

# *West Seattle and Ballard Links Extensions*

*Transportation & Seattle Public Utilities Committee*

*2/15/2022*



# *Why we're here today*

- Share an overview of the Draft EIS process, community engagement and collaboration
- Provide a snapshot of the Draft EIS results and station planning program

# ***Project background***



# *West Seattle and Ballard Link Extensions project (WSBLE)*

- ✓ Included in Sound Transit 3 (ST3) plan
- ✓ Two light rail extensions and new, light rail-only downtown tunnel
- ✓ 12 miles of light rail service that will serve 14 stations

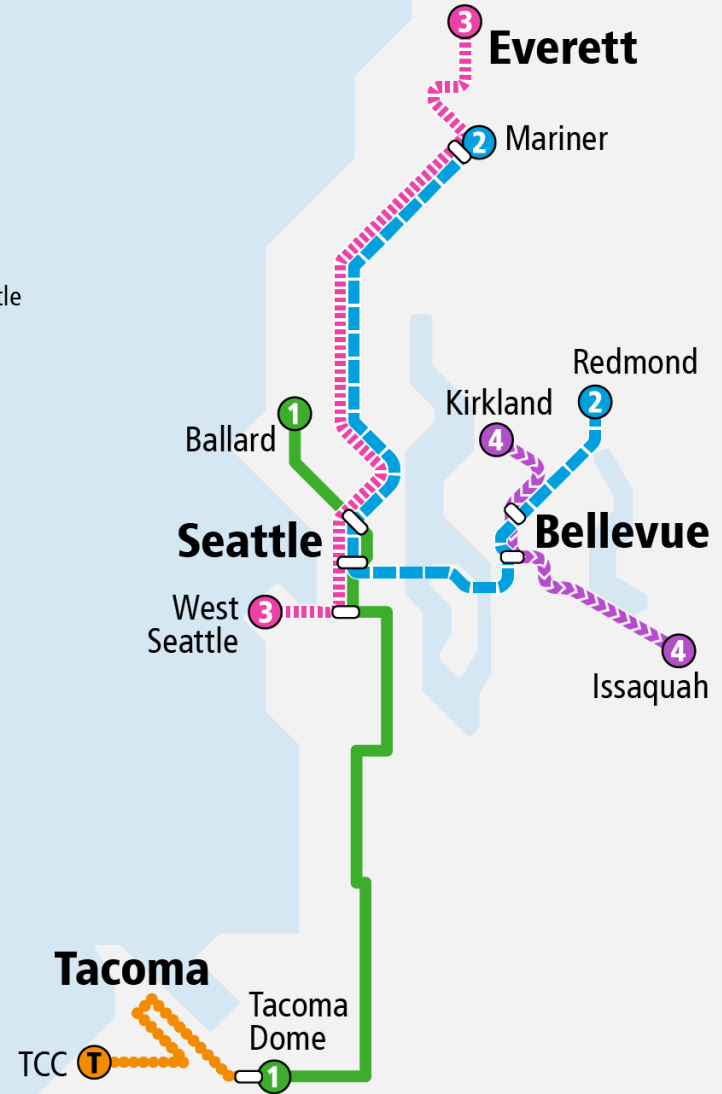
# Operating plan: 2032

-  Lynnwood–Tacoma
-  Lynnwood–Redmond
-  West Seattle–SODO
-  Tacoma Dome–Hilltop
-  Transfer



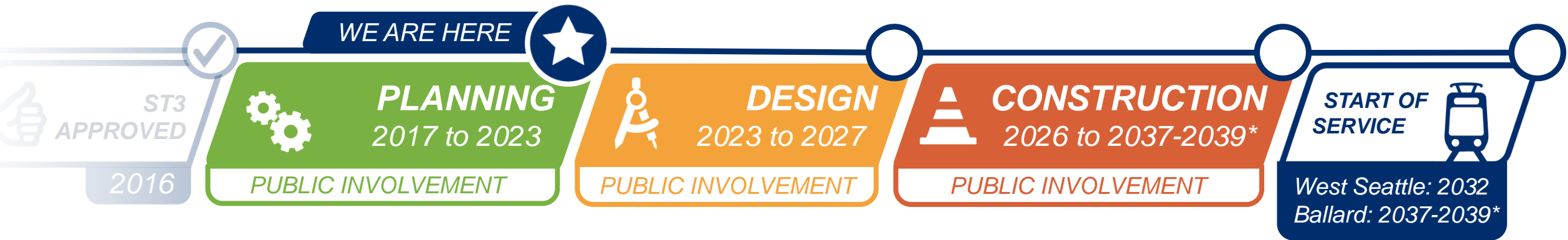
# Operating plan: 2042

-  Ballard–Tacoma
-  Mariner–Redmond
-  Everett–West Seattle
-  Kirkland–Issaquah
-  Tacoma Dome–Tacoma Community College
-  Transfer



# West Seattle and Ballard Link Extensions

## Project timeline





ST3  
APPROVED

2016



# PLANNING



DES

## 2017–2019

### Alternatives development

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

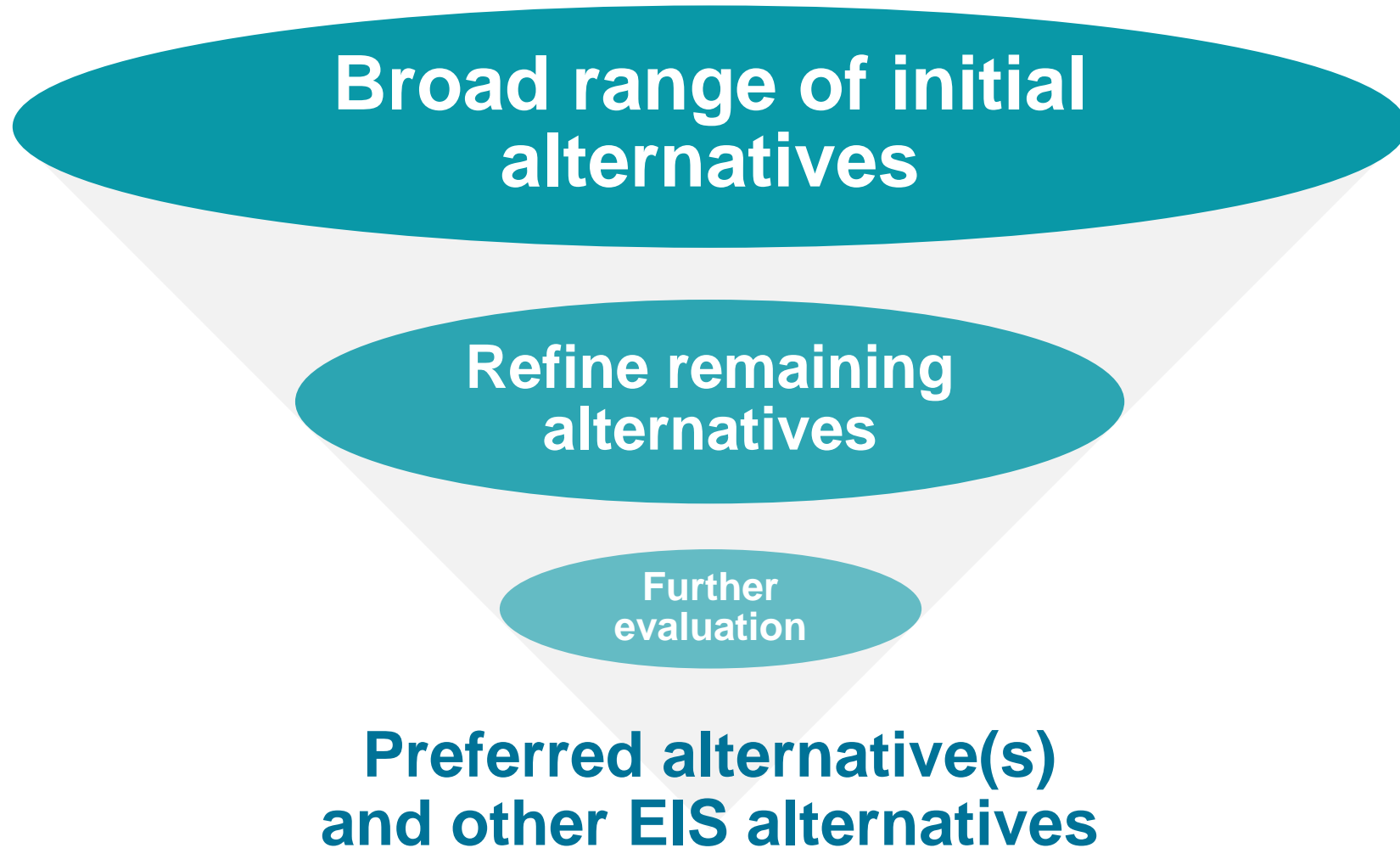
## 2019–2023

### Environmental review

- Early 2022: Publish Draft EIS
- Public comment period
- Board confirms or modifies preferred alternatives
- 2023: Publish Final EIS
- Board selects projects to be built
- Federal Record of Decision

PUBLIC INVOLVEMENT

# *Alternatives development screening process*





# Draft EIS alternatives

## What we're studying in this phase

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

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





ST3  
APPROVED

2016



# PLANNING



DES

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## 2019–2023

### Environmental review

#### Early 2022: Publish Draft EIS

Public comment period

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Federal Record of Decision

PUBLIC INVOLVEMENT

# Draft EIS Comment Period



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



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



# *Racial Equity Toolkit (RET): Outcomes*

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome; and
- Meaningfully involve communities of color and low-income populations in the project.

