



West Seattle and Ballard Link Extensions

Stakeholder Advisory Group | September 26, 2018

Agenda

- *Welcome and introductions*
- *Community engagement, equity and inclusion*
- *Level 2 recommendation discussions*
- *Review group recommendations*
- *Next steps and next meeting*



***Previous
meeting summary***

Community engagement and collaboration



Meeting dates subject to change.

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, Tacoma, Olympia, Everett, Everett, Bellingham and Everett. Sounder trains provide a fast and reliable way to travel between major cities in the Puget Sound region.

Link light rail

Link light rail will connect Everett and Seattle with a new light rail line. Link light rail will provide a fast and reliable way to travel between major cities in the Puget Sound region.

Everett to Tacoma bus

Everett to Tacoma bus will provide a fast and reliable way to travel between major cities in the Puget Sound region.

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 bond issues, federal grants, farebox recoveries, local bonds and interest payments. By 2026, system operating costs will be paid for with local taxes, farebox recoveries, interest savings, private sources and federal operating assistance.

 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.
- Improve service at existing stations.



 SOUNDTRANSIT

External Engagement Report: June-Sept. 2018



64 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

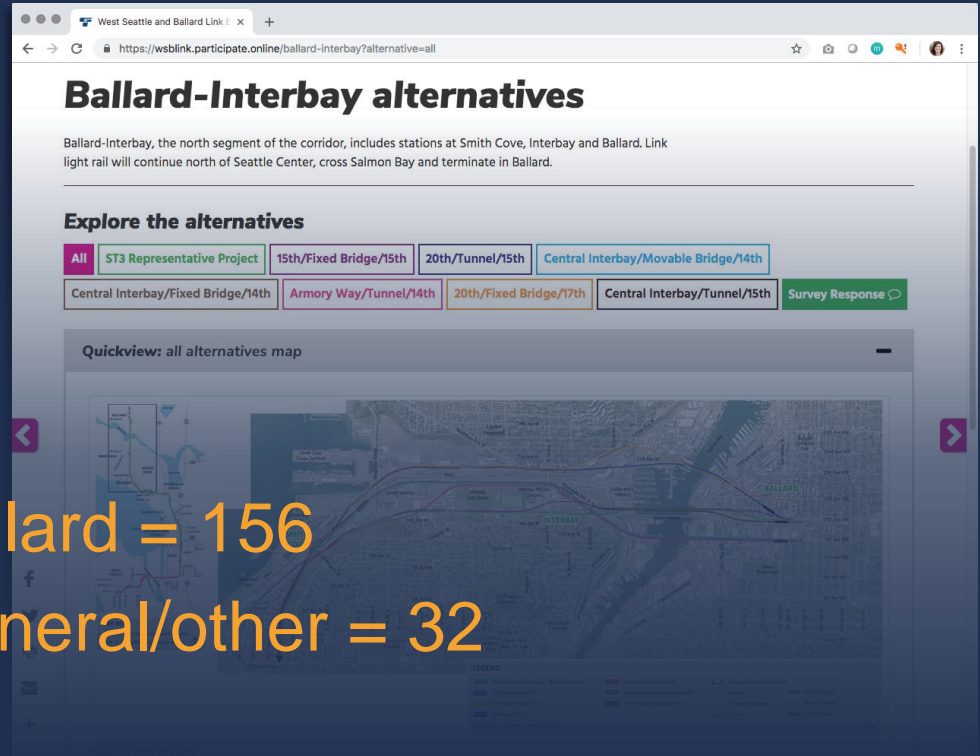
West Seattle = 140

SODO / CID = 49

Downtown = 65

Ballard = 156

General/other = 32



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)



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)



