

Federal Way Link Extension

Draft EIS Summary

Route & station alternatives and impacts

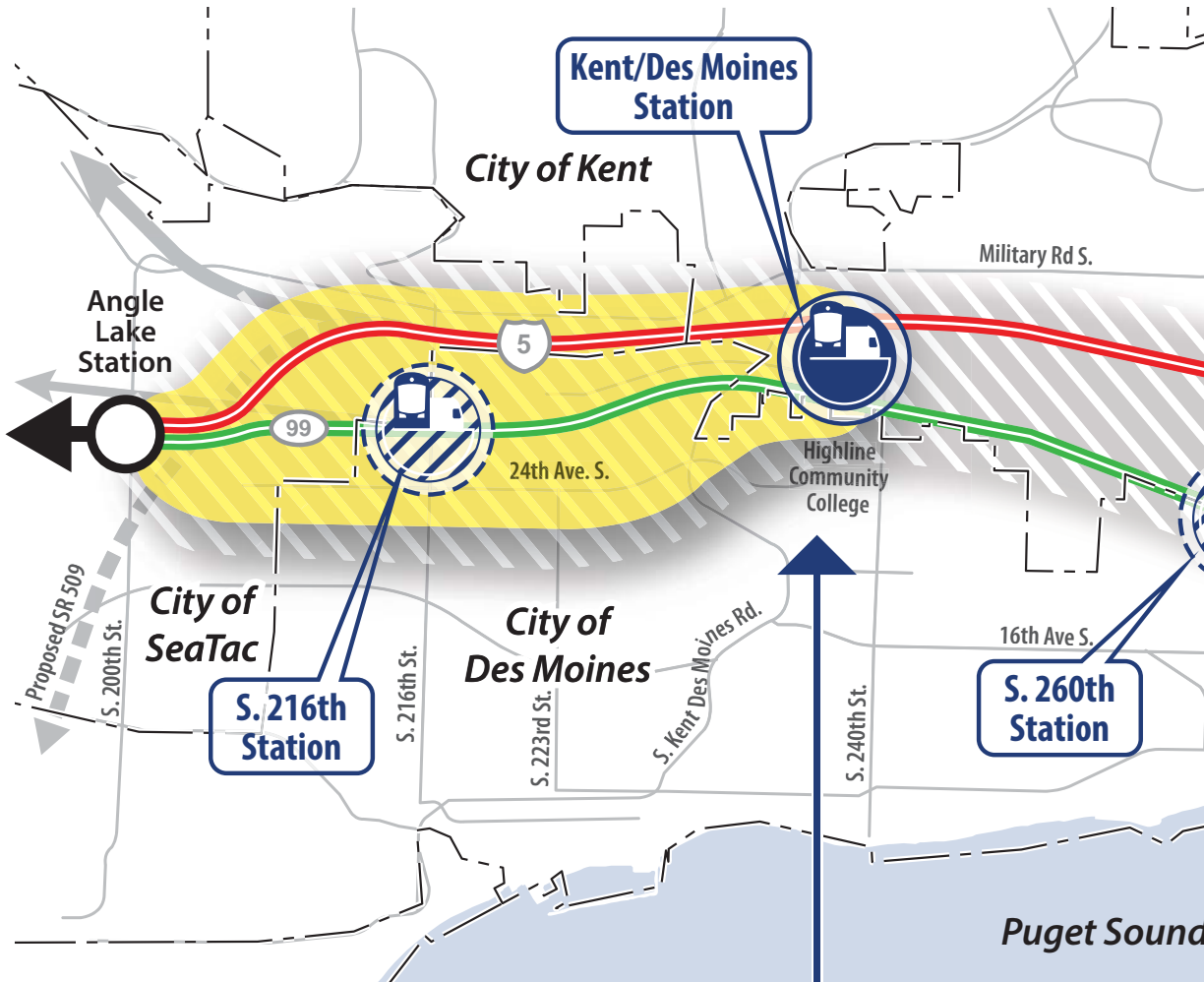




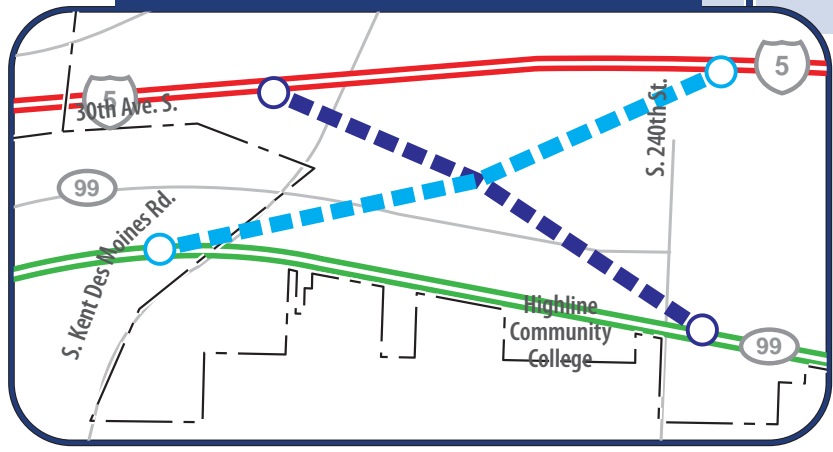
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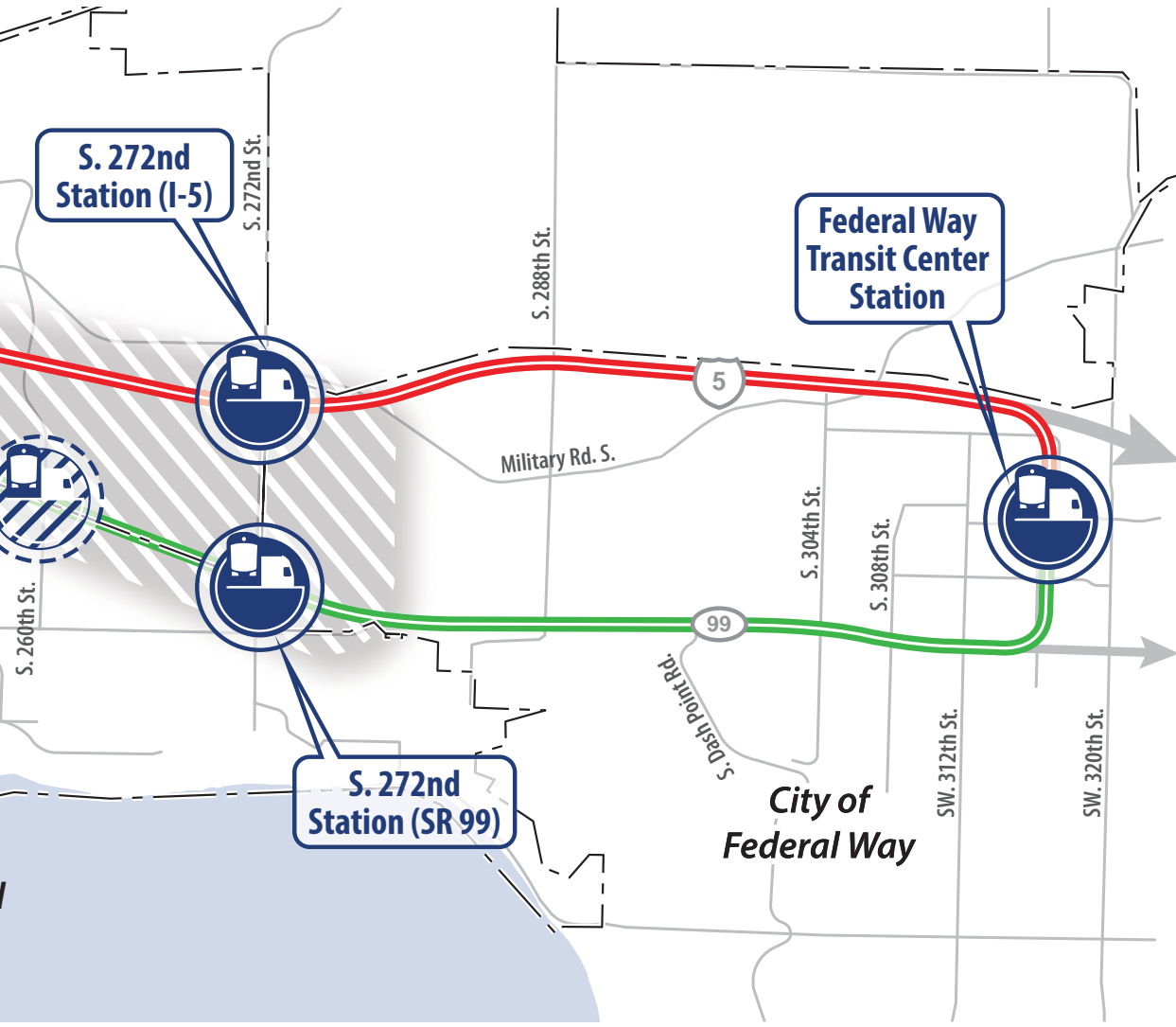
Project Overview









SR 99 to I-5 and I-5 to SR 99 Alternatives



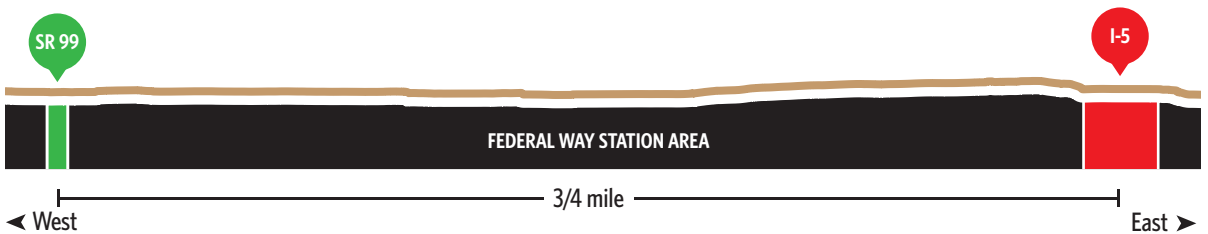
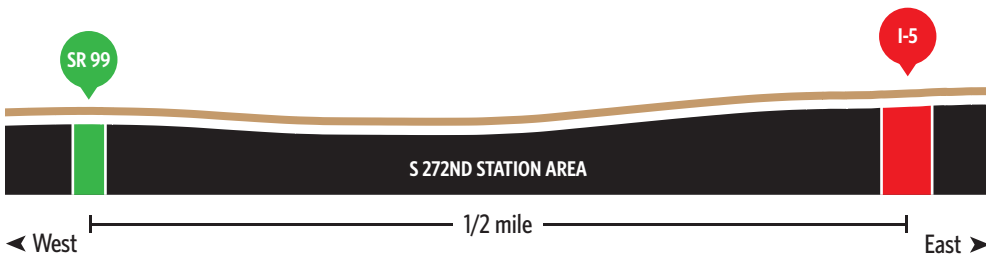
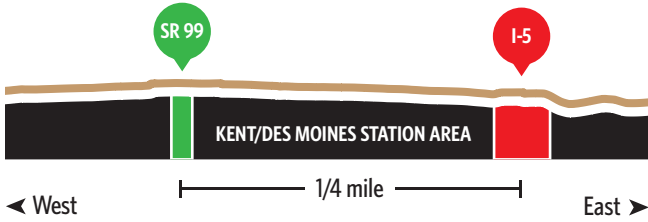
The Federal Way Link Extension is part of the voter-approved Sound Transit 2 (ST2) Plan to extend mass transit throughout the region. This project will extend light rail from the Angle Lake station in SeaTac to Kent/Des Moines by 2023. It will also develop a shovel-ready plan to reach the Federal Way Transit Center when additional funding is secured.



Legend

-  Station
-  Potential Additional Station
-  I-5 Corridor
-  SR 99 Corridor
-  ST2 Authorized for Construction
-  Currently Funded for Construction

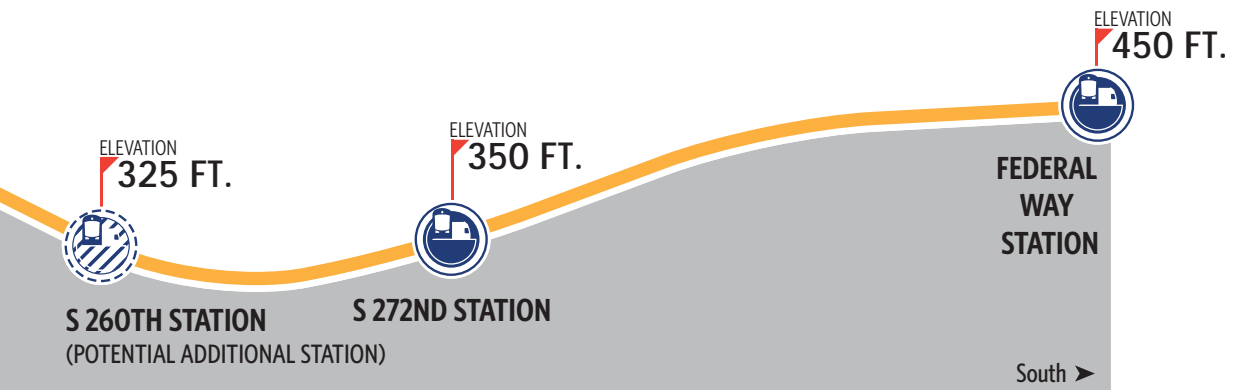
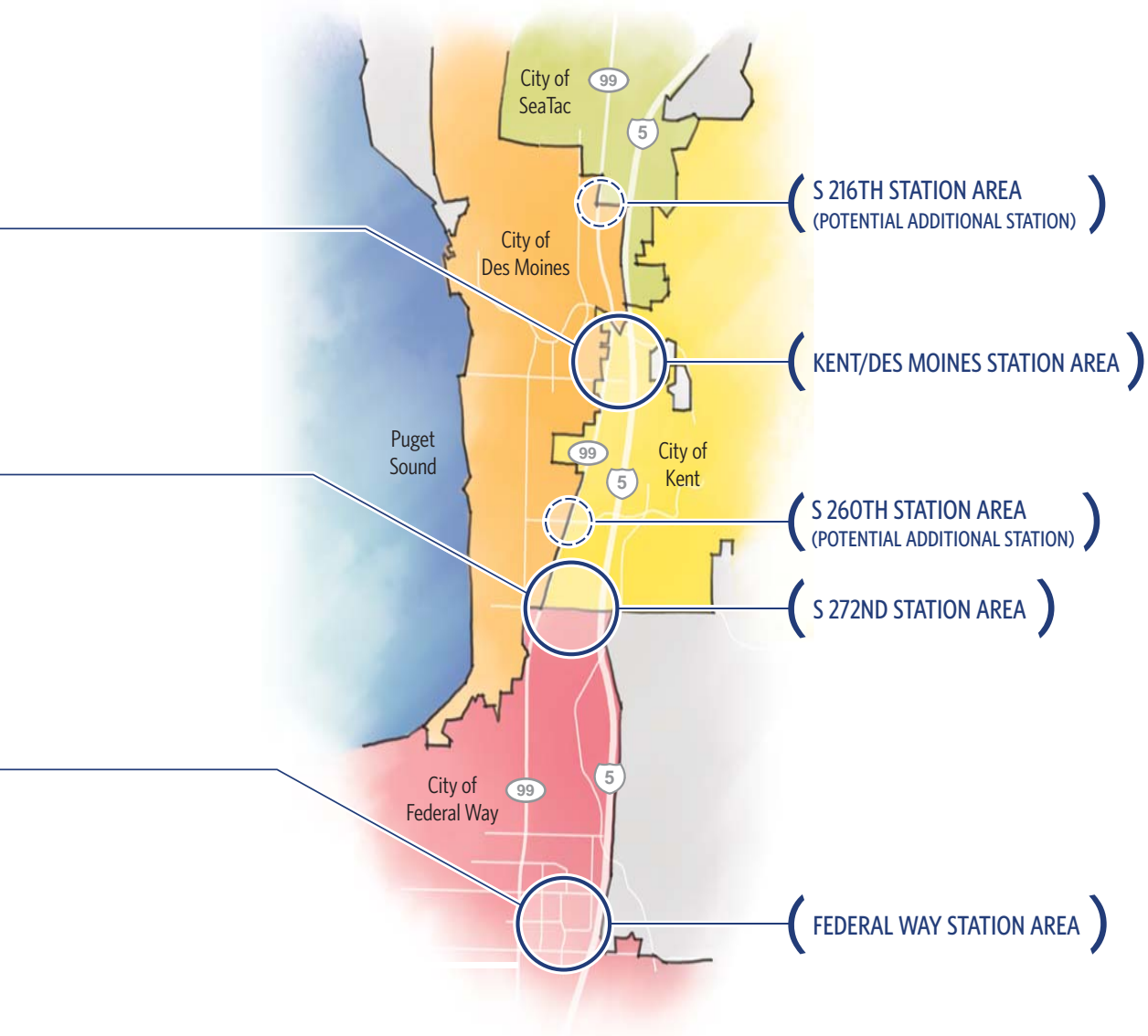
Project Context



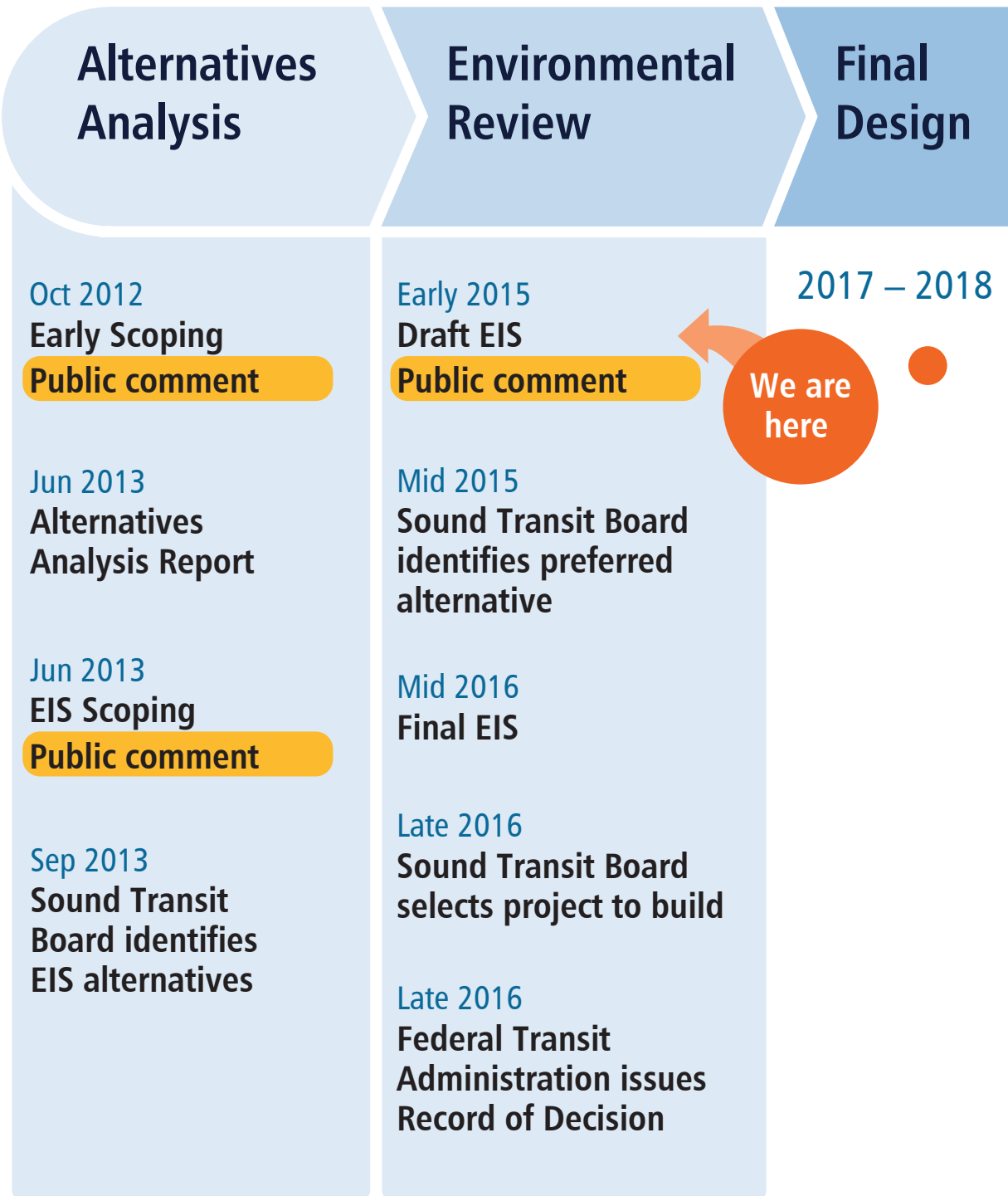
CORRIDOR PROFILE



The distance between SR 99 and I-5 varies throughout the corridor ranging from one-quarter mile in the Kent/Des Moines area to three-quarters of a mile near the Federal Way Transit Center. The potential alignments and station locations overlap jurisdictional boundaries and the topography along the corridor is hilly, which affects guideway and station design, costs, and environmental impacts.