# *RET Report: Environmental Review Phase*

- *Released as a Draft*
- *Will be updated based on comments received on the Draft EIS*



Racial Equity Toolkit Report:  
Environmental Review Phase

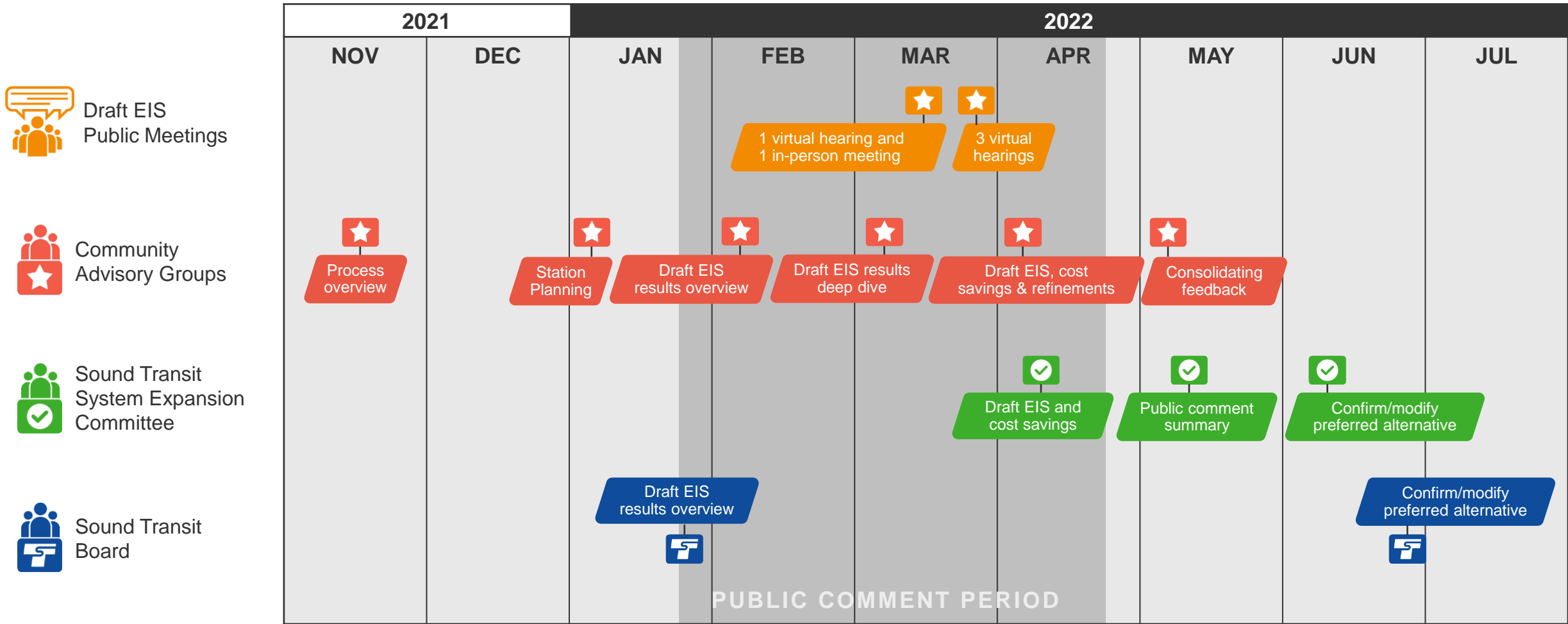


February 2022 | DRAFT

# ***Community Engagement and Collaboration***

# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)



# *Draft EIS Community Engagement*

*Online open house*  *wsblink.participate.online*

*Community Advisory Groups:* 4 meetings/month through May

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

*Draft EIS mailer:* delivered to 130,000 addresses

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



# Community Liaisons

## Capacity building and reaching more people

- Encourage broad awareness & participation in comment period
- Door-to-Door business outreach
- Ethnic media and social media
- Tabling at stations, community spaces, fairs and festivals
- Interpretation at community meetings and briefings



# How can you provide a comment?



Online



Phone



Mail / email



Meetings

In-person and/or virtual\*



Comment in  
any language!

# *Draft EIS results overview*



### PM Peak Travel Times (in 2042)

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



### PM Peak Transit Reliability (in 2042)

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



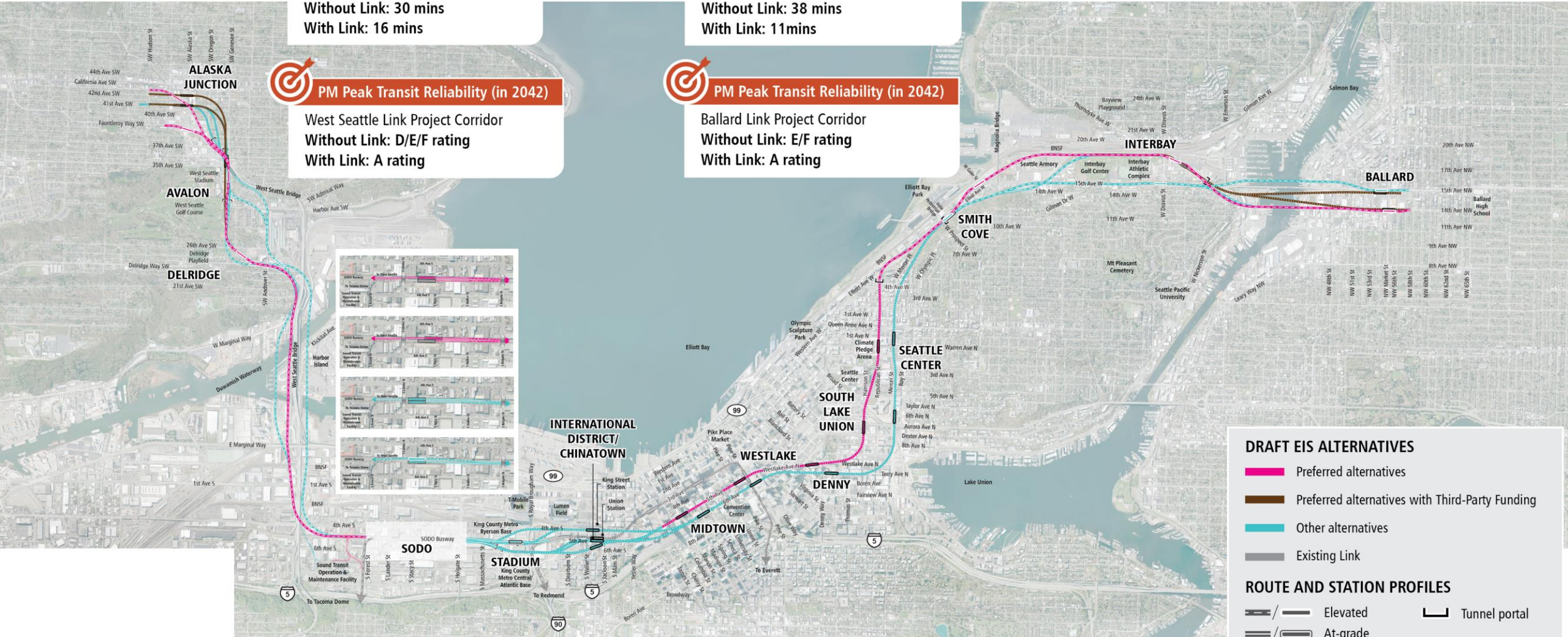
### PM Peak Travel Times (in 2042)

