



# *West Seattle and Ballard Link Extensions*

*Elected Leadership Group | October 5, 2018*

# Agenda

- *Welcome*
- *Public comment*
- *Community engagement, equity and inclusion*
- *Level 2 recommendation discussions*
- *Review recommendations*

# Community Engagement, Equity and Inclusion

## WHO IS SOUND TRANSIT?

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

### Sounder commuter rail

The Sounder train runs between Everett and Seattle, Pierce County, Snohomish County, Skagit County, and Whatcom County. Sounder provides a convenient, reliable, and scenic mode of transportation for commuters and visitors alike. Sounder also provides a convenient mode of transportation for people with disabilities.

### Link light rail

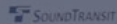
Link light rail is a rapid transit system that provides a convenient, reliable, and scenic mode of transportation for commuters and visitors alike. Link light rail also provides a convenient mode of transportation for people with disabilities.

### Sounder express bus

Sounder express bus provides a convenient, reliable, and scenic mode of transportation for commuters and visitors alike. Sounder express bus also provides a convenient mode of transportation for people with disabilities.

**Our Board**  
Sound Transit is governed by an 11-member Board made up of local elected officials and the Secretary of the Washington State Department of Transportation. The Board establishes policies and gives direction and oversight.

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



## FUTURE SERVICE

Sound Transit System Expansion will:

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

The map displays the proposed expansion routes for Sound Transit. It includes a legend for different transit modes: Light Rail (blue line), BRT (orange line), and Sounder (green line). The routes are shown extending from Everett in the north to Tacoma in the south, and from Seattle neighborhoods to Redmond and Issaquah. The map also shows existing transit lines and stations.

# Community engagement and collaboration



Meeting dates subject to change.

# External Engagement Report: June-Sept. 2018



**66** community briefings



**11** festivals **3,800** community members

engaging more than

community members



**4** Stakeholder Advisory Group meetings



**1** Elected Leadership Group meeting



**3** neighborhood forums



**1** online open house



**9** email updates **4,000** subscribers

engaging more than

subscribers



# Neighborhood forums and open houses

## West Seattle

Saturday, Sept. 8

→ 140 sign-ins

## Downtown Seattle

Tuesday, Sept. 11

→ 75 sign-ins

## Ballard

Monday, Sept. 17

→ 85 sign-ins



# Online open house

OPEN

Sept. 6–23, 2018

TOTAL USERS

3,446

SURVEYS SUBMITTED

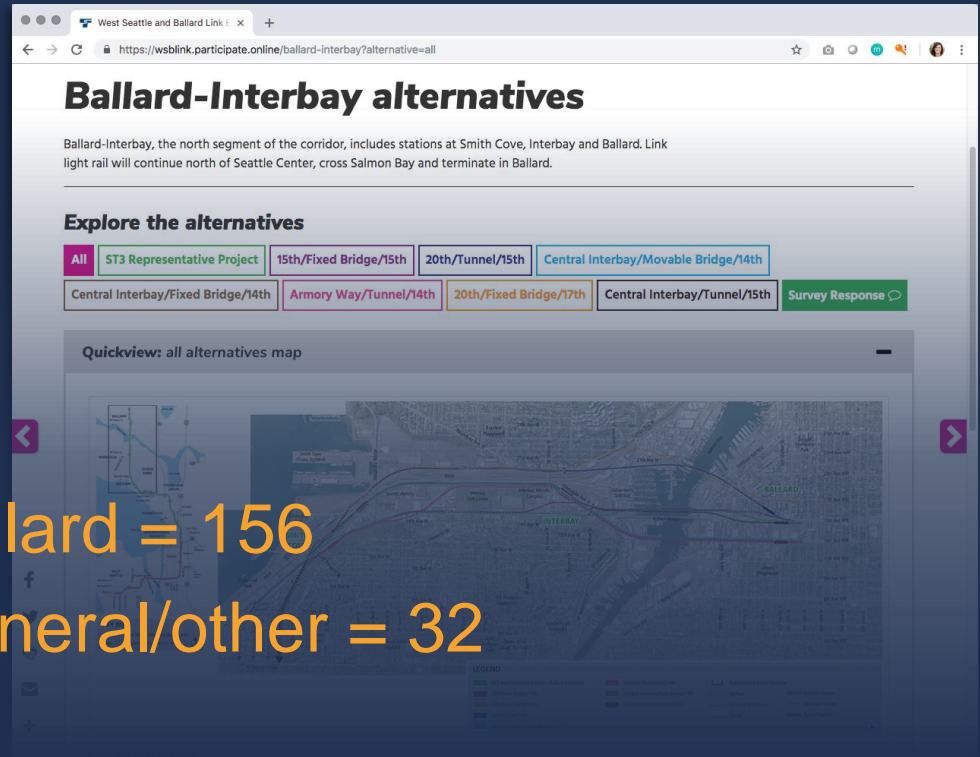
West Seattle = 140

SODO / CID = 49

Downtown = 65

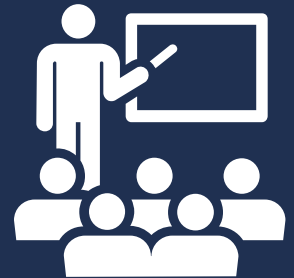
Ballard = 156

General/other = 32



# June briefings snapshot

- ✓ Chinatown-International District BIA (6/7)
- ✓ Seattle Design Commission (6/7)
- ✓ Pigeon Point Neighborhood Council (6/11)
- ✓ South downtown stakeholders (6/12)
- ✓ Seattle Planning Commission (6/14)
- ✓ Neighborcare Health Ballard (6/18)
- ✓ SODO BIA Transportation Committee (6/19)
- ✓ Ballard Food Bank (6/20)
- ✓ Sound Transit Citizen Oversight Panel (6/21)
- ✓ CID Framework Capital Projects Coordination Workgroup (6/22)
- ✓ UW Medicine (6/25)
- ✓ NSIA (6/26)
- ✓ Ethiopian Community in Seattle (6/26)
- ✓ West Seattle Food Bank (6/28)
- ✓ Southwest Youth & Family Services (6/29)





# July briefings snapshot

- ✓ WSB Station Access Discussion (7/6)
- ✓ Mary's Place (7/10)
- ✓ Central Ballard Residents Association (7/12)
- ✓ South downtown stakeholders (7/12)
- ✓ SODO BIA Transportation Committee (7/13)
- ✓ Ballard Mill Marina (7/16)
- ✓ Western Towboat & American Waterway Operators (7/18)
- ✓ Ferguson Terminal (7/18)
- ✓ Fremont Tugboat (7/19)
- ✓ Transit Access Coalition (7/25)
- ✓ Plymouth Housing Group (7/25)
- ✓ Coastal Transportation (7/25)
- ✓ CID Forum (7/25)
- ✓ Neighborhood House at High Point (7/26)
- ✓ Seattle Maritime Academy (7/26)
- ✓ West Seattle JuNO (7/26)
- ✓ Downtown Residents Council / DSA (7/27)
- ✓ Chinese Information & Service Center (7/30)
- ✓ Mercer Corridor Stakeholders Committee (7/31)



# August briefings snapshot

- ✓ Seniors in Action Foundation (8/1)
- ✓ NW Marine Trade Association (8/3)
- ✓ Seattle Yacht Club (8/3)
- ✓ Bowman Refrigeration (8/7)
- ✓ Drink & Link in Delridge (8/8)
- ✓ Labor organizations (8/8)
- ✓ Tugboat tour with Western Towboat (8/10)
- ✓ The Salvation Army (8/20)
- ✓ Wing Luke Museum (8/21)
- ✓ Seahawks/Public Stadium Authority (8/22)
- ✓ Housing Development Consortium (8/23)
- ✓ Downtown Emergency Service Center (8/28)
- ✓ St. Luke's Episcopal Church (8/29)
- ✓ SLU Community Council, Transportation Committee (8/29)
- ✓ United Indians of All Tribes Foundation (8/29)



# September briefings snapshot

- ✓ Ballard Alliance Ratepayer Advisory Board (9/6)
- ✓ South downtown stakeholders (9/10)
- ✓ Transit Access Stakeholders (9/13)
- ✓ Seattle Planning Commission (9/13)
- ✓ Real Change (9/14)
- ✓ Uwajimaya (9/17)
- ✓ Coastal Transportation (9/17)
- ✓ West Seattle JuNO (9/18)
- ✓ CID Forum (9/19)
- ✓ Boys and Girls Club of King County (9/20)
- ✓ Seattle Design Commission (9/20)
- ✓ Uptown Alliance (9/20)
- ✓ Bellwether Housing (9/21)
- ✓ North Seattle Industrial Association (9/12, 9/25)
- ✓ West Seattle Transportation Coalition (9/27)
- ✓ CID Framework Capital Projects Coordination Workgroup (9/30)



# 2018 Festivals

- ✓ Morgan Junction Festival (6/16)
- ✓ Festival Sundiata (6/16-6/17)
- ✓ West Seattle Summer Fest (7/13-7/15)
- ✓ Ballard Seafood Fest (7/13-7/15)
- ✓ Dragon Fest (7/14-7/15)
- ✓ South Lake Union Block Party (8/10)
- ✓ Delridge Day (8/11)
- ✓ Celebrate Little Saigon (8/26)
- ✓ Night Market (9/8)
- ✓ Fishermen's Fall Festival (9/15)
- ✓ Sustainable Ballard Festival (9/22)
- Magnolia Farmers Market (10/6)





# Station Charrettes

Collaborative design sessions with agencies and community stakeholders

- ✓ 6/28: Ballard / Interbay
- ✓ 7/12: Seattle Center
- ✓ 7/20: Delridge
- ✓ 7/24: Alaska Junction / Avalon
- ✓ 7/31: Chinatown – International District
- ✓ 8/2: Denny / SLU
- ✓ 8/28: SODO/Stadium
- ✓ 9/13: Smith Cove



# 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 stakeholders & expand engagement with the community at large

**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 inequality 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

- › **Today:** *Sharing findings* of Level 2 data analysis and community engagement
- › **Shared outcomes**
  - *Enhance mobility and access* to create opportunity for communities of color and low-income populations
  - Create opportunities for *equitable development* that benefit communities of color
  - *Avoid disproportionate adverse impacts* on communities of color and for low-income populations
  - *Meaningful involvement* with communities of color and low-income populations

# *Level 2 recommendation discussions*

## WHO IS SOUND TRANSIT?

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### Sounder commuter rail

The Sounder train runs between Everett and Seattle, serving major South County, Snohomish County, Pierce and King counties. Sounder trains provide a fast and reliable way to travel between major employment and business centers in the region.

### Link light rail

Link light rail connects Everett, Snohomish County, Pierce and King counties. Link light rail provides a fast and reliable way to travel between major employment and business centers in the region.

### ST Express bus

ST Express bus provides a fast and reliable way to travel between major employment and business centers in the region.

**Our Board**  
Our Board is made up of 15 members. The Board is responsible for the overall strategic direction of Sound Transit. The Board is composed of representatives from King, Pierce and Snohomish counties, and the City of Everett.

SOUNDTRANSIT

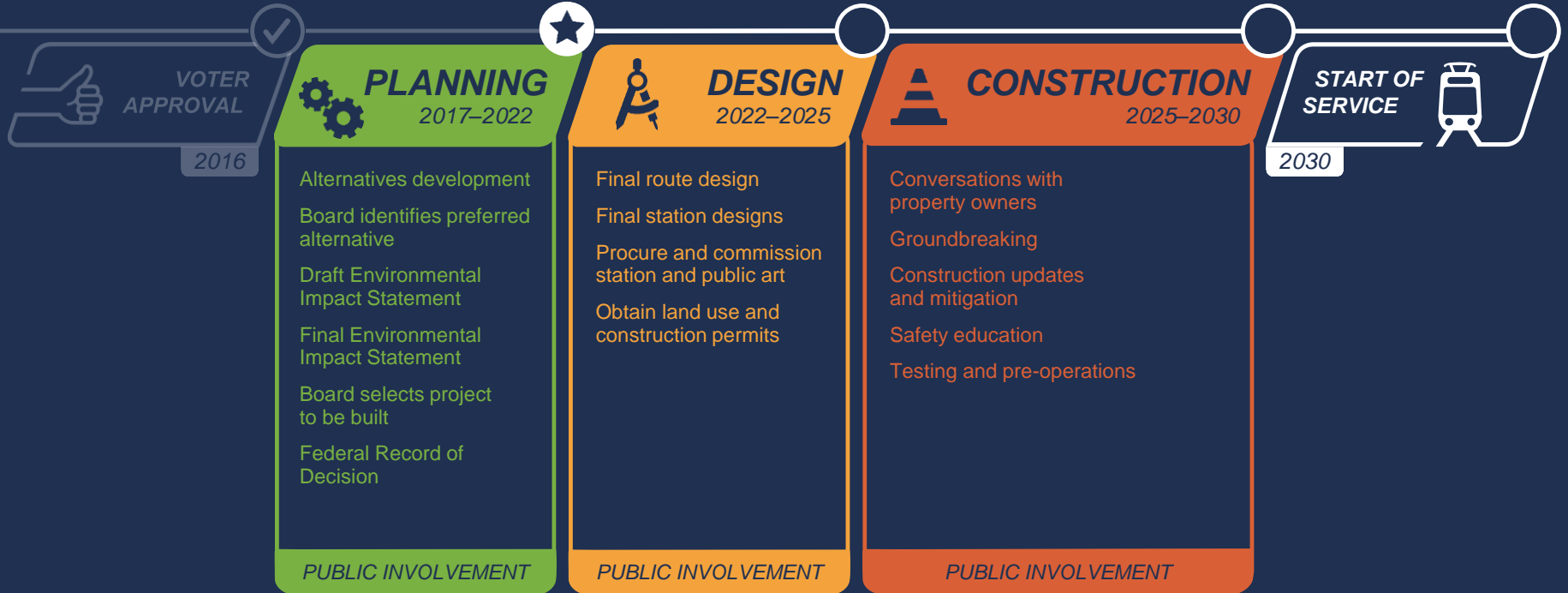
## FUTURE SERVICE

### Sound Transit System Expansion will:

- Build a 118-mile light rail network extending from Everett to Tacoma and from Seattle neighborhoods to Redmond and Issaquah.
- Establish Bus Rapid Transit (BRT) to the north, east and south of Lake Washington.
- Expand Sounder south line capacity and service adding two new train sets.
- Increase service to 15 minutes at stations.