Project Timeline



The Draft Environmental Impact Statement (Draft EIS) public comment period is April 10 to May 26. The Sound Transit Board will identify a preferred alternative based on the results of the Draft EIS and input received during the public comment period.



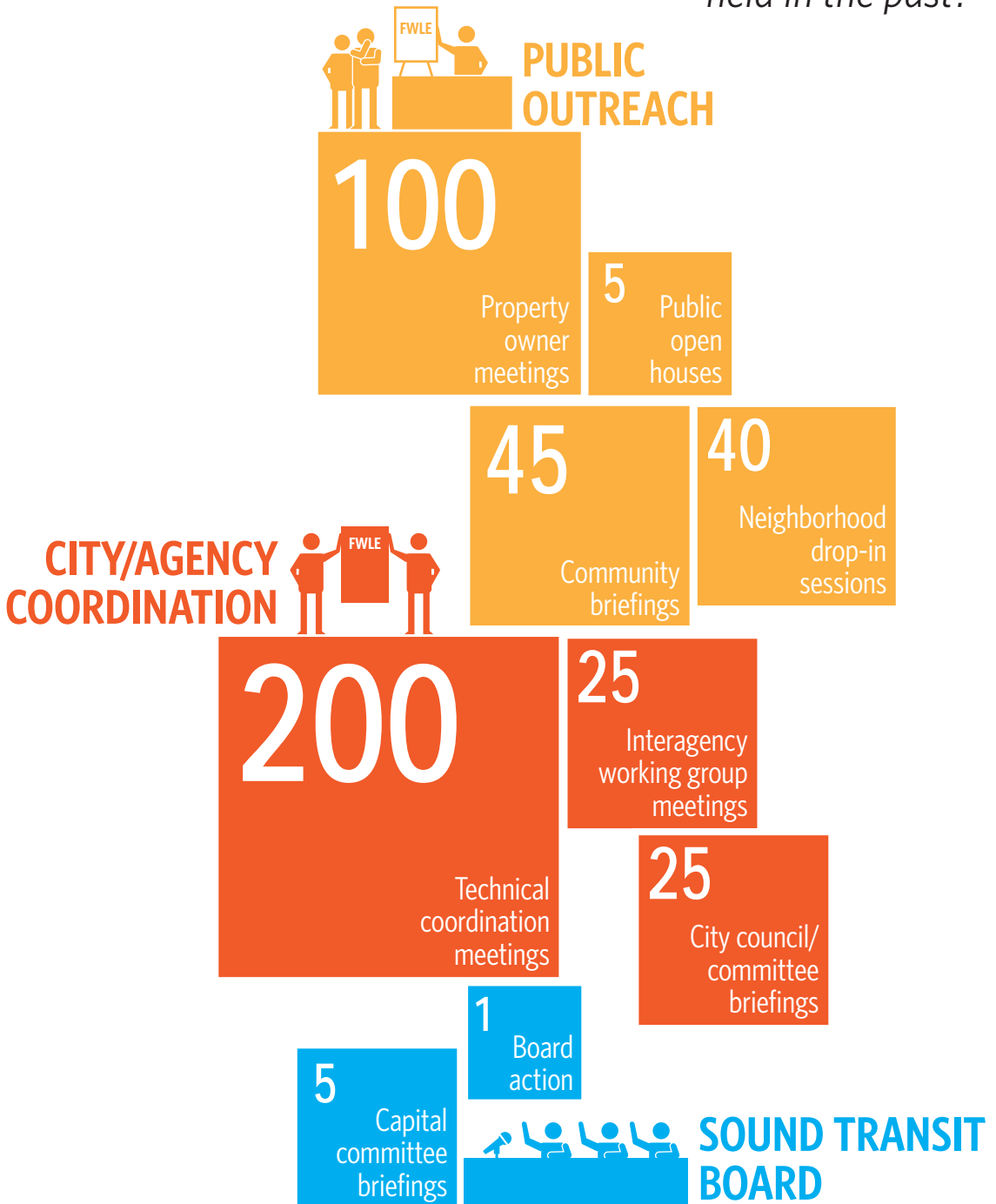
-  **1** Draft EIS
April 10, 2015
-  **2** Comment Period
April 10 to May 26, 2015
-  **3** Identify Preferred Alternative
Mid 2015

Stakeholder Outreach

What are some of the

Stakeholder Outreach Activities

held in the past?

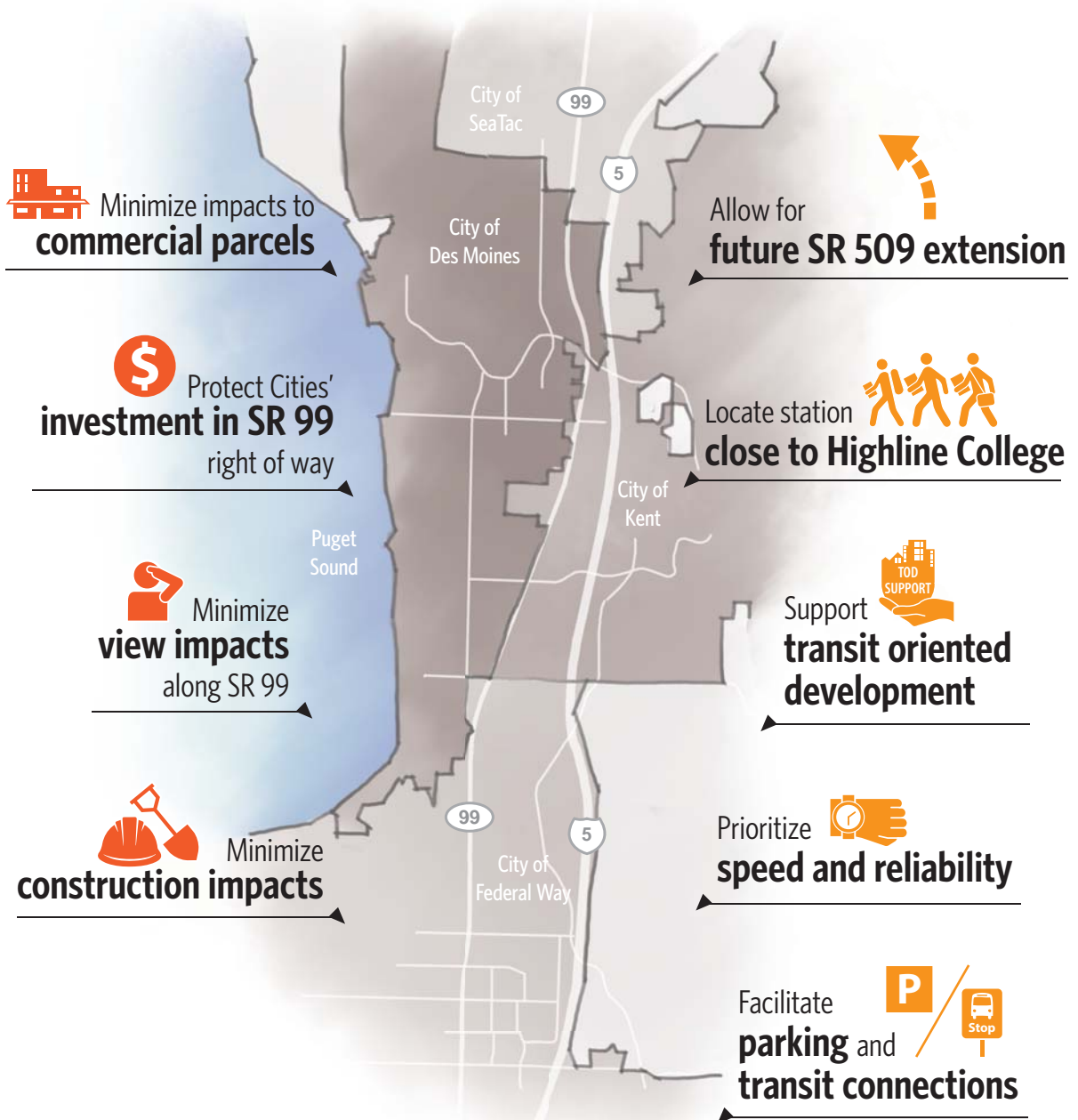


Sound Transit has been working with stakeholders along the project corridor since the environmental analysis began in 2012. Through open houses, neighborhood and community briefings and technical coordination meetings, Sound Transit has provided information to the public, cities and agencies and has received valuable input to help inform the design and environmental analysis.

What are some of the

Key Stakeholder Concerns

we have learned so far?



Alternatives

SR 99 ALTERNATIVE



Potential Additional Station

7 S 260th West Station Option
(Elevated Station)

Potential Additional Station

8 S 260th East Station Option
(Elevated Station)

9 S 272nd Redondo Station
(Elevated Station)

10 S 272nd Redondo Trench Station Option
(Trench Station)

11 Federal Way SR 99 Station Option
(Elevated Station)

12 Federal Way Transit Center Station
(Elevated Station)

LEGEND

- SR 99 Alternative
- Station Option

The SR 99 Alternative would extend south from the Angle Lake Station on an elevated guideway, mostly in the median of SR 99. This alternative includes the Kent/Des Moines SR 99 West Station, S 272nd Redondo Station and Federal Way Transit Center Station. A number of station options were also evaluated in these areas, as were potential additional stations near South 216th Street and South 260th Street.

Potential
Additional
Station 

1 S 216th West Station Option
(Trench Station)

Potential
Additional
Station 

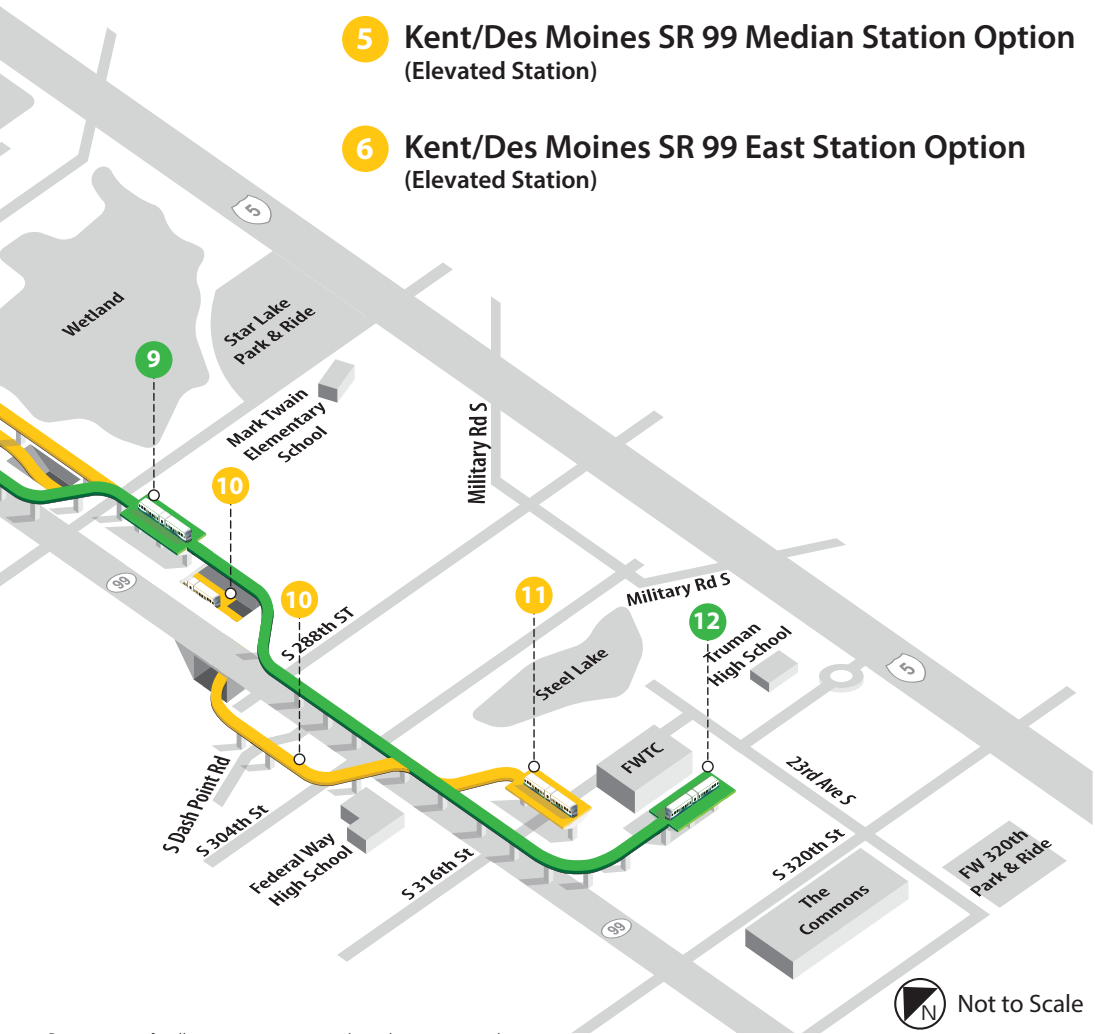
2 S 216th East Station Option
(Elevated Station)


3 Kent/Des Moines HC Campus Station Option
(Trench Station)

4 Kent/Des Moines SR 99 West Station
(Elevated Station)

5 Kent/Des Moines SR 99 Median Station Option
(Elevated Station)

6 Kent/Des Moines SR 99 East Station Option
(Elevated Station)



 Not to Scale

Diagrams are for illustration purposes only and are not to scale.

Alternatives

I-5 ALTERNATIVE



5 S 272nd Star Lake Station
(Trench Station)

6 Federal Way Transit Center Station
(Elevated Station)

7 Federal Way I-5 Station Option
(Trench Station)

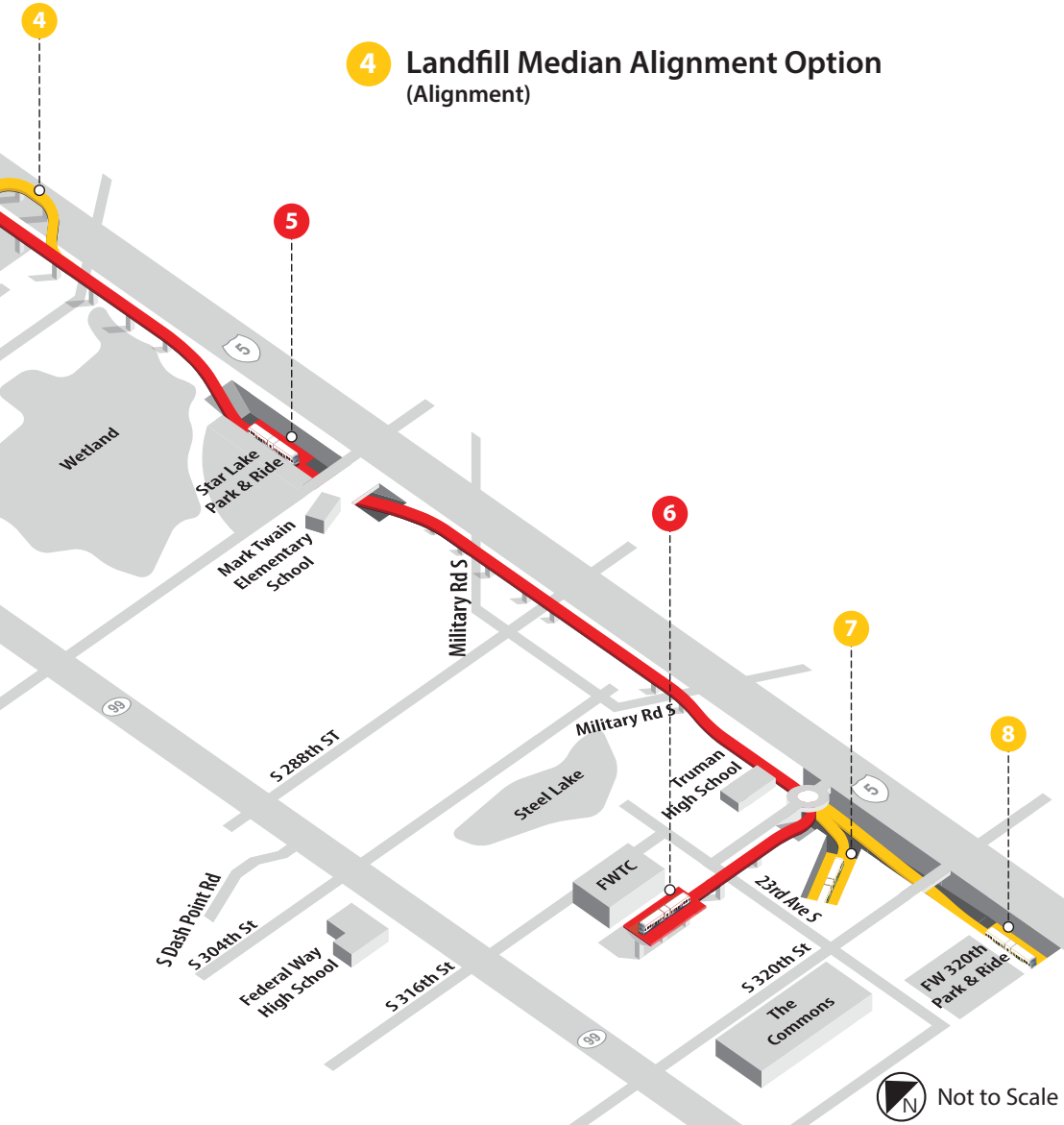
8 Federal Way S 320th Park and Ride Station Option
(Trench Station)

LEGEND

- I-5 Alternative
- Station Option or Alignment Option

From the Angle Lake Station, the I-5 Alternative would cross SR 99 and continue along the south edge of the future SR 509 alignment to I-5. It would then turn south and follow the west side of I-5 to Federal Way. This alternative includes the Kent/Des Moines I-5 Station, the S 272nd Star Lake Station, and the Federal Way Transit Center Station. An alignment option and several station options were also evaluated.