NW Market St/15th Ave NW to Westlake  
Without Link: 38 mins  
With Link: 11mins



### PM Peak Transit Reliability (in 2042)

Ballard Link Project Corridor  
Without Link: E/F rating  
With Link: A rating



**DRAFT EIS ALTERNATIVES**

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

**ROUTE AND STATION PROFILES**

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

# What is typically studied in an EIS?



## **Transportation**

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



## **Natural environment**

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









## **Built environment**

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

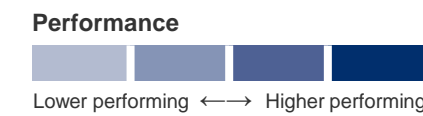
# Draft EIS alternatives





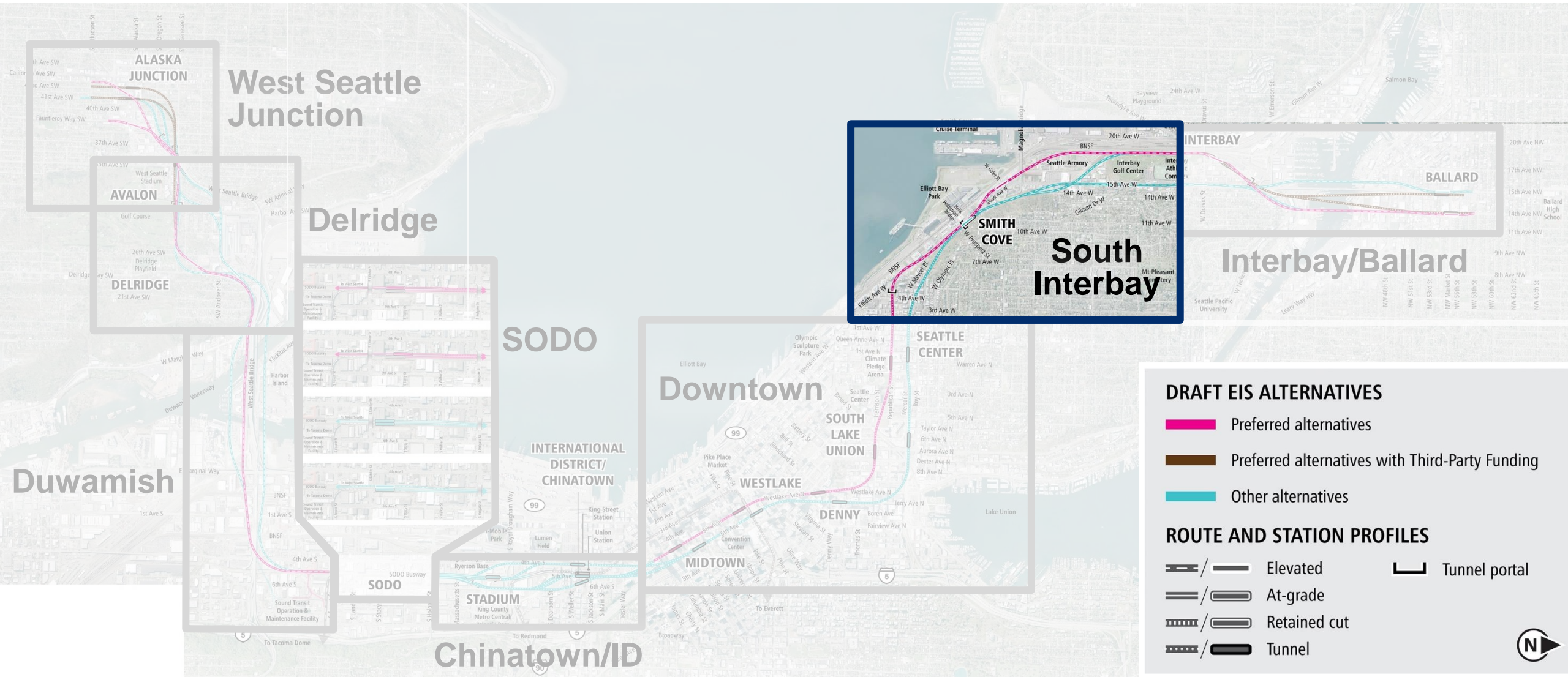
	5th/Harrison	6th/Mercer
<b>Project cost</b>  (2019\$ in dollars)	\$4.7-4.9B	\$4.9-5.0B
<b>Residential displacements</b> 	26 units	167 units
<b>Business displacements</b> 	44 to 46	47
<b>Historic properties effects</b> 	3	9
<b>Park effects</b>  (permanent)	1 park (0.4 acres)	2 parks (0.6 acres)
<b>Traffic effects</b>  (full closures)	5 to 8 roadways	4 roadways
<b>Other considerations</b> 	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> <li>• 2 sensitive uses in South Lake Union</li> <li>• 5 sensitive uses in Seattle Center</li> </ul> <p>Disruption to Streetcar operation during construction (Westlake Ave)</p> <p>Connects to all CID alternatives</p> <p>Connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay</p>	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> <li>• 4 sensitive uses in South Lake Union</li> <li>• 4 sensitive uses in Seattle Center</li> </ul> <p>Disruption to Streetcar operation during construction (Terry/Thomas)</p> <p>Connects only to CID shallow alternatives</p> <p>Connects only to Prospect Street Station in South Interbay</p>

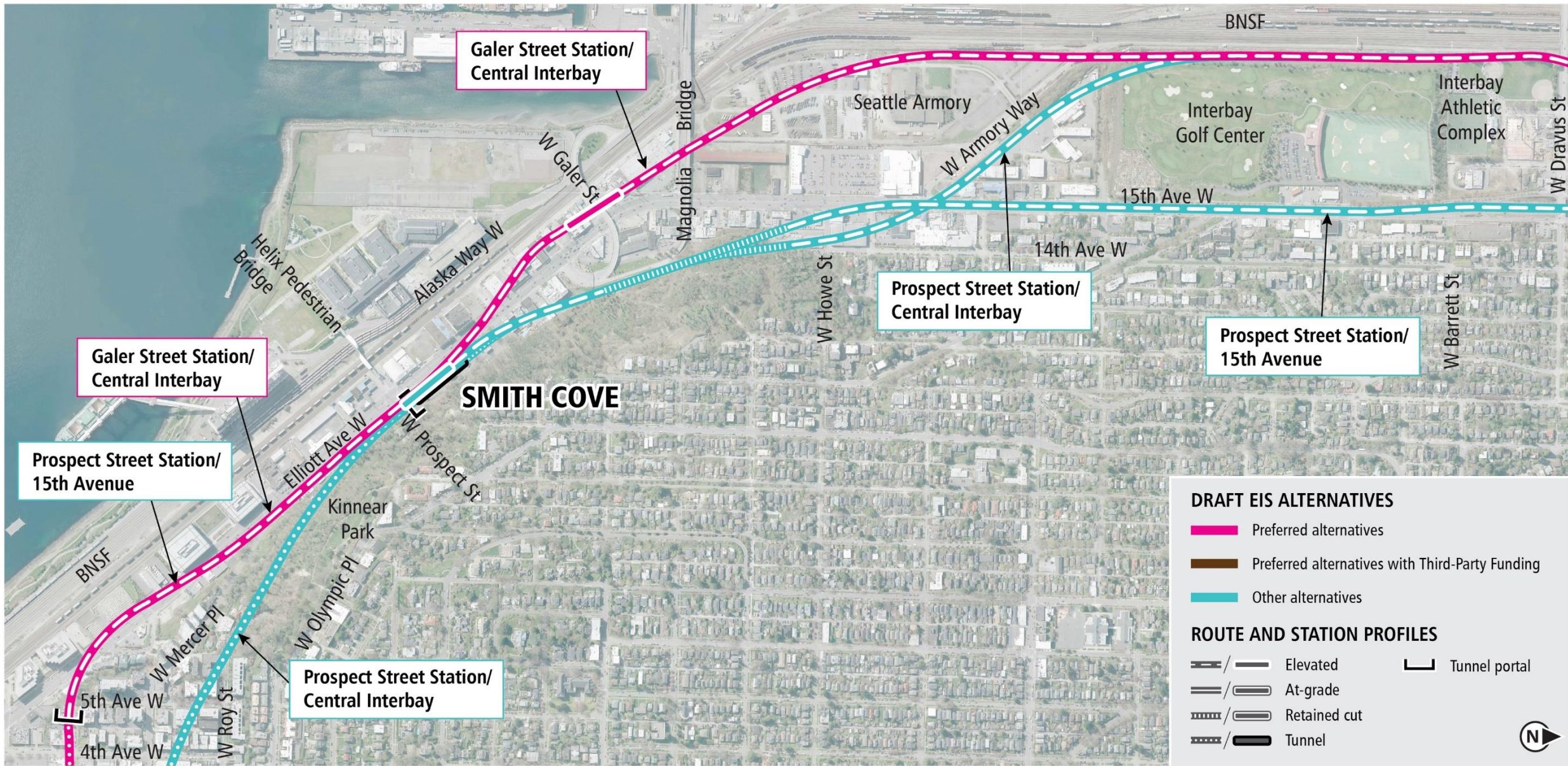
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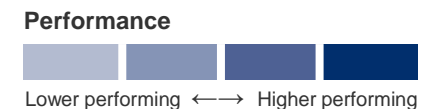
# Draft EIS alternatives