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

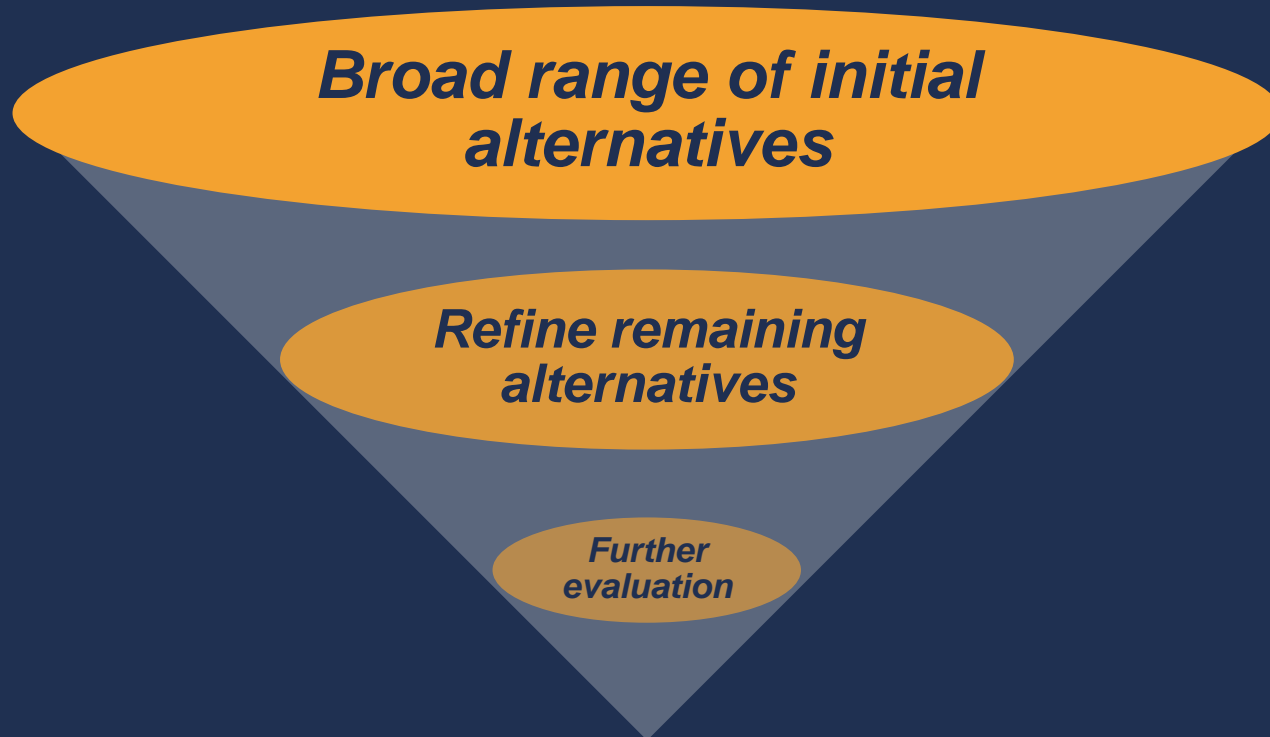
- An Executive Order affirming the City of Seattle's commitment to the ***Race and Social Justice Initiative (RSJI)***
- The RSJI vision is to ***achieve racial equity*** in the community and the mission is to ***end institutional and structural racism*** in City government, ***promoting inclusion*** 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

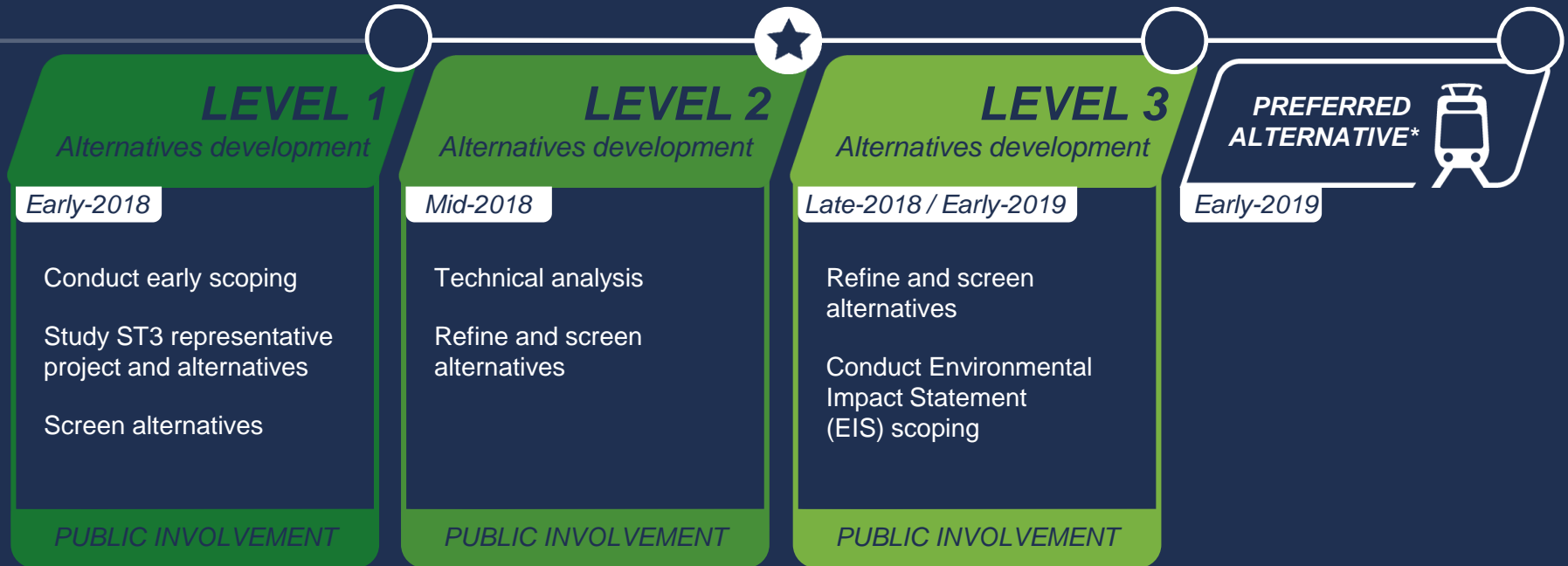
- › **Today:** *Sharing findings* of Level 2 data analysis and community engagement
- › **Shared outcomes**
 - *Enhance mobility and access* to create opportunity for communities of color and low-income populations
 - Create opportunities for *equitable development* that benefit communities of color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