- 1** Kent/Des Moines I-5 Station
(Elevated Station)
- 2** Kent/Des Moines At-Grade Station Option
(At-Grade Station)
- 3** Kent/Des Moines SR 99 East Station Option
(Elevated Station)
- 4** Landfill Median Alignment Option
(Alignment)



Diagrams are for illustration purposes only and are not to scale.





Alternatives

SR 99 to I-5 ALTERNATIVE



- 5** S 272nd Star Lake Station (Trench Station)
- 6** Federal Way Transit Center Station (Elevated Station)
- 7** Federal Way I-5 Station Option (Trench Station)
- 8** Federal Way S 320th Park and Ride Station Option (Trench Station)

LEGEND

-  SR 99 Alternative
-  I-5 Alternative
-  SR 99 to I-5 Alternative
-  Station Option or Alignment Option

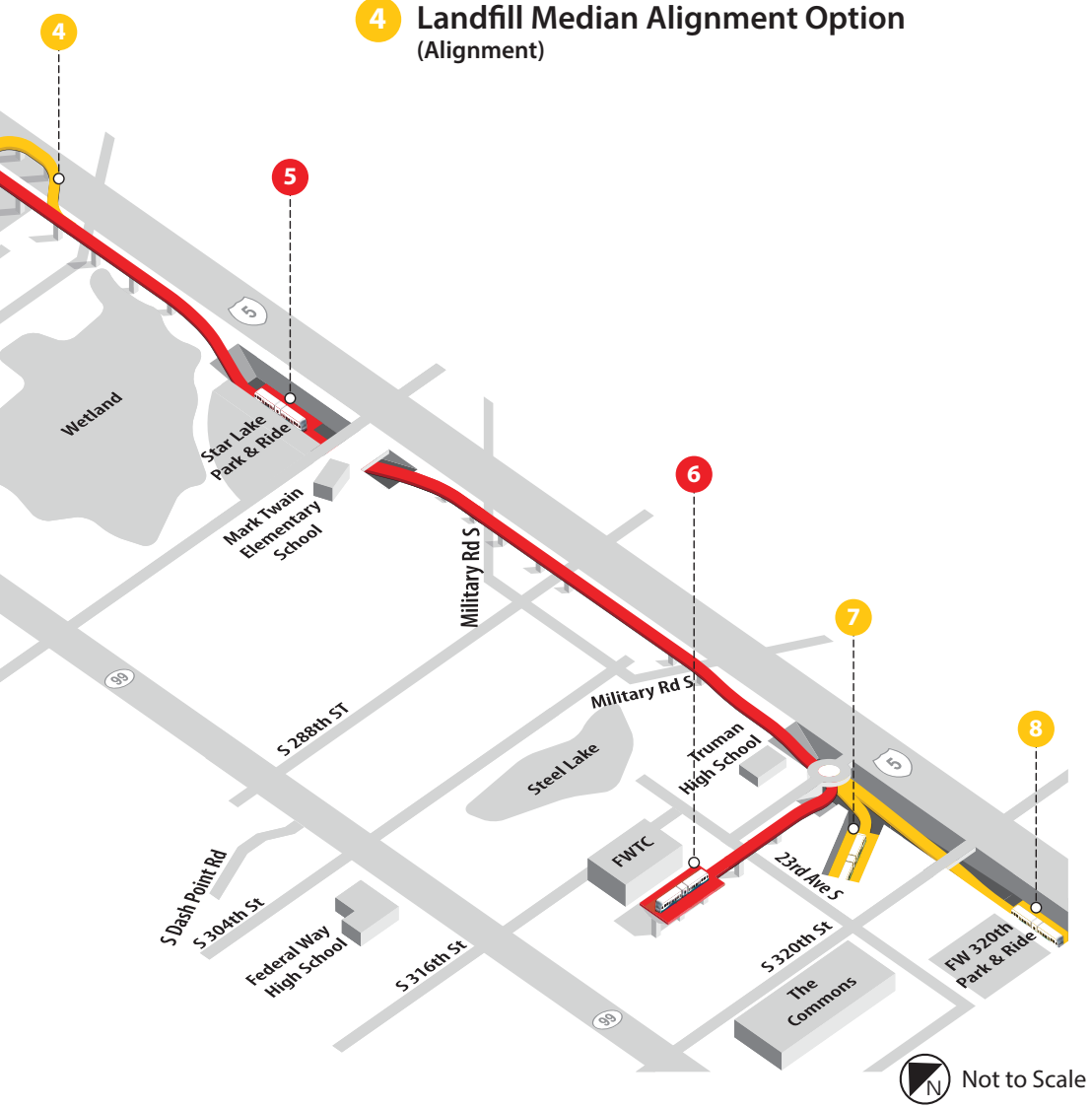
The SR 99 to I-5 Alternative would be similar to the SR 99 alignment north of Kent-Des Moines Road. South of Kent-Des Moines Road the alignment would transition to the I-5 alignment. This alternative would include the Kent/Des Moines 30th Avenue East Station in the transition area between SR 99 and I-5.


Potential Additional Station  **1 S 216th West Station Option**
(Trench Station)

Potential Additional Station  **2 S 216th East Station Option**
(Elevated Station)

3 Kent/Des Moines 30th Ave East Station
(Elevated Station)

4 Landfill Median Alignment Option
(Alignment)

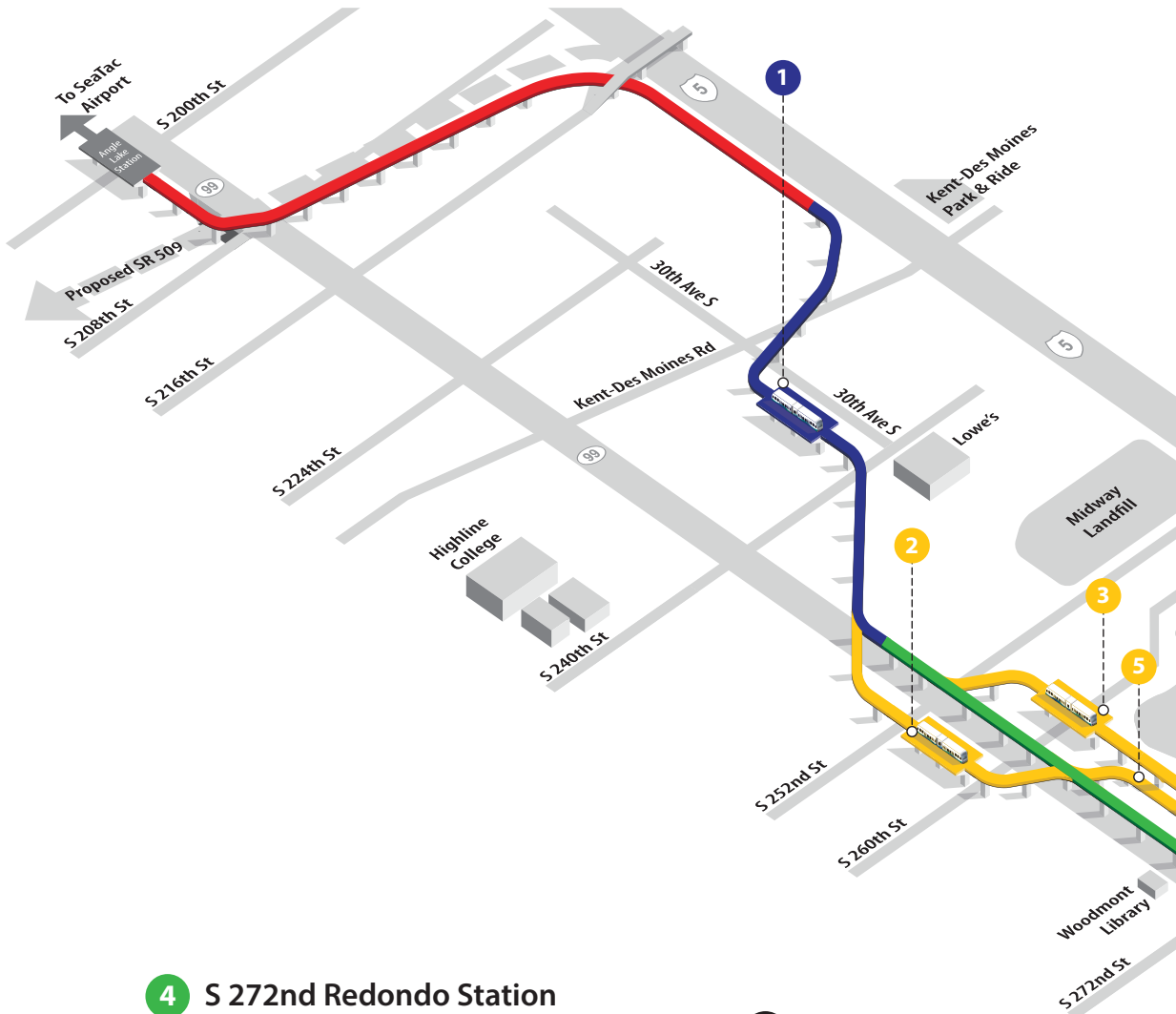


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Diagrams are for illustration purposes only and are not to scale.





Alternatives

I-5 to SR 99 ALTERNATIVE



- 4** S 272nd Redondo Station (Elevated Station)
- 5** S 272nd Redondo Trench Station (Trench Station)
- 6** Federal Way SR 99 Station (Elevated Station)
- 7** Federal Way Transit Center Station (Elevated Station)

LEGEND

-  SR 99 Alternative
-  I-5 Alternative
-  SR 99 to I-5 Alternative
-  Station Option or Alignment Option

The I-5 to SR 99 Alternative would be similar to the I-5 alignment north of Kent-Des Moines Road. South of Kent-Des Moines Road the alignment would transition to the SR 99 alignment. This alternative would include the Kent/Des Moines 30th Avenue West Station in the transition area between I-5 and SR 99.

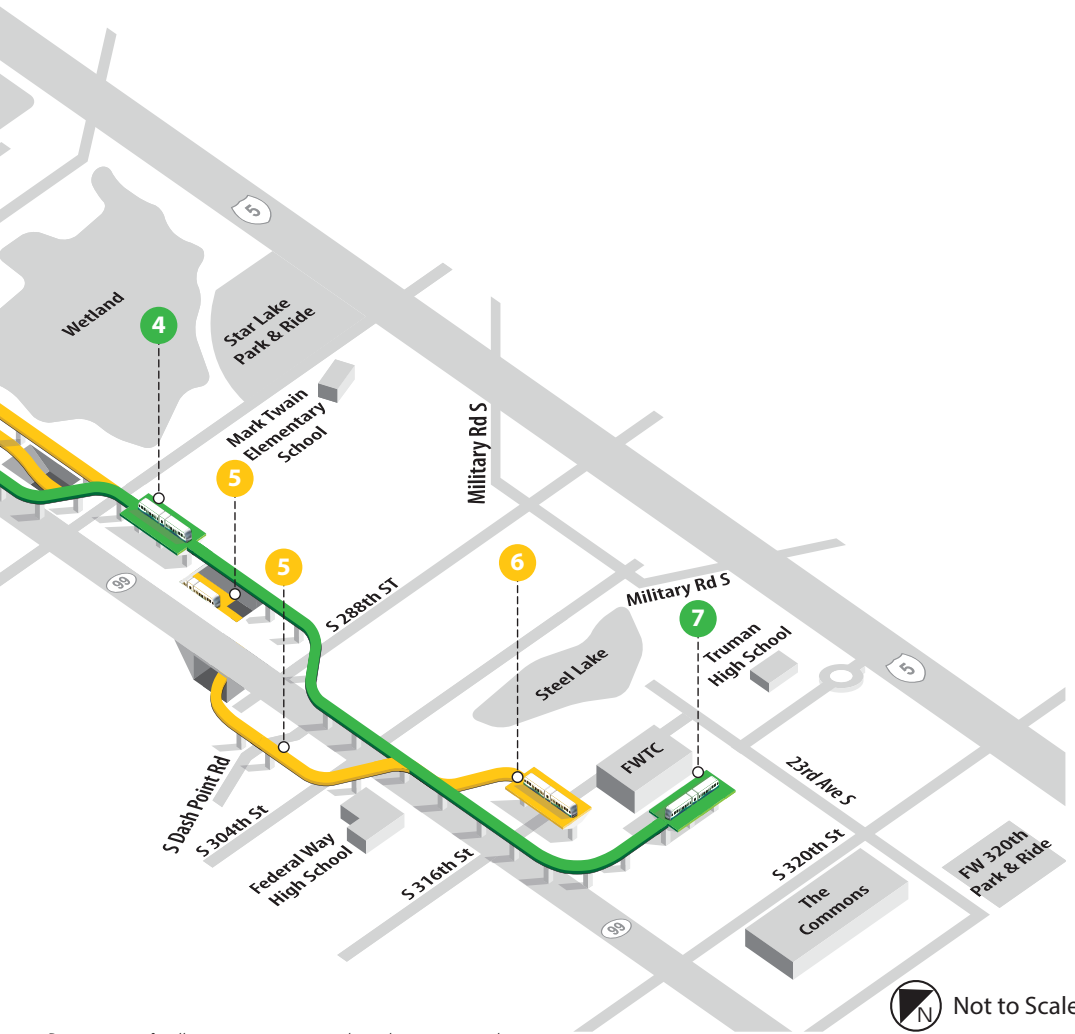
1 Kent/Des Moines 30th Ave West Station
(Elevated Station)

Potential
Additional
Station 

2 S 260th West Station Option
(Elevated Station)

Potential
Additional
Station 

3 S 260th East Station Option
(Elevated Station)



Diagrams are for illustration purposes only and are not to scale.

Results

SR 99 ALTERNATIVE

EIS Measure

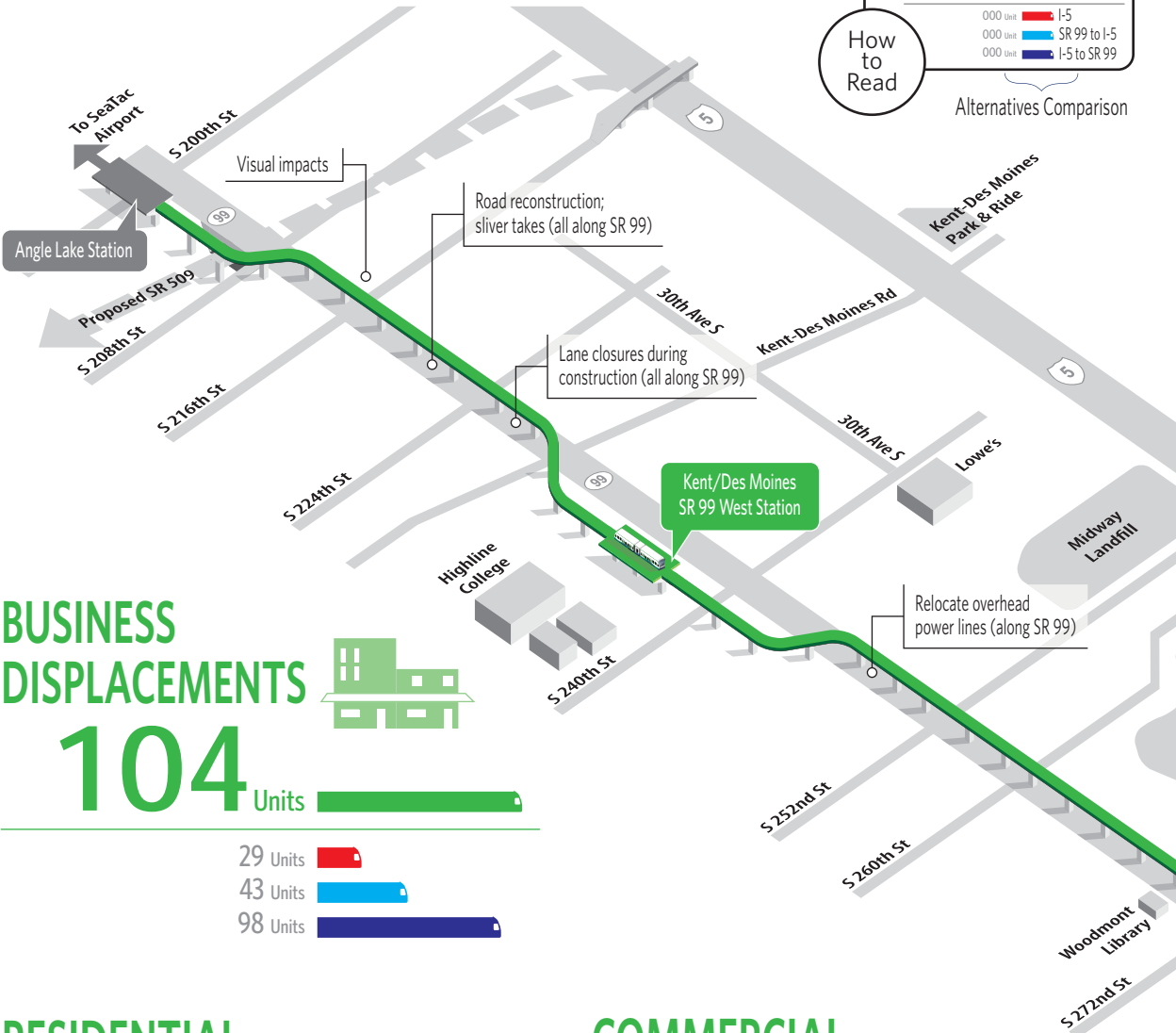
EIS Result

MEASURE
000 Unit

How to Read

Alternatives Comparison

- 000 Unit: SR 99
- 000 Unit: I-5
- 000 Unit: SR 99 to I-5
- 000 Unit: I-5 to SR 99



BUSINESS DISPLACEMENTS

104 Units



RESIDENTIAL DISPLACEMENTS

36 Units



COMMERCIAL LAND ACQUIRED

31 Acres

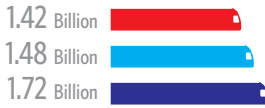


The SR 99 Alternative would have the highest cost, similar travel time and similar ridership compared to other alternatives. It would have the greatest number of business displacements and would create more disruption to local traffic during construction than other alternatives. It would also displace the fewest residences and would be the most supportive of transit-oriented development (TOD).

PROJECT COST

1.77

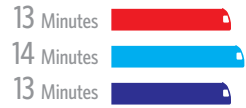
Billion



TRAVEL TIME

13

Minutes



DAILY RIDERSHIP

26,500

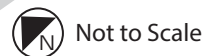
Riders



LAND WITH TOD POTENTIAL

119

Acres



Diagrams are for illustration purposes only and are not to scale.