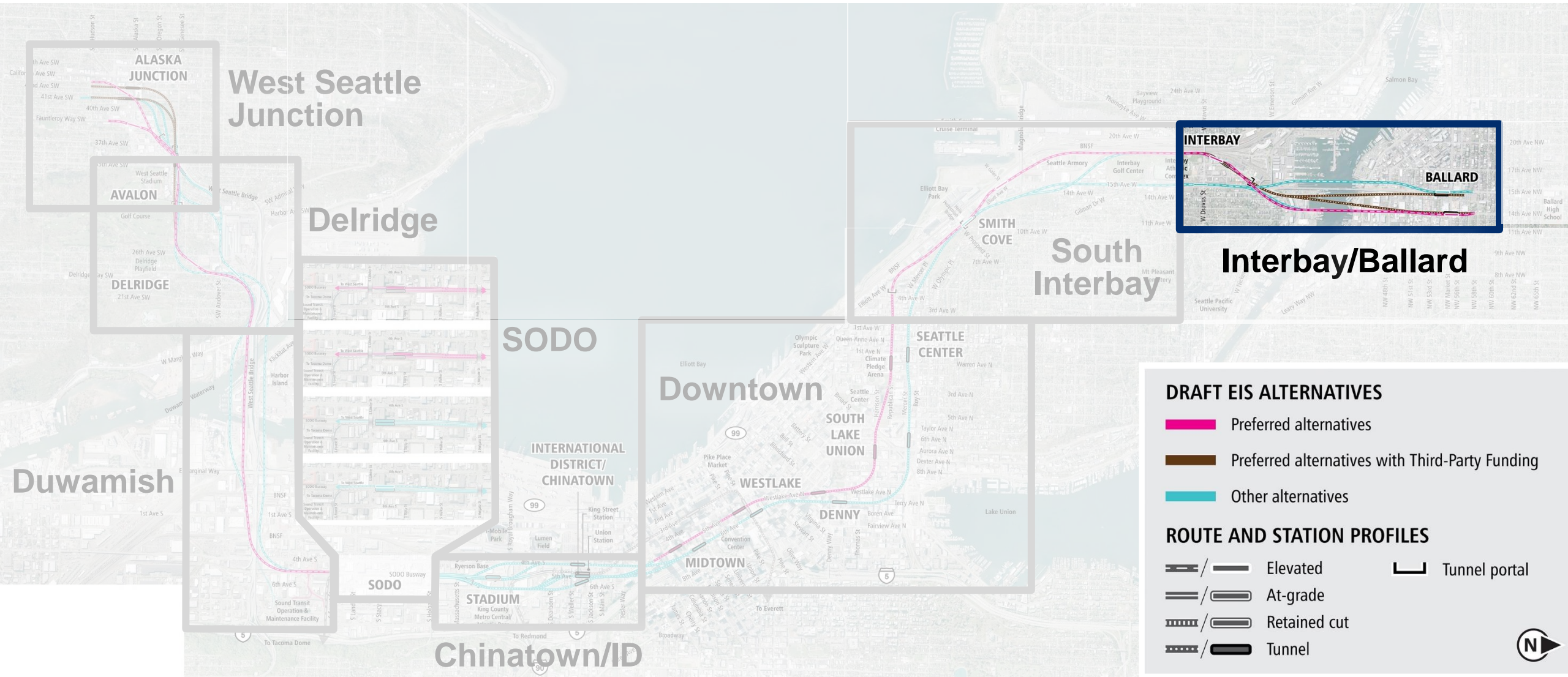


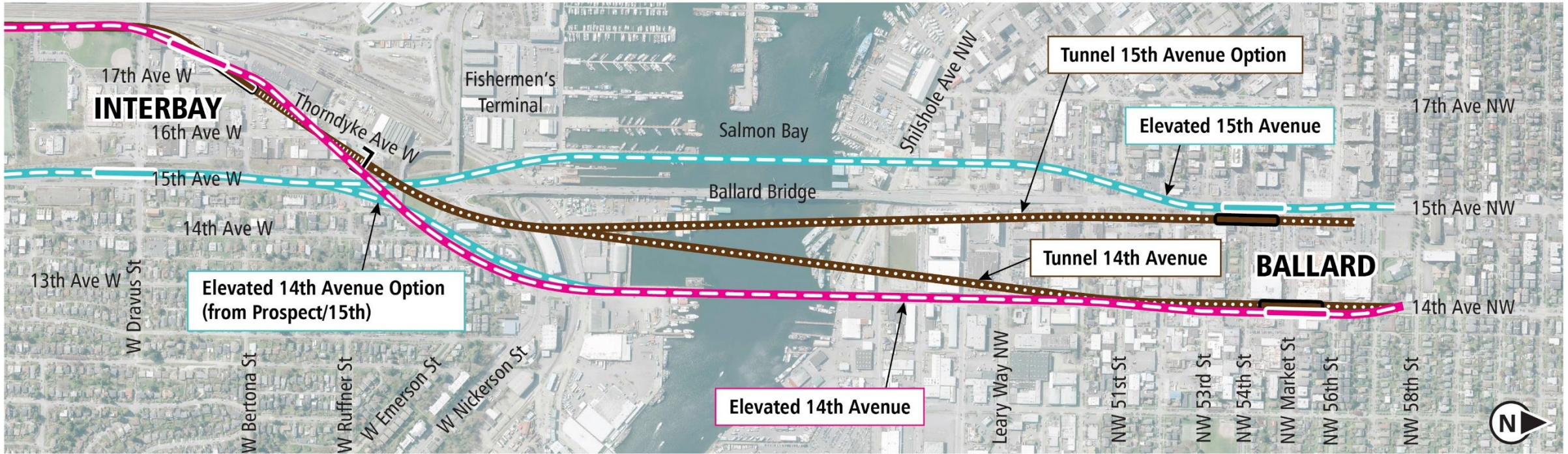
	Galer Street Station/ Central Interbay	Prospect Street Station/ 15th Avenue	Prospect Street Station/ Central Interbay
<b>Project cost</b>  (2019\$ in billions)	\$1.3B	\$1.4-1.5B	\$1.5-1.6B
<b>Residential displacements</b> 	174 units	123 units	5 units
<b>Historic properties effects</b> 	7	8	2
<b>Park effects</b>  (Permanent)	3.1 acres	0.7 acres	4.0 acres
<b>Biodiversity effects</b>  (Permanent)	<0.1 acre	3.8 acres	5.5 acres
<b>Roadway effects</b>  (Guideway)	0.4 mile	1.0 mile	0.1 mile
<b>Other considerations</b> 		Queen Anne hillside steep slopes	Queen Anne hillside steep slopes

The above information is for illustration only. Please refer to DEIS for further detail.



# Draft EIS alternatives











**DRAFT EIS ALTERNATIVES**

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

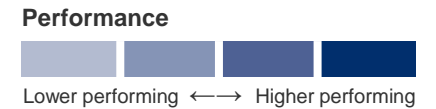
**ROUTE AND STATION PROFILES**

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



	Elevated 14th Avenue	Tunnel 14th Avenue	Tunnel 15th Avenue Option	Elevated 14th Avenue Option (from Prospect/15th)	Elevated 15th Avenue
<b>Project cost</b> (2019\$ in billions) 	\$1.5-1.6B	\$1.5B	\$1.7B	\$1.6B	\$1.5B
<b>Residential displacements</b> 	105 units	14 units	21 units	151 units	25 units
<b>Historic property effects</b> 	7	4	3	7	10
<b>Employee displacements</b> 	610	380	370	400	620
<b>In-water effects</b> (Permanent) 	1.2 acre	none	none	1.2 acre	0.8 acre
<b>Other considerations</b> 	Maritime business displacements Boat ramp and stormwater outfall relocation		Construction closures on 15th	Maritime business displacements Boat ramp and stormwater outfall relocation	Maritime business displacements Delays from bridge opening

The above information is for illustration only. Please refer to DEIS for further detail.



# Draft EIS alternatives











**DRAFT EIS ALTERNATIVES**

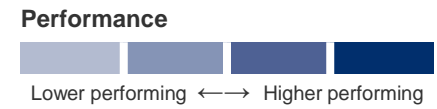
- Other alternatives
- Existing Link

**ROUTE AND STATION PROFILES**

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



	4th Shallow	4th Deep	5th Shallow	5th Shallow Diagonal Station Configuration	5th Deep
<b>Project cost</b>  (2019\$ in billions)	\$1.8B (+\$100M)*	\$1.7B (+200M)*	\$1.2-1.3B	\$1.2-1.3B	\$1.3B (+200M)*
<b>Residential displacements</b> 	120 units	none	none	none	none
<b>Business displacements</b> 	5 to 8	5	19	19	18
<b>Platform access</b> 		Elevator only			Elevator only
<b>Construction effects</b> 	Station construction duration (9 to 11 years)	Station construction duration (8 to 10 years)	Station construction duration (8 to 9 years)	Station construction duration (5 to 6 years)	Station construction duration (6.5 to 7.5 years)
	Detours 15,000 vehicles per day (6 years)	Detours 30,000 vehicles per day (6.5 years)	Detours 5,000 vehicles per day (9 months)	—	—
	Disrupts streetcar operations (2 years)	Disrupts streetcar operations (2 years)	Disrupts streetcar operations (6 months)	—	—
	Relocates major utilities	Relocates major utilities	Relocates major utilities and utility corridor	Avoids major utility relocations	Avoids major utility relocations
	Closes Stadium Station (up to 2 years)	—	—	—	—
	Link light rail closure ** (6 to 7 weeks)	—	—	Re-routes trolley bus (to 7th or 8th Ave S)	Temporary closure: 8 businesses (< 1 year)
<b>Other considerations</b> 	Connects to all Downtown alternatives	Connects only to Downtown 5th Ave/ Harrison St.	Connects to all Downtown alternatives	Connects to all Downtown alternatives	Connects only to Downtown 5th Ave/ Harrison St.
	Connects to all SODO Alternatives	Connects only to SODO At-Grade South Station Option	Connects to all SODO alternatives	Connects to all SODO alternatives	Connects to SODO At-Grade, SODO At-Grade Staggered Station Configuration and SODO At-Grade South Station Option
	Affects Ryerson Bus Base	Displaces Ryerson Bus Base			
	<i>The above information is for illustration only. Please refer to DEIS for further detail.</i>				

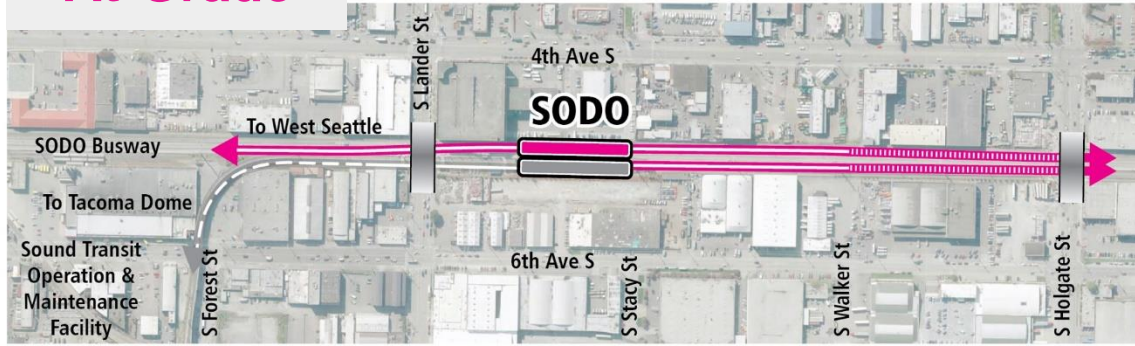


\*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)  
 \*\* Between SODO and International District/Chinatown stations