Screening process



Preferred Alternative and other EIS alternatives

Alternatives development process



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

Financial constraints

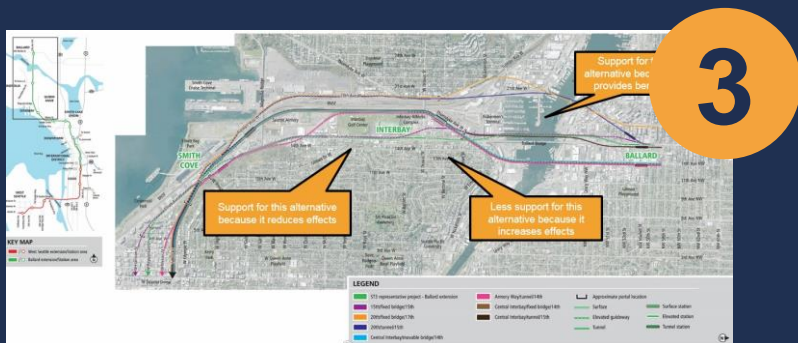
- ST3 Plan budget based on 2014 conceptual cost estimates
- **Significant recent escalation** in construction and real estate costs
- Level 2 cost assessment provides basis for comparison of alternatives within a segment
- Level 3 end-to-end alternatives will facilitate comparison to ST3 budget
- **Be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