Results

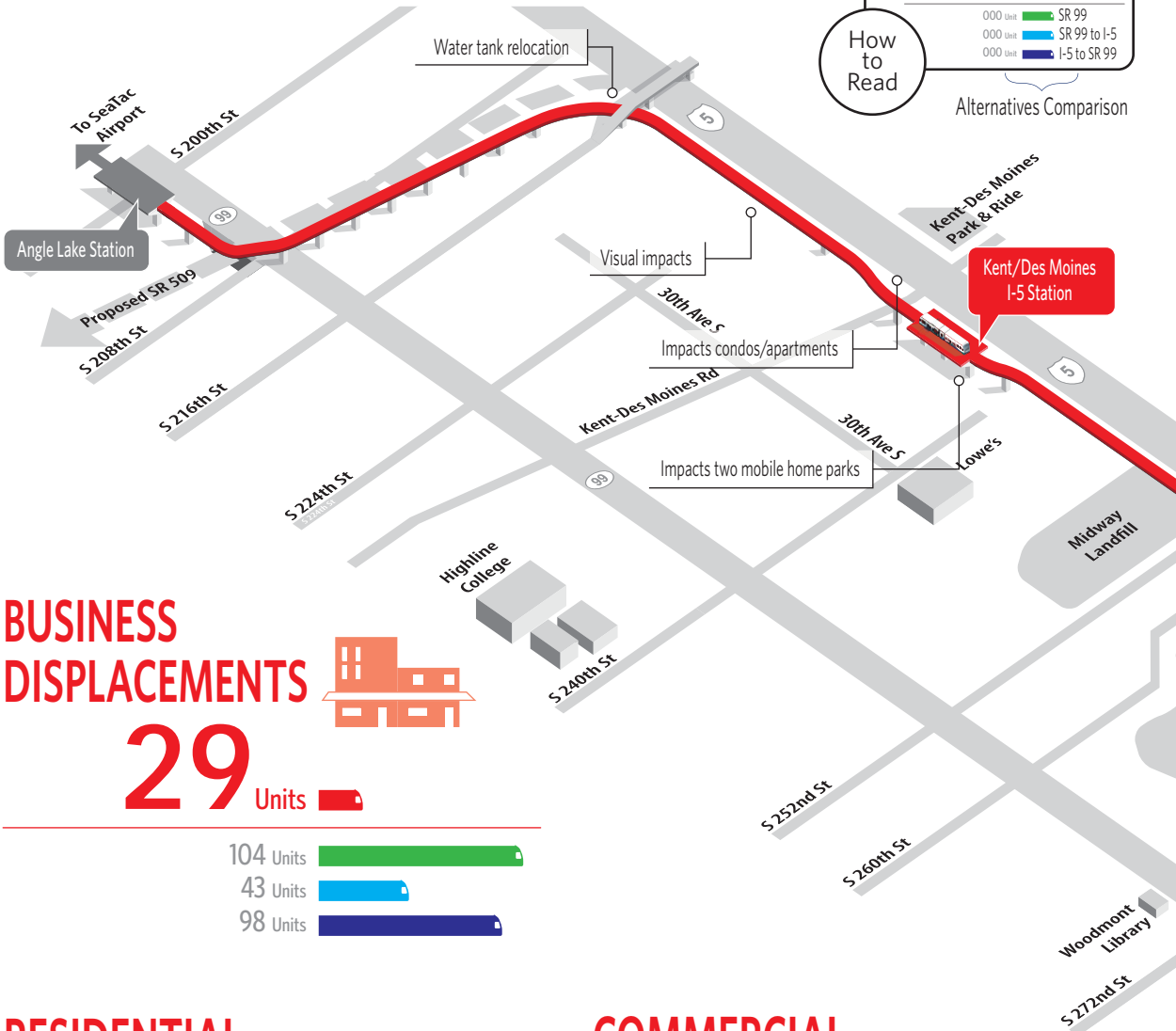
I-5 ALTERNATIVE

EIS Measure — MEASURE
 EIS Result — 000 Unit

How to Read

Alternatives Comparison

- 000 Unit I-5
- 000 Unit SR 99
- 000 Unit SR 99 to I-5
- 000 Unit I-5 to SR 99



BUSINESS DISPLACEMENTS

29 Units



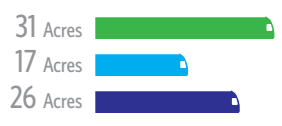
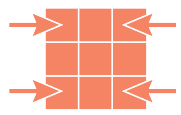
RESIDENTIAL DISPLACEMENTS

285 Units



COMMERCIAL LAND ACQUIRED

13 Acres



The I-5 Alternative would have the lowest cost and similar travel time and ridership. It would have the highest number of residential displacements, primarily north of Kent-Des Moines Road and would remove trees along the freeway right of way. The I-5 Alternative would have the fewest business displacements, but would be the least supportive of TOD due to its proximity to I-5.

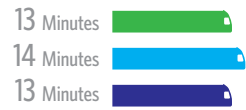
PROJECT COST

1.42 Billion 



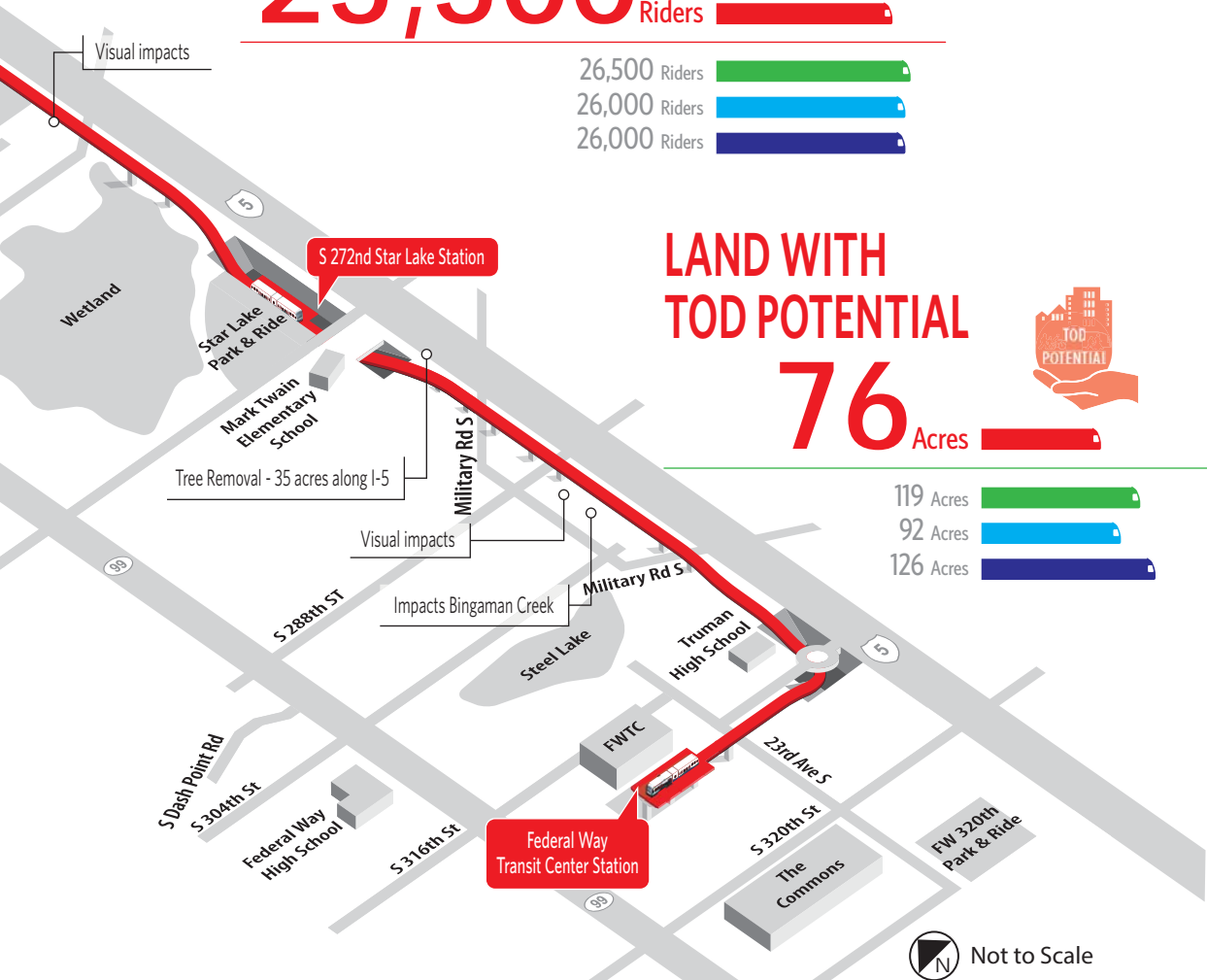
TRAVEL TIME

13 Minutes 



DAILY RIDERSHIP


25,500 Riders 



LAND WITH TOD POTENTIAL

76 Acres 

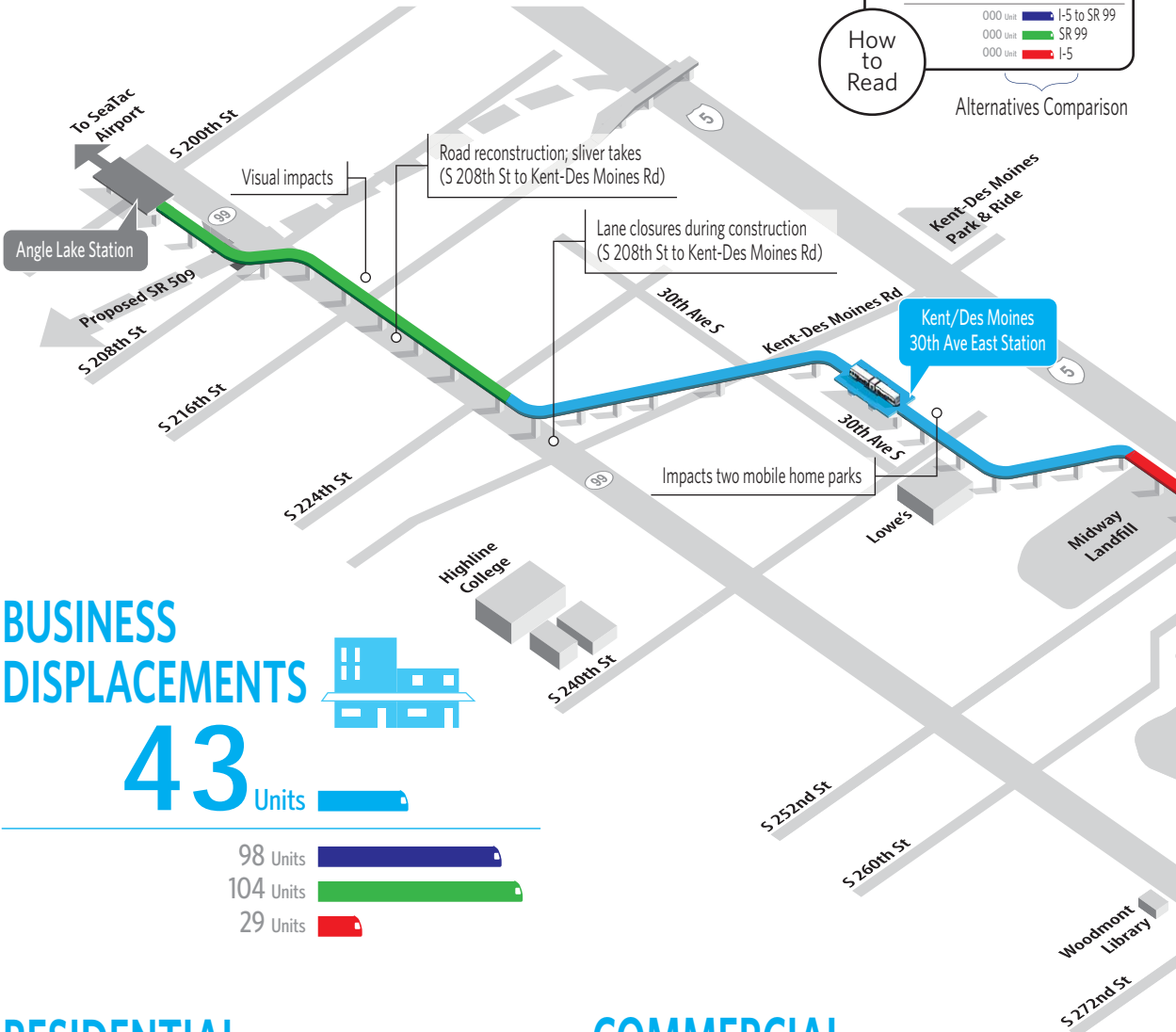
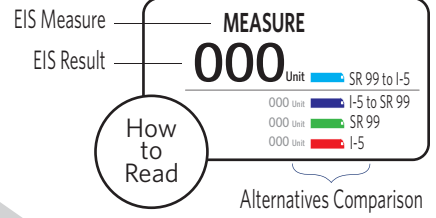


 Not to Scale

Diagrams are for illustration purposes only and are not to scale.

Results

SR 99 to I-5 ALTERNATIVE



BUSINESS DISPLACEMENTS

43 Units



RESIDENTIAL DISPLACEMENTS

106 Units



COMMERCIAL LAND ACQUIRED

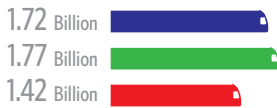
17 Acres



The SR 99 to I-5 Alternative would cost slightly more than the I-5 Alternative. It would avoid many of the business displacements associated with the SR 99 Alternative and residential displacements associated with the I-5 Alternative. Disruptions to local traffic during construction would be similar to the SR 99 Alternative north of Kent-Des Moines Road.

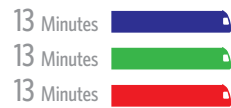
PROJECT COST

1.48 Billion 



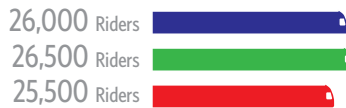
TRAVEL TIME

14 Minutes 



DAILY RIDERSHIP


26,000 Riders 



LAND WITH TOD POTENTIAL

92 Acres 



 Not to Scale

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Results

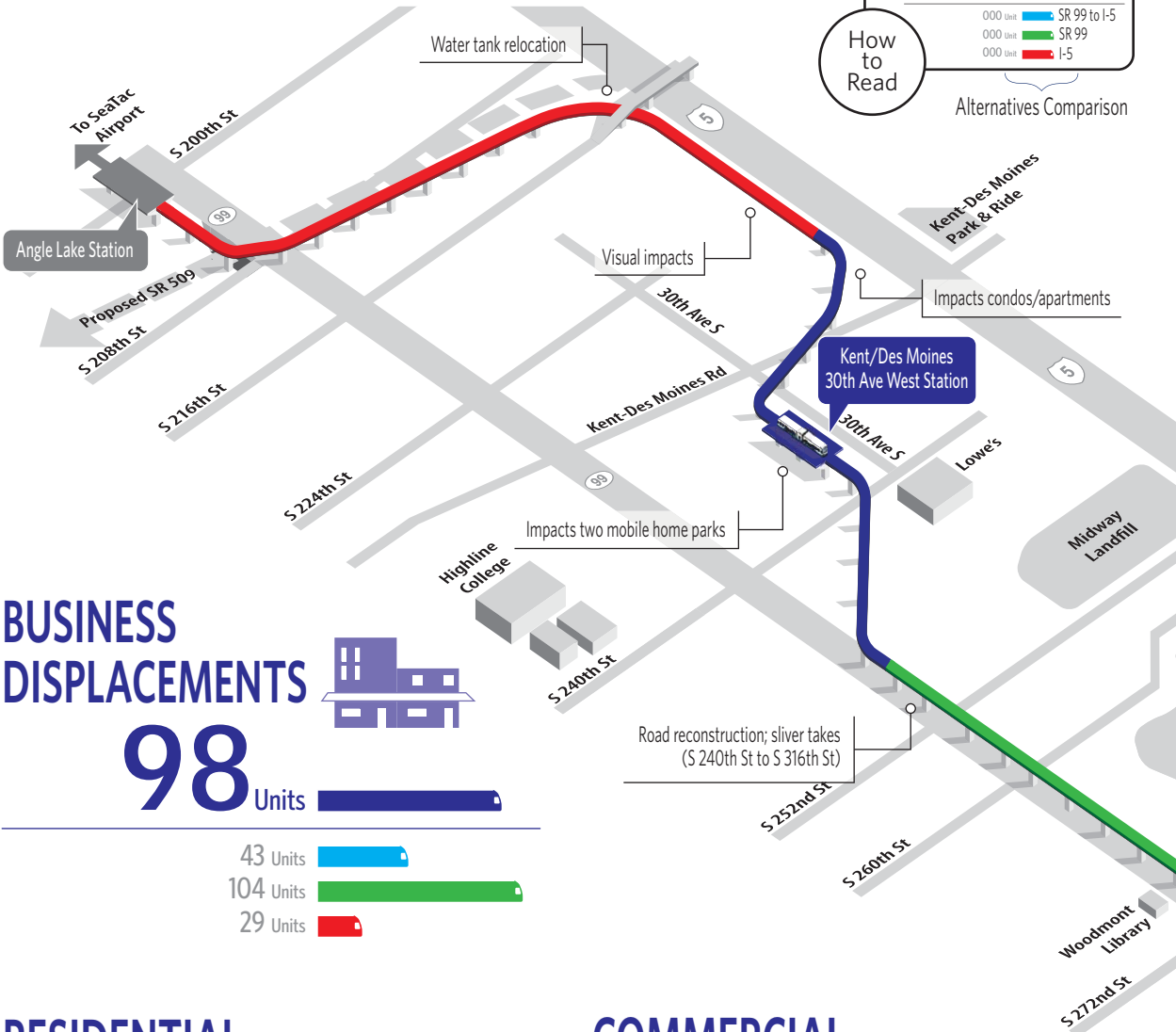
I-5 to SR 99 ALTERNATIVE

EIS Measure ——— MEASURE
 EIS Result ——— 000

How to Read

Unit ■ I-5 to SR 99
 ■ SR 99 to I-5
 ■ SR 99
 ■ I-5

Alternatives Comparison



BUSINESS DISPLACEMENTS

98 Units



RESIDENTIAL DISPLACEMENTS

244 Units



COMMERCIAL LAND ACQUIRED

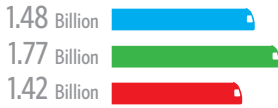
26 Acres



The I-5 to SR 99 Alternative would cost slightly less than the SR 99 Alternative. This alternative would avoid some of the residential displacements associated with the I-5 Alternative but would have nearly as many business displacements as the SR 99 Alternative. Disruptions to local traffic during construction would be similar to the SR 99 Alternative south of Kent-Des Moines Road.