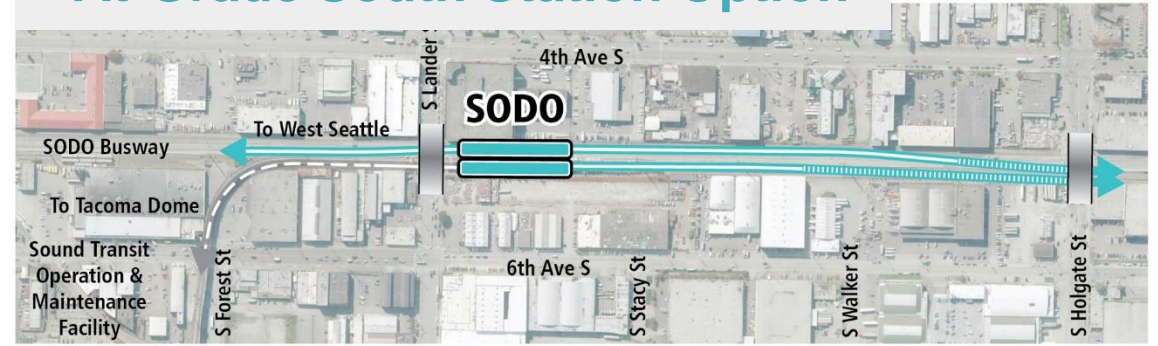
# Draft EIS alternatives



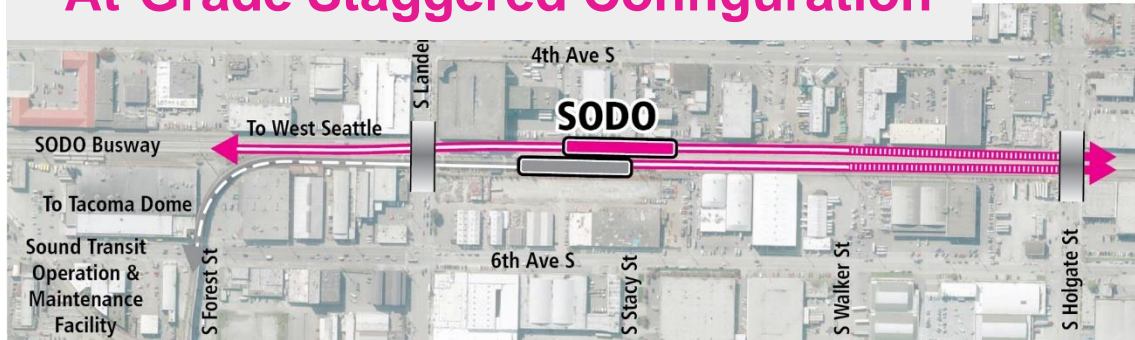
## At-Grade



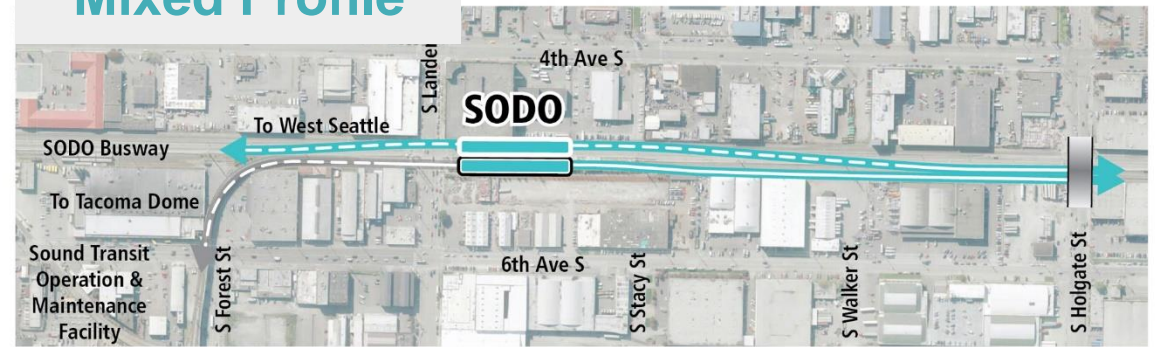
## At-Grade South Station Option



## At-Grade Staggered Configuration



## Mixed Profile








### DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Other alternatives
- █ Existing Link

### ROUTE AND STATION PROFILES

- At-grade
- Retained cut
- Elevated
- Street overpass



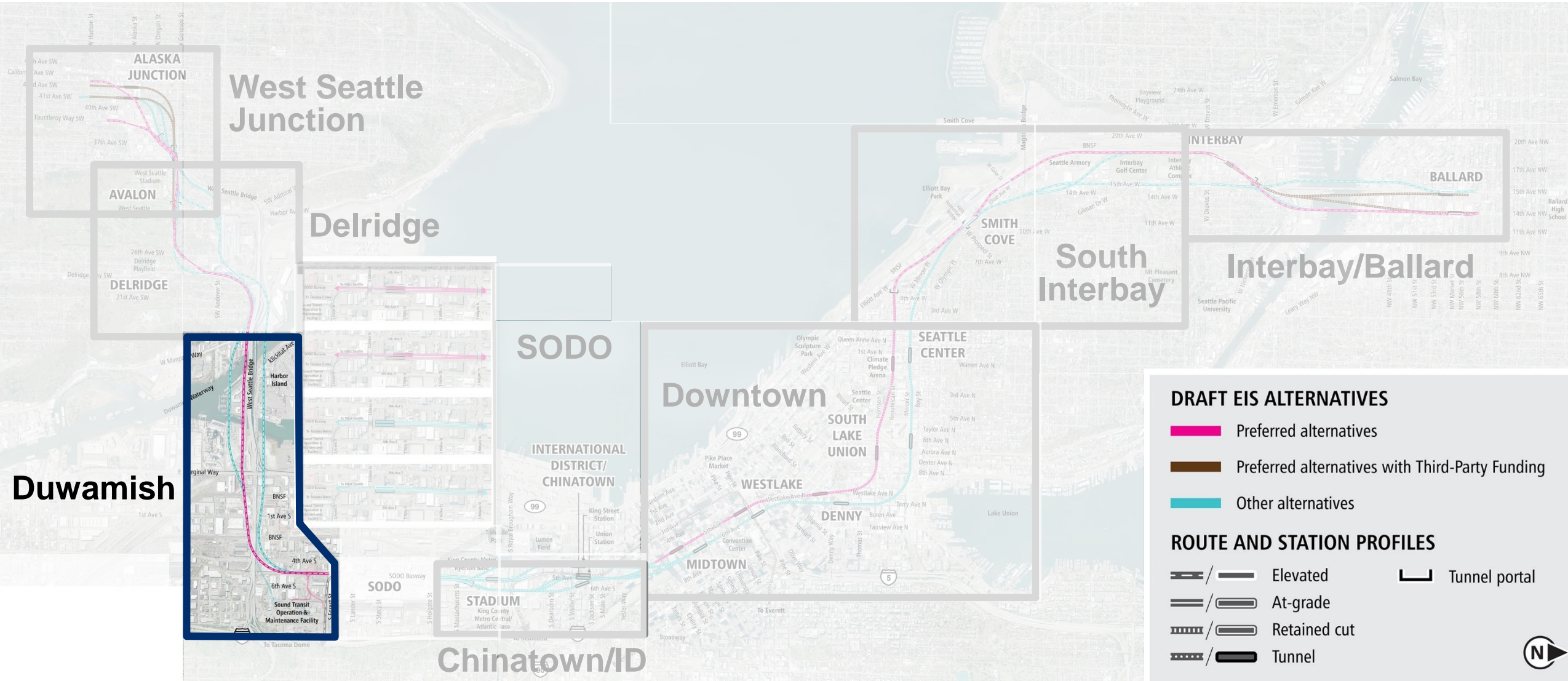
	At-Grade	At-Grade Staggered Station Configuration	At-Grade South Station Option	Mixed Profile
<b>Project cost</b>  (2019\$ in billions)	\$0.6-0.7B	\$0.5-0.6B	\$0.6-0.7B	\$0.8B
<b>Business displacements</b> 	20 to 32	19 to 31	17 to 29	23
<b>Transportation effects</b> 	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (temporary closure 10 years)
<b>Construction effects</b> 	S. Lander Street closure (2 years)	S. Lander Street closure (2 years)	S. Lander Street closure (3 years)	S. Lander Street closure (nights/weekends)
<b>Other considerations</b> 	Two new grade separated crossings  Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep	Two new grade separated crossings  Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep  Avoids USPS relocation	Two new grade separated crossings  Connects to all CID alternatives	One new grade separated crossing  Connects to CID 4th Shallow, 5th Shallow and 5th Shallow Diagonal

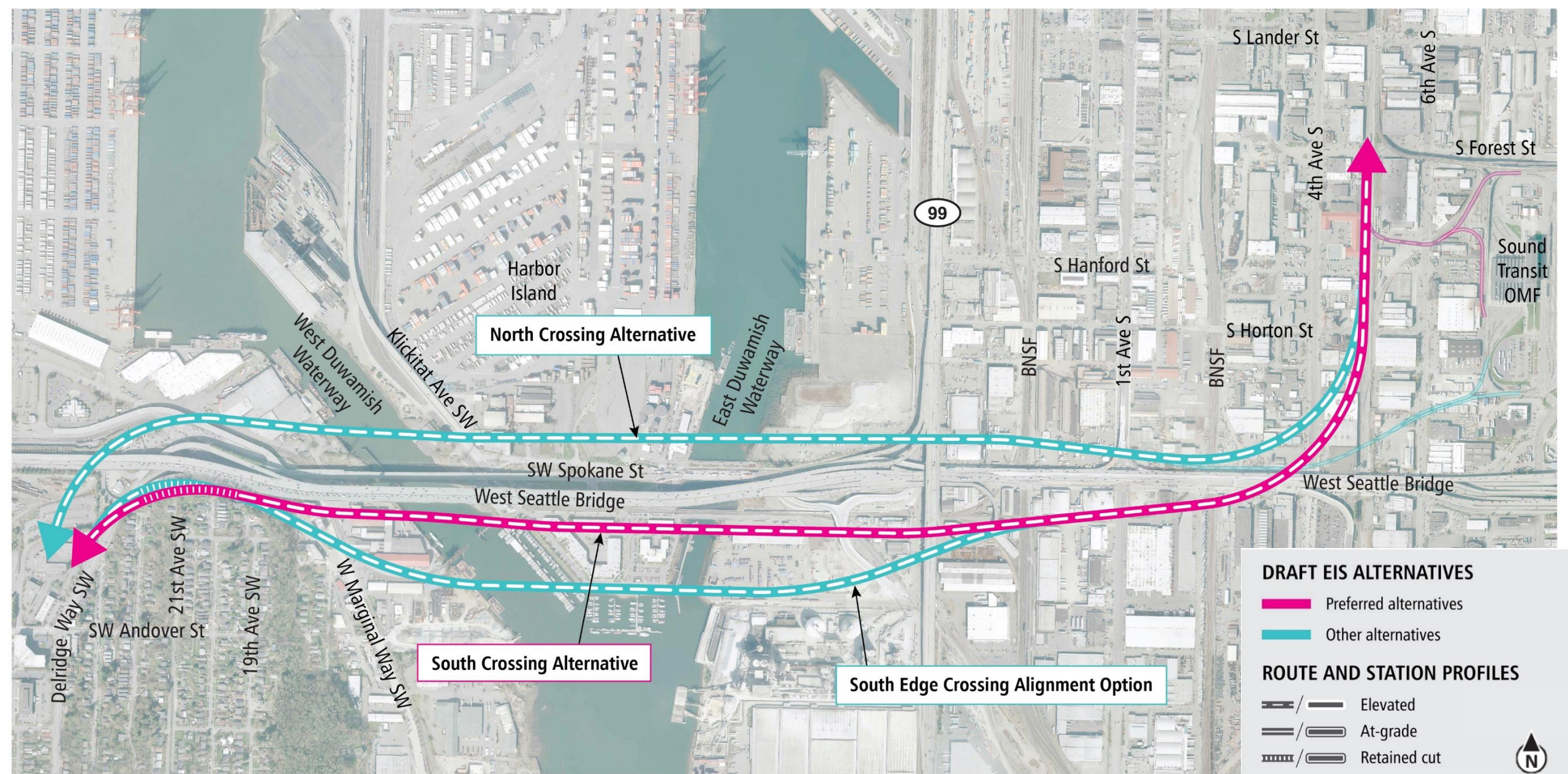
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Performance