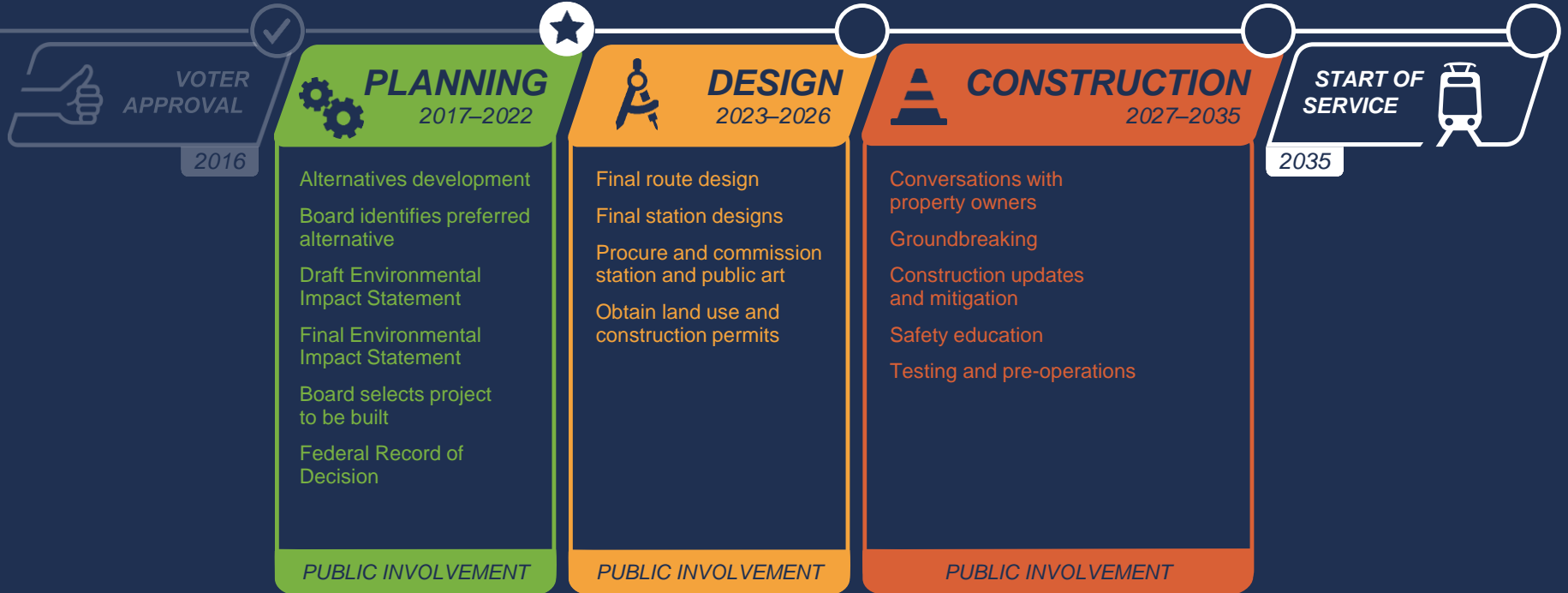


# West Seattle project timeline





# Ballard project timeline





# PLANNING



# DESIGN

## 2017–2019

Alternatives  
development

Board identifies  
preferred alternative

## 2019–2022

Draft Environmental  
Impact Statement

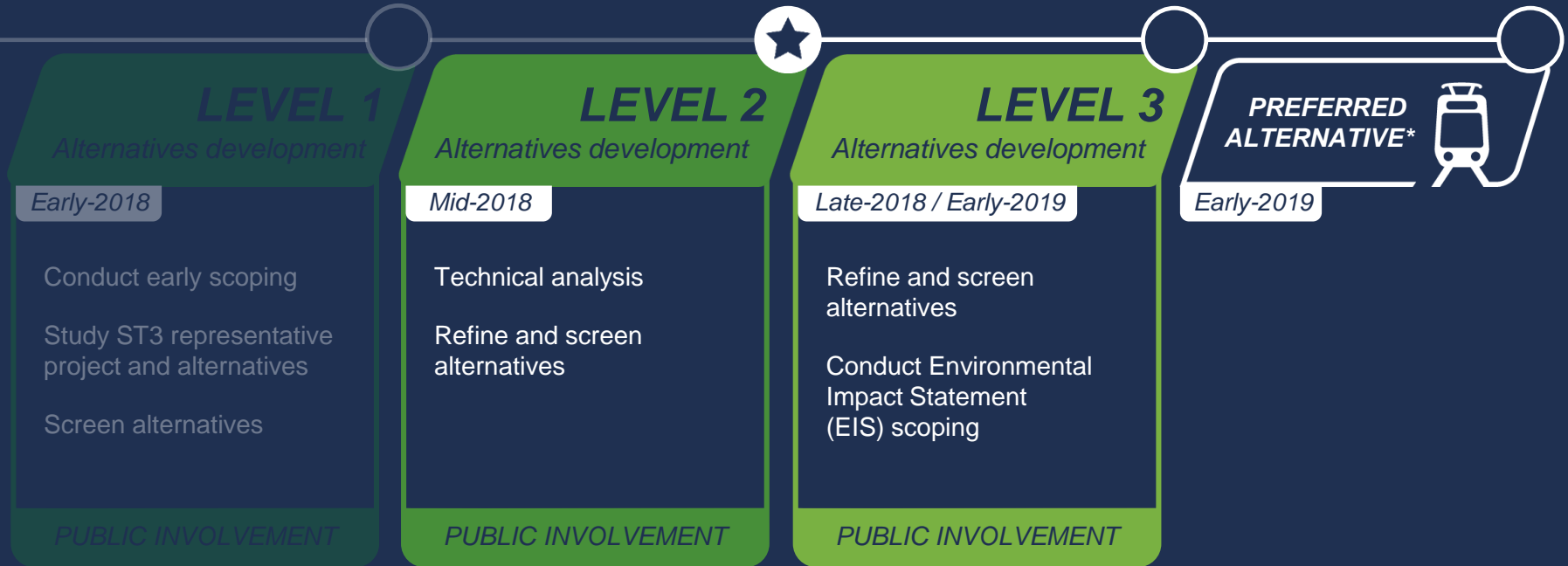
Final Environmental  
Impact Statement

Board selects project  
to be built

Federal Record of  
Decision

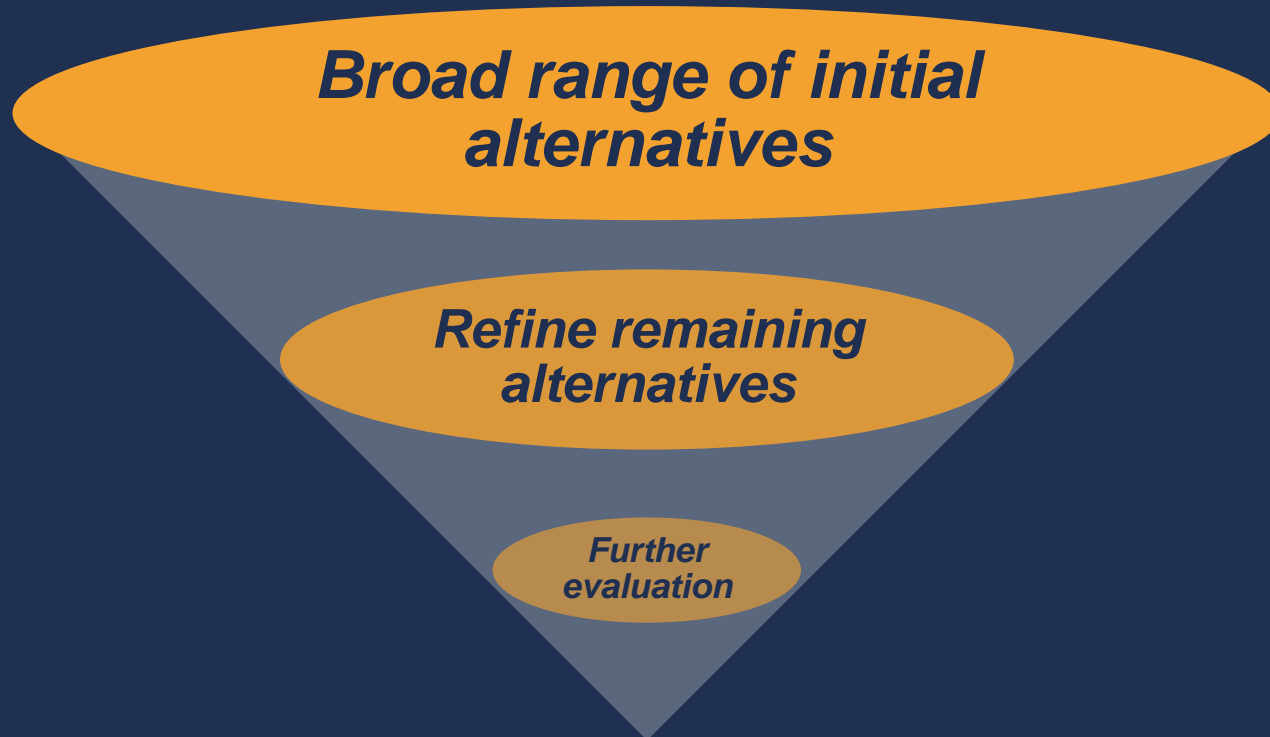
*PUBLIC INVOLVEMENT*

# Alternatives development process



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

# Screening process



***Preferred Alternative and  
other EIS alternatives***

# Financial constraints

- ST3 Plan budget based on 2014 conceptual cost estimates
- **Significant recent escalation** in construction and real estate costs
- Level 2 cost assessment provides basis for comparison of alternatives within a segment
- Level 3 end-to-end alternatives will facilitate comparison to ST3 budget
- **Be mindful of financial realities** when considering Level 2 recommendations



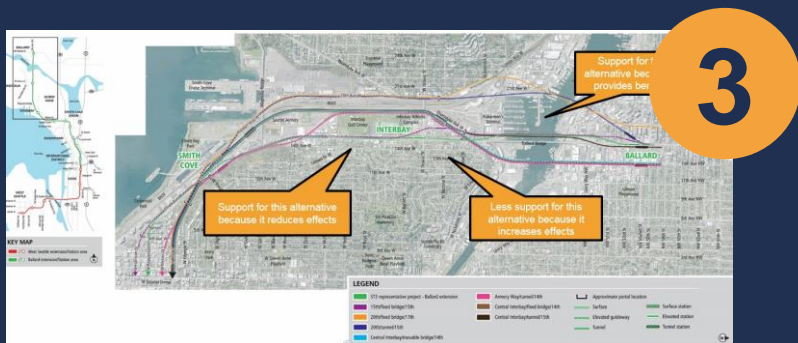


**Level 2 alternatives**

**2**

	Key findings	Cost comparison*	Schedule comparison*
Representative Project			
Alternative 1	<ul style="list-style-type: none"> <li>Key finding</li> <li>Key finding</li> <li>Key finding</li> </ul>	-\$XXXM	Medium Performing
Alternative 2	<ul style="list-style-type: none"> <li>Key finding</li> <li>Key finding</li> <li>Key finding</li> </ul>	+\$XXXM	Lower Performing

**Results summary**



**Public feedback - common themes**

**4**

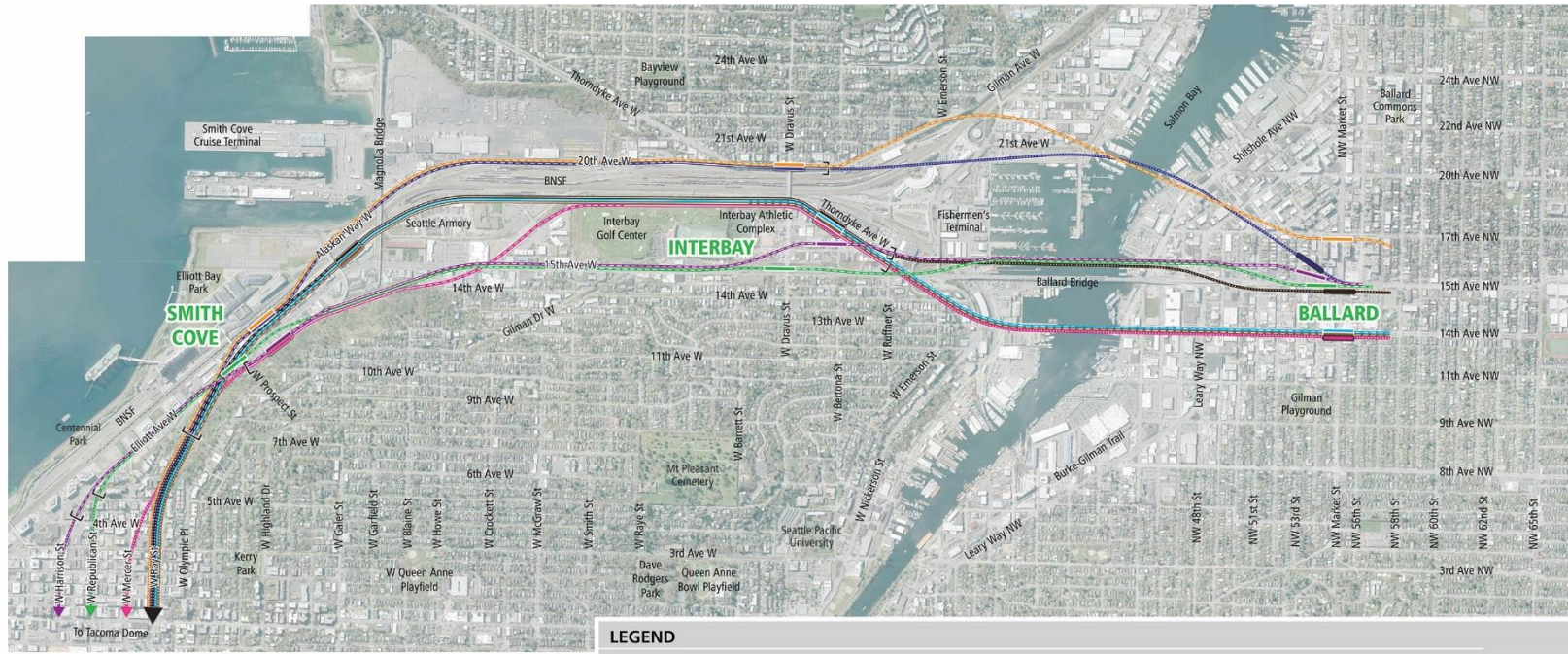
	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	W/suggested refinements?
Representative				
Alternative 1	<ul style="list-style-type: none"> <li>No support for this alternative</li> </ul>			
Alternative 2	<ul style="list-style-type: none"> <li>Support for this alternative</li> </ul>			
Alternative 3	<ul style="list-style-type: none"> <li>Some support for this alternative</li> </ul>			

**SAG recommendations**

# Level 2 alternatives

## Interbay/Ballard

- ST3 Representative Project
- 15th/Fixed Bridge/15th
- 20th/Fixed Bridge/17th
- 20th/Tunnel/15th
- Armory Way/Tunnel/14th
- Central Interbay/Movable Bridge/14th
- Central Interbay/Fixed Bridge/14th
- Central Interbay/Tunnel/15th



# Interbay / Ballard

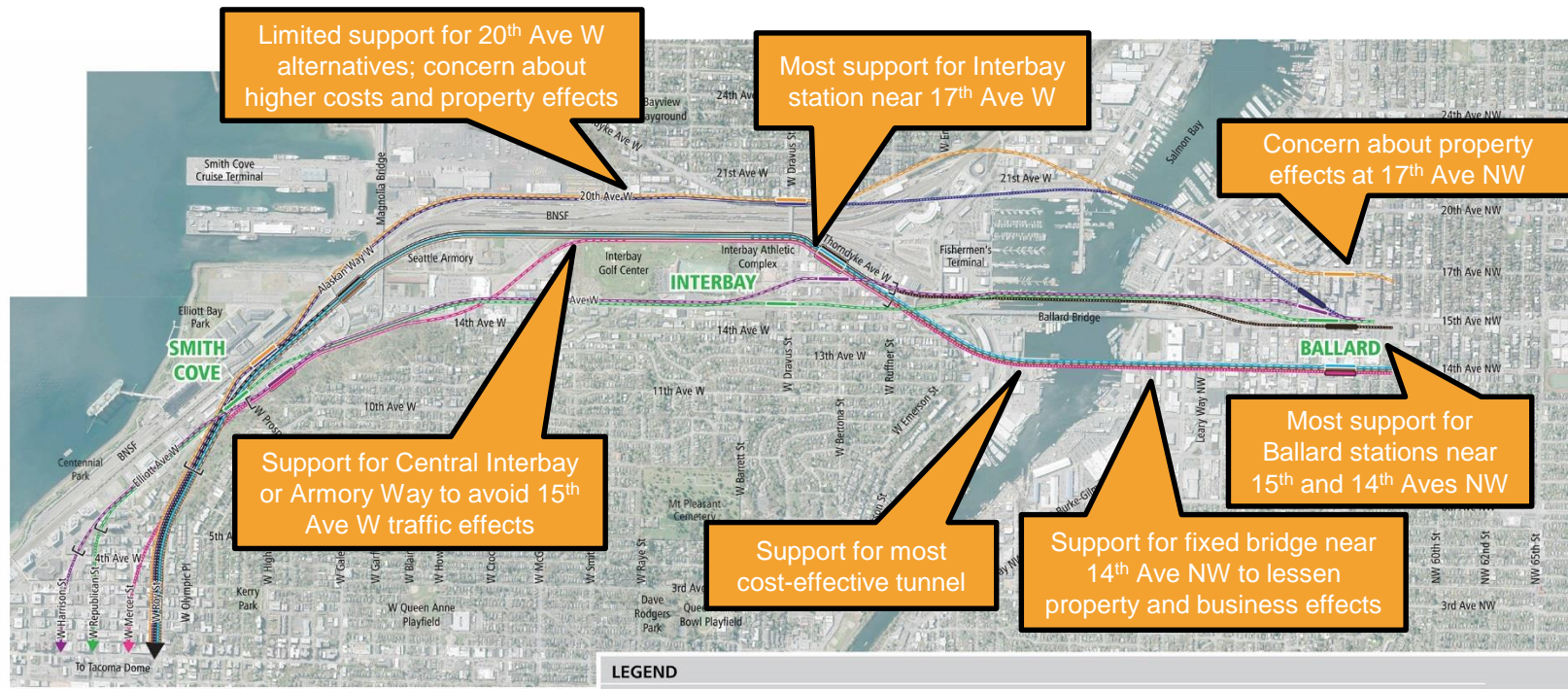
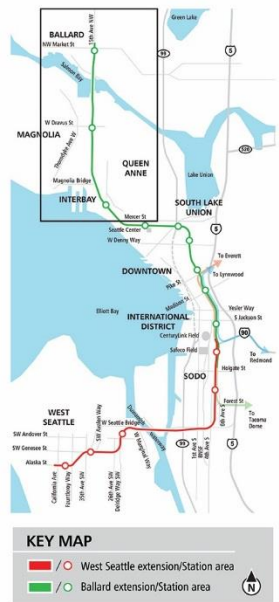
## Level 2 alternatives

# Interbay / Ballard Results summary

Alternative	Key findings	Cost comparison*	Schedule Comparison*
ST3 Representative Project 			
Central Interbay/ Fixed Bridge/14 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Maritime business effects (but less than movable bridge)</li> <li>Affects fewer parcels in Ballard (along 14<sup>th</sup> Ave NW)</li> </ul>	+\$100M	Higher Performing
Central Interbay/ Movable Bridge/14 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Potential service interruptions</li> <li>Maritime business and potential vessel navigation effects</li> <li>Affects fewer parcels in Ballard (along 14<sup>th</sup> Ave NW)</li> </ul>	+\$200M	Higher Performing
15 <sup>th</sup> /Fixed Bridge/15 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Maritime business effects (Fishermen's Terminal)</li> <li>Elevated guideway (west side 15<sup>th</sup> Ave NW) affects more residences</li> </ul>	+\$200M	Higher Performing
Armory Way/ Tunnel/14 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Less environmental, maritime business/navigation effects</li> <li>Affects fewer parcels in Ballard (along 14<sup>th</sup> Ave NW)</li> <li>Includes tunnel; requires 3<sup>rd</sup> Party funding</li> </ul>	+\$300M	Higher Performing
Central Interbay/ Tunnel/15 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Less environmental, maritime business/navigation effects</li> <li>Tunnel station (east side 15<sup>th</sup> Ave NW) affects businesses</li> <li>Includes tunnel; requires 3<sup>rd</sup> Party funding</li> </ul>	+\$500M	Higher Performing
20 <sup>th</sup> /Fixed Bridge/17 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Long span bridge (over BNSF tracks) adds complexity</li> <li>Ballard terminus/crossing location affects more residences</li> </ul>	+\$500M	Higher Performing
20 <sup>th</sup> /Tunnel/15 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Long span bridge (over BNSF tracks), constrained tunnel portal location, deeper tunnel station add complexity</li> <li>Tunnel station (west side 15<sup>th</sup> Ave NW) affects residences</li> <li>Includes tunnel; requires 3<sup>rd</sup> Party funding</li> </ul>	+\$700M	Higher Performing

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





**LEGEND**









ST3 representative project - Ballard extension	Armory Way/tunnel/14th	Approximate portal location
15th/fixed bridge/15th	Central Interbay/fixed bridge/14th	Surface station
20th/fixed bridge/17th	Central Interbay/tunnel/15th	Elevated station
20th/tunnel/15th	Elevated guideway	Tunnel station
Central Interbay/movable bridge/14th	Tunnel	