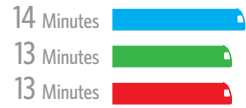
PROJECT COST

1.72 Billion 



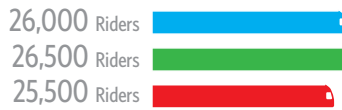
TRAVEL TIME

13 Minutes 



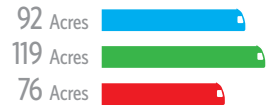
DAILY RIDERSHIP


26,000 Riders 



LAND WITH TOD POTENTIAL

126 Acres 

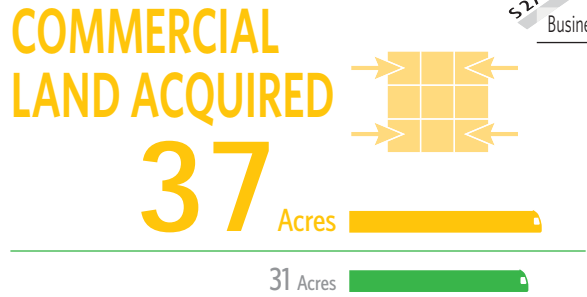
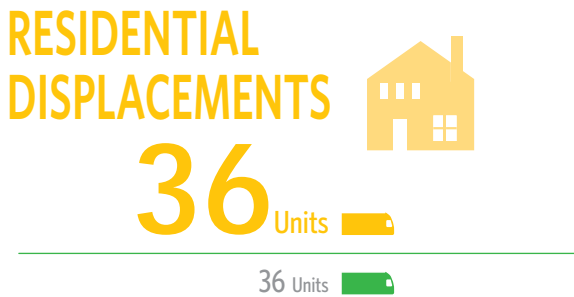
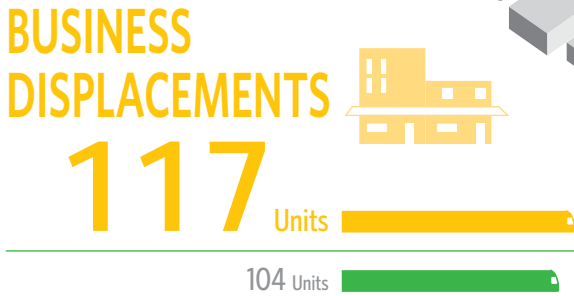
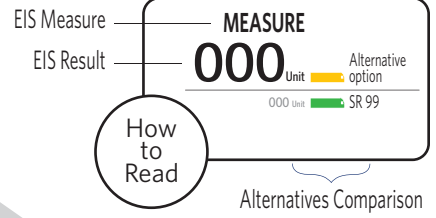


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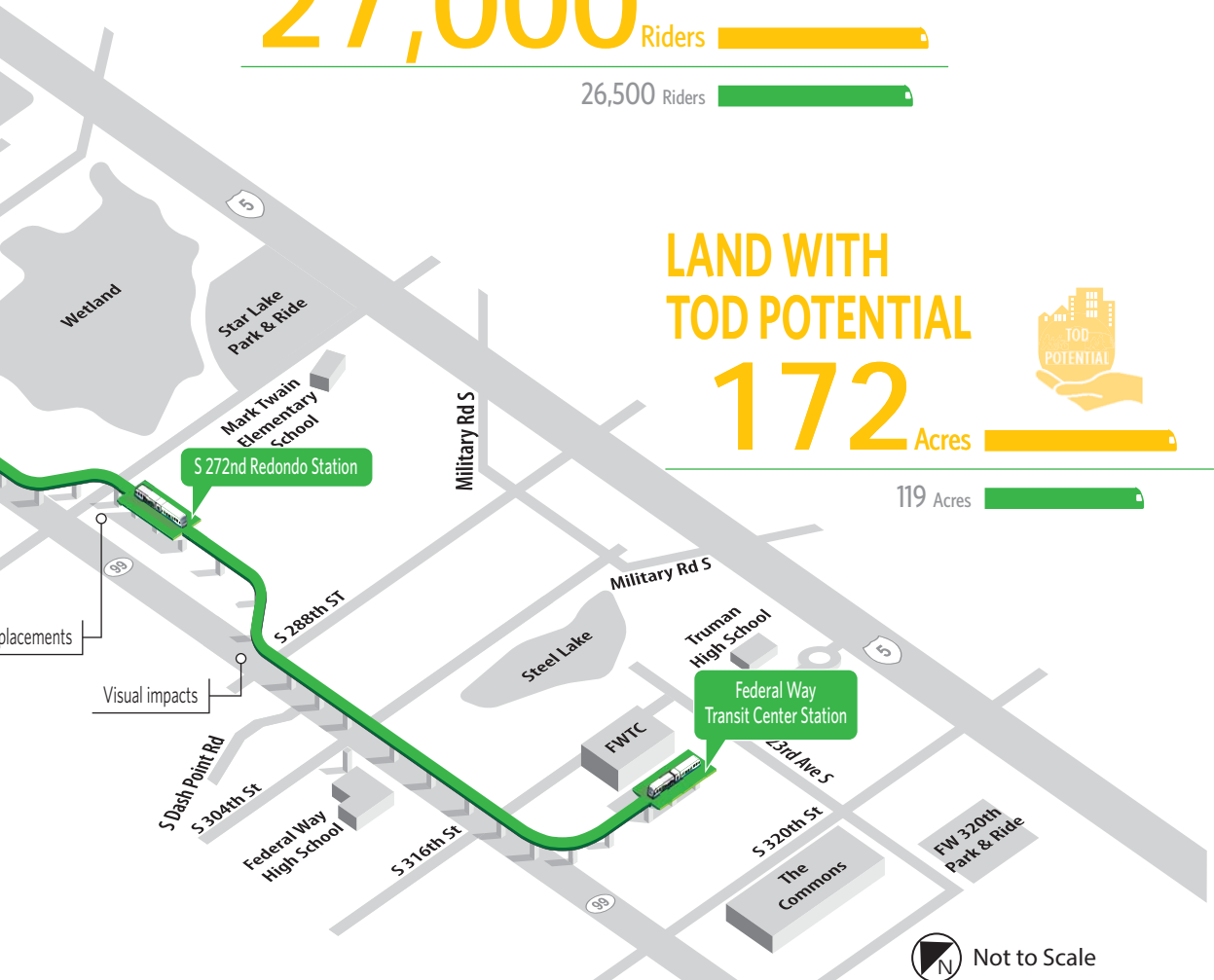
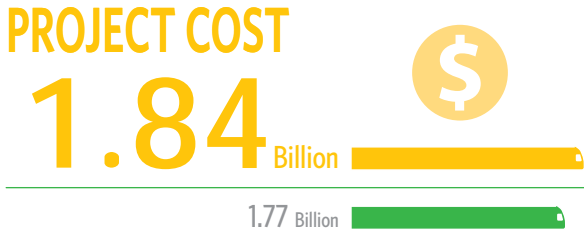
Diagrams are for illustration purposes only and are not to scale.


Results

SR 99 ALTERNATIVE (with S 216th West Station)



This scenario is similar to the SR 99 Alternative, but includes an additional station at S 216th. This station was not part of the voter-approved ST2 Plan. Including the S 216th West Station increases the project cost with minimal change to travel time and ridership compared to the SR 99 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.

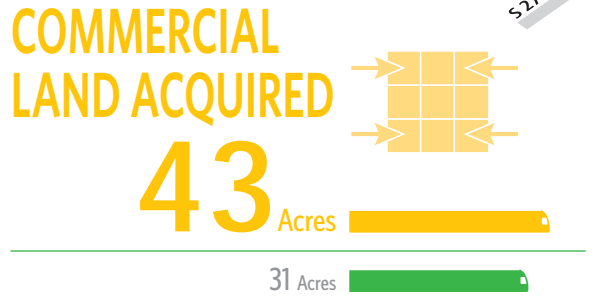
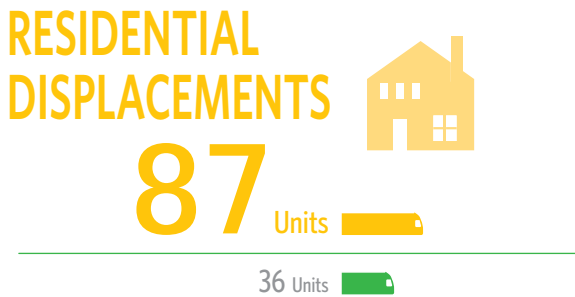
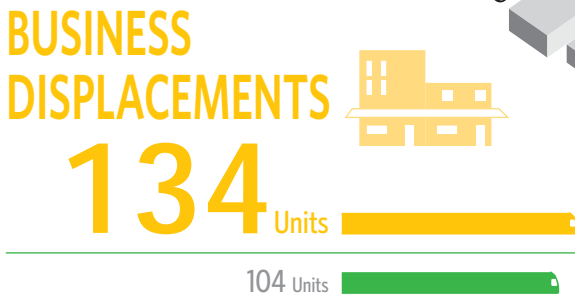
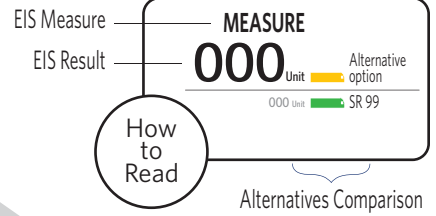


 Not to Scale

Diagrams are for illustration purposes only and are not to scale.

Results

SR 99 ALTERNATIVE (with S 216th West and S 260th East Stations)



This scenario includes additional stations at S 216th and S 260th (not part of ST2) and incorporates the Kent/Des Moines Highline College Campus Station and the S 272nd Redondo Trench Station options. Compared to the SR 99 Alternative, this scenario would cause less disruption along SR 99 and would be more supportive of TOD, but would displace more businesses and residences and increase project cost.

PROJECT COST

1.82 Billion 

1.77 Billion 

TRAVEL TIME

14 Minutes 

13 Minutes 

DAILY RIDERSHIP

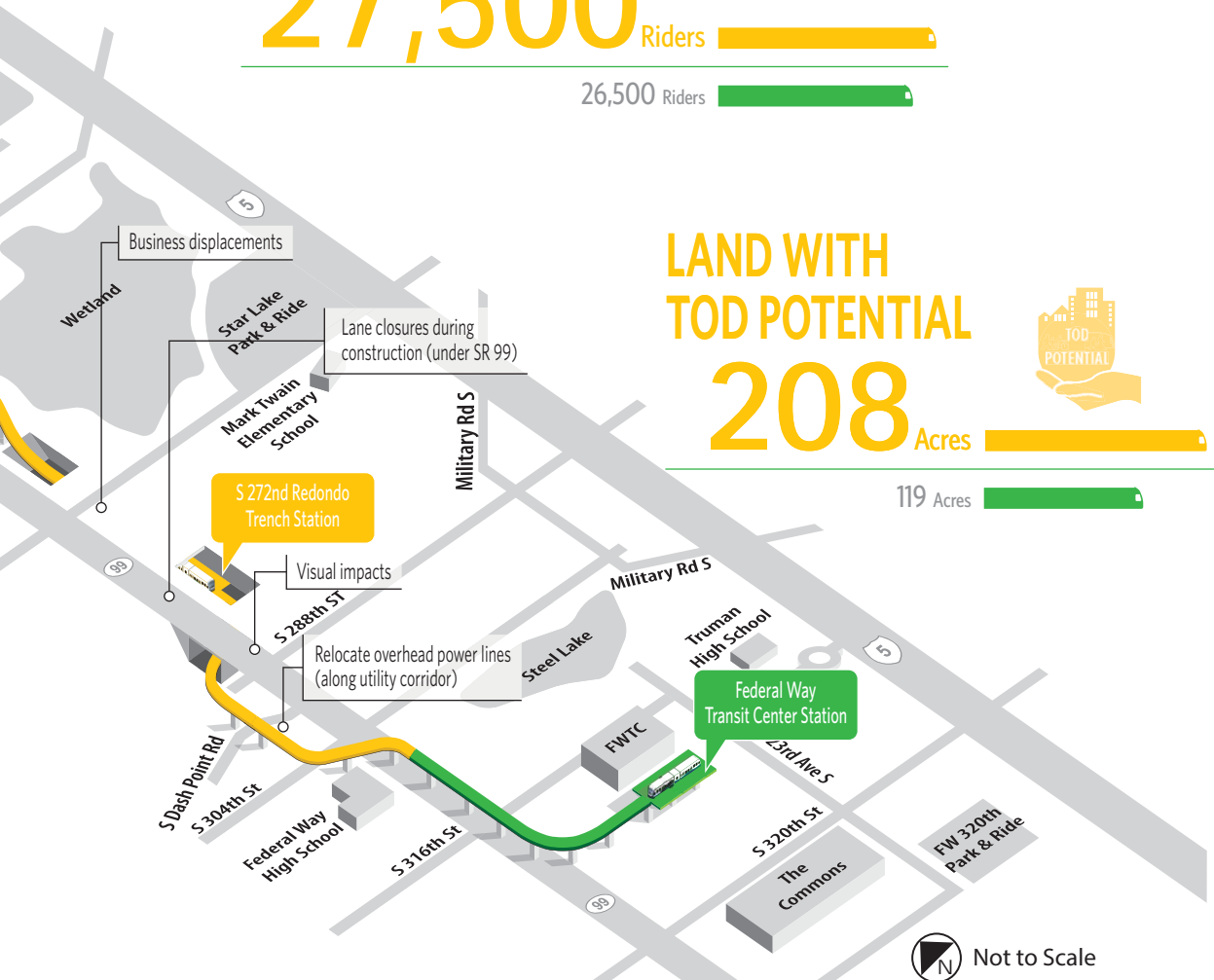
27,500 Riders 

26,500 Riders 

LAND WITH TOD POTENTIAL

208 Acres 

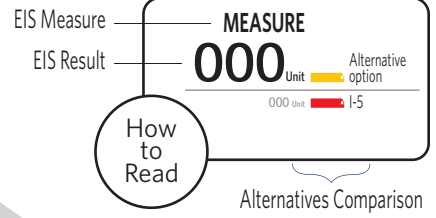
119 Acres 



Diagrams are for illustration purposes only and are not to scale.

Results

I-5 ALTERNATIVE (with Kent/Des Moines I-5 At-Grade Station)



BUSINESS DISPLACEMENTS

24 Units

29 Units



RESIDENTIAL DISPLACEMENTS

186 Units

285 Units



COMMERCIAL LAND ACQUIRED

11 Acres

13 Acres



The scenario is similar to the I-5 Alternative, but would include an at-grade station at Kent/Des Moines. This alignment would cost less and have fewer residential displacements than the I-5 Alternative, but would also be less supportive of TOD.

PROJECT COST

1.32 Billion 

1.42 Billion 

TRAVEL TIME

13 Minutes 

13 Minutes 

DAILY RIDERSHIP

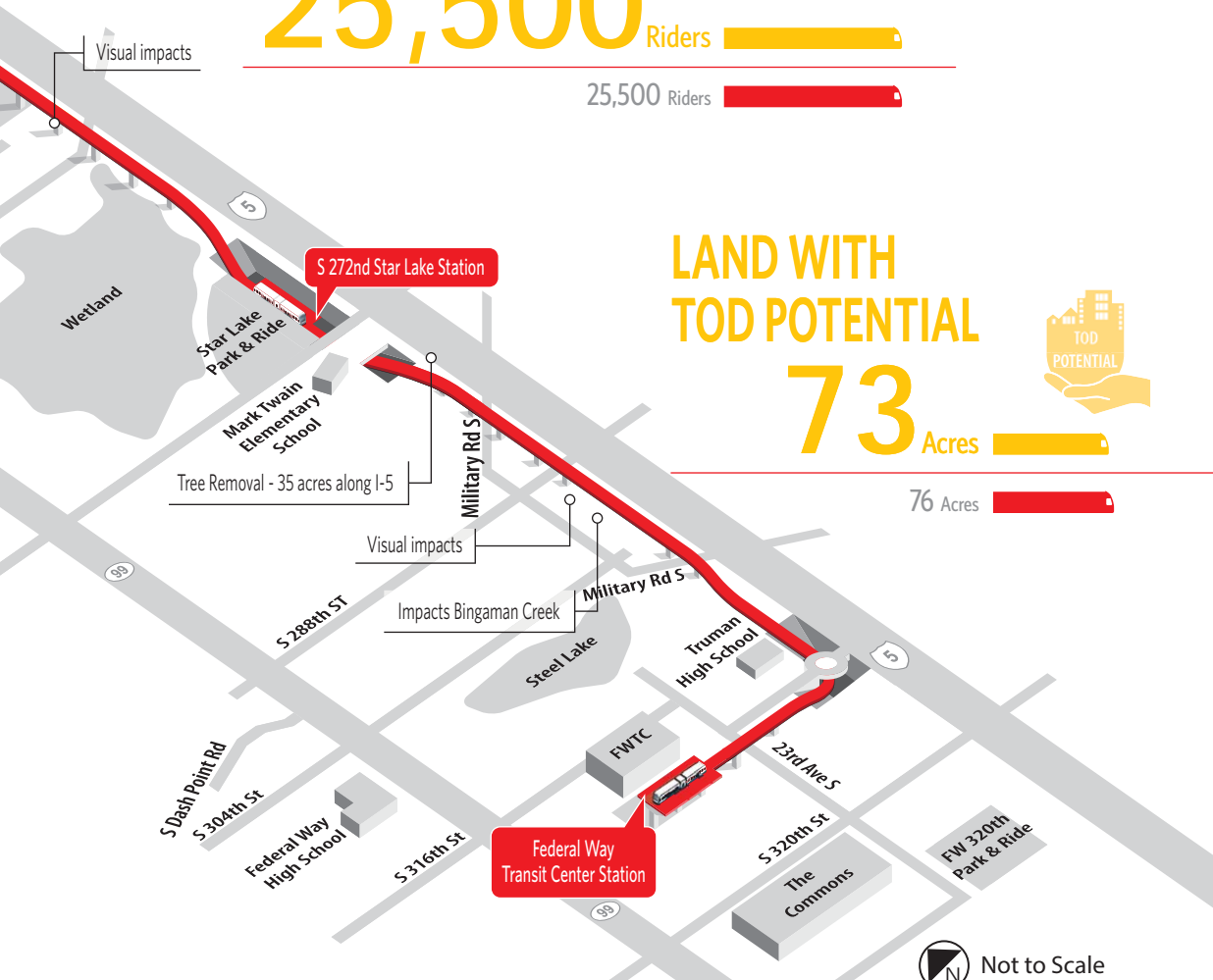
25,500 Riders 


25,500 Riders 

LAND WITH TOD POTENTIAL

73 Acres 

76 Acres 



 Not to Scale

Diagrams are for illustration purposes only and are not to scale.