Level 2 alternatives

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

Results summary



Public feedback - common themes

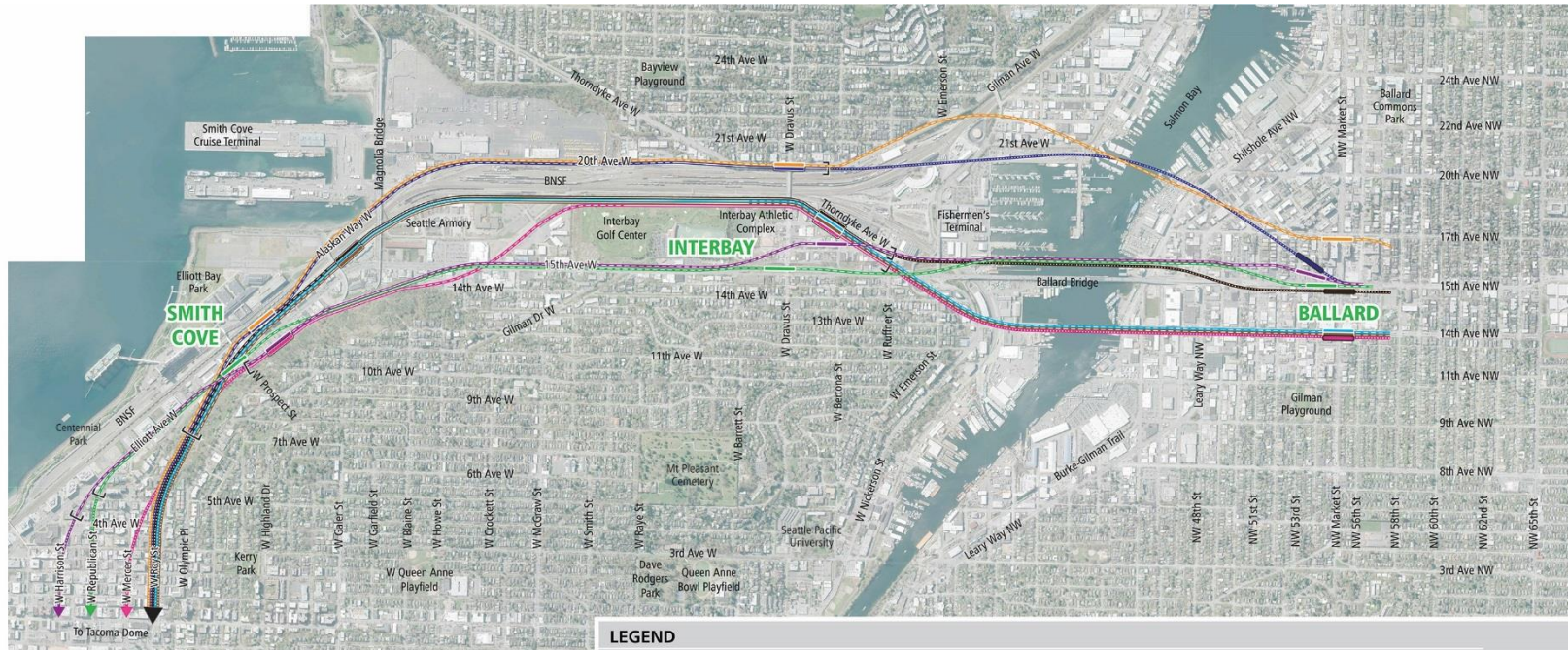
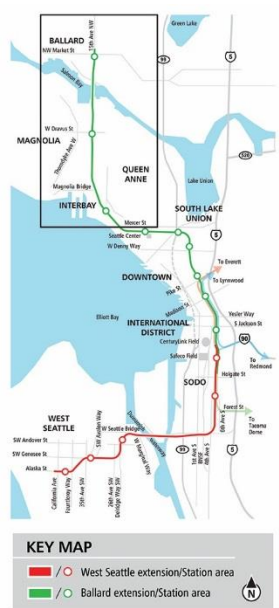
| | Public feedback - common themes | Do Not Carry Forward? | Carry Forward? | W/suggested refinements? |
|----------------|---|-----------------------|----------------|--------------------------|
| Representative | | | | |
| Alternative 1 | <ul style="list-style-type: none"> No support for this alternative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