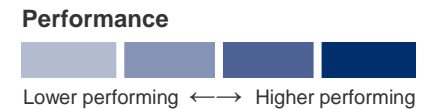
# Draft EIS alternatives



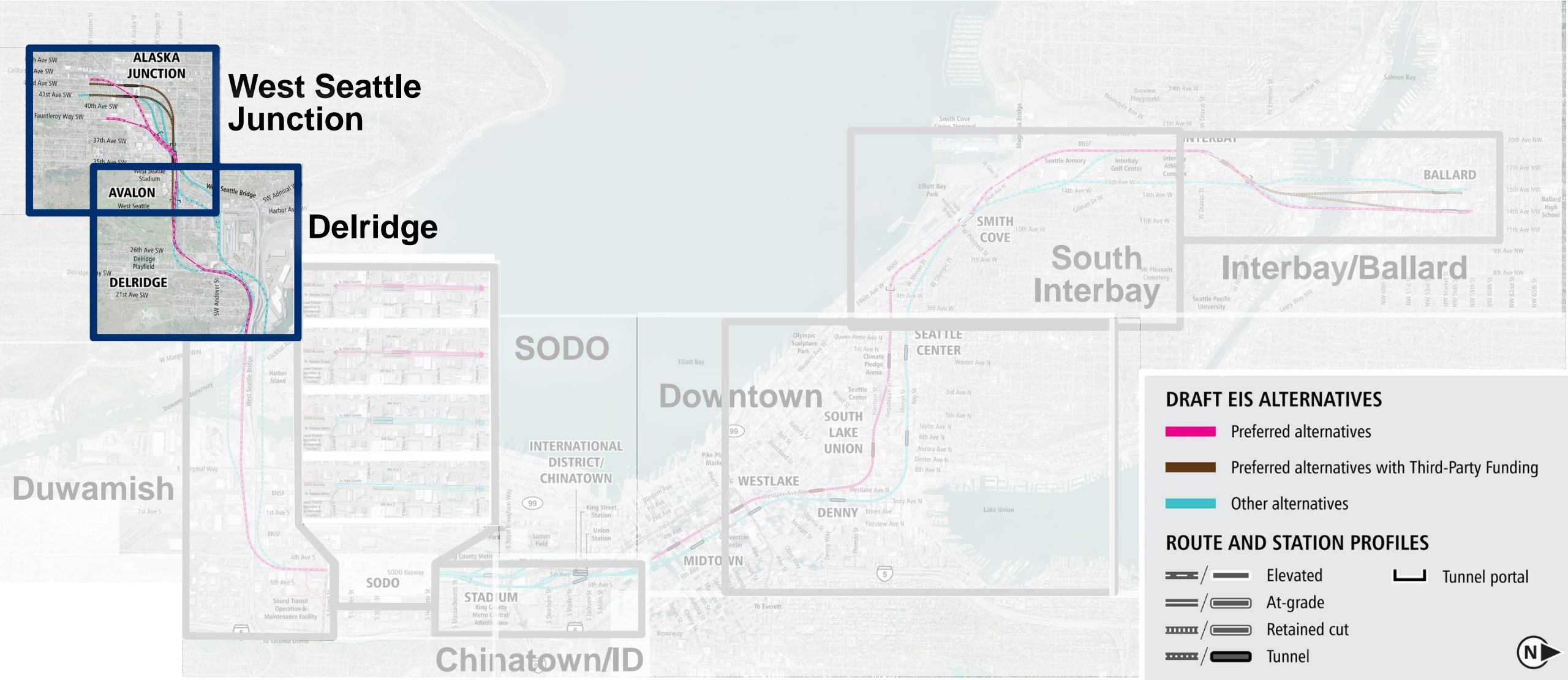


	South Crossing Alternative	South Edge Crossing Alignment Option	North Crossing Alternative
<b>Project cost</b> (2019\$ in billions) 	\$1.2B	\$1.3B	\$1.5B
<b>Residential displacements</b> 	26 units	26 units	none
<b>Business displacements</b> 	36	29	38
<b>Maritime Business displacements</b> 	3	5	10
<b>Park effects</b> (permanent) 	1.5 acres	1.9 acres	none
<b>Other considerations</b> 	Pigeon Point constructability BNSF bridge constructability	Pigeon Point constructability In-water columns necessary Marinas	Port of Seattle T-5 & T-18 T-25 restoration site Fire Station 14 effects

The above information is for illustration only. Please refer to DEIS for further detail.








# Draft EIS alternatives

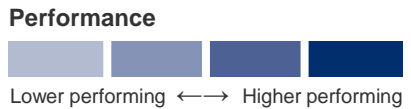






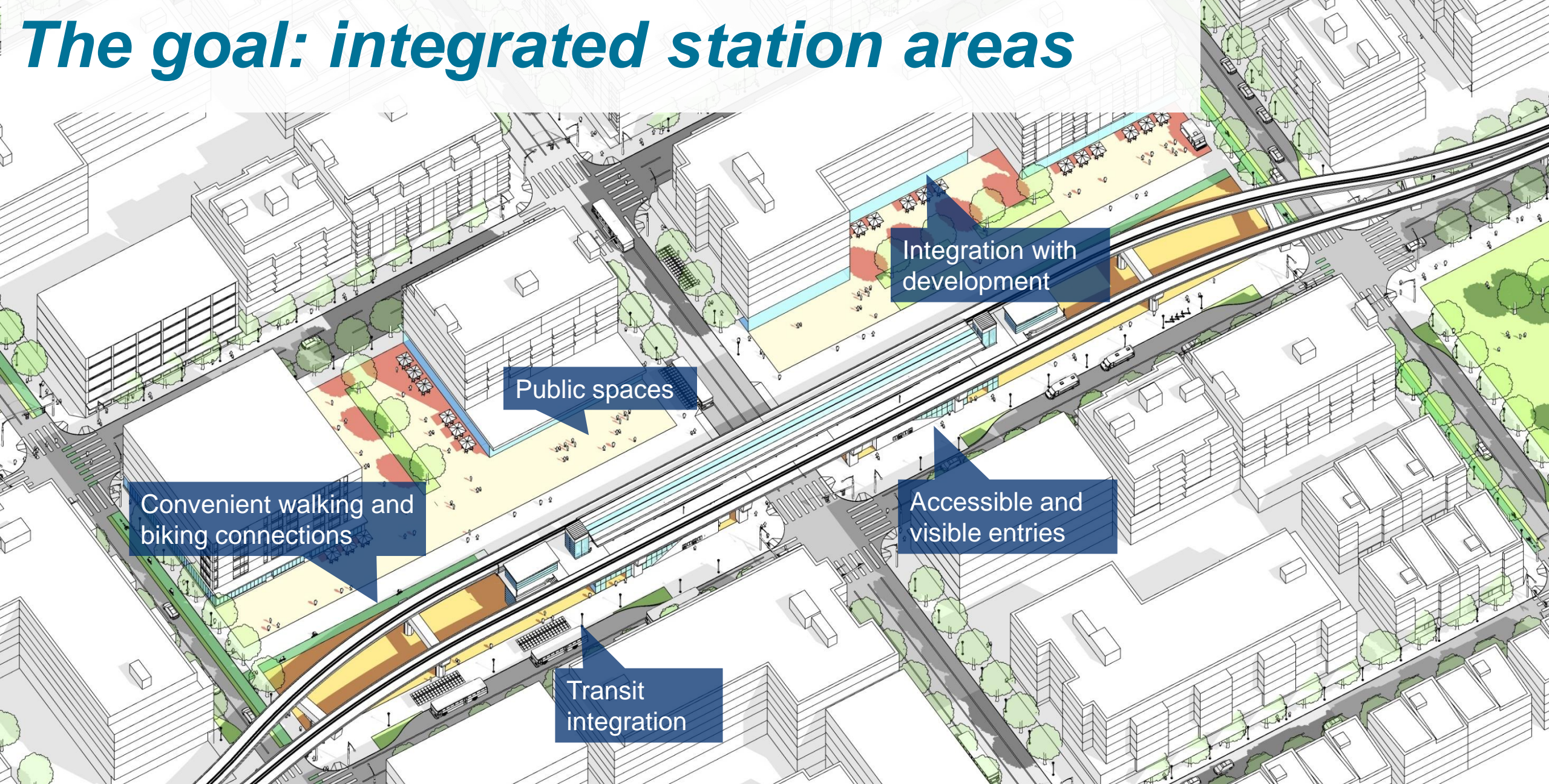
	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Short Tunnel 41st Dakota St	Medium Tunnel 41st Andover St Lower Height	Elevated Fauntleroy Andover St
<b>Project cost</b> (2019\$ in billions) 	\$1.6B	\$2.0B	\$2.1B	\$2.2B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

The above information is for illustration only. Please refer to DEIS for further detail.