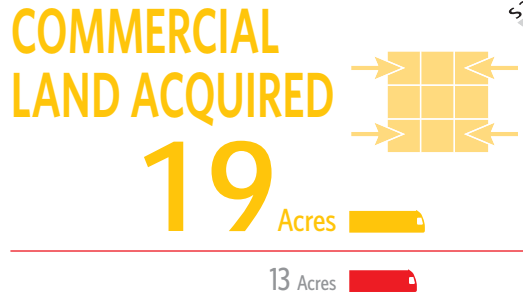
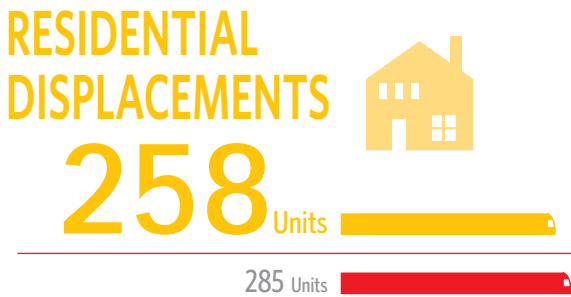
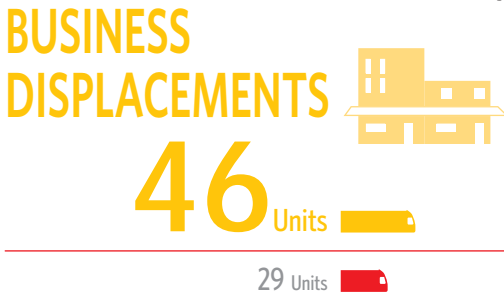
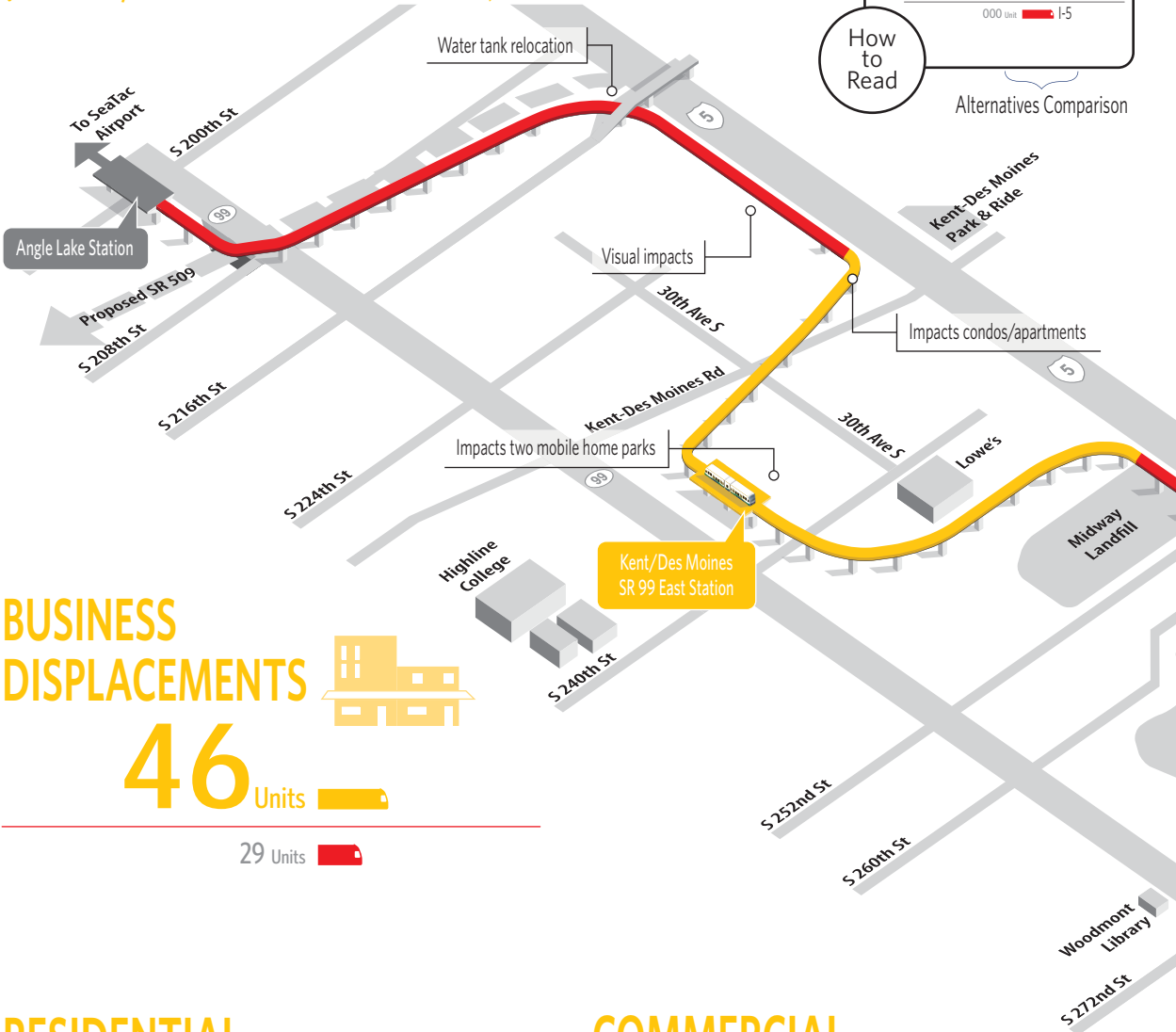
Results

I-5 ALTERNATIVE (with Kent/Des Moines SR 99 East Station)

EIS Measure — MEASURE
EIS Result — 000 Unit — Alternative option
000 Unit — I-5

How to Read

Alternatives Comparison



This scenario is similar to the I-5 Alternative, but includes a station at Kent/Des Moines near SR 99. This scenario would cost slightly more than the I-5 Alternative, but would provide a more direct connection to Highline College and RapidRide bus service. There would be fewer residential displacements but more business displacements and the station location would be more supportive of TOD.

PROJECT COST

1.44 Billion 

1.42 Billion 

TRAVEL TIME

14 Minutes 

13 Minutes 

DAILY RIDERSHIP

25,500 Riders 

25,500 Riders 

LAND WITH TOD POTENTIAL

84 Acres 

76 Acres 



Diagrams are for illustration purposes only and are not to scale.

Results

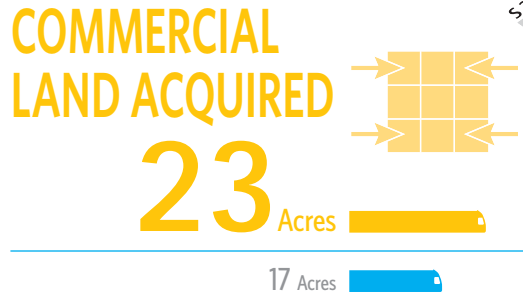
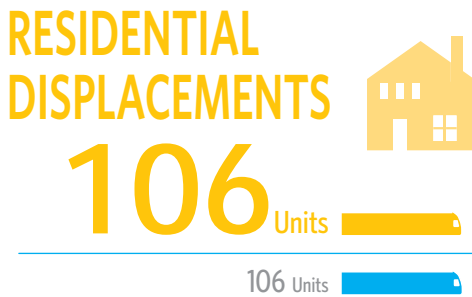
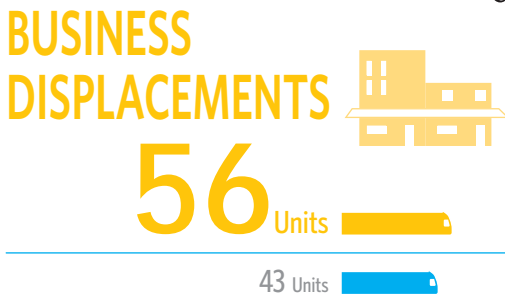
SR 99 to I-5 ALTERNATIVE (with S 216th West Station)

EIS Measure — MEASURE
EIS Result — 000 Unit

Alternative option
000 Unit — SR 99 to I-5

How to Read

Alternatives Comparison



This scenario is similar to the SR 99 to I-5 Alternative, but includes an additional station at S 216th. This station was not part of the voter-approved ST2 Plan. Including the S 216th West Station increases the project cost with minimal change to travel time and ridership, compared to the SR 99 to I-5 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.

PROJECT COST

1.52 Billion 

1.48 Billion 

TRAVEL TIME

14 Minutes 

14 Minutes 

DAILY RIDERSHIP

26,500 Riders 

26,000 Riders 

LAND WITH TOD POTENTIAL

145 Acres 

92 Acres 



Diagrams are for illustration purposes only and are not to scale.

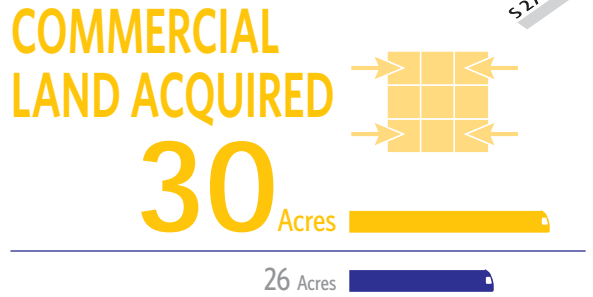
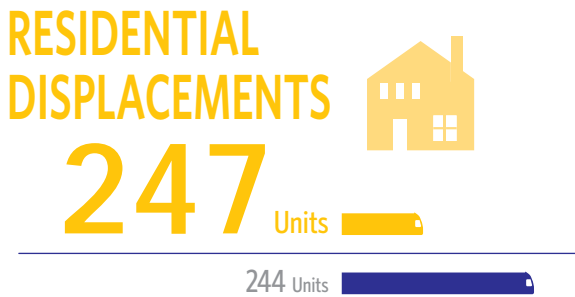
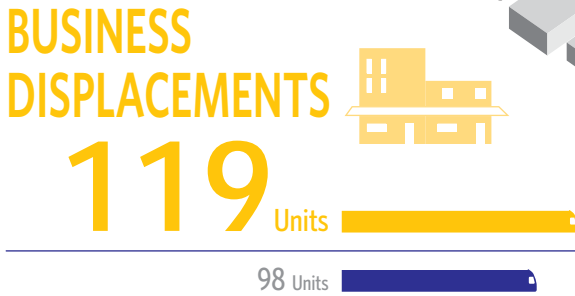
Results

I-5 to SR 99 ALTERNATIVE (with S 260th East Station)

EIS Measure — MEASURE
EIS Result — 000 Unit — Alternative option
000 Unit — I-5 to SR 99

How to Read

Alternatives Comparison



This scenario is similar to the I-5 to SR 99 Alternative, but includes an additional station at S 260th. This station was not part of the voter-approved ST2 Plan. Including the S 260th East Station slightly increases the project cost with minimal change to travel time and ridership, compared to the I-5 to SR 99 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.

PROJECT COST

1.73 Billion 

1.72 Billion 

TRAVEL TIME

14 Minutes 

13 Minutes 

DAILY RIDERSHIP

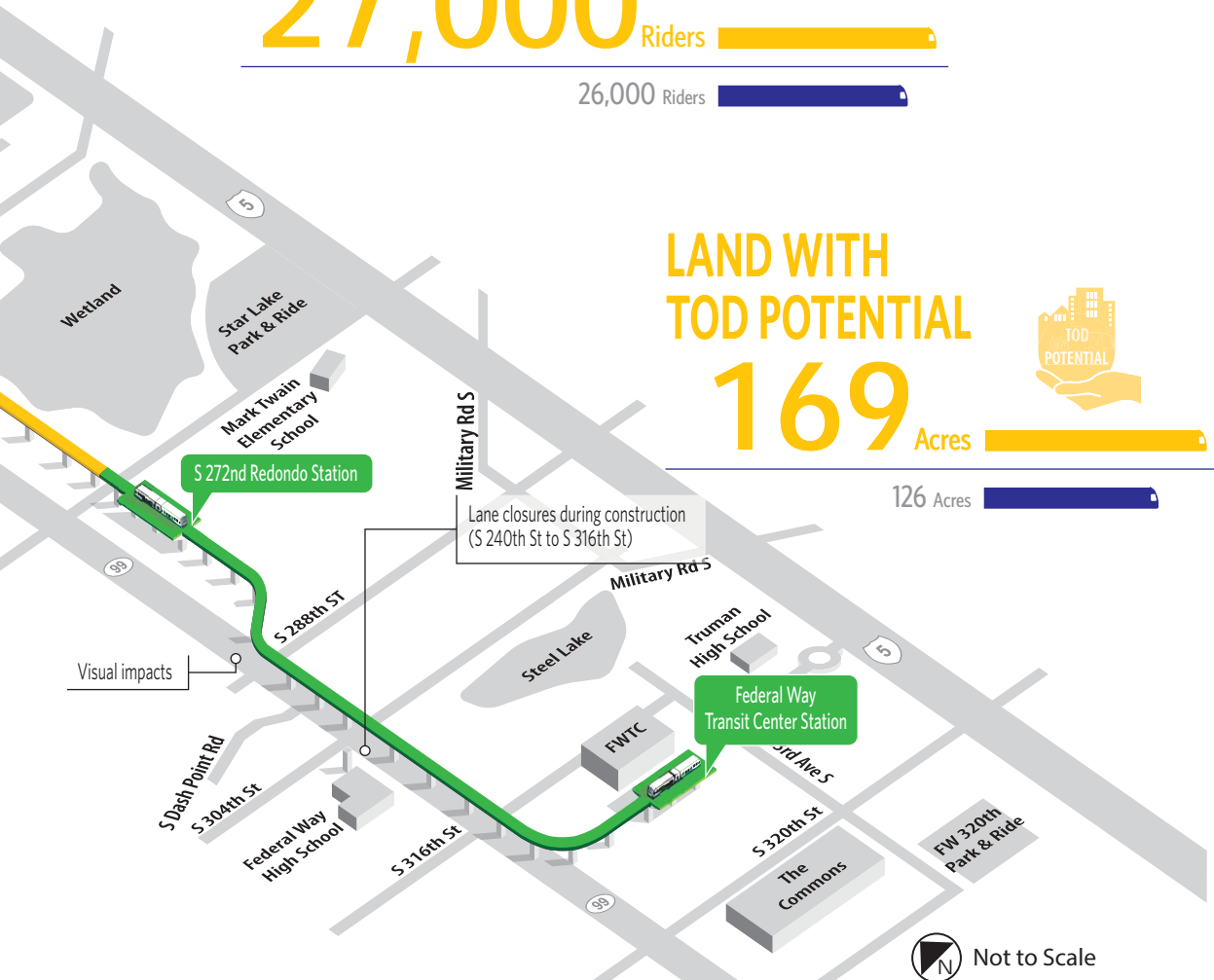
27,000 Riders 

26,000 Riders 

LAND WITH TOD POTENTIAL

169 Acres 

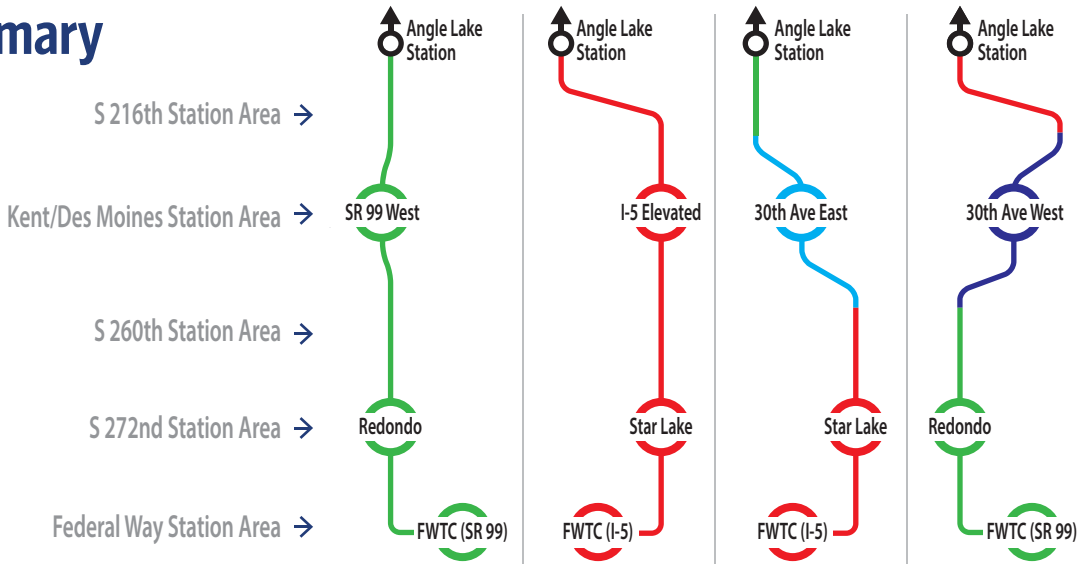
126 Acres 



Diagrams are for illustration purposes only and are not to scale.

Results

Summary



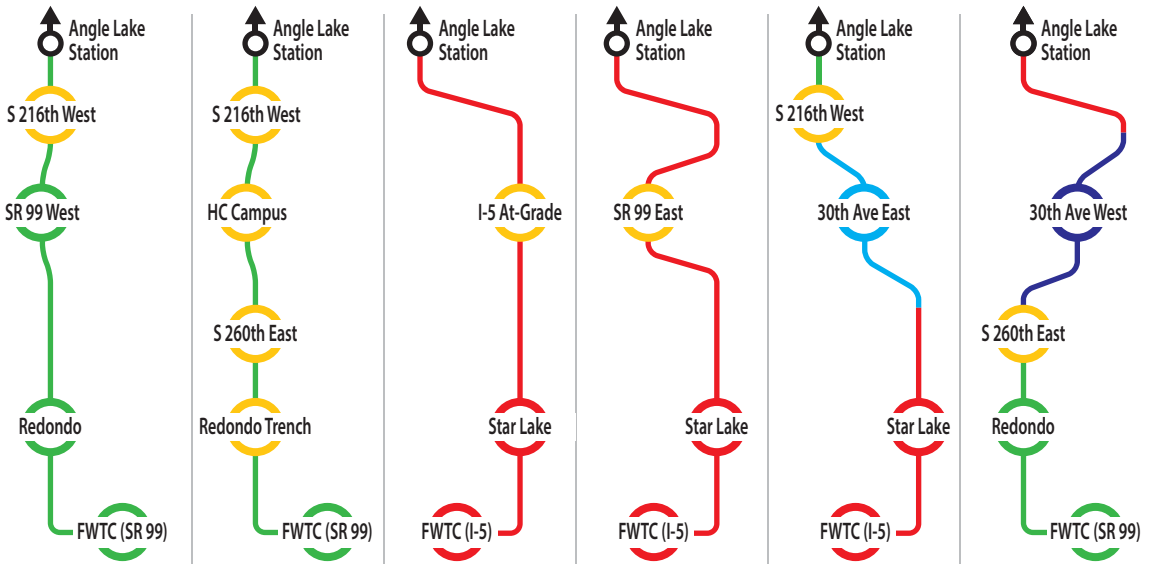
Performance Measures



SR 99 Alternative	I-5 Alternative	SR 99 to I-5 Alternative	I-5 to SR 99 Alternative
more details → P.20	more details → P.22	more details → P.24	more details → P.26

Project Cost (2014 dollars in Billions)	1.77	1.42	1.48	1.72
Travel Time (Minutes)	13	13	14	13
Daily Ridership (Riders)	26,500	25,500	26,000	26,000
Land with TOD Potential (Acres)	119	76	92	126
Business Displacements (Units)	104	29	43	98
Residential Displacements (Units)	36	285	106	244
Commercial Land Acquired (Acres)	31	13	17	26

This table summarizes the tradeoffs between the alternatives and station options described in this booklet. Additional combinations of alternatives and options are possible. The Draft EIS describes the full range of alternatives and options and the costs and impacts of each. For more information, refer to the project website at federalwaylink.org.