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



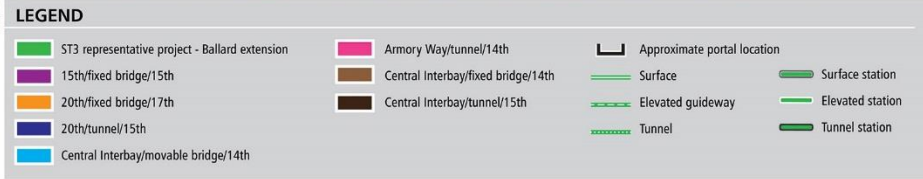
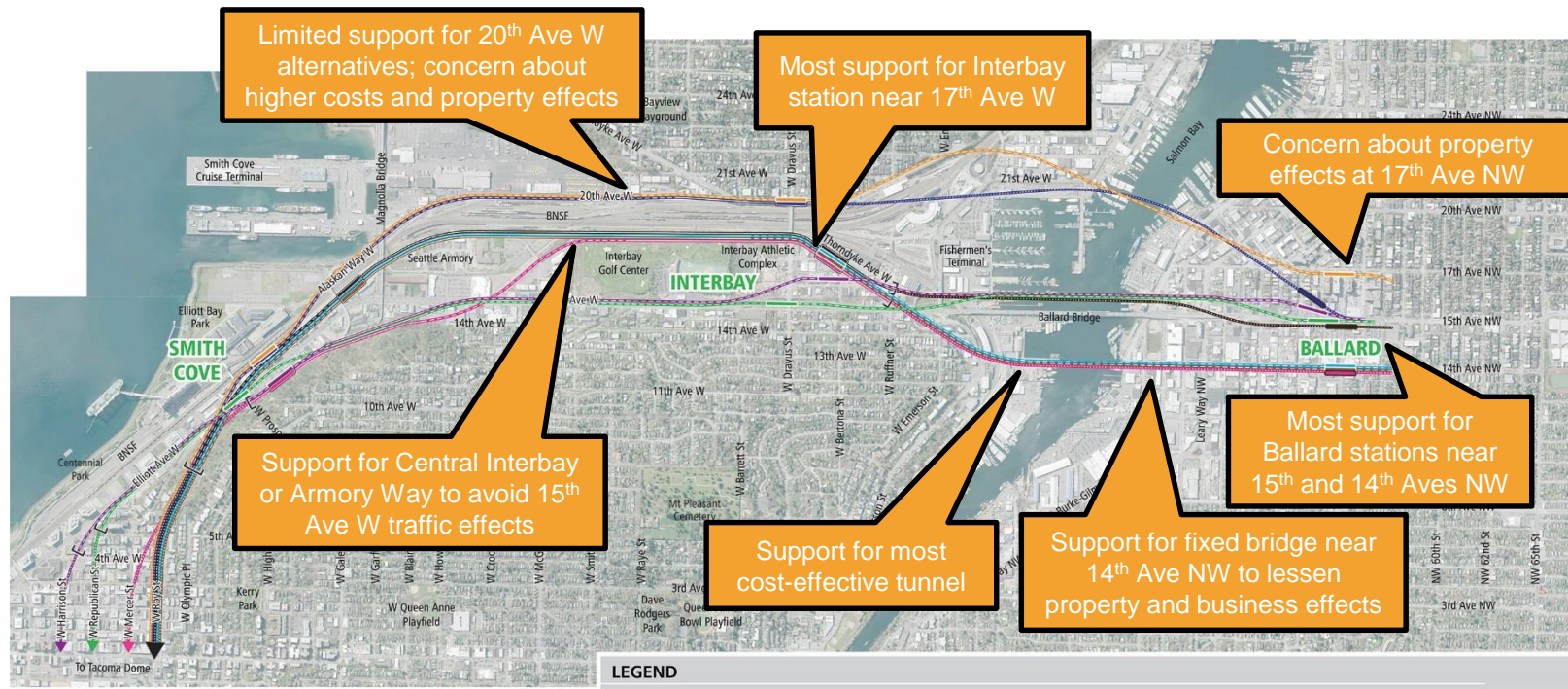
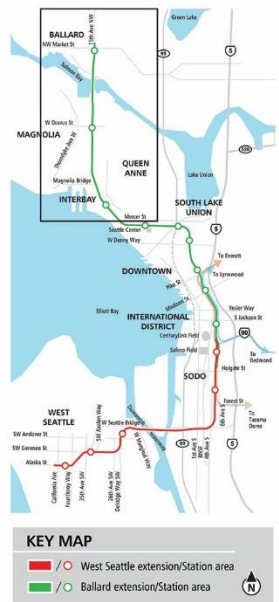
Interbay / Ballard

Level 2 alternatives

Interbay / Ballard Results summary

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









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



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 th  | <ul style="list-style-type: none"> Some support for fixed bridge and Ballard station with fewer property effects | | | |
| Central Interbay/ Movable Bridge/14 th  | <ul style="list-style-type: none"> Concern about movable bridges | | | |
| 15 th /Fixed Bridge/15 th  | <ul style="list-style-type: none"> Concern about Fishermen's Terminal effects | | | |
| Armory Way/ Tunnel/14 th  | <ul style="list-style-type: none"> General support for more cost-effective tunnel crossing Support for Ballard station with fewer property effects <i>Explore Ballard Station access at 15th Ave NW, closer to center of urban village</i> | | | |
| Central Interbay/ Tunnel/15 th  | <ul style="list-style-type: none"> Concern about tunnel cost vs. Armory Way/Tunnel/14th Support for 15th Ave NW station | | | |
| 20 th /Fixed Bridge/17 th  | <ul style="list-style-type: none"> Concern about overall cost Concern about Ballard Station property, construction and visual effects, though support for location | | | |
| 20 th /Tunnel/15 th  | <ul style="list-style-type: none"> Concern about tunnel cost vs. Armory Way/Tunnel/14th | | | |