# Interbay / Ballard

## Public feedback - common themes



# Interbay / Ballard SAG recommendations

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Central Interbay/ Fixed Bridge/14 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Some support for fixed bridge and Ballard station with fewer property effects</li> </ul>		✓	Explore Ballard Station access at 15 <sup>th</sup> Ave NW, closer to center of urban village
Central Interbay/ Movable Bridge/14 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Concern about movable bridges</li> </ul>	✓		
15 <sup>th</sup> /Fixed Bridge/15 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Concern about Fishermen's Terminal effects</li> </ul>	✓		
Armory Way/ Tunnel/14 <sup>th</sup> 	<ul style="list-style-type: none"> <li>General support for more cost-effective tunnel crossing</li> <li>Support for Ballard station with fewer property effects</li> <li>Explore Ballard Station access at 15<sup>th</sup> Ave NW, closer to center of urban village</li> </ul>		✓	Explore Ballard Station access at 15 <sup>th</sup> Ave NW, closer to center of urban village
Central Interbay/ Tunnel/15 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Concern about tunnel cost vs. Armory Way/Tunnel/14<sup>th</sup></li> <li>Support for 15<sup>th</sup> Ave NW station</li> </ul>		✓	
20 <sup>th</sup> /Fixed Bridge/17 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Concern about overall cost</li> <li>Concern about Ballard Station property, construction and visual effects, though support for location</li> </ul>	✓		
20 <sup>th</sup> /Tunnel/15 <sup>th</sup> 	<ul style="list-style-type: none"> <li>Concern about tunnel cost vs. Armory Way/Tunnel/14<sup>th</sup></li> </ul>	✓		

# Level 2 alternatives

## Downtown

- ST3 Representative Project
- 5th/Harrison
- 5th/Terry/Roy/Mercer
- 6th/Boren/Roy



**KEY MAP**

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



**LEGEND**





- ST3 representative project - Ballard extension
- 5th/Harrison
- 5th/Terry/Roy/Mercer
- 6th/Boren/Roy
- Existing Link light rail
- Approximate portal location
- Surface
- Elevated
- Tunnel
- Tunnel station



# Downtown

## Level 2 alternatives

# Downtown Results summary

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
6th/Boren/Roy 	<ul style="list-style-type: none"> <li>Avoids building tie-backs on 5<sup>th</sup> Ave, SR 99 portal and sewer</li> <li>More constrained Denny station location on Boren</li> <li>Seattle Center station location on Roy, two blocks from Key Arena</li> <li>Lower bus/rail integration opportunity at Seattle Center station on Roy</li> </ul>	Similar	Higher Performing
5 <sup>th</sup> /Harrison 	<ul style="list-style-type: none"> <li>Better bus/rail integration opportunity at SLU station on Harrison</li> <li>Higher property effects due to tunnel portal location on Harrison west of Seattle Center</li> <li>Engineering challenges with tunneling under Key Arena</li> </ul>	+\$200M	Higher Performing
5 <sup>th</sup> /Terry/Roy/Mercer 	<ul style="list-style-type: none"> <li>Avoids SR 99 portal and sewer</li> <li>Seattle Center station location on Mercer, one block from Key Arena</li> </ul>	+\$200M	Higher Performing

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





**KEY MAP**

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

Interest in further study of both 5<sup>th</sup> Ave and 6<sup>th</sup> Ave routes in Downtown

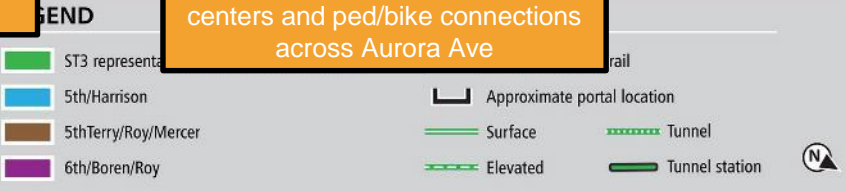
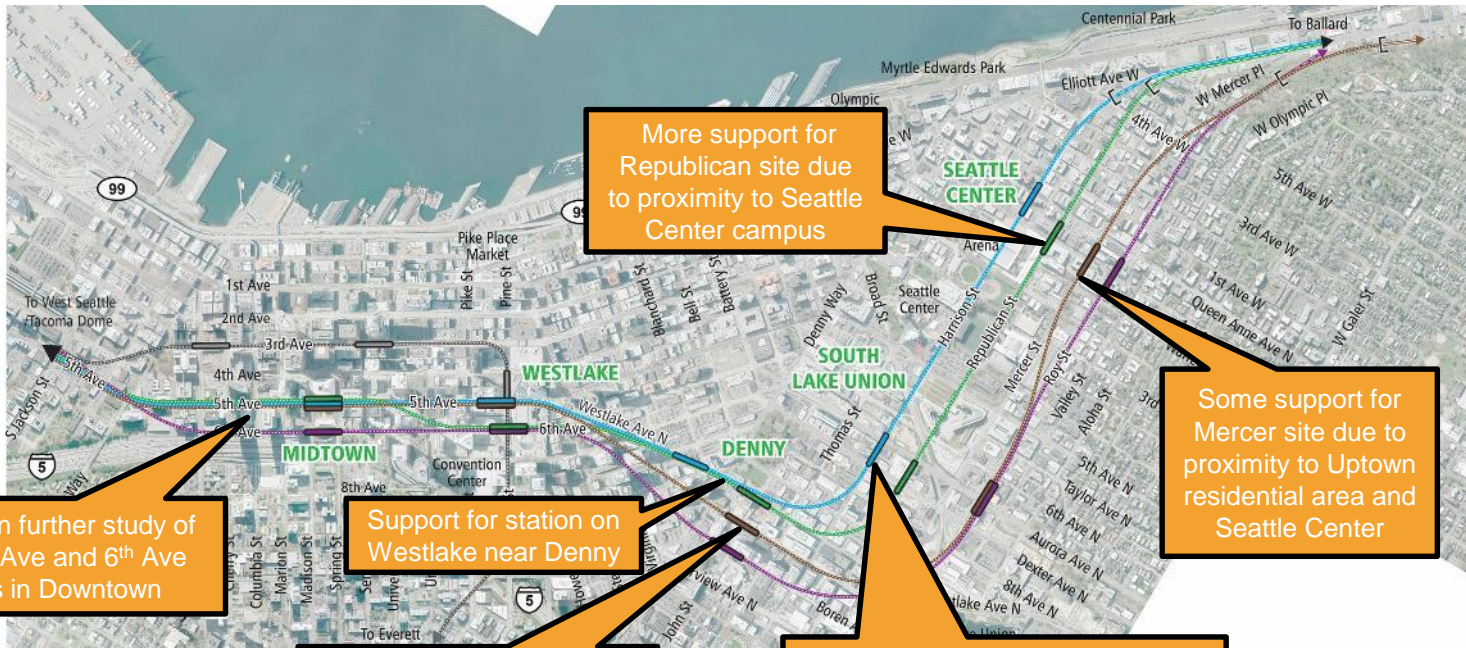
Support for station on Westlake near Denny

Interest in further study of Terry station site

More support for Republican site due to proximity to Seattle Center campus

Some support for Mercer site due to proximity to Uptown residential area and Seattle Center





More support for Harrison site due to proximity to employment centers and ped/bike connections across Aurora Ave



# Downtown

## Public feedback - common themes

# Downtown SAG recommendations

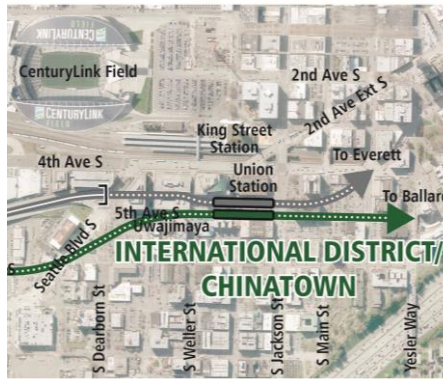
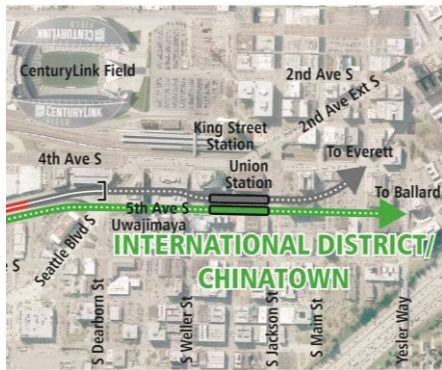
Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
6th/Boren/Roy 	<ul style="list-style-type: none"> <li>Limited support for Denny station at Boren (due to steep grade) and South Lake Union station at Roy, but interest in maintaining 6th Ave route through Downtown</li> </ul>	✓		
5th/Harrison 	<ul style="list-style-type: none"> <li>Support for this alternative with Seattle Center station located at Republican</li> </ul>		✓	With Seattle Center station located at Republican
5th/Terry/Roy/Mercer 	<ul style="list-style-type: none"> <li>Some support for Denny station at Terry, with interest in 6th Ave route through Downtown</li> </ul>		✓	With 6th Ave route through Downtown

# Level 2 alternatives

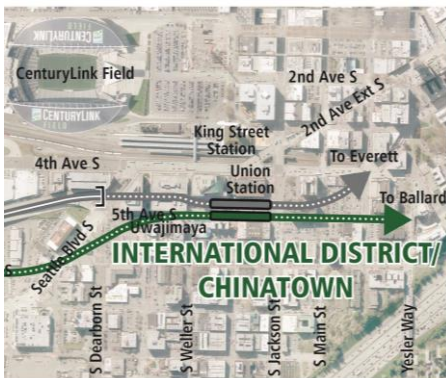
## SODO/Chinatown-ID

- ST3 Representative Project
- Surface E-3
- Massachusetts Tunnel Portal
- 5th Avenue Mined C-ID
- 4th Avenue Mined C-ID
- 4th Avenue Cut-and-Cover C-ID
- Occidental Avenue

# Representative Project and Surface E-3



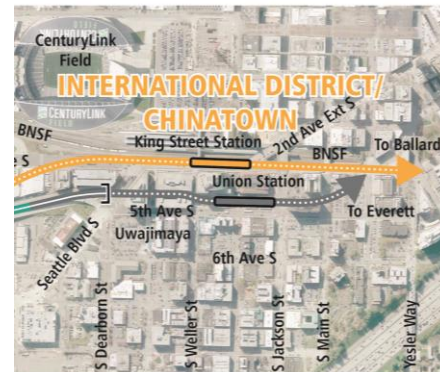
# Massachusetts Tunnel Portal (5th Ave Bored Tunnel)



5th Ave Mined C-ID









4th Ave Mined C-ID



4th Ave Cut-and-Cover



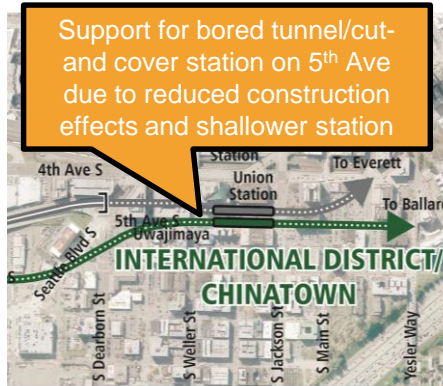
# Chinatown-ID Results summary

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
Surface E-3 (shorter 5 <sup>th</sup> Ave Cut-and-Cover Tunnel) 	<ul style="list-style-type: none"> <li>Shallow cut-and-cover station under 5<sup>th</sup> Ave; easy rider access/transfers</li> <li>Construction effects, parking lane closures on 5<sup>th</sup> Ave in station area</li> </ul>	- \$300M**	Higher Performing
Massachusetts Tunnel Portal (5 <sup>th</sup> Ave Bored Tunnel) 	<ul style="list-style-type: none"> <li>Shallow cut-and-cover station under 5<sup>th</sup> Ave; easy rider access/transfers</li> <li>Construction effects, parking lane closures on 5<sup>th</sup> Ave in station area</li> </ul>	- \$200M	Higher Performing
5 <sup>th</sup> Ave Mined C-ID 	<ul style="list-style-type: none"> <li>Deep mined station (~200') under 5<sup>th</sup> Ave; poor rider access/transfers</li> <li>Less construction effects, parking closures on 5<sup>th</sup> Ave with mined station</li> <li>Some property effects (for mined station access shaft)</li> <li>Results in very deep Midtown Station (~250')</li> </ul>	Similar	Medium Performing
4 <sup>th</sup> Ave Mined C-ID 	<ul style="list-style-type: none"> <li>Deep mined station (~200') under 4<sup>th</sup> Ave, poor rider access/transfers</li> <li>Major engineering/constructability constraints (4<sup>th</sup> Ave viaduct demolition/rebuild, active BNSF railway, existing transit tunnel, etc.)</li> <li>Large property effects (Ryerson Base for tunnel portal site)</li> <li>Requires 3<sup>rd</sup> party funding of 4<sup>th</sup> Ave Viaduct re-build costs</li> <li>Results in very deep Midtown Station (~250')</li> </ul>	+ \$500M	Lower Performing
4 <sup>th</sup> Ave Cut-and-Cover C-ID 	<ul style="list-style-type: none"> <li>Shallow cut-and-cover station under 4<sup>th</sup> Ave; easy rider access/transfers</li> <li>Major engineering/constructability constraints (4<sup>th</sup> Ave viaduct demolition/rebuild, active BNSF railway, existing transit tunnel, etc.)</li> <li>Large property effects (King County Admin Building)</li> <li>Requires 3<sup>rd</sup> party funding of 4<sup>th</sup> Ave Viaduct re-build costs</li> </ul>	+ \$600M	Lower Performing

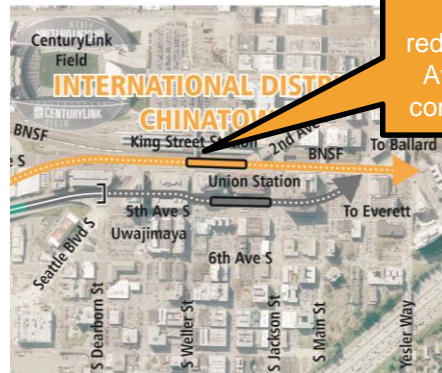
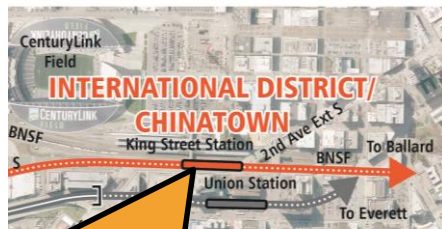
\*Cost compared to cost of ST3 Representative Project for this segment. Schedule compared to overall ST3 schedule for this extension.

\*\*Cost comparison for Chinatown/ID sub-segment only; total SODO/C-ID segment cost difference is - \$400M compared to ST3 Representative Project.

# Representative Project and Surface E-3



# Massachusetts Tunnel Portal (5th Ave Bored Tunnel)



5th Ave Mined C-ID

4th Ave Mined C-ID

4th Ave Cut-and-Cover

# Chinatown-International District

## RET – Level 2 Evaluation Summary

- CID alternatives present varying degrees of potential construction impacts, with **more proximate potential impacts** to property and the right of way along the western edge of this community for **5th Avenue S alternatives**, and **more potential traffic impacts** for the **4th Avenue S alternatives**
- **Station access** opportunities are **better for shallow stations** than for deep stations
- Based on the Level 2 evaluation measures, it is **unclear which alternative(s) would pose the greatest net benefit** for the **unique multicultural communities of color** that live in the CID today

# Chinatown-International District

## RET – Community Input

- **Inclusive, ongoing engagement** is imperative to outcomes that benefit CID communities
- **Construction impacts are a top concern** to CID communities
- Support from the CID and Pioneer Square communities for leveraging a new station to **improve connections** between transit modes, **activate Union Station** and improve the existing Chinatown/International District station and plaza

# Chinatown-International District







## RET – Community Input

- Support for continued exploration of **both 4th and 5th Avenue** South alternatives
- The **user experience** and **comfort using light rail** is fundamental to understanding whether alternatives enhance mobility and access
- Strong interest in a comprehensive and coordinated **cross-agency strategy** to address **displacement and gentrification** in the CID

## *SAG Discussion – Chinatown-ID*

- *Keep exploring 4<sup>th</sup> Avenue options.*

# Chinatown-ID *SAG recommendations*

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Surface E-3 (shorter 5 <sup>th</sup> Ave Cut-and-Cover Tunnel) 	<ul style="list-style-type: none"> <li>Concern about cut-and-cover tunnel construction effects</li> </ul>	✓		
Massachusetts Tunnel Portal (5 <sup>th</sup> Ave Bored Tunnel) 	<ul style="list-style-type: none"> <li>Support for reduced construction effects and shallower station</li> </ul>	✓		
5 <sup>th</sup> Ave Mined C-ID 	<ul style="list-style-type: none"> <li>Support for reduced construction effects</li> <li>Concern about access due to deep station</li> </ul>		✓	
4 <sup>th</sup> Ave Mined C-ID 	<ul style="list-style-type: none"> <li>Support for closer proximity to King Street Station and reduced CID effects along 5<sup>th</sup> Ave</li> <li>Concern about traffic detours and access due to deep station</li> </ul>	✓		
4 <sup>th</sup> Ave Cut-and-Cover C-ID 	<ul style="list-style-type: none"> <li>Support for closer proximity to King Street Station, reduced CID effects along 5<sup>th</sup> Ave and shallower station</li> <li>Concern about traffic detours</li> </ul>		✓	





Surface E-3







Massachusetts Tunnel Portal



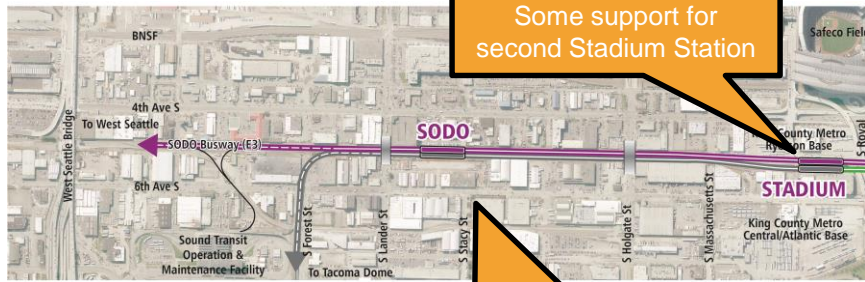
Occidental Ave.

# SODO Results summary

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
Surface E-3 	<ul style="list-style-type: none"> <li>• New at-grade SODO Station on E-3 transitway at Lander</li> <li>• Transfer at existing SODO Station</li> <li>• Bus operations on E-3 transitway displaced</li> <li>• New grade-separated roadway crossings (Lander, Holgate) improve existing rail/traffic/freight operations</li> <li>• Property effects at tunnel portal site (for Massachusetts Tunnel Portal alternative only)</li> <li>• Massachusetts Tunnel Portal alternative avoids impacts to Ryerson Base</li> </ul>	-\$100M	Higher Performing
Massachusetts Tunnel Portal 		**	Higher Performing
Occidental Ave. 	<ul style="list-style-type: none"> <li>• New elevated SODO Station on Occidental Ave at Lander</li> <li>• Transfer at existing Stadium Station</li> <li>• Long span bridges over BNSF tracks and longer track connection to maintenance facility</li> <li>• Bus operations on E-3 transitway partially displaced</li> <li>• Property effects along Occidental, BNSF crossings and maintenance facility connection</li> </ul>	+\$200M	Higher Performing

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

\*\*Cost comparison reflected in Chinatown/ID summary table.



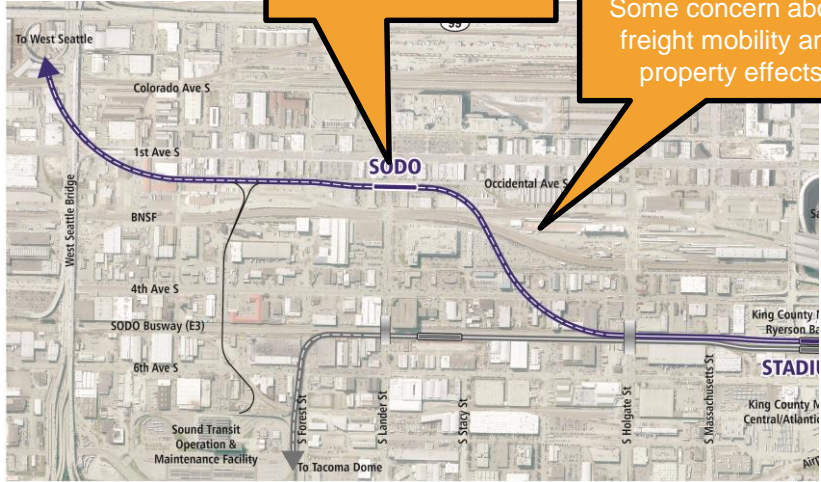
Some support for second Stadium Station

## Surface E-3

General support for surface alignment options and new roadway overpasses at Lander and Holgate to improve traffic/freight mobility



## Massachusetts Tunnel Portal







## Occidental Ave.



# *SAG Discussion – SODO*

- *Mix of opinions on Occidental Avenue alternative, continued interest in a Western station location but concerns about freight effects and displacement of industrial businesses*
- *Mix of opinions on Surface E3. Interest in additional stadium station location.*
- *Interest in improved bus connections to SODO station and concerns about loss of E3 busway*

# SODO SAG recommendations

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Surface E-3 	<ul style="list-style-type: none"> <li>• General support for surface alignment</li> <li>• Support for new roadway overpasses at Lander and Holgate</li> <li>• Some support for second Stadium station</li> <li>• <i>Explore shifting existing and new SODO stations closer to Lander</i></li> </ul>	✓		
Massachusetts Tunnel Portal 	<ul style="list-style-type: none"> <li>• General support for surface alignment</li> <li>• Support for new roadway overpasses at Lander and Holgate</li> <li>• <i>Explore shifting existing and new SODO stations closer to Lander</i></li> </ul>		✓	<i>Explore shifting existing and new SODO stations closer to Lander</i>
Occidental Ave. 	<ul style="list-style-type: none"> <li>• Some support for locating new SODO station further west</li> <li>• Some concern about freight mobility and property effects</li> </ul>		✓	



# Level 2 alternatives

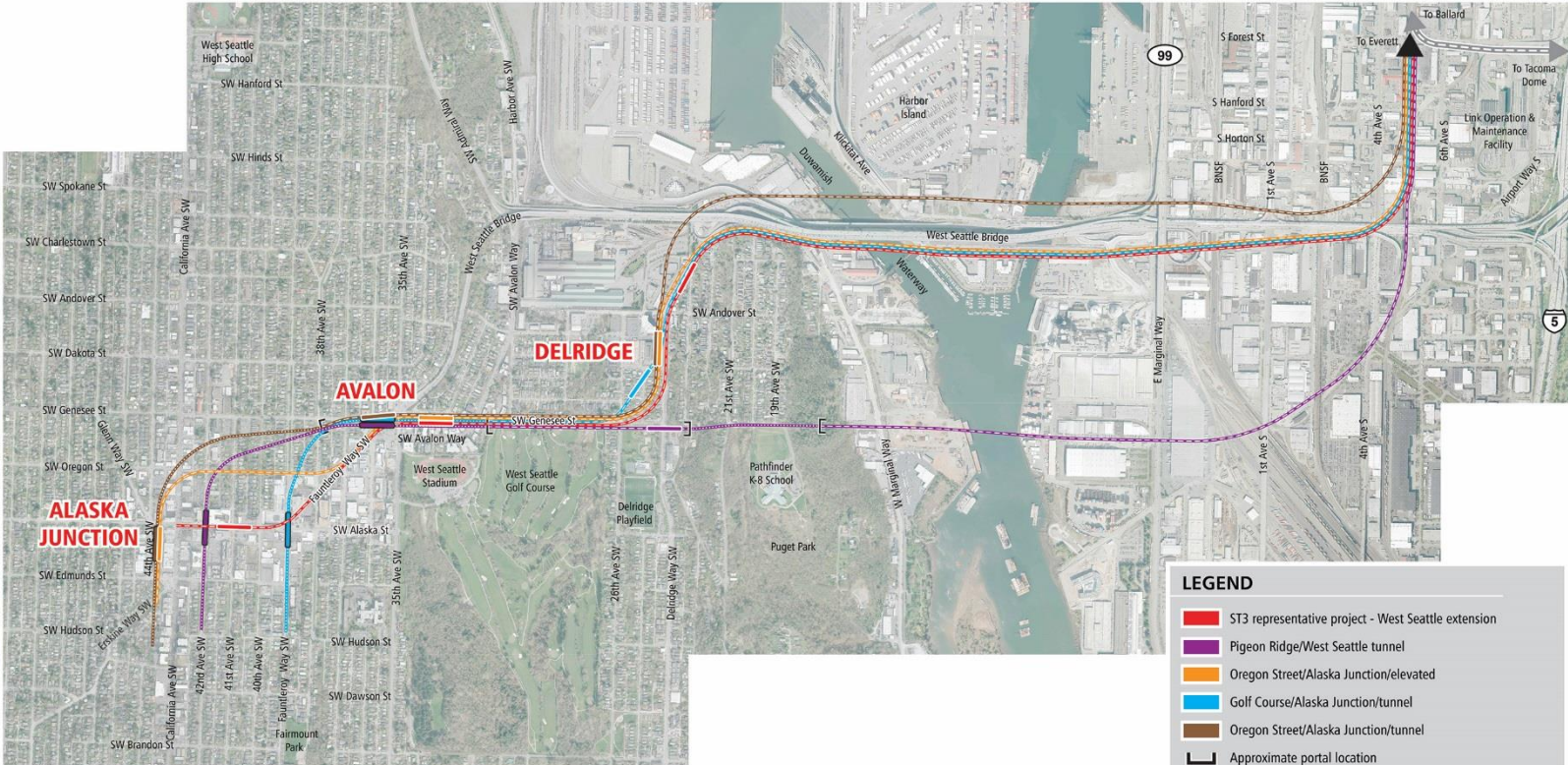
## West Seattle/Duwamish

- ST3 Representative Project
- Pigeon Ridge/West Seattle Tunnel
- Oregon Street/Alaska Junction/Elevated
- Golf Course/Alaska Junction/Tunnel
- Oregon Street/Alaska Junction/Tunnel



**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
- Elevated station
- - - Tunnel
- Tunnel station

# West Seattle / Duwamish

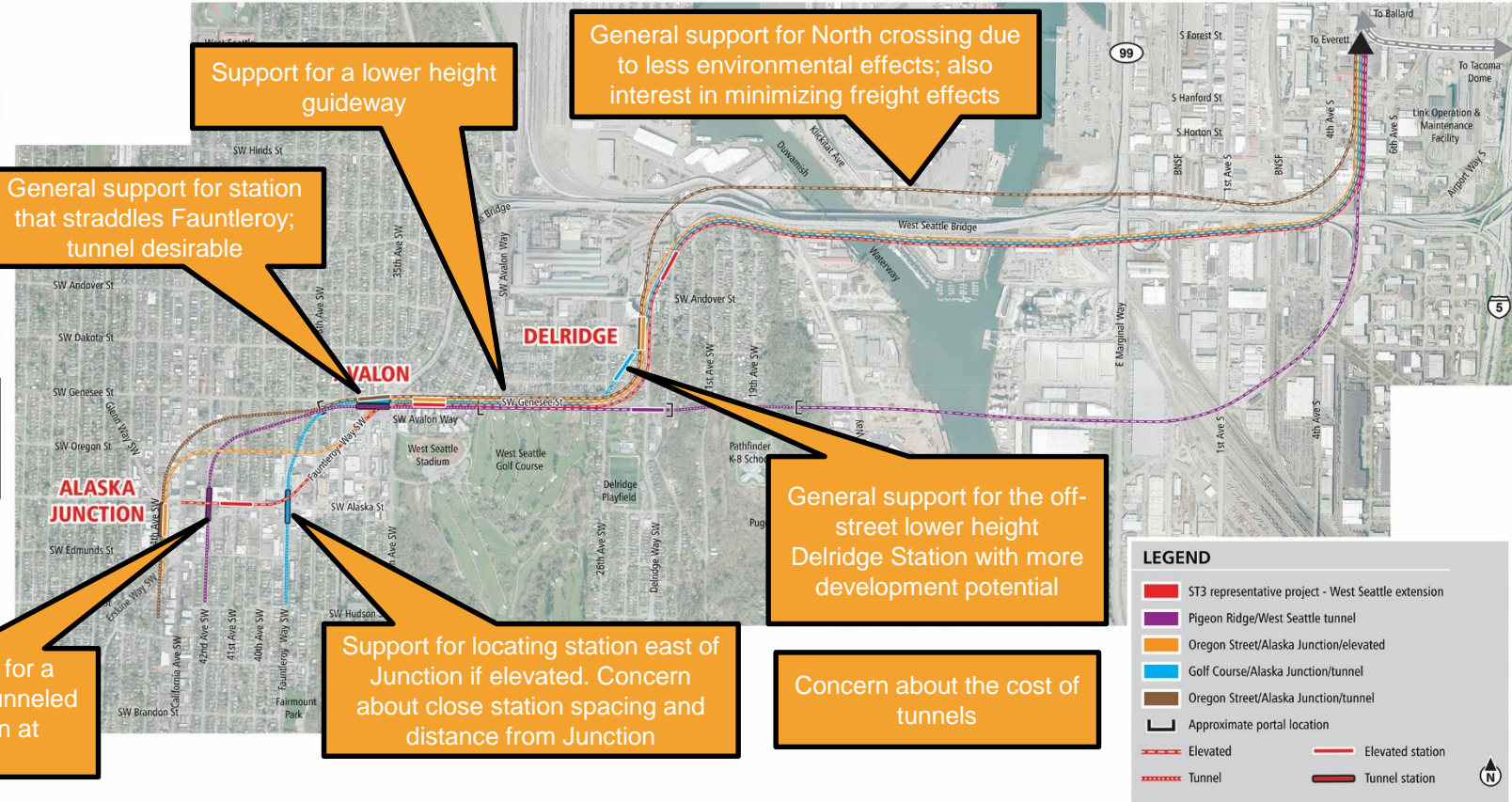
## Level 2 alternatives



# West Seattle / Duwamish Results summary

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

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



# West Seattle / Duwamish

## Public feedback - common themes

# Delridge

## RET – Level 2 Evaluation Summary

- Key drivers of differentiation between alternatives with respect to racial and social equity include **bus-rail integration**, opportunities for **equitable development**, residential unit **displacements** and business and commerce effects
- Alternatives that provide the **best transfer environment** from other modes would best **serve communities of color living further south** and reliant on transfers at the Delridge Station
- Alternatives that result in **more predictable redevelopment** scenarios provide the highest potential for **equitable transit-oriented development**

# Delridge






## RET – Community Input

- **Enhancing access** to opportunity for communities of color would benefit from **experiential improvements** and **educational efforts**, together with increased transit service
- **Equitable development** opportunities that benefit communities of color could assist in addressing **displacement pressures** and providing sorely needed **neighborhood amenities**

# *SAG Discussion – West Seattle / Duwamish*

- *Explore refining ST3 Representative Project by moving Delridge Station further south and Alaska Junction east and oriented north/south*
- *Mix of opinions on Pigeon Ridge - Strong concerns expressed about cost*

# West Seattle / Duwamish SAG recommendations

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



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

***Review ELG  
recommendations***



# *Next steps*

# Community engagement and collaboration



Meeting dates subject to change.

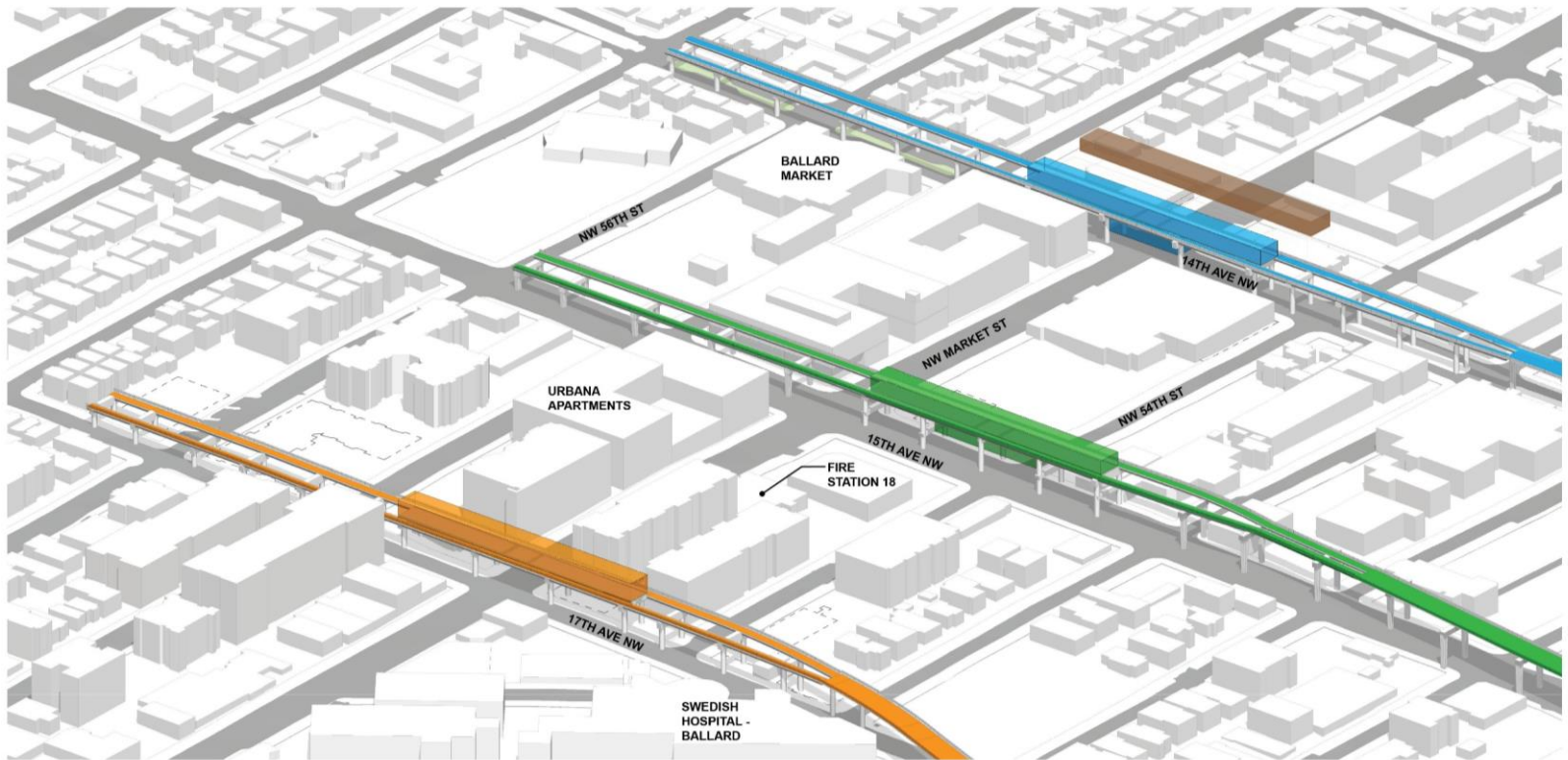
# Next steps

<b>SAG Meeting #10</b>	Early November	Community engagement update Preliminary Level 3 alternatives and screening criteria
<b>ELG Meeting #5</b>	Nov 9	Community engagement update Preliminary Level 3 alternatives and screening criteria
<b>SAG Meeting #11</b>	Jan 9	Community engagement update Technical briefing (TBD)
<b>SAG Meeting #12</b>	Jan 30	Level 3 results
<b>ELG Meeting #6</b>	Early February	Level 3 results
<b>SAG Meeting #13</b>	Mid March	Level 3 recommendations
<b>ELG Meeting #7</b>	Early April	Level 3 recommendations



*soundtransit.org/wsblink* 





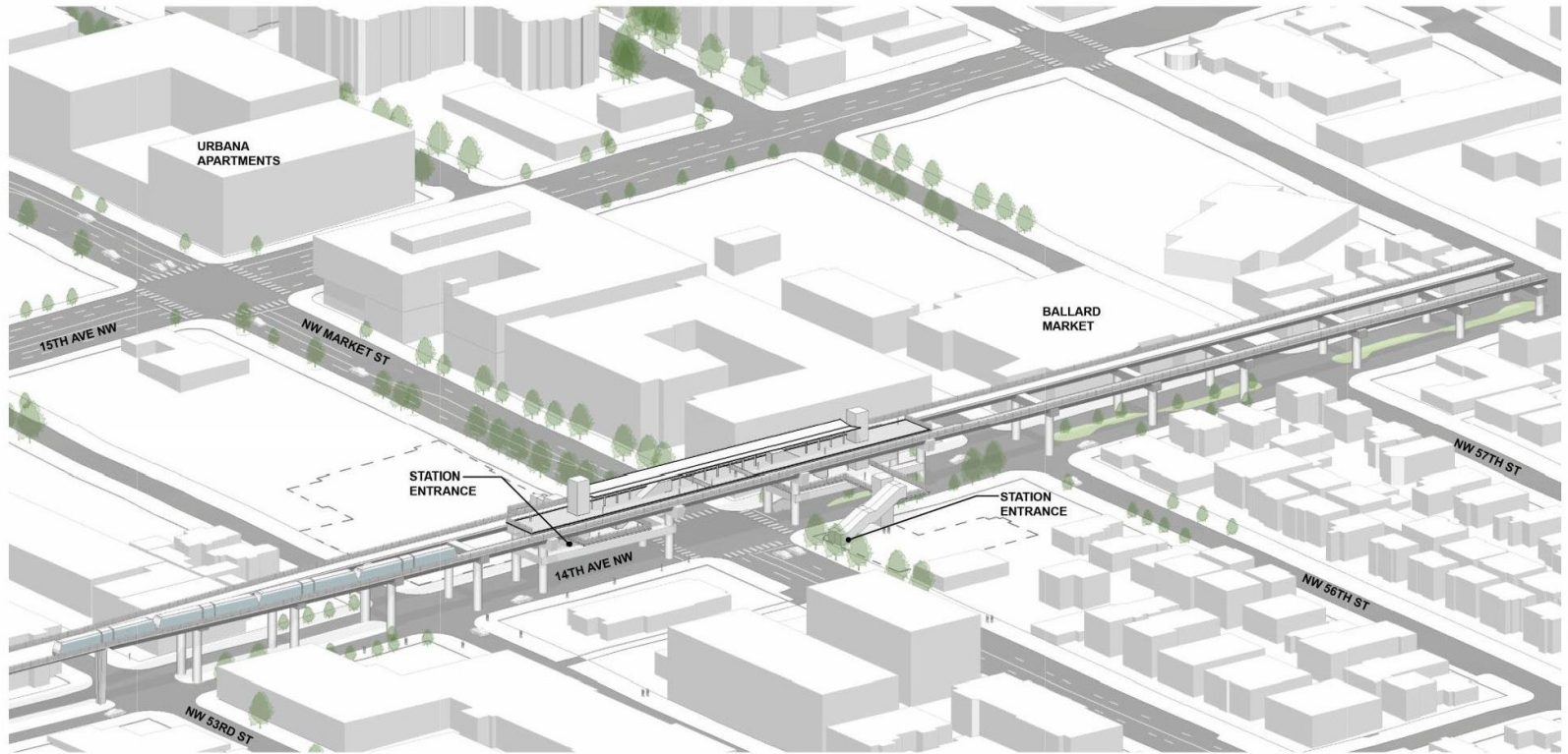
This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING NE

# Ballard Station

## Overview of Station Area and Above-Grade Alternatives



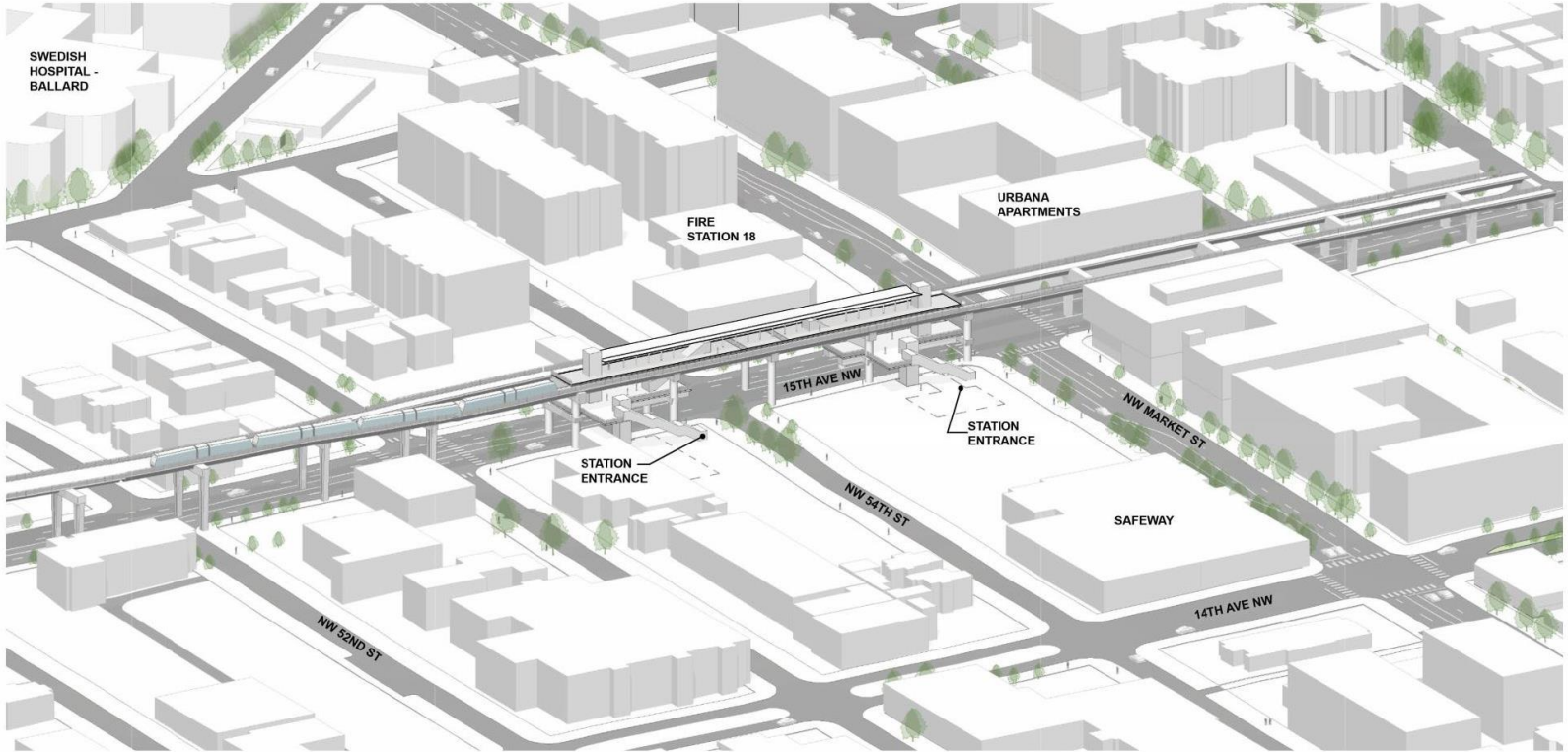


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING NW

# Ballard Station

Ballard Station – *Central Interbay/Movable Bridge* and *Central Interbay/Fixed Bridge*

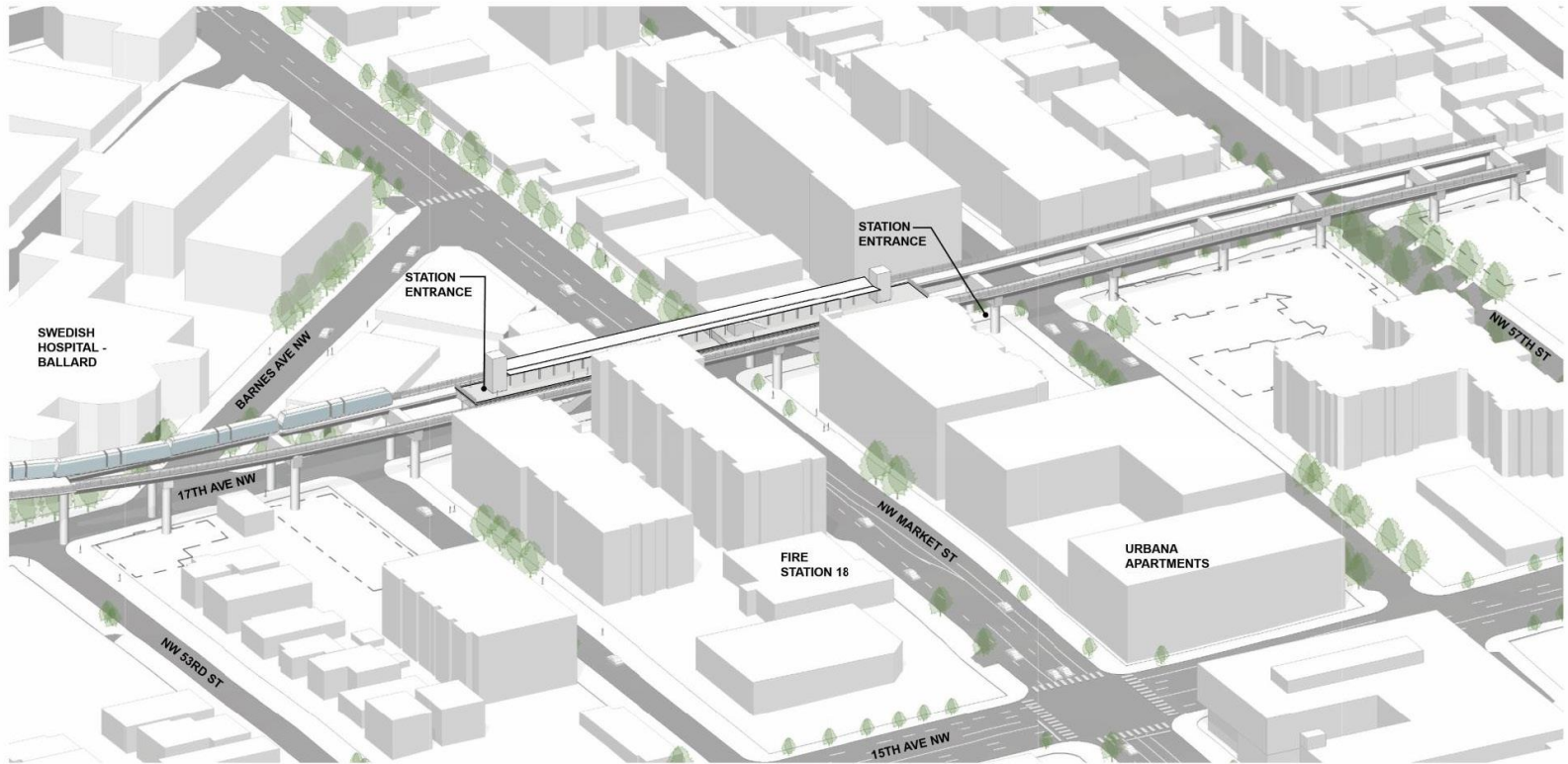


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING NW

# Ballard Station

Ballard Station – *ST3 Representative Project*

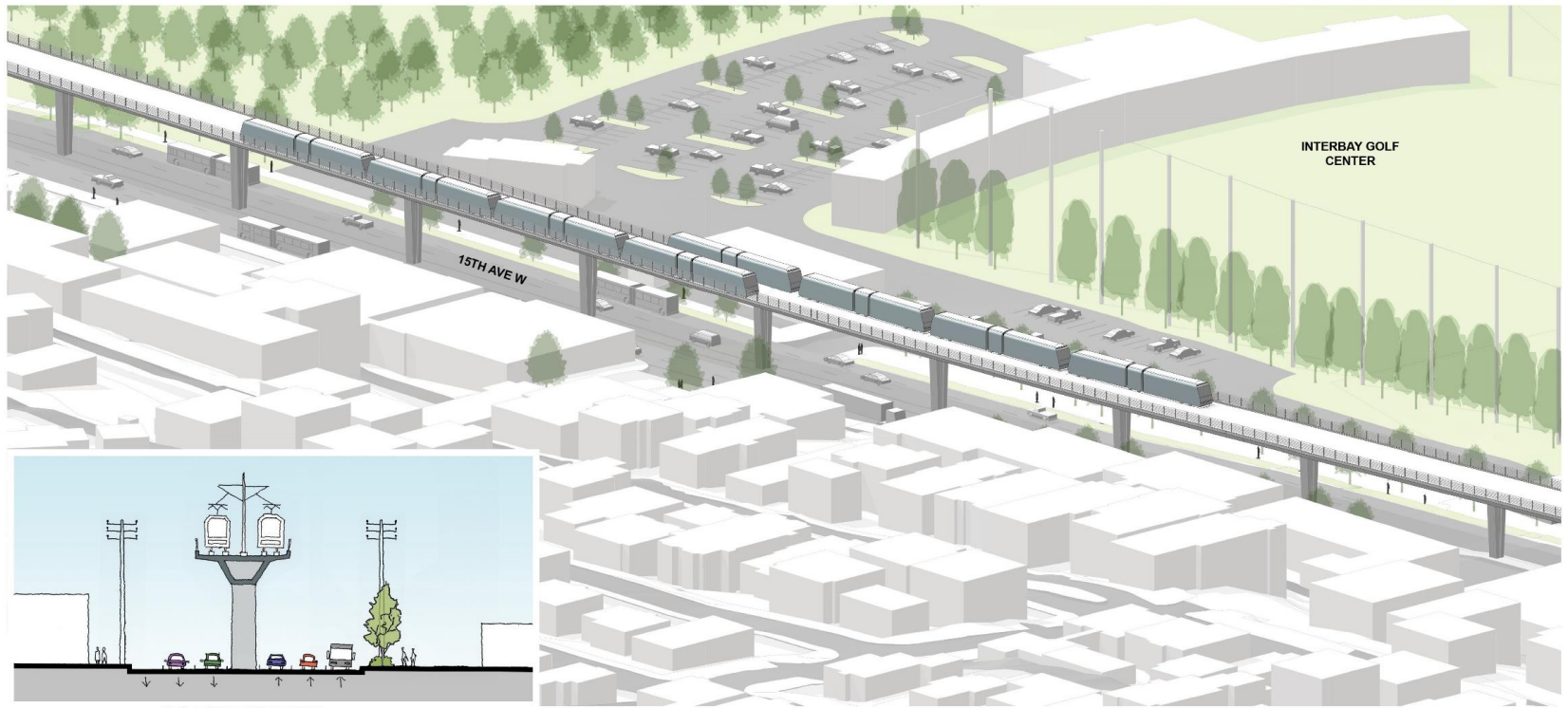


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING NW

# Ballard Station

20<sup>th</sup>/Fixed Bridge/17<sup>th</sup>



INTERBAY GOLF CENTER

15TH AVE W

SECTION LOOKING SOUTH

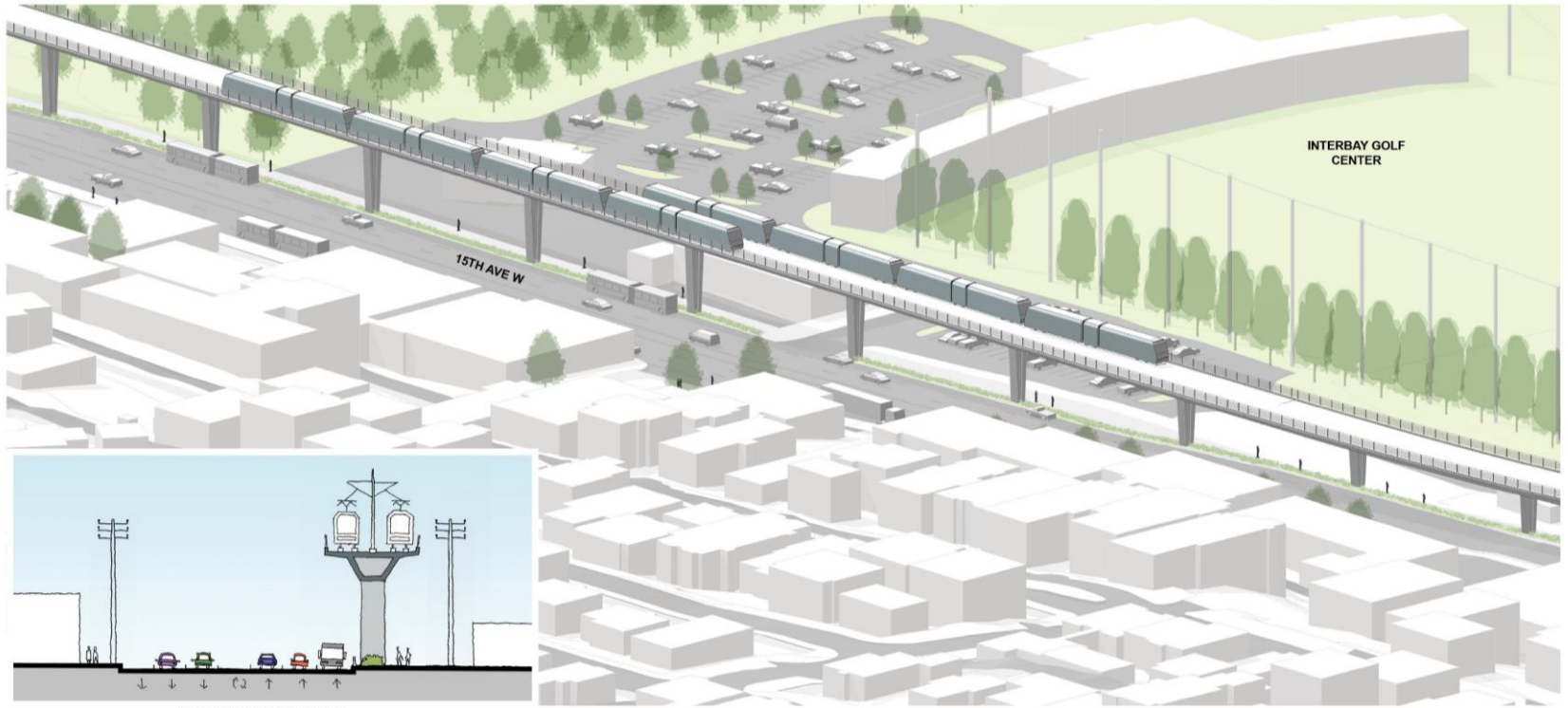
VIEW LOOKING SW

This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

# Interbay

## Elevated Guideway on 15<sup>th</sup> Ave W – ST 3 Representative Project



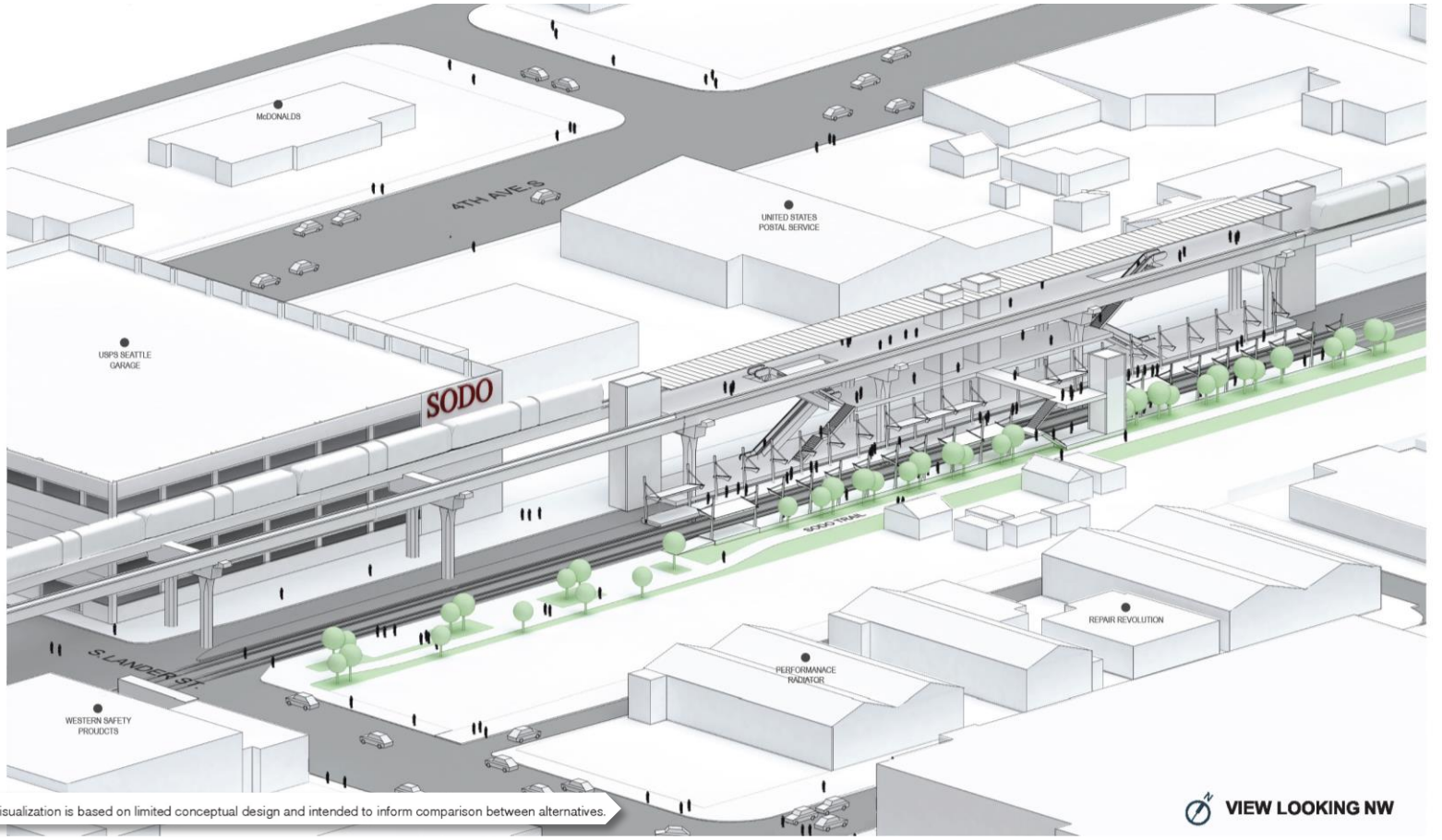


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING SW

# Interbay

Elevated Guideway on 15<sup>th</sup> Ave W – 15<sup>th</sup>/Fixed Bridge/15<sup>th</sup>



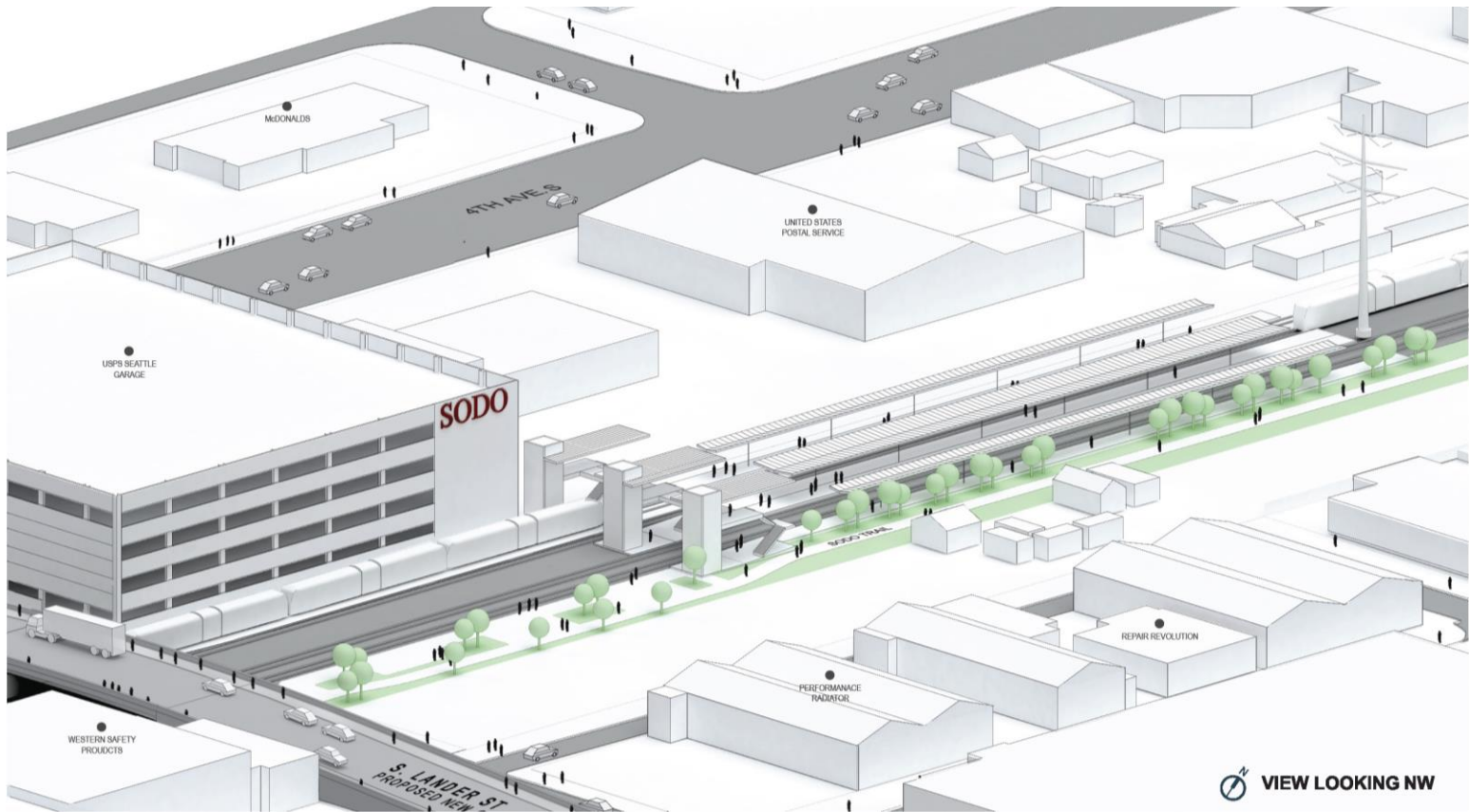
This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING NW

# SODO Station

ST3 Representative Project

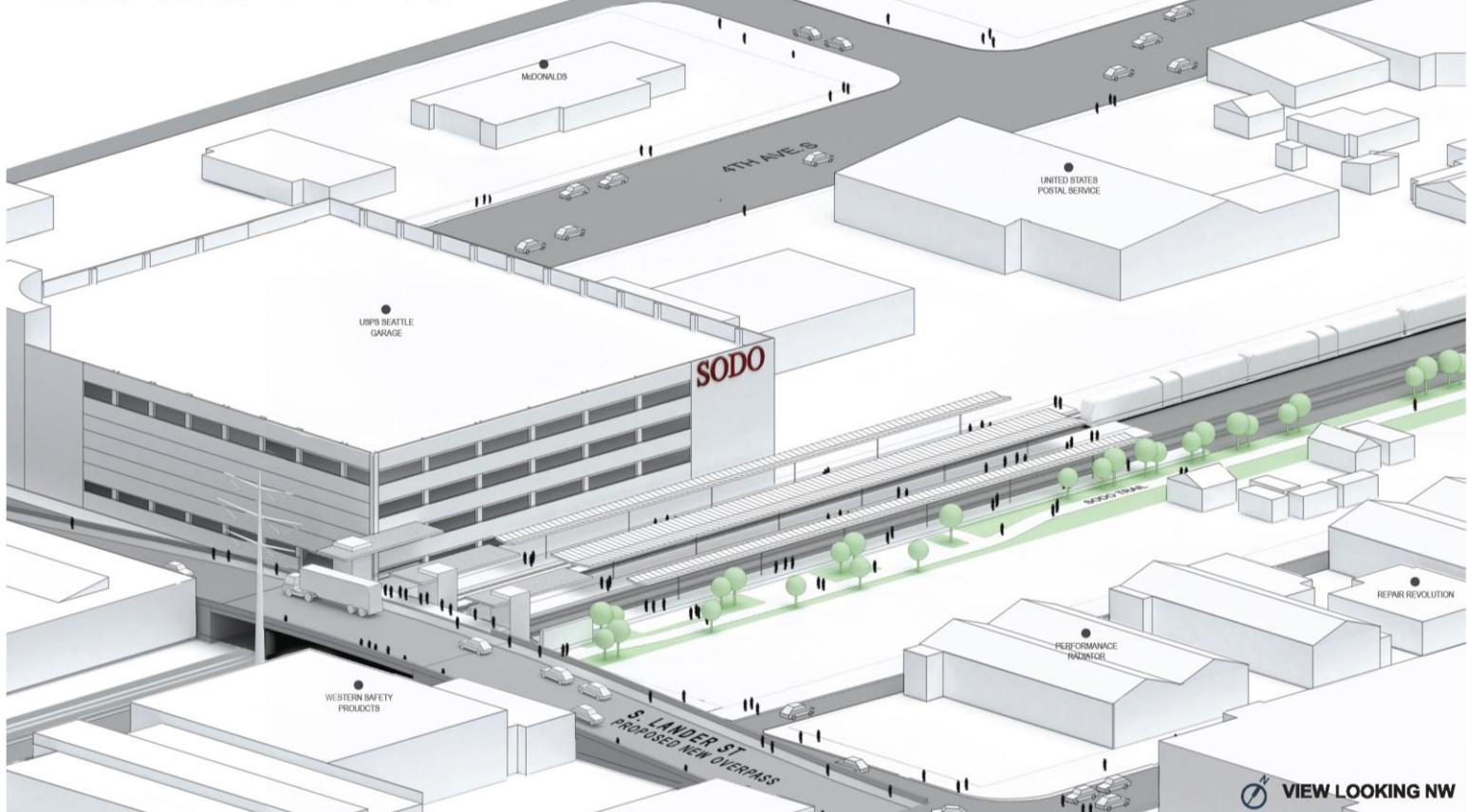




This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

# SODO Station

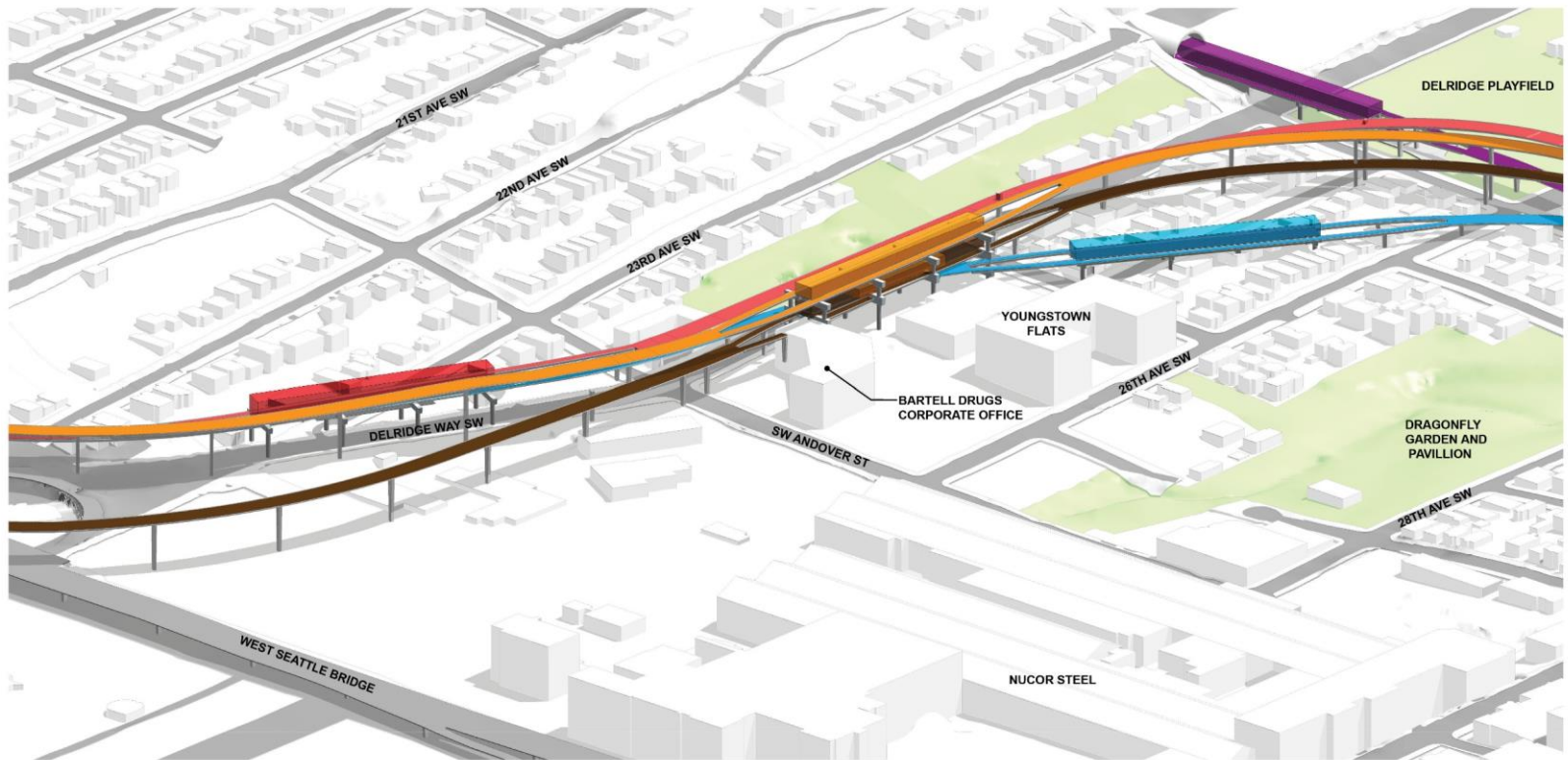
Surface E-3 / Massachusetts Tunnel Portal



This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

# SODO Station

Surface E-3 / Massachusetts Tunnel Portal



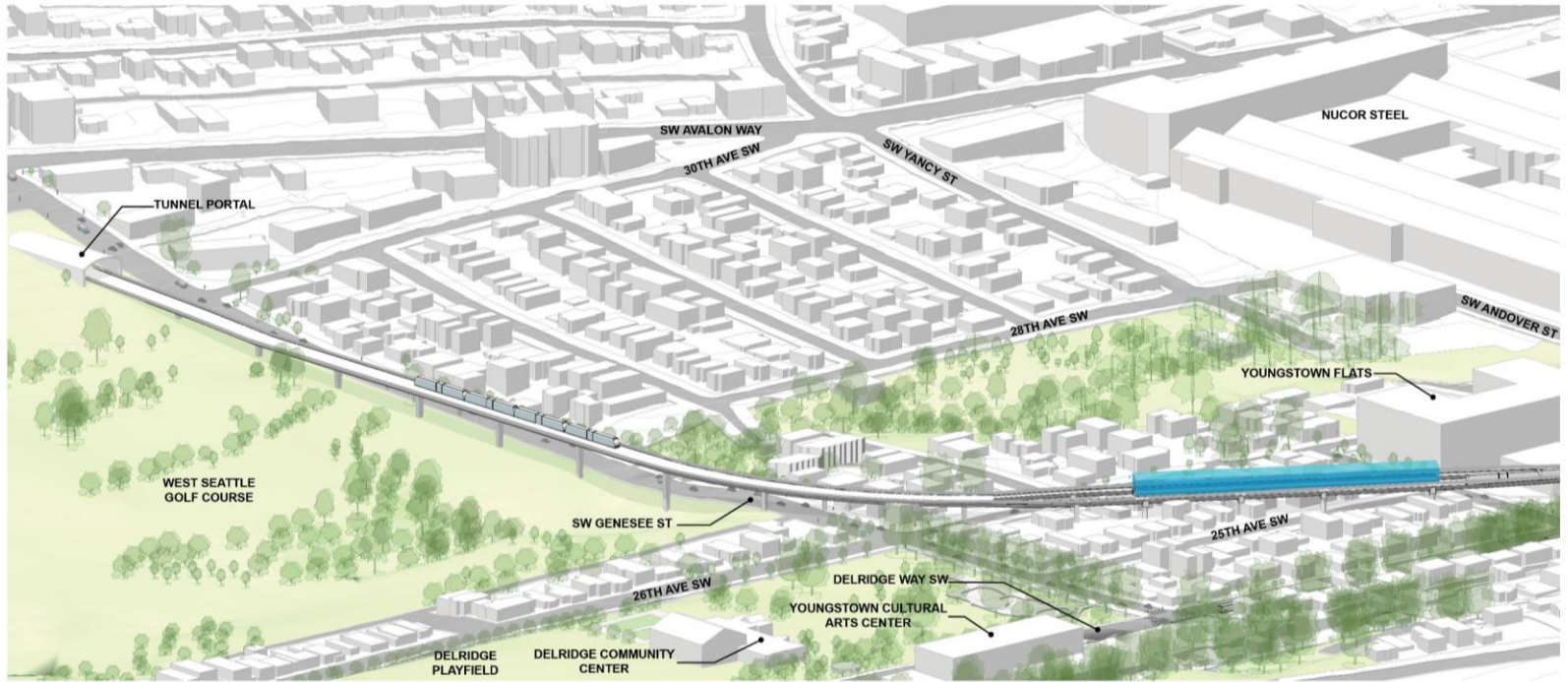
This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING SE

# Delridge Station

## Overview of Station Area and Above-Grade Alternatives



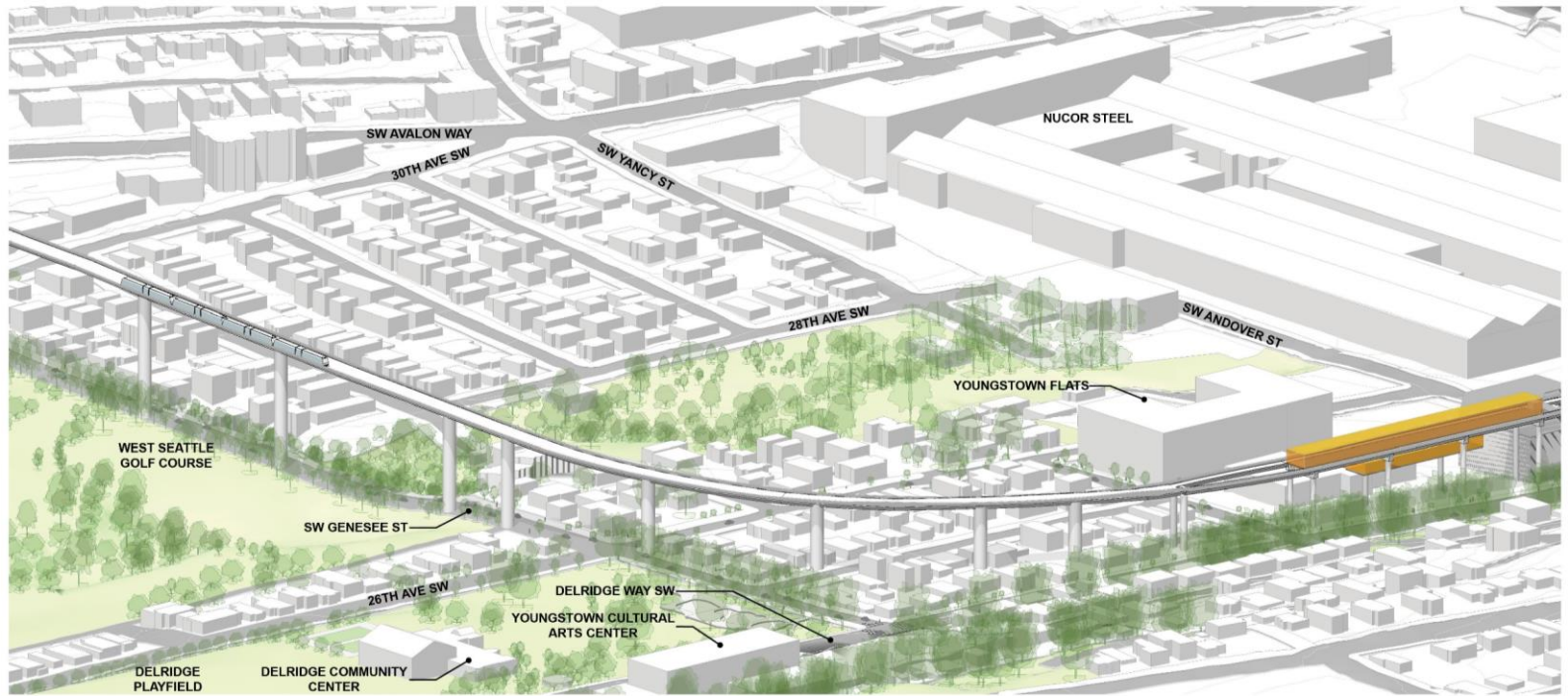


 VIEW LOOKING NW

This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

# Delridge Station

Golf Course/Alaska Junction/Tunnel

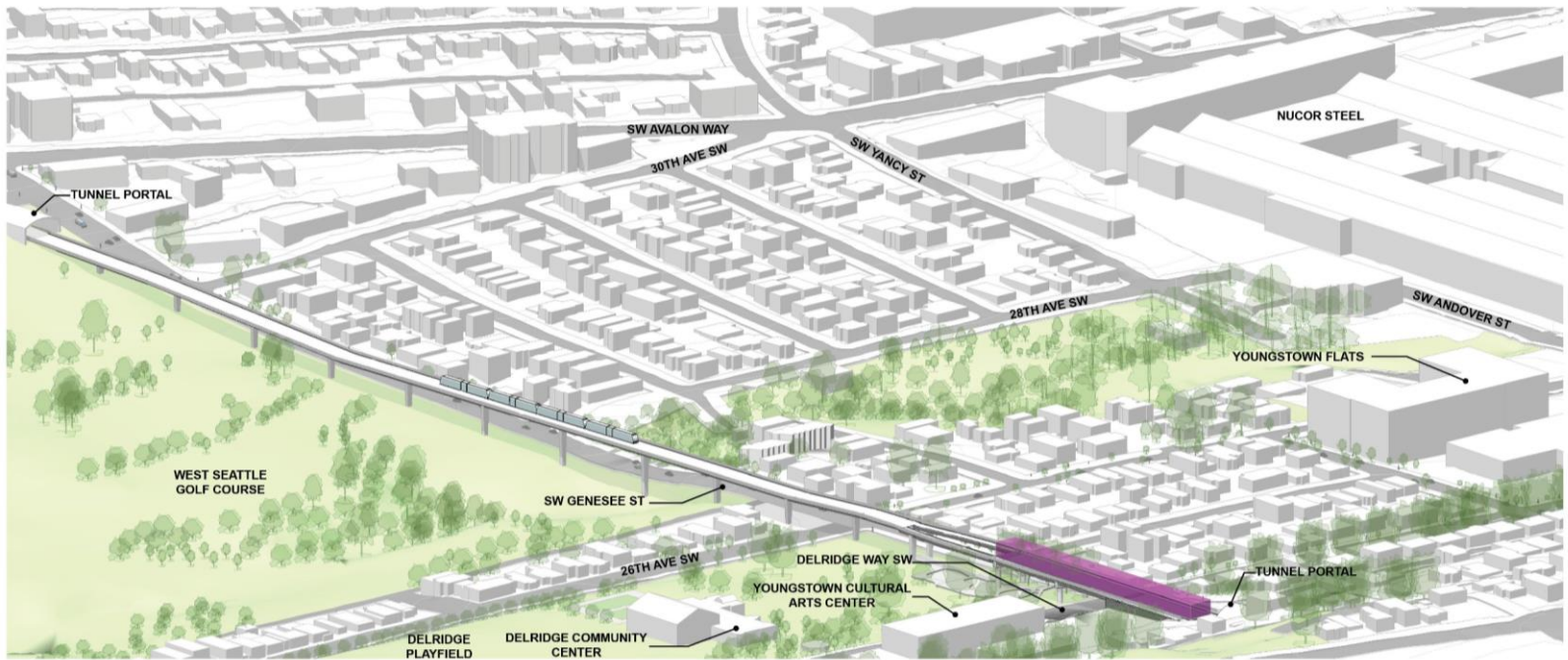


 VIEW LOOKING NW

This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

# Delridge Station

## Oregon Street/Alaska Junction/Tunnel



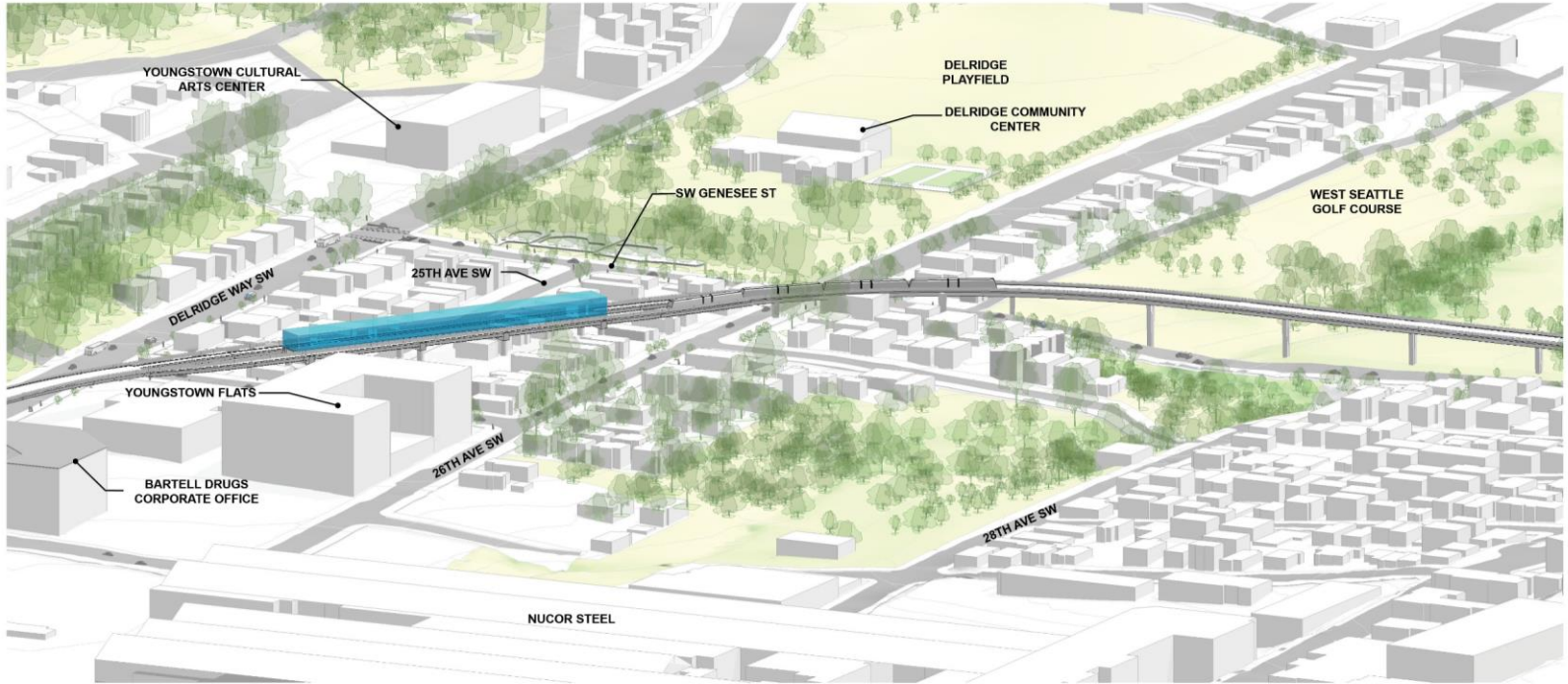
This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING NW

# Delridge Station

## Pigeon Ridge/West Seattle Tunnel



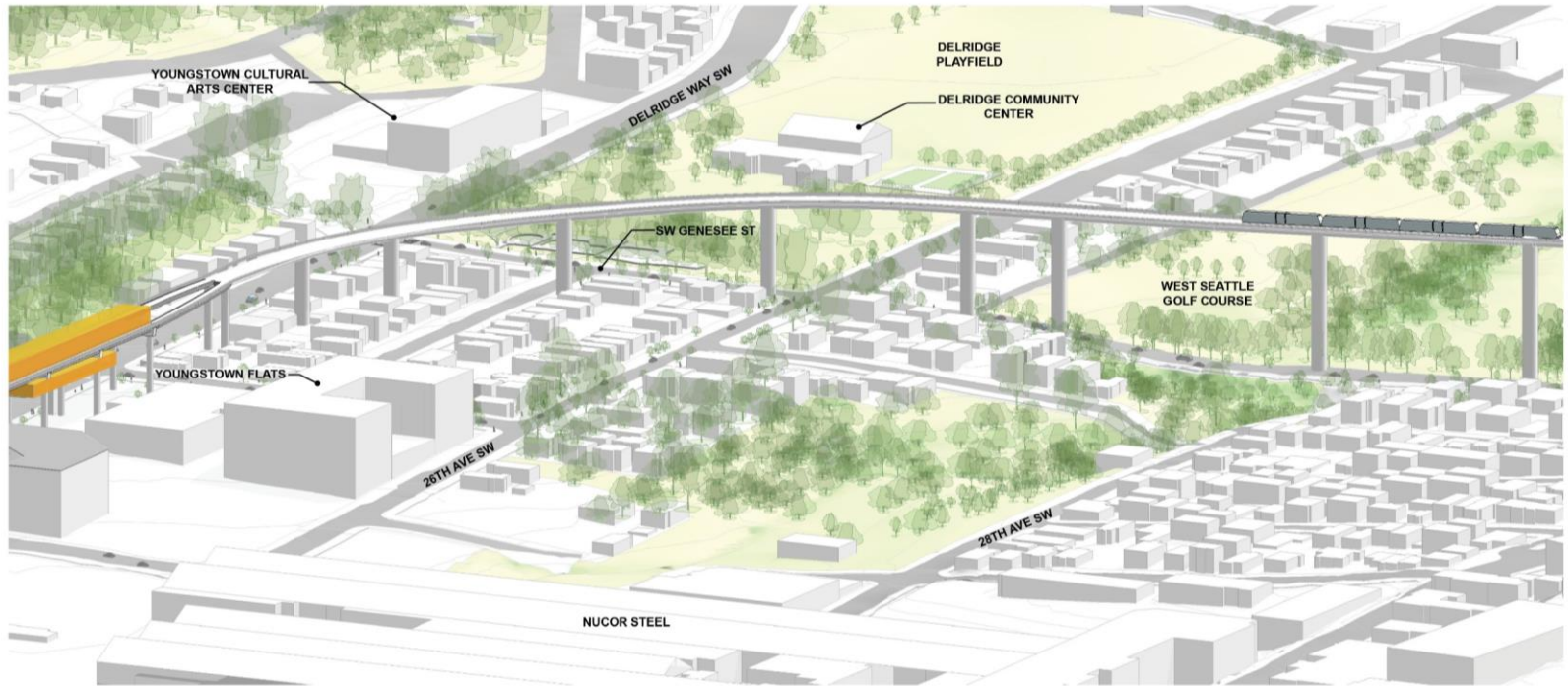


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING SE

# Delridge Station

Golf Course/Alaska Junction/Tunnel

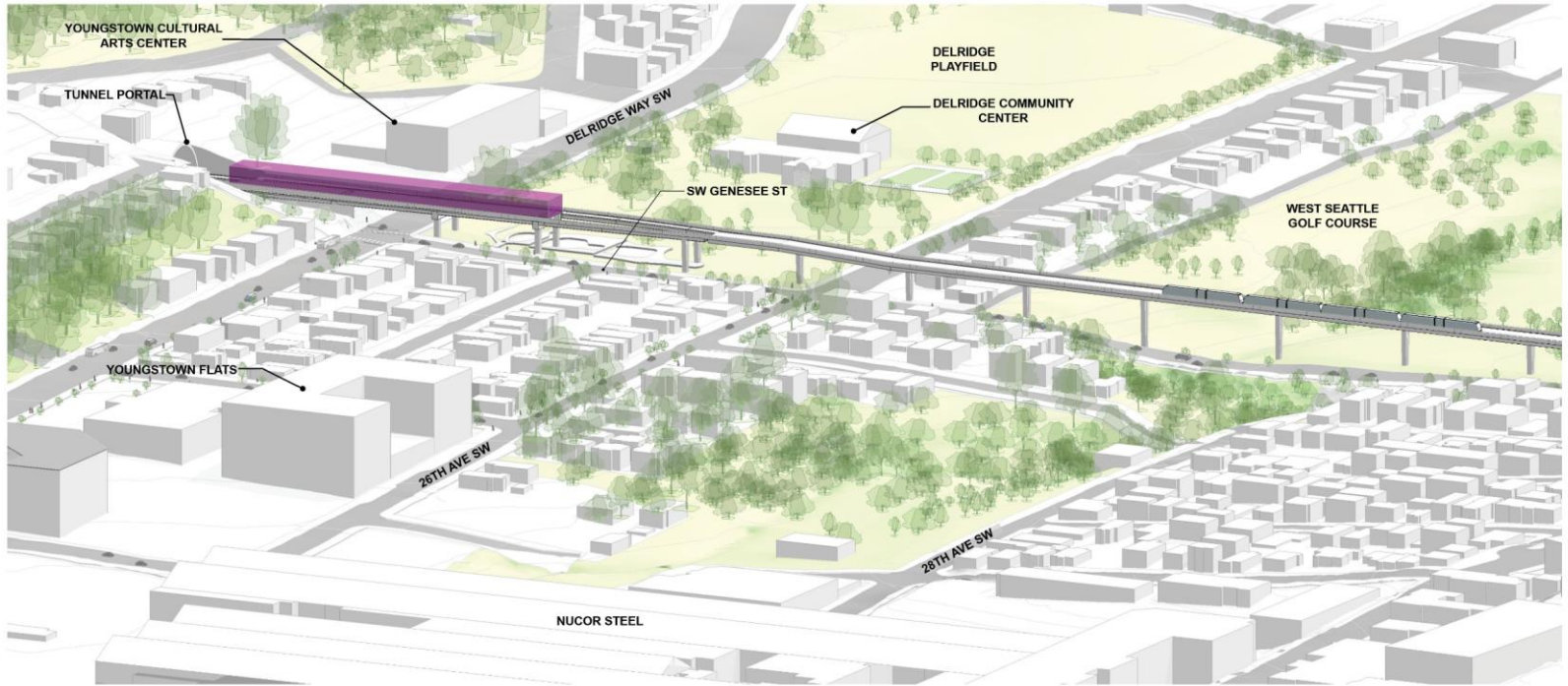


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING SE

# Delridge Station

Oregon Street/Alaska Junction/Tunnel



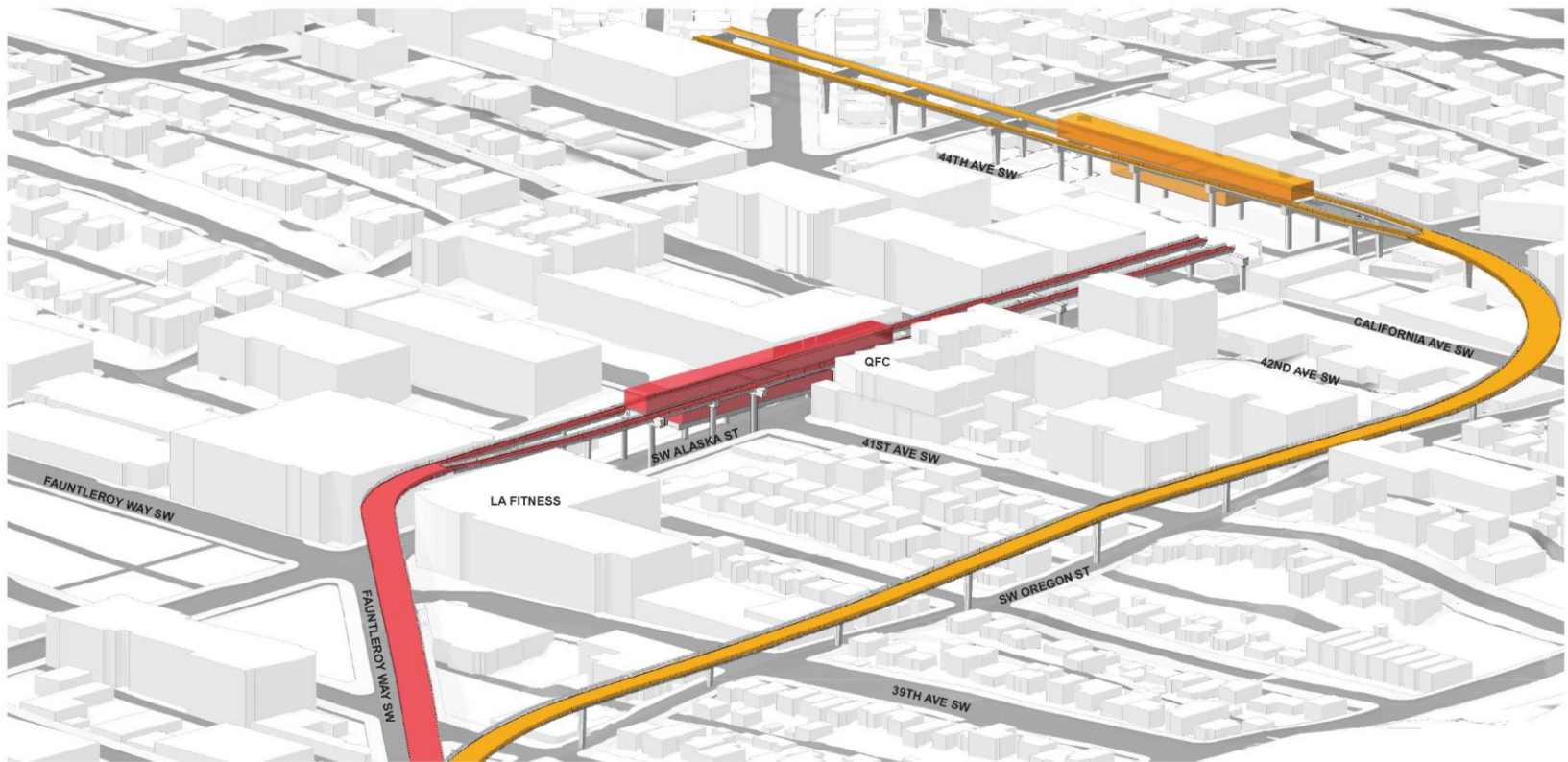
This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING SE

# Delridge Station

## Pigeon Ridge/West Seattle Tunnel



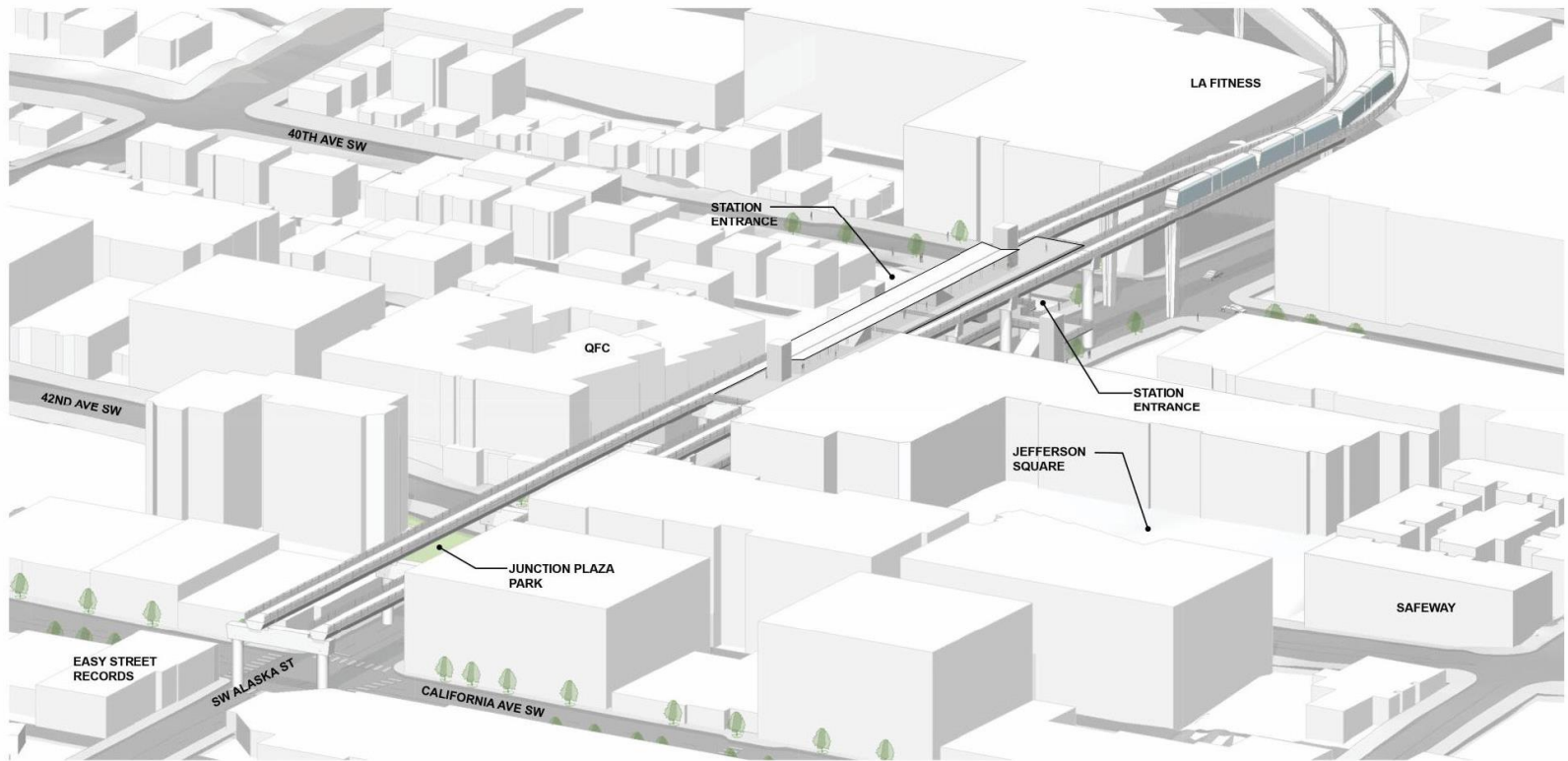


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING SW

# Alaska Junction Station

## Overview of Station Area and Above-Grade Alternatives

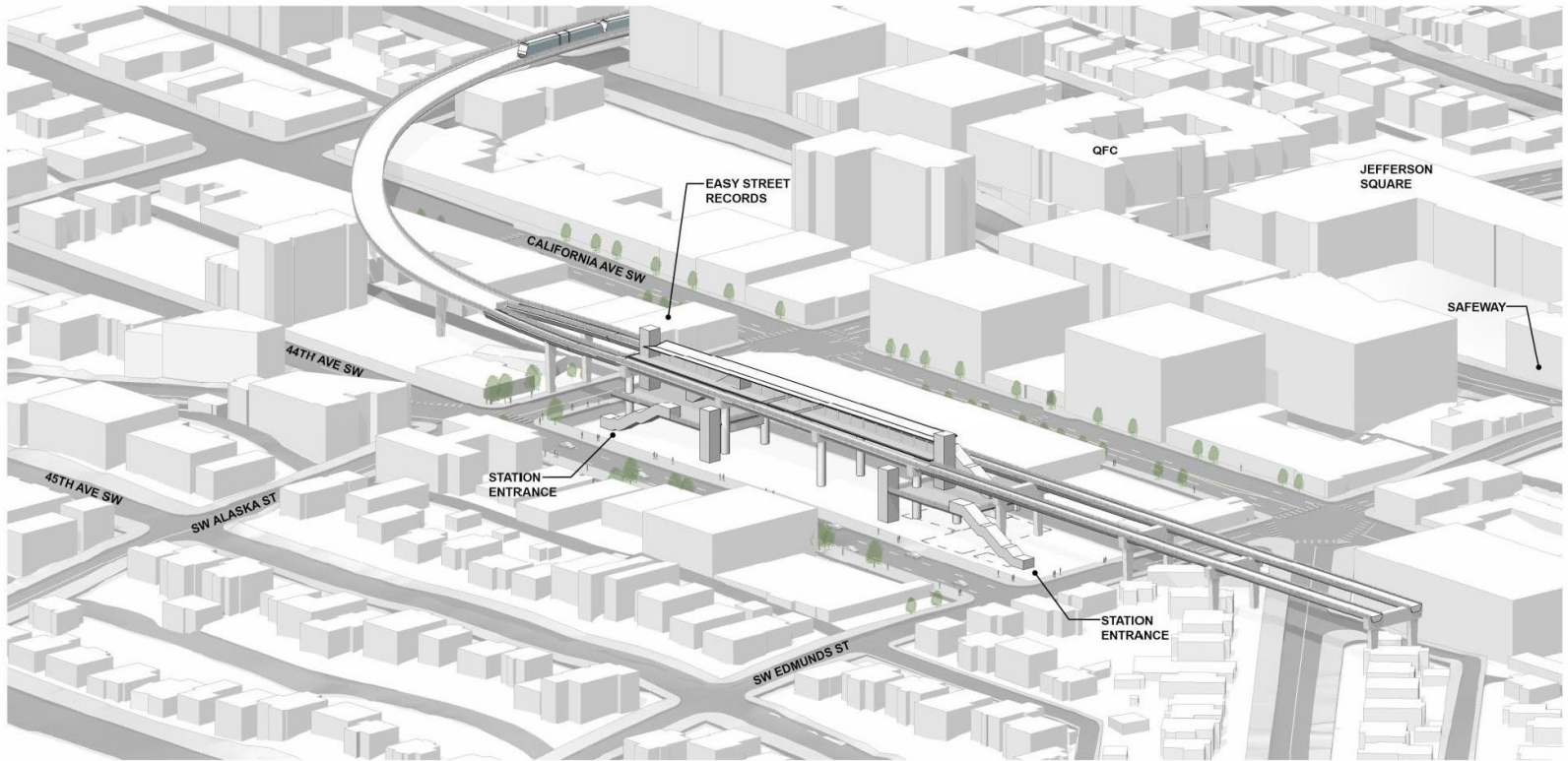


This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

VIEW LOOKING NE

# Alaska Junction Station

ST3 Representative Project



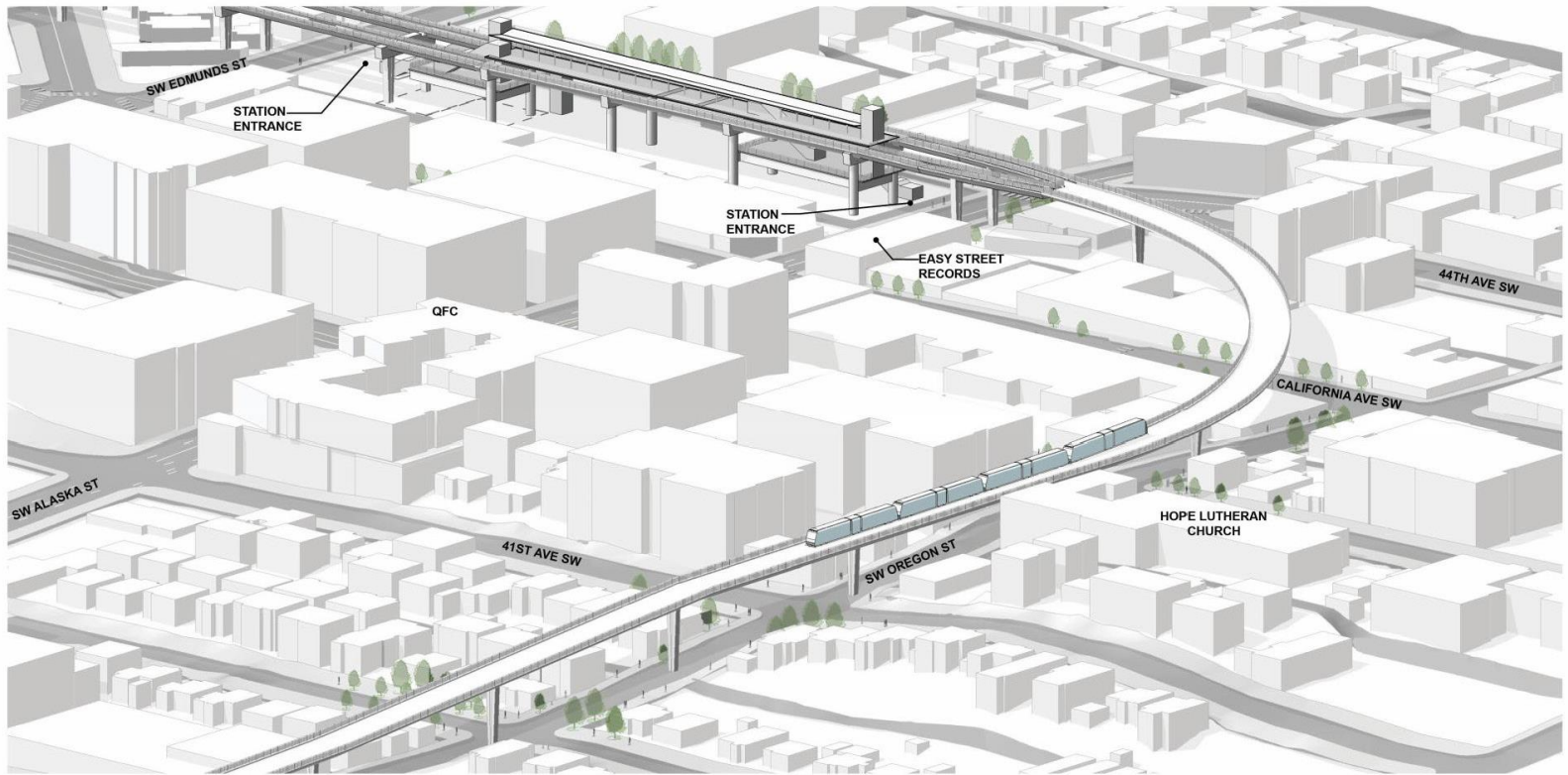
This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

 VIEW LOOKING NE

# Alaska Junction Station

Oregon Street/Alaska Junction/Elevated





This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

VIEW LOOKING SW

# Alaska Junction Station

Oregon Street/Alaska Junction/Elevated

# Neighborhood Forums / Open Houses

## West Seattle

*(Includes Delridge, Avalon and Alaska Junction stations)*

## Downtown Seattle

*(Includes Denny, South Lake Union, Seattle Center, Midtown, Westlake, Chinatown-International District, Stadium and SODO stations)*

## Ballard

*(Includes Smith Cove, Interbay and Ballard stations)*

## Saturday, Sept. 8

9 – 11:30 a.m.

Seattle Lutheran High School Gym (4100 SW Genesee St., Seattle)

## Tuesday, Sept. 11

5:30 – 8 p.m.

Ruth Fisher Boardroom, Union Station (401 S. Jackson St., Seattle)

## Monday, Sept. 17

5:30 – 8 p.m.

Ballard Eagleson VFW (2812 NW Market St., Seattle)