SR 99 Alternative (with S 216th West Station)	SR 99 Alternative (with S 216th West and S 260th East Station)	I-5 Alternative (with I-5 At-Grade Station)	I-5 Alternative (with SR 99 East Station)	SR 99 to I-5 Alternative (with S 216th West Station)	I-5 to SR 99 Alternative (with S 260th East Station)
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more details → [P.28](#) more details → [P.30](#) more details → [P.32](#) more details → [P.34](#) more details → [P.36](#) more details → [P.38](#)

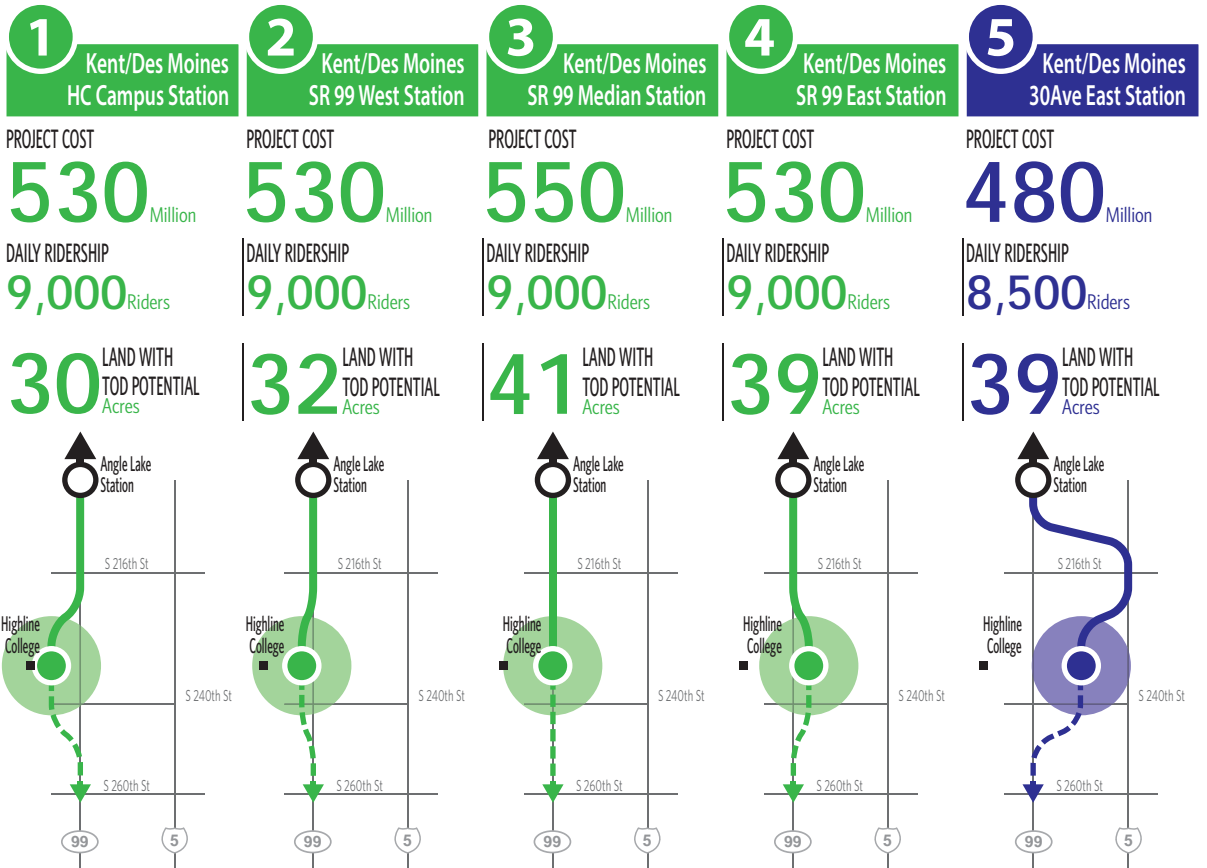
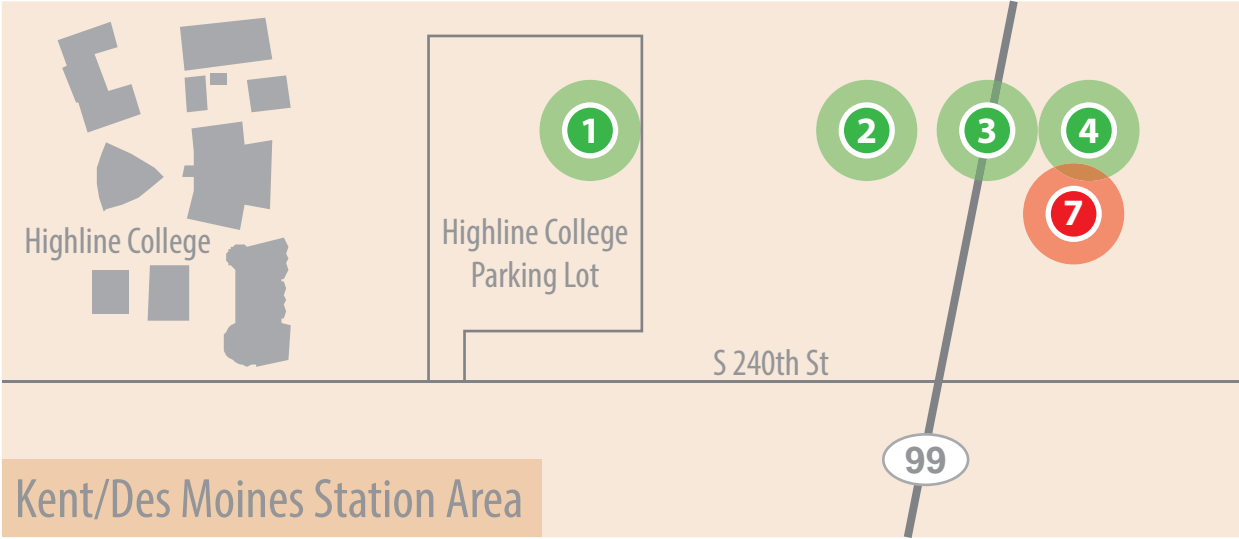
1.84	1.82	1.32	1.44	1.52	1.73
13	14	13	14	14	14
27,000	27,500	25,500	25,500	26,500	27,000
172	208	73	84	145	169
117	134	24	46	56	119
36	87	186	258	106	247
37	43	11	19	23	30



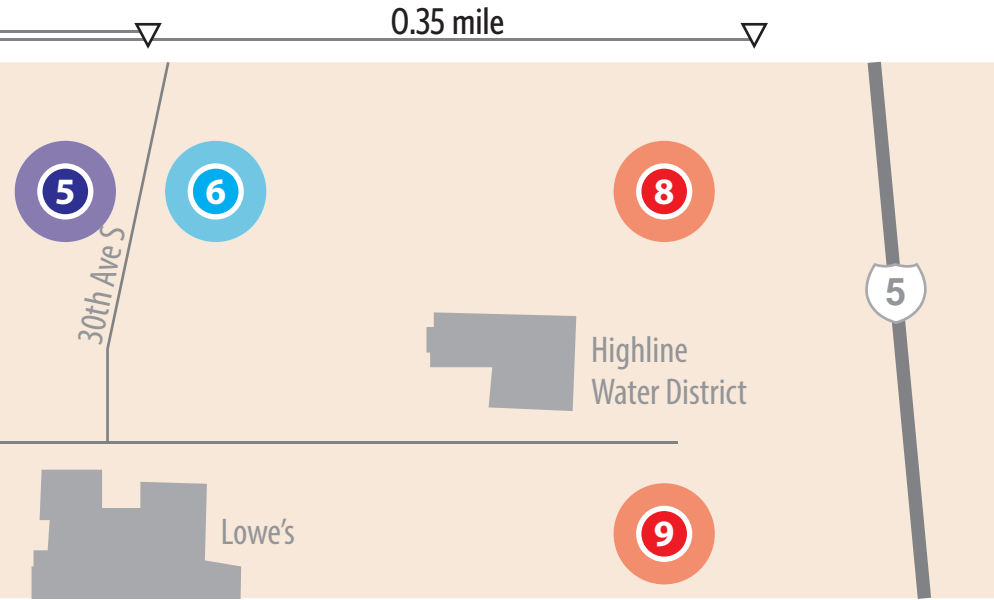
Results

Kent/Des Moines Terminus Station Comparisons

0.25 mile



The project may be built in phases, depending on funding. The costs and impacts of an interim terminus at Kent/Des Moines would vary depending on alignment and station location. SR 99 options would cost more but have higher ridership due to proximity to RapidRide bus connections. I-5 options would cost less but have lower ridership. Options near SR 99 and 30th Avenue would be more supportive of TOD.



Current Financial Plan
422 Million*

216th Station
+ 80 Million
 • SR 99 ONLY
 • NOT IN ST2

Trench Option
+120 Million
 • WITH S 216TH WEST AND K/DM HC CAMPUS STATIONS ONLY

6 Kent/Des Moines 30Ave East Station

PROJECT COST
540 Million

DAILY RIDERSHIP
8,500 Riders

47 LAND WITH TOD POTENTIAL Acres

7 Kent/Des Moines SR 99 East Station

PROJECT COST
470 Million

DAILY RIDERSHIP
9,000 Riders

39 LAND WITH TOD POTENTIAL Acres

8 Kent/Des Moines I-5 Station

PROJECT COST
490 Million

DAILY RIDERSHIP
5,500 Riders

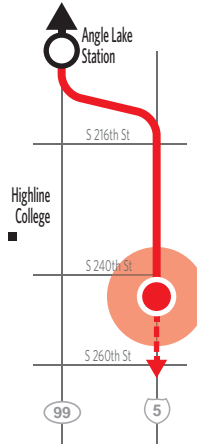
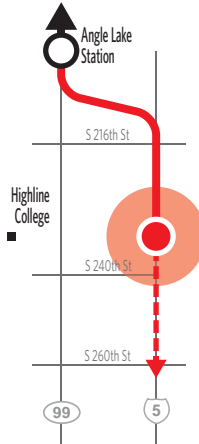
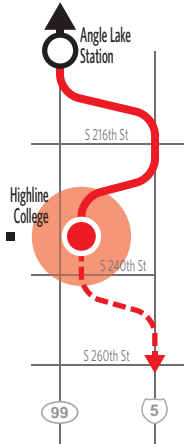
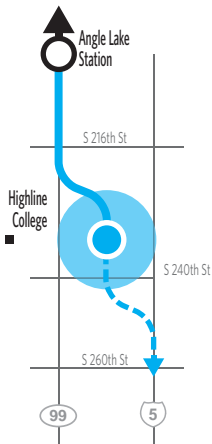
31 LAND WITH TOD POTENTIAL Acres

9 Kent/Des Moines I-5 At-Grade Station

PROJECT COST
410 Million

DAILY RIDERSHIP
5,500 Riders

28 LAND WITH TOD POTENTIAL Acres



* The ST2 Plan assumed \$409 million to \$474 million (2014\$) for an extension to Kent/Des Moines. As part of the ongoing realignment process and Board direction to manage all projects to the low end of the range, the financial plan was adjusted to \$422 million.

Federal Way Terminus Station Comparisons

Angel Lake Station (under construction) →

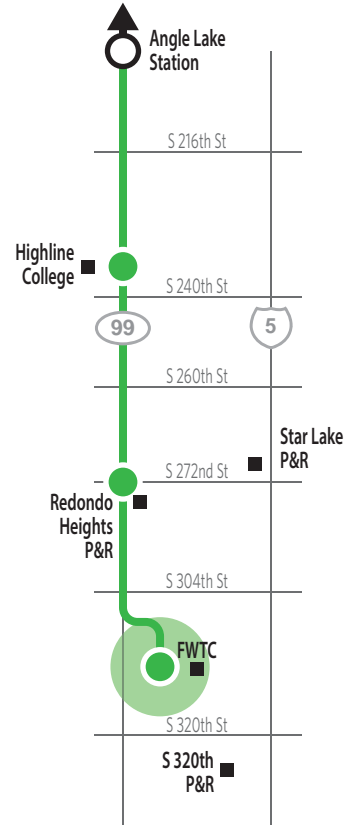
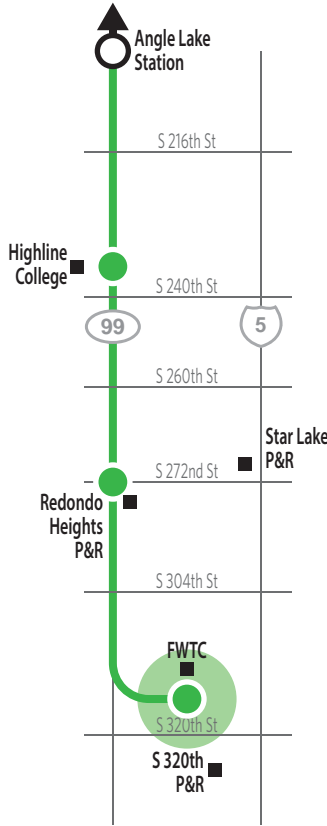
S 216th Station Area →

Kent/Des Moines Station Area →

S 260th Station Area →

S 272nd Station Area →

Federal Way Station Area →



Key Measurements

\$ PROJECT COST
(in 2014 dollars in Billions)

DAILY RIDERSHIP (Riders) | **TRAVEL TIME** (Minutes)

LAND WITH TOD POTENTIAL (Acres)

RESIDENTIAL DISPLACEMENTS (Units) | **BUSINESS DISPLACEMENTS** (Units)

COMMERCIAL LAND ACQUIRED (Acres)

Federal Way Transit Center Station

PROJECT COST
1.77 Billion

DAILY RIDERSHIP **26,500** Riders | TRAVEL TIME **13** Minutes

LAND WITH TOD POTENTIAL **119** Acres

RESIDENTIAL DISPLACEMENTS **36** Units | BUSINESS DISPLACEMENTS **104** Units

COMMERCIAL LAND ACQUIRED **31** Acres

Federal Way SR 99 Station

PROJECT COST
1.70 Billion

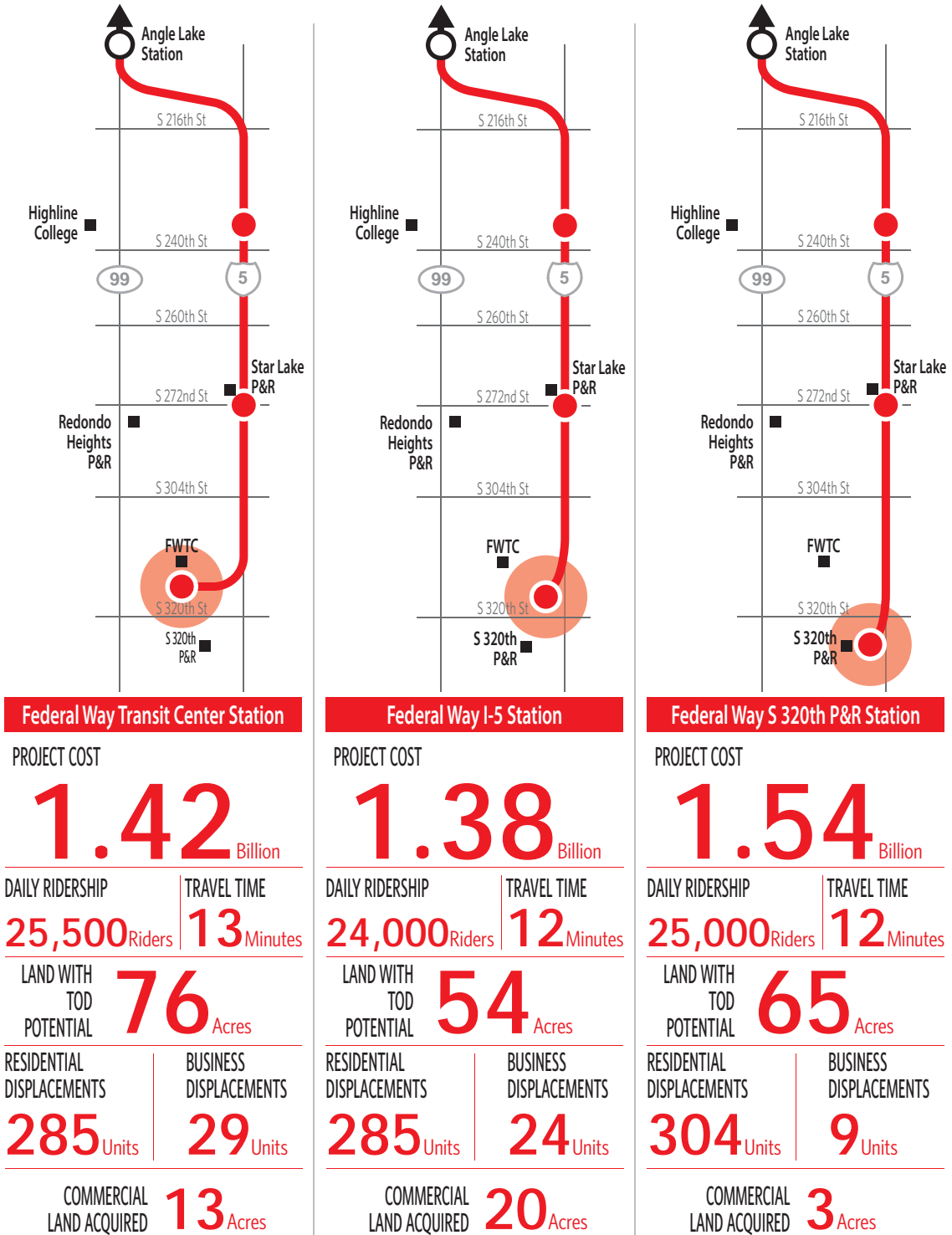
DAILY RIDERSHIP **25,000** Riders | TRAVEL TIME **12** Minutes