Level 2 alternatives

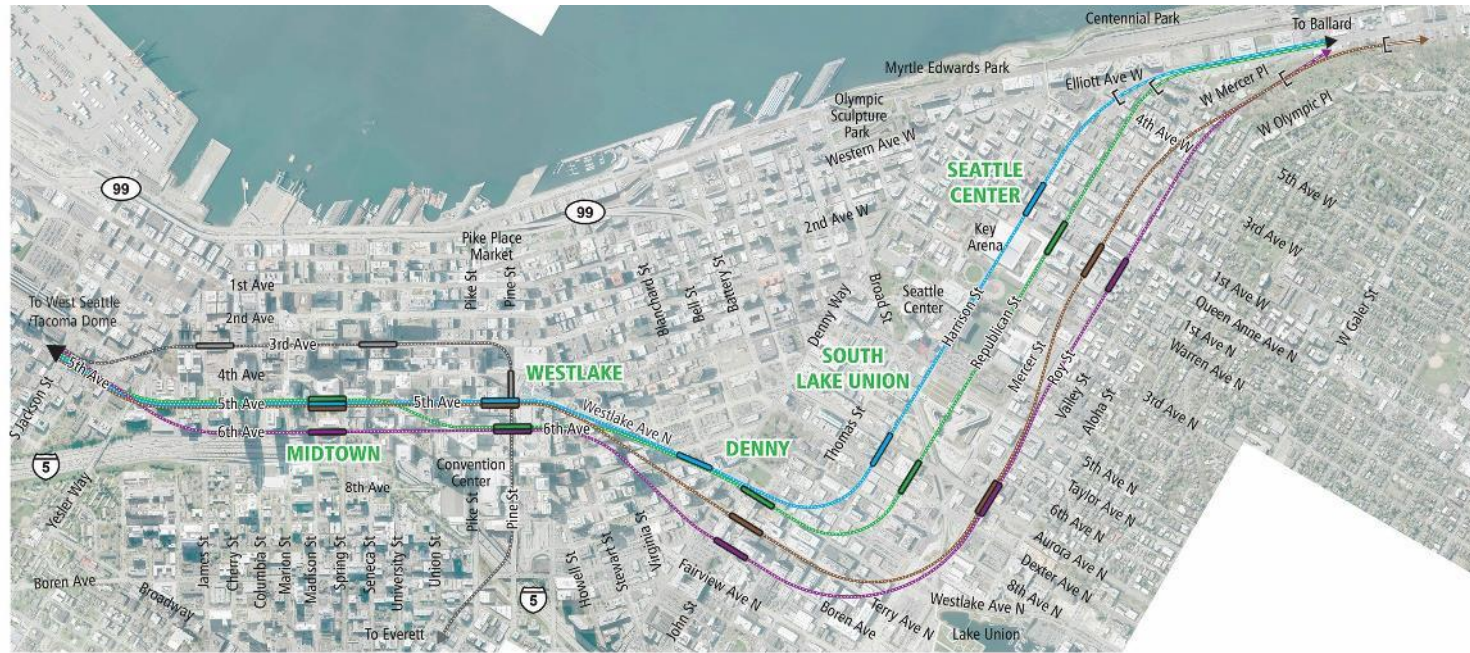
Downtown

- 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 | Existing Link light rail |
| 5th/Harrison | Approximate portal location |
| 5th/Terry/Roy/Mercer | Surface |
| 6th/Boren/Roy | 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"> Avoids building tie-backs on 5th Ave, SR 99 portal and sewer More constrained Denny station location on Boren Seattle Center station location on Roy, two blocks from Key Arena Lower bus/rail integration opportunity at Seattle Center station on Roy | Similar | Higher Performing |
| 5 th /Harrison  | <ul style="list-style-type: none"> Better bus/rail integration opportunity at SLU station on Harrison Higher property effects due to tunnel portal location on Harrison west of Seattle Center Engineering challenges with tunneling under Key Arena | +\$200M | Higher Performing |
| 5 th /Terry/Roy/Mercer  | <ul style="list-style-type: none"> Avoids SR 99 portal and sewer Seattle Center station location on Mercer, one block from Key Arena | +\$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 5th Ave and 6th Ave routes in Downtown

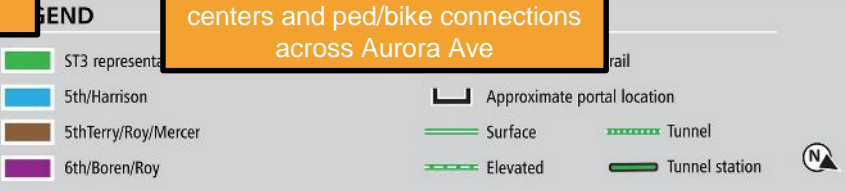
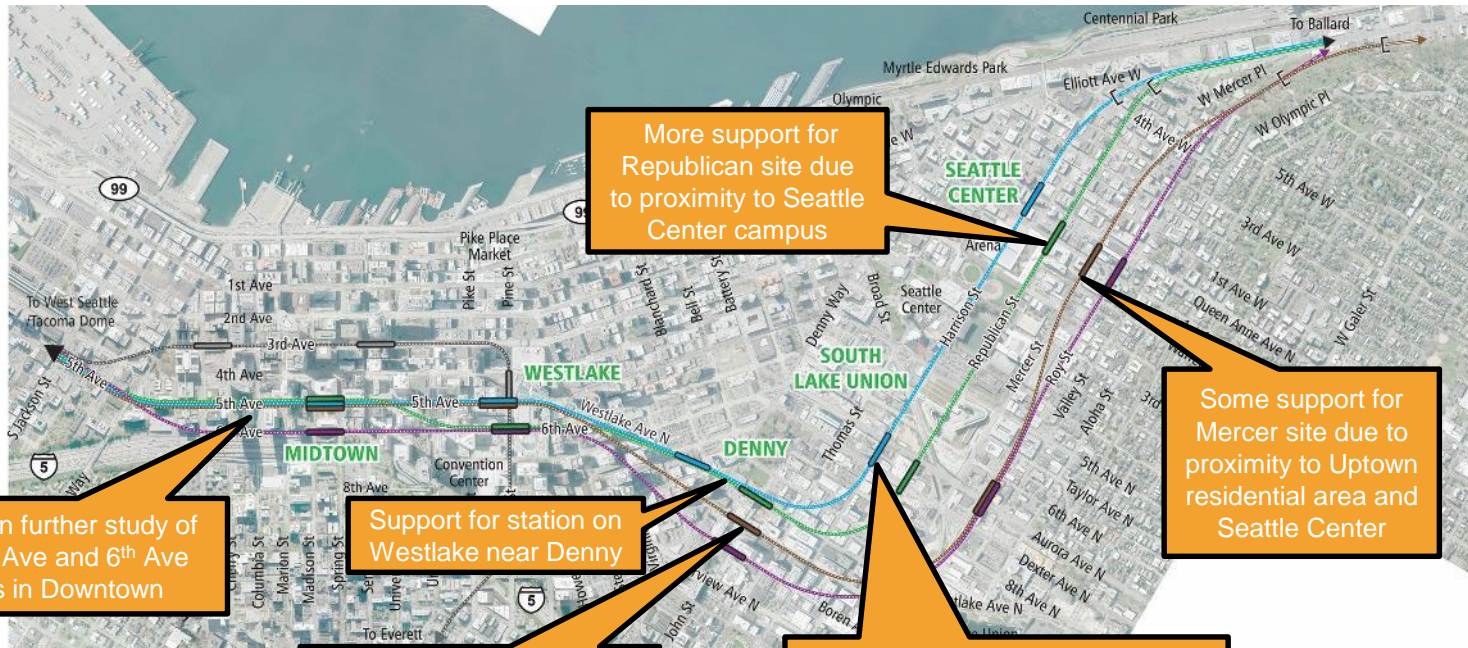
Support for station on Westlake near Denny

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

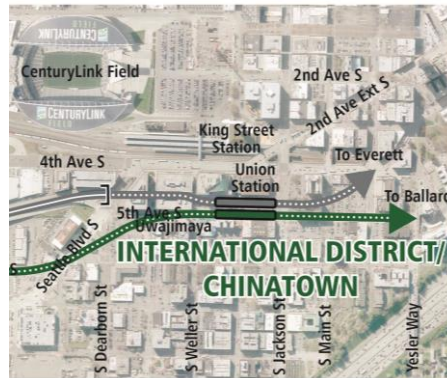