# *Station Planning*

# The goal: integrated station areas



Integration with development

Public spaces

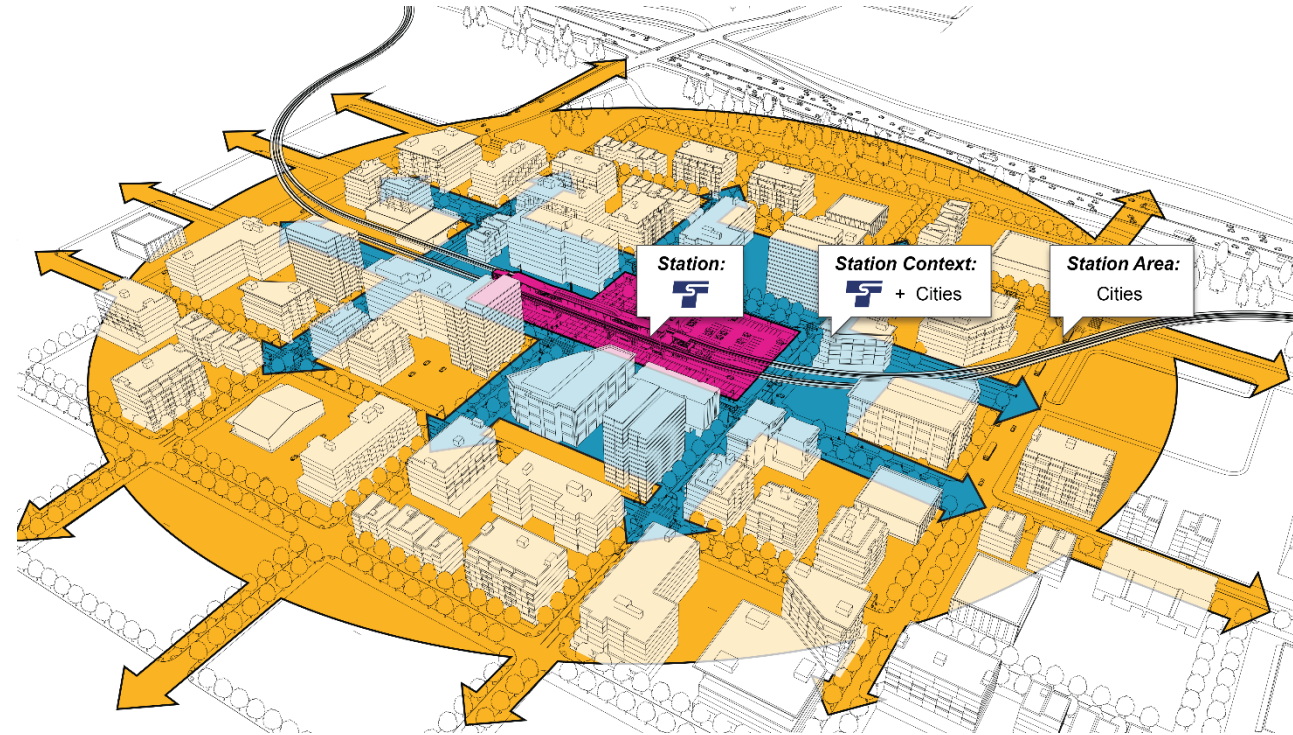
Convenient walking and biking connections

Accessible and visible entries

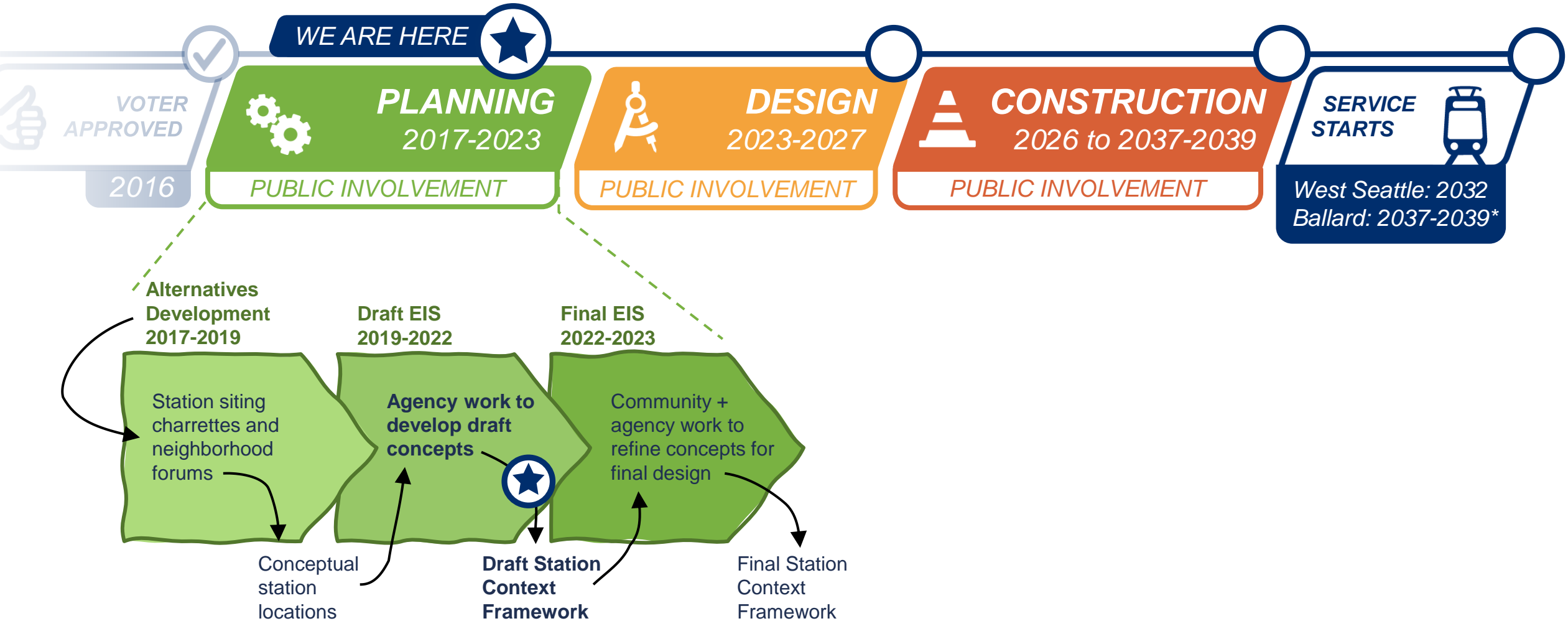
Transit integration

# Co-planning focus: the “Station Context”

- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others’ investments
- Work to align existing and planned investments in service of community priorities and accessibility needs



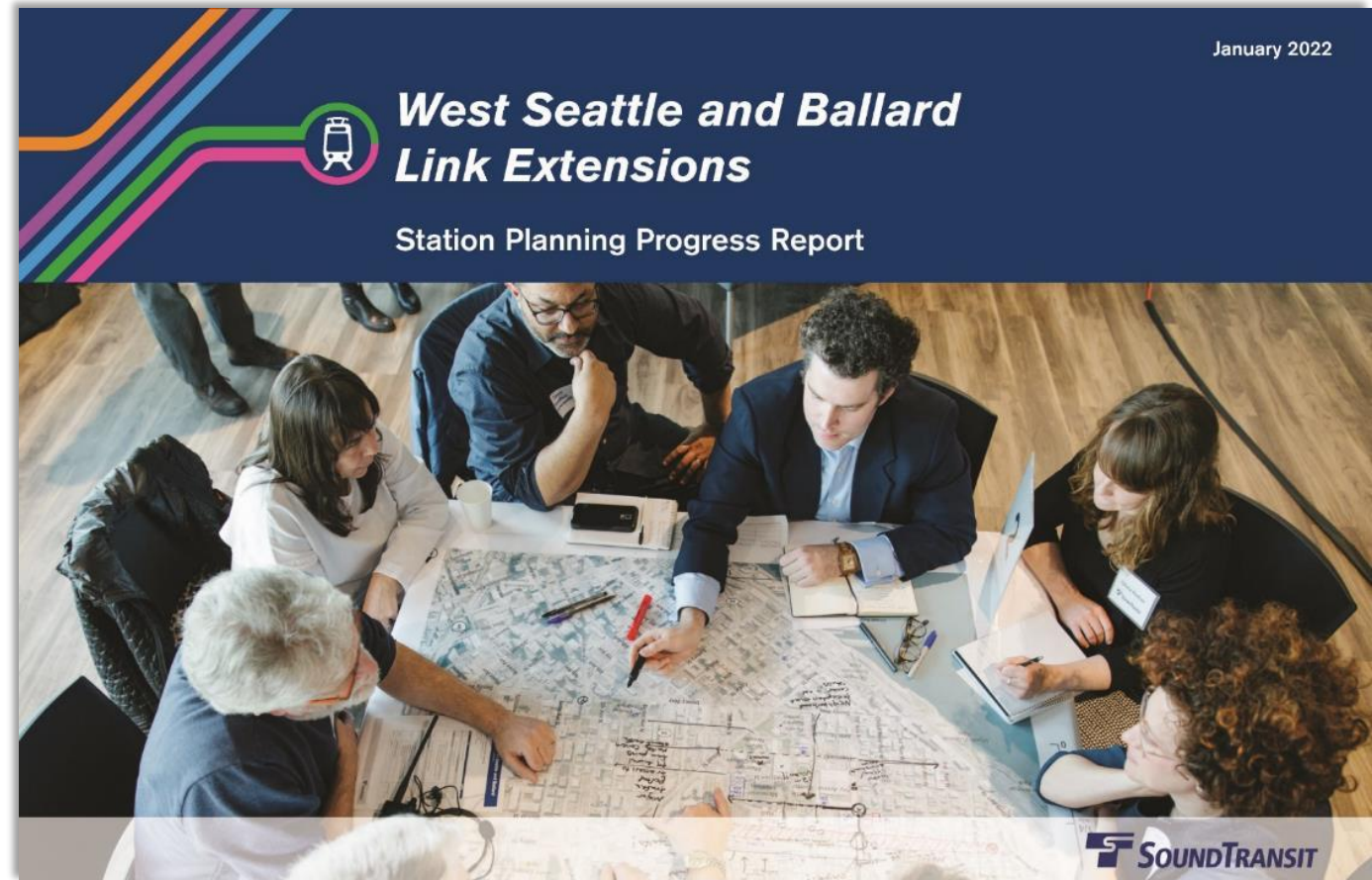
# How we got here (and what's next)