LAND WITH TOD POTENTIAL **130** Acres

RESIDENTIAL DISPLACEMENTS **36** Units | BUSINESS DISPLACEMENTS **91** Units

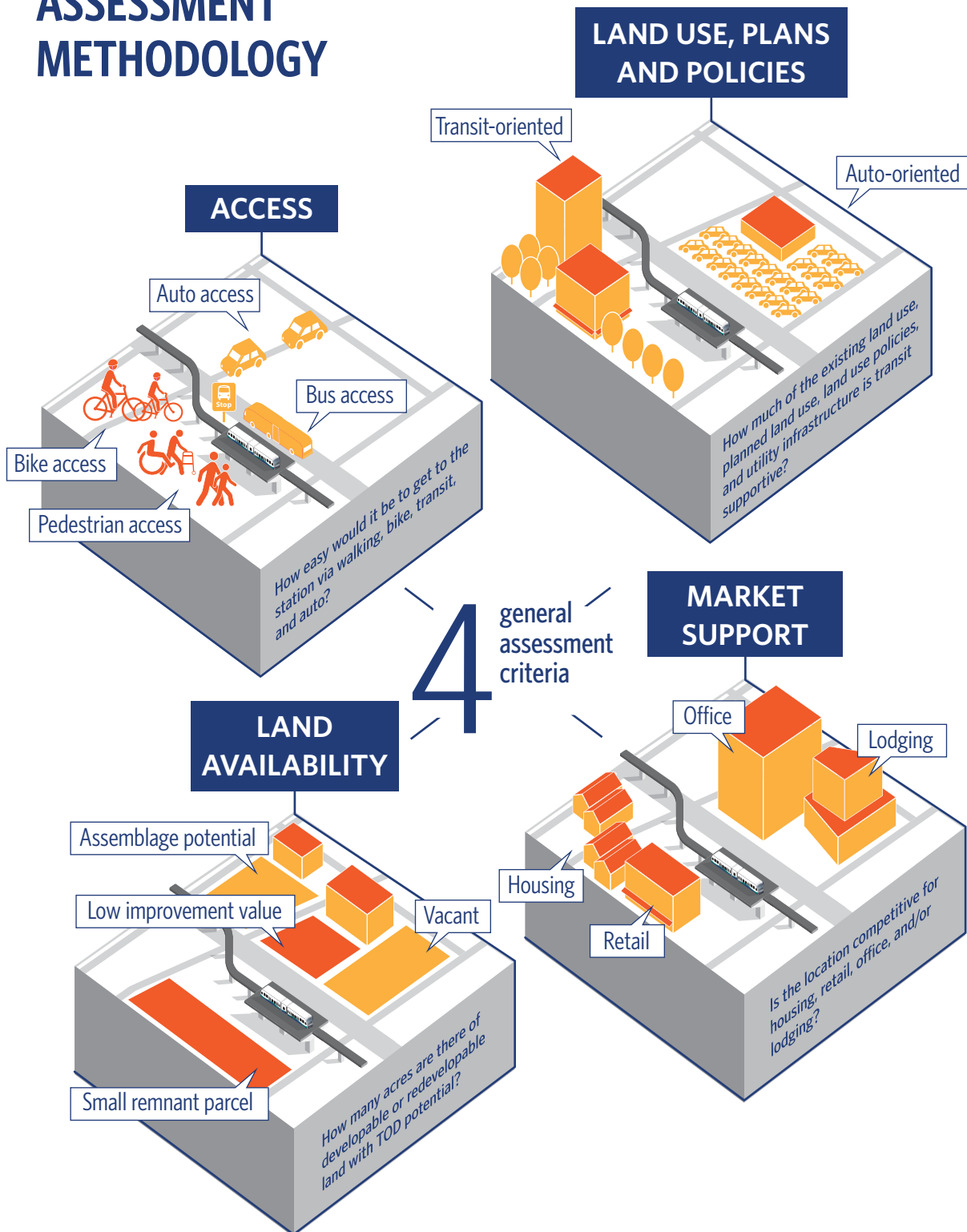
COMMERCIAL LAND ACQUIRED **33** Acres

There are several potential terminus options in downtown Federal Way. In general, options using an SR 99 alignment would cost more than options using an I-5 alignment. However, station options closer to SR 99 would be more supportive of TOD. For either alignment, the costs and impacts would also vary depending on the specific location of the terminus station in Federal Way.



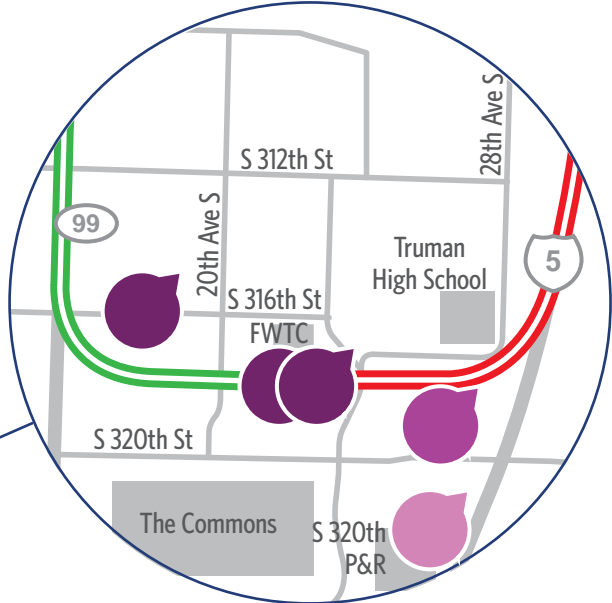
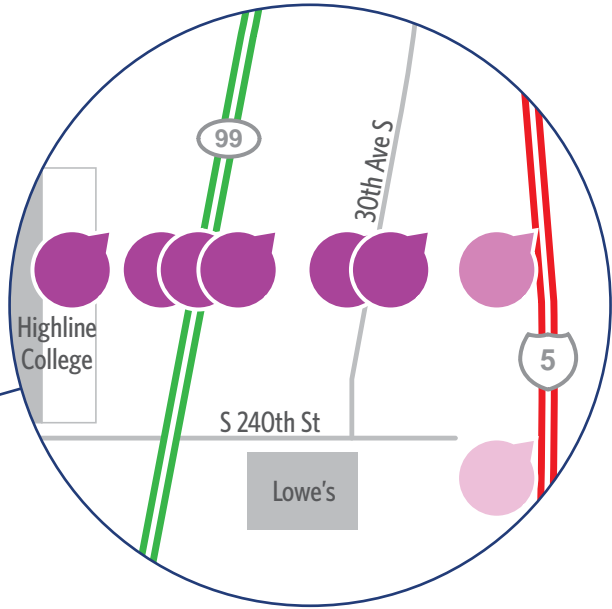
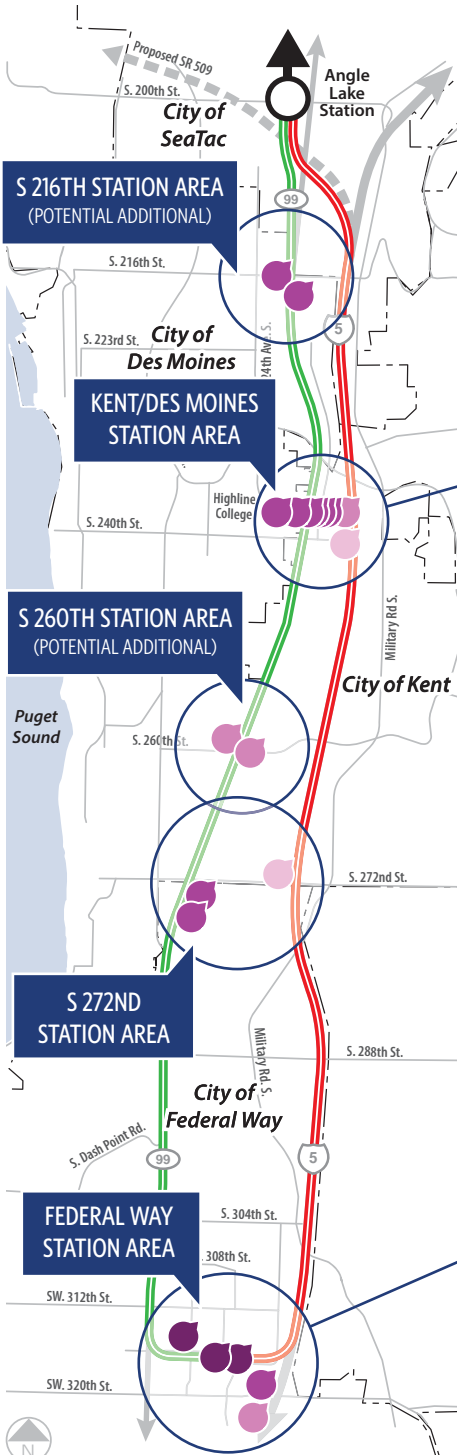
TOD Assessment

ASSESSMENT METHODOLOGY



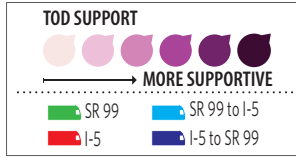
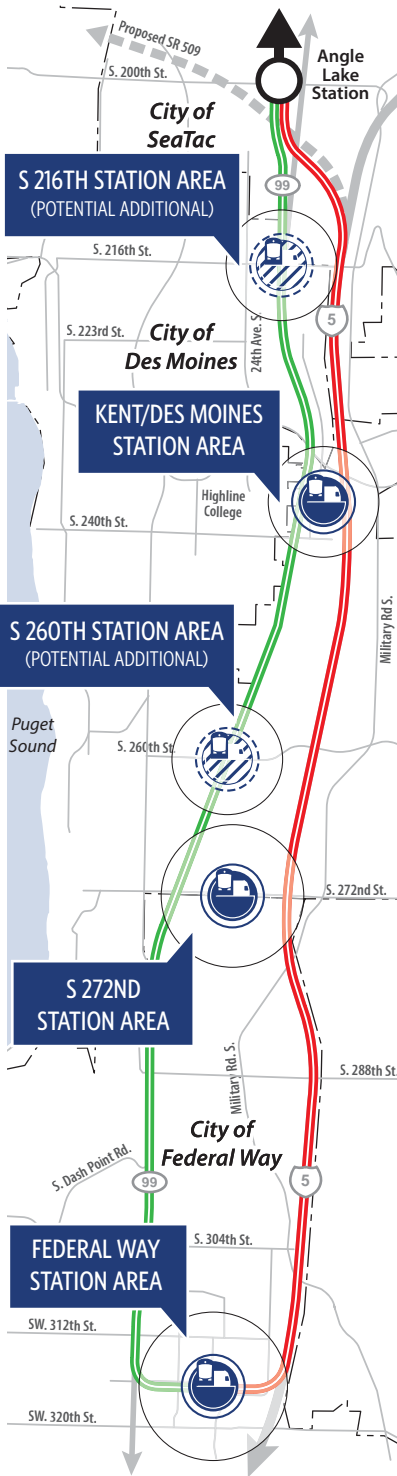
Sound Transit assessed the relative degree to which the 21 different station options could support TOD. The following four criteria were used to develop ratings: access, land use, market support, and land availability. Station locations near SR 99 were found to generally be more supportive of TOD than locations along I-5.

ASSESSMENT RESULTS



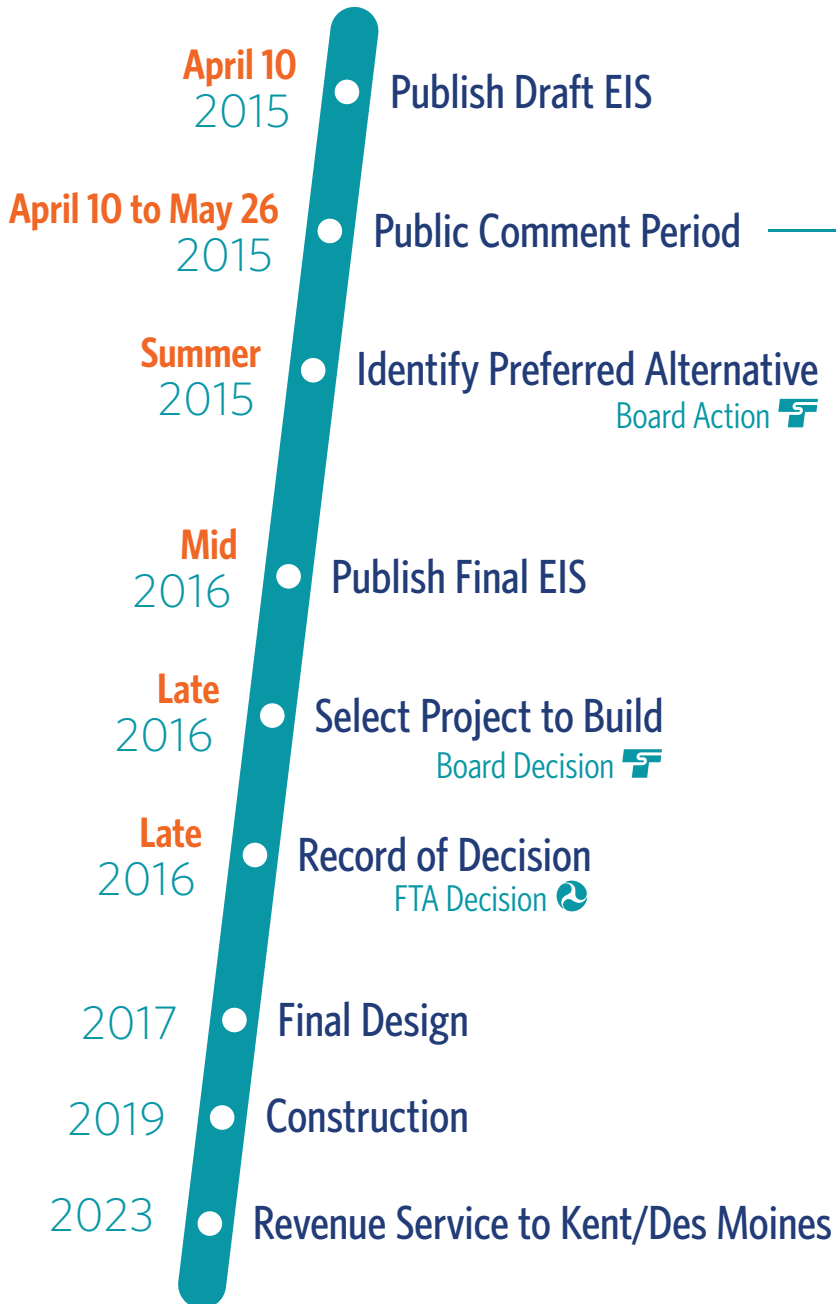
TOD Assessment

ASSESSMENT RESULTS

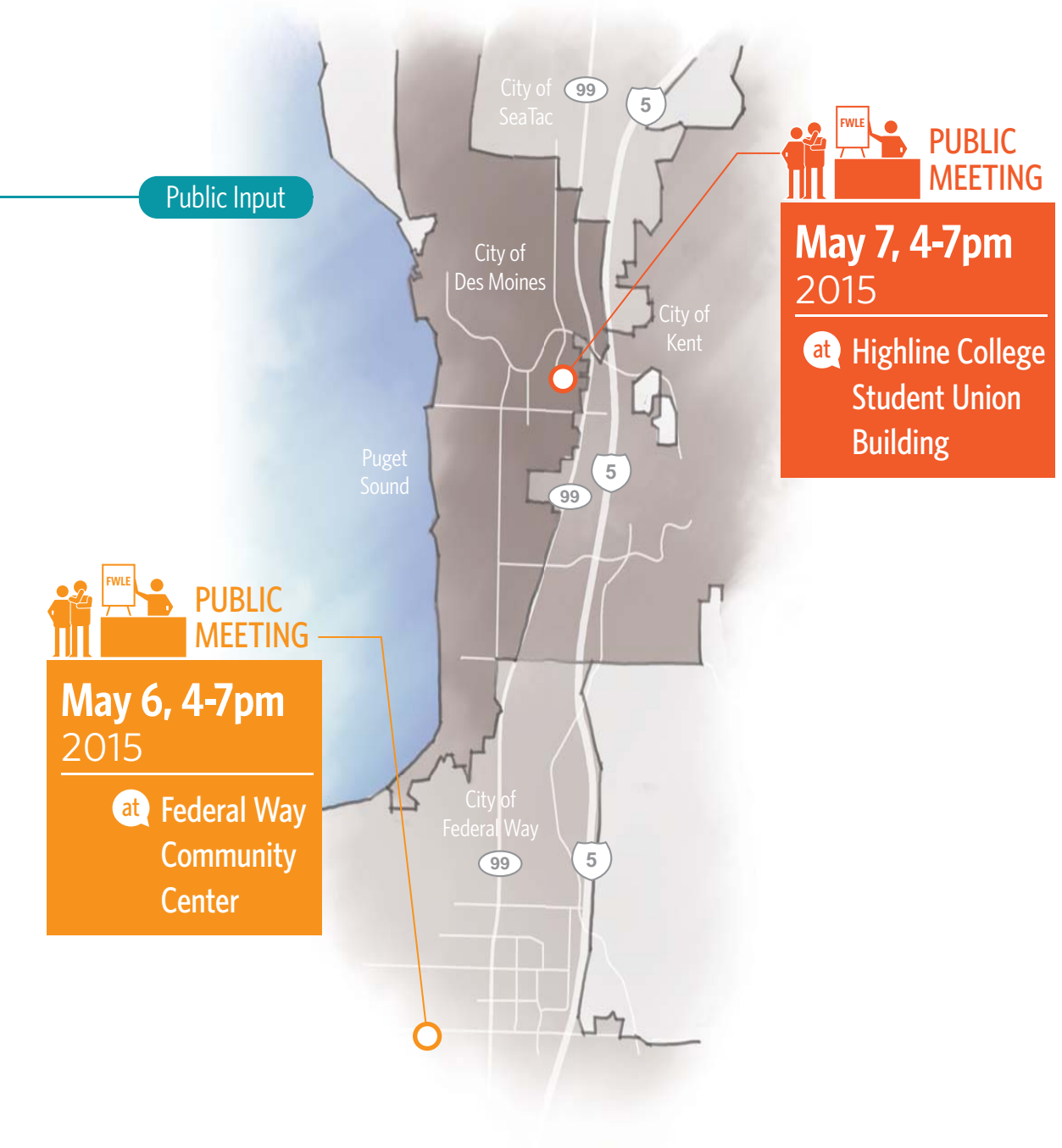


Station Option	TOD Support Level
S 216th West Station Option	High Support (Dark Purple)
S 216th East Station Option	High Support (Dark Purple)
Kent/Des Moines HC Campus Station Option	High Support (Dark Purple)
Kent/Des Moines SR 99 West Station	High Support (Dark Purple)
Kent/Des Moines SR 99 Median Station Option	High Support (Dark Purple)
Kent/Des Moines SR 99 East Station Option (SR 99)	High Support (Dark Purple)
Kent/Des Moines SR 99 East Station Option (I-5)	Medium-High Support (Purple)
Kent/Des Moines 30th Ave West Station Option	Medium-High Support (Purple)
Kent/Des Moines 30th Ave East Station Option	Medium-High Support (Purple)
Kent/Des Moines I-5 Station	Medium Support (Pinkish Purple)
Kent/Des Moines I-5 At-Grade Station Option	Low-Medium Support (Light Pink)
S 260th West Station Option	Medium Support (Pinkish Purple)
S 260th East Station Option	Medium Support (Pinkish Purple)
S 272nd Redondo Station	High Support (Dark Purple)
S 272nd Redondo Trench Station Option	High Support (Dark Purple)
S 272nd Star Lake Station	Low-Medium Support (Light Pink)
Federal Way SR 99 Station Option	High Support (Dark Purple)
Federal Way Transit Center Station (SR 99)	High Support (Dark Purple)
Federal Way Transit Center Station (I-5)	High Support (Dark Purple)
Federal Way I-5 Station Option	High Support (Dark Purple)
Federal Way S 320th Park & Ride Station Option	Medium Support (Pinkish Purple)

Next Steps



The Draft EIS public comment period is April 10 to May 26. After the comment period, the Sound Transit Board will identify a preferred alternative to be followed by preparation of a Final EIS. A final decision on the alignment and stations will be made after publication of the Final EIS in 2016. Sound Transit anticipates completion of a light rail extension to Kent/Des Moines by 2023.



Learn more about the Federal Way Link Extension

visit

federalwaylink.org



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route



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comments



Read the
Draft EIS