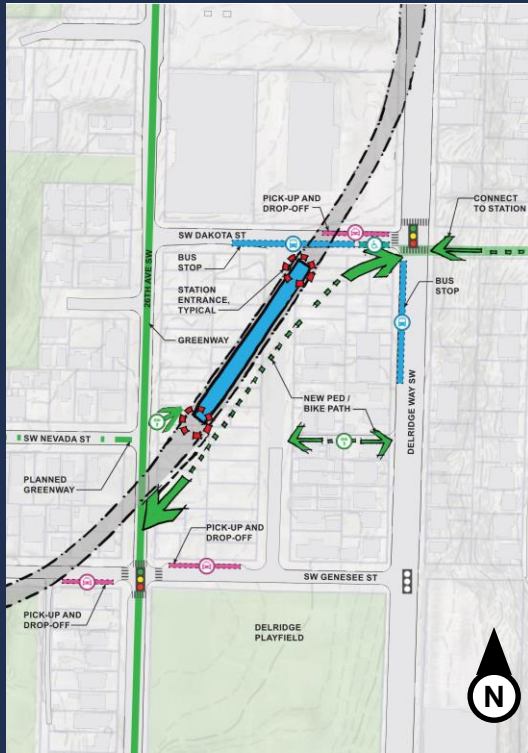
Land Use and Development

- Opportunity for smaller-scale redevelopment near station
- Less potential to translate guideway effects to neighborhood into redevelopment opportunities

Station Context – North of Genesee



Station Assessment – North of Genesee



* Illustrative concept only based on very limited design

Transit Integration and Non-motorized Access

- Longer connection to station for bus transfers unless buses divert
- Potential to vacate or reprogram 25th Ave SW
- Opportunity to bring 26th Ave SW Neighborhood Greenway into station
- Potential opportunity to span Delridge Wy SW with pedestrian bridge and tie into a hill climb on SW Dakota

Land Use and Development

- Largest effect to existing residential neighborhood scale and fabric
- Largest opportunity for redevelopment that could accommodate amenities such as grocery store and new affordable housing

Maintain sense of community and diversity (age, income & housing type)

Improve integration of all modes: walking, biking, buses and light rail

Value neighborhood parks, greenspaces, diverse topography, birds, views and Longfellow Creek

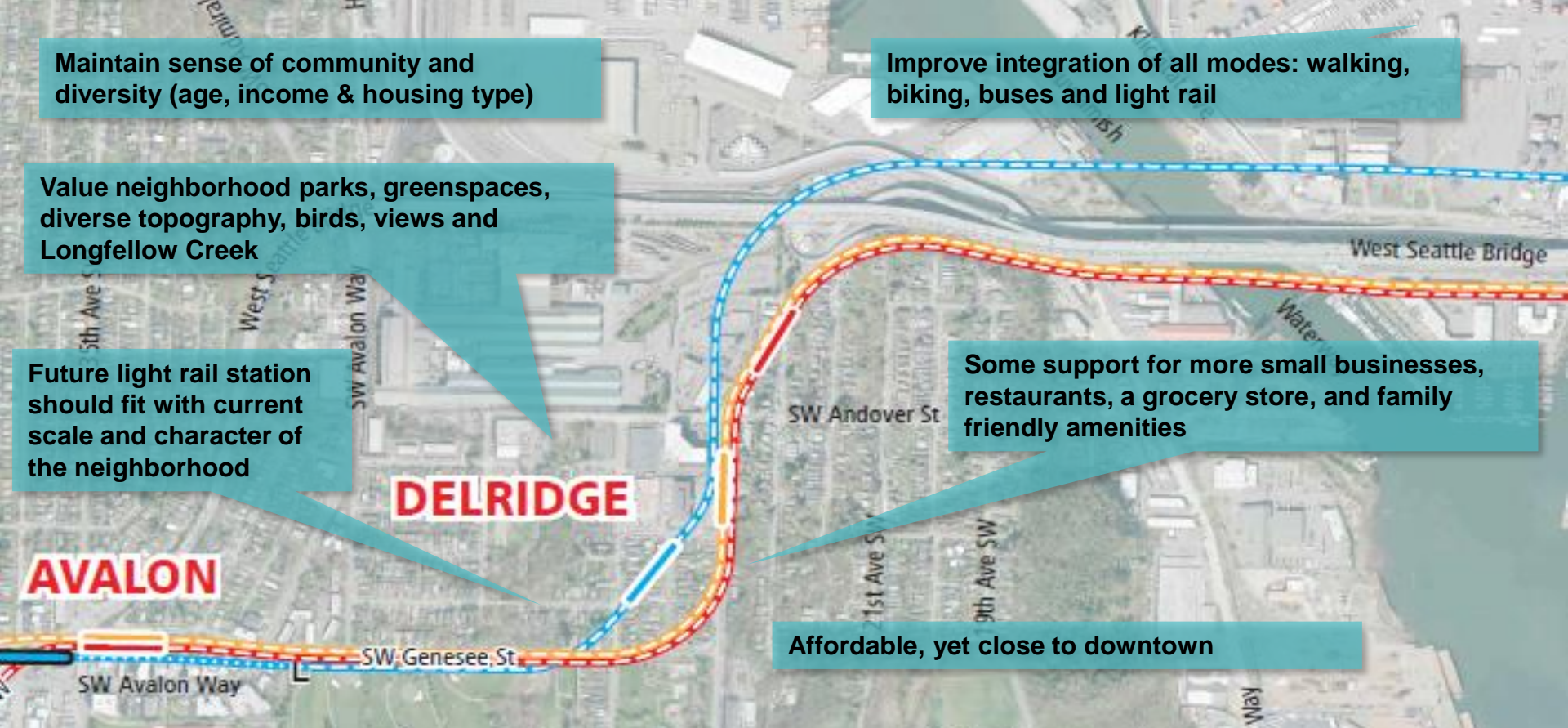
Future light rail station should fit with current scale and character of the neighborhood

Some support for more small businesses, restaurants, a grocery store, and family friendly amenities

Affordable, yet close to downtown

AVALON

DELTRIDGE



What we have heard

Community Vision and Connections

Concerns about height, visual aesthetics and size of future station.

Concerns that station is far from neighborhood center and more challenging to access (smaller walkshed, congested area)

Concern with visual effects along Pigeon Point and slope stability

Some interest in a station location close to the existing bike path near the West Seattle Bridge

Some interest in blending station into hillside, minimizing visual impact with potential pedestrian connections to Pigeon Point

Considerable concern about neighborhood impacts and residential displacement

Some preference for a station location south of SW Andover St to avoid traffic and congestion closer to the West Seattle Bridge

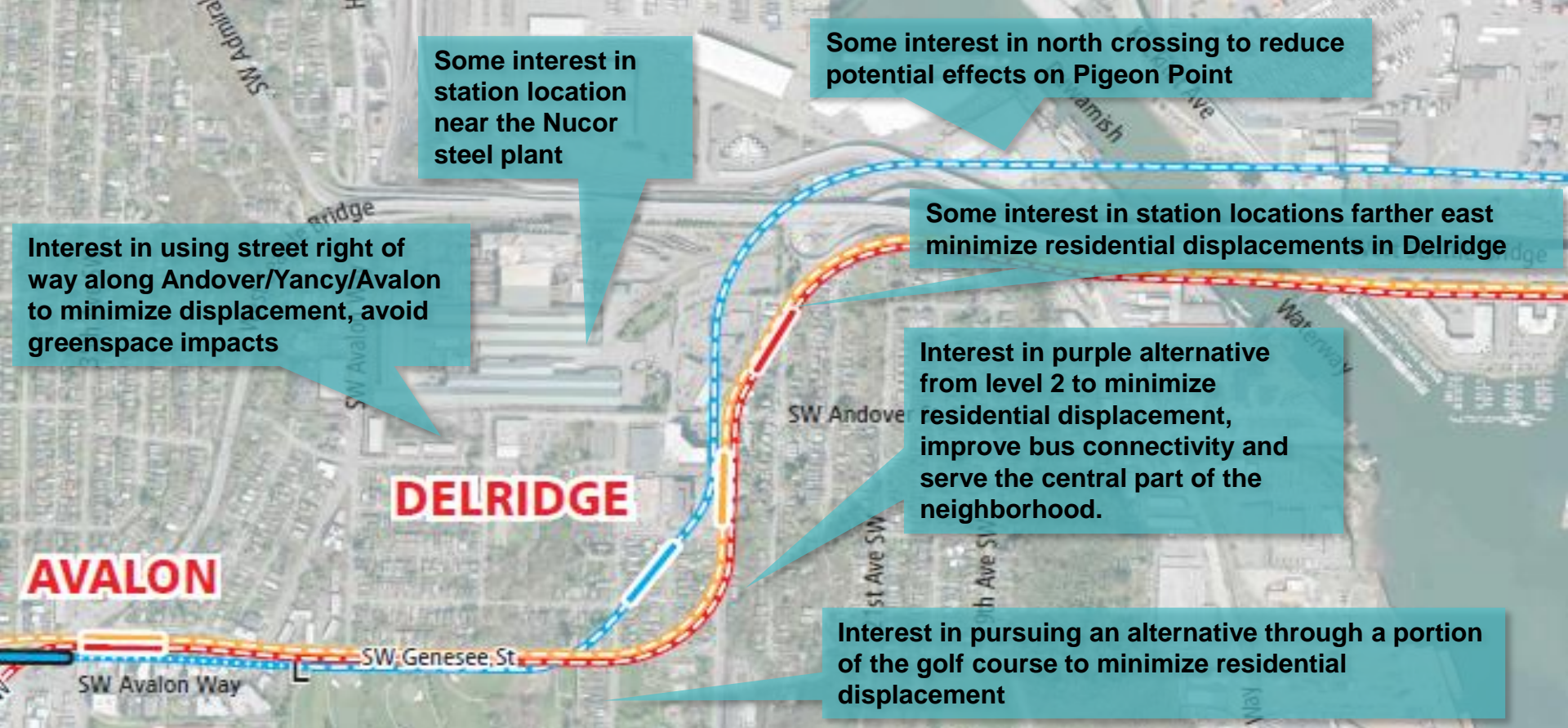
AVALON

DELRI

Interest in minimizing residential and business displacement and encouraging development that fits with current character of the community

What we have heard

Level 3 alternatives and station locations



Some interest in station location near the Nucor steel plant

Some interest in north crossing to reduce potential effects on Pigeon Point

Interest in using street right of way along Andover/Yancy/Avalon to minimize displacement, avoid greenspace impacts

Some interest in station locations farther east minimize residential displacements in Delridge

Interest in purple alternative from level 2 to minimize residential displacement, improve bus connectivity and serve the central part of the neighborhood.

Interest in pursuing an alternative through a portion of the golf course to minimize residential displacement

What we have heard

Refinements to Level 3 alternatives and station locations

Next Steps

- Share public feedback with SAG/ELG and Board
- Report back to community on outcomes of alternatives development and RET
- Continue engagement with communities near station on opportunities to inform the EIS and future station planning
- Further study urban design concepts in Phase 2 of the project

A light rail train, identified as '139B', is stopped at a station platform. The train is white with a teal and blue wave-like graphic along its side. The front of the train has 'GOLD TRANSIT' written on the destination sign. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. The text 'ELG discussion' is overlaid in a large, white, italicized font across the center of the image.

ELG discussion

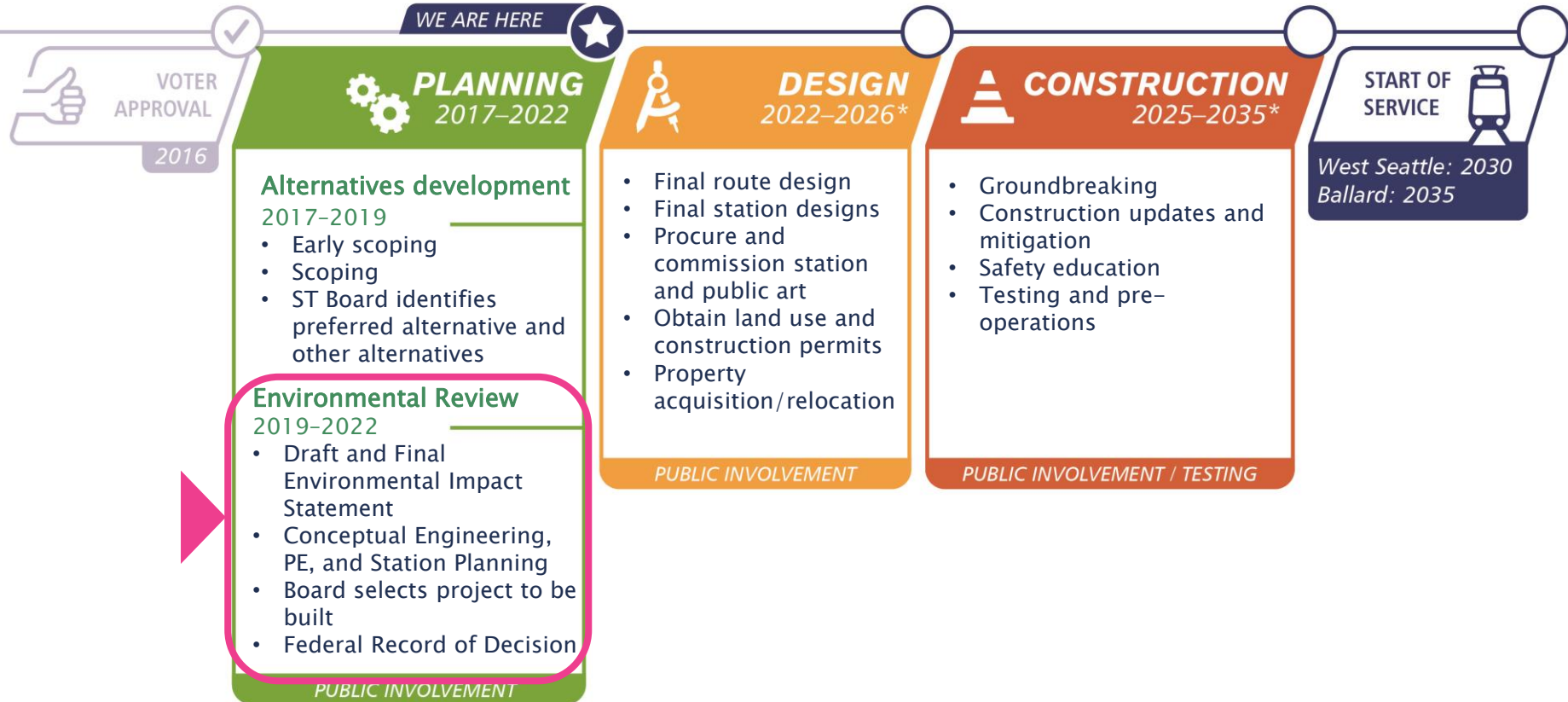
A light rail train, identified by the number 139B, is stopped at a station platform. The train is white with a blue and teal wave-like graphic along its side. The words "Sound Transit" are visible on the front and side of the train. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. A digital display board is visible above the platform. The entire image has a dark blue overlay, and the text "Schedule and Next Steps" is written in a large, white, bold, italicized font across the center.

Schedule and Next Steps

Next steps

EIS Scoping	Feb 15 – April 2	Scoping Input
SAG Meeting #13	March 21	Station planning discussions (optional)
ELG Meeting #7	March 29	CID and Delridge station focus
Summary of key themes from scoping and Level 3 RET memo	April 15	For SAG/ELG consideration
SAG Meeting #14	April 17	Level 3 recommendations
Scoping report finalized	April 24	For ELG consideration
ELG Meeting #8	April 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)

Alternatives development





soundtransit.org/wsblink 

 **SOUNDTRANSIT**