# Station Planning Progress Report

*Now available on  
[wsblink.participate.online!](https://wsblink.participate.online/)*

- **Viewable and downloadable as full document or individual chapters on “Stations” tab**
- Provides a summary of Draft EIS station concepts
- Presents ideas developed by agency partners for communities to provide feedback on in future station area planning
- Focuses on access to stations by foot, bike, and bus; potential transit-oriented development areas; and opportunities for public space and streets around the stations

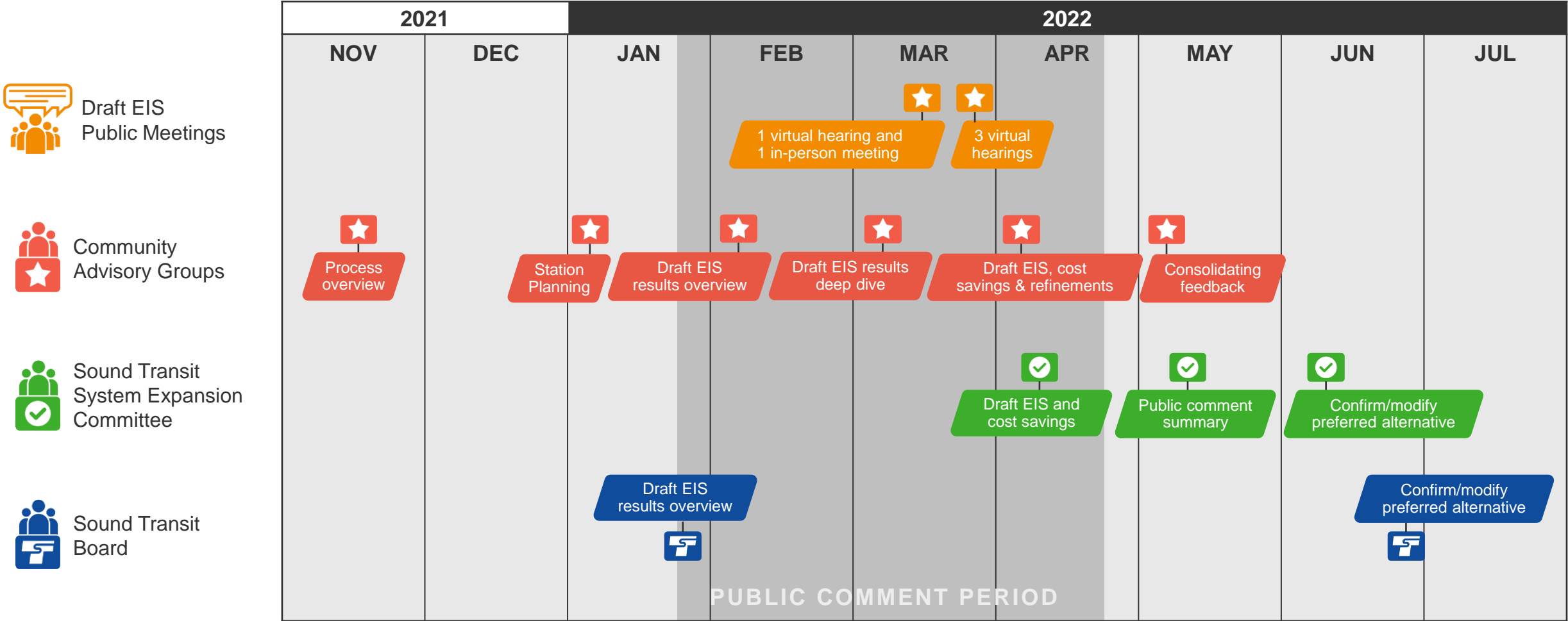


***Next steps***



# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)



# **Upcoming Community Advisory Groups**

## **Draft EIS results deep dive**



### **Interbay/Ballard Community Advisory Group**

Tuesday, March 1, 2022 from 5pm to 7pm

### **Downtown Community Advisory Group**

Thursday, March 3, 2022 from 5pm to 7pm

### **West Seattle/Duwamish Community Advisory Group**

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

### **CID/SODO Community Advisory Group**

Thursday, March 10, 2022 from 5pm to 7pm

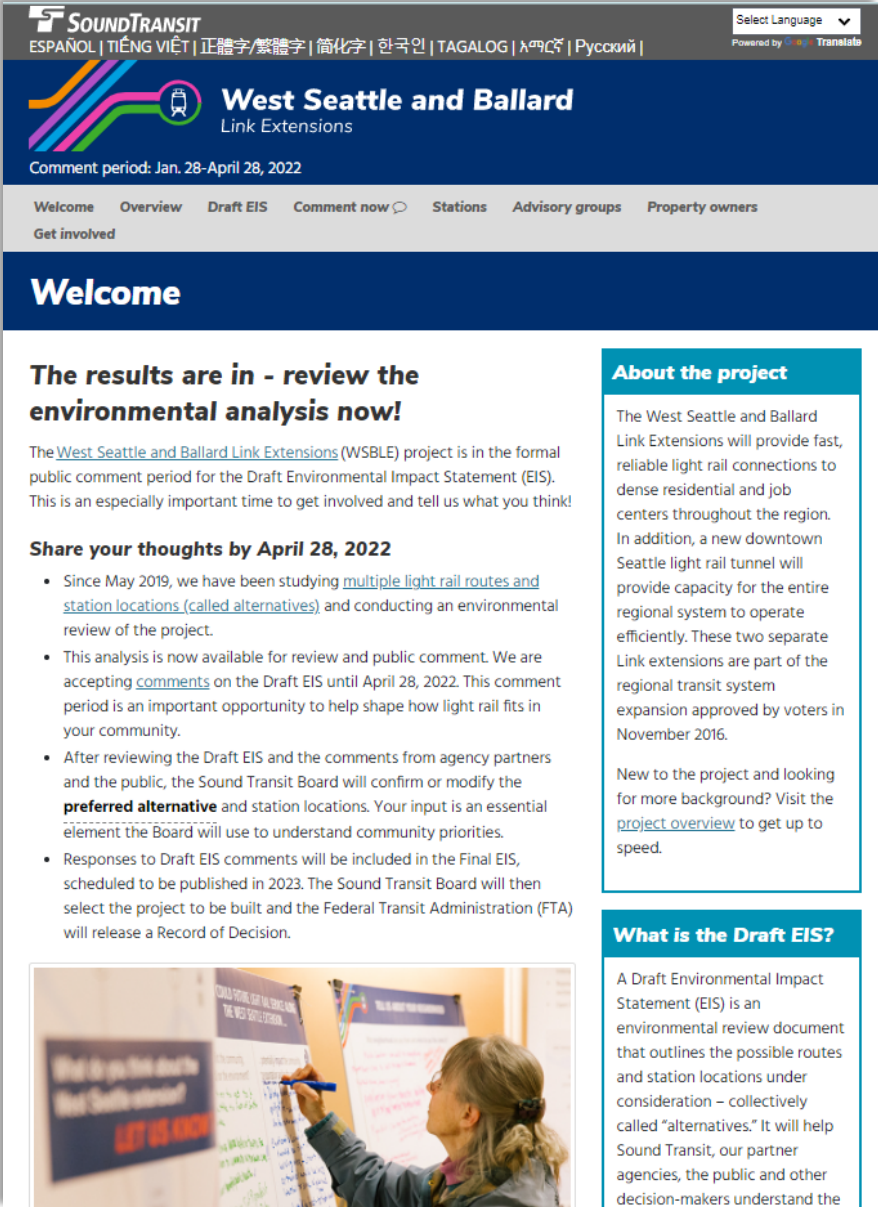
*Advisory group meetings are livestreamed and recorded.*


*For more information and meeting links, visit: [wsblink.participate.online](https://wsblink.participate.online)*

# Online Open House


## The [wsblink.participate.online](https://wsblink.participate.online) features:

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



**SOUNDTRANSIT**  
ESPAÑOL | TIẾNG VIỆT | 正體字/繁體字 | 简化字 | 한국어 | TAGALOG | አማርኛ | Русский |  
Powered by  Translate

**West Seattle and Ballard**  
Link Extensions  
Comment period: Jan. 28-April 28, 2022

Welcome Overview Draft EIS Comment now  Stations Advisory groups Property owners  
Get involved

## Welcome

**The results are in - review the environmental analysis now!**

The [West Seattle and Ballard Link Extensions \(WSBLE\)](#) project is in the formal public comment period for the Draft Environmental Impact Statement (EIS). This is an especially important time to get involved and tell us what you think!

**Share your thoughts by April 28, 2022**

- Since May 2019, we have been studying [multiple light rail routes and station locations \(called alternatives\)](#) and conducting an environmental review of the project.
- This analysis is now available for review and public comment. We are accepting [comments](#) on the Draft EIS until April 28, 2022. This comment period is an important opportunity to help shape how light rail fits in your community.
- After reviewing the Draft EIS and the comments from agency partners and the public, the Sound Transit Board will confirm or modify the **preferred alternative** and station locations. Your input is an essential element the Board will use to understand community priorities.
- Responses to Draft EIS comments will be included in the Final EIS, scheduled to be published in 2023. The Sound Transit Board will then select the project to be built and the Federal Transit Administration (FTA) will release a Record of Decision.


**About the project**

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region. In addition, a new downtown Seattle light rail tunnel will provide capacity for the entire regional system to operate efficiently. These two separate Link extensions are part of the regional transit system expansion approved by voters in November 2016.

New to the project and looking for more background? Visit the [project overview](#) to get up to speed.

**What is the Draft EIS?**

A Draft Environmental Impact Statement (EIS) is an environmental review document that outlines the possible routes and station locations under consideration – collectively called “alternatives.” It will help Sound Transit, our partner agencies, the public and other decision-makers understand the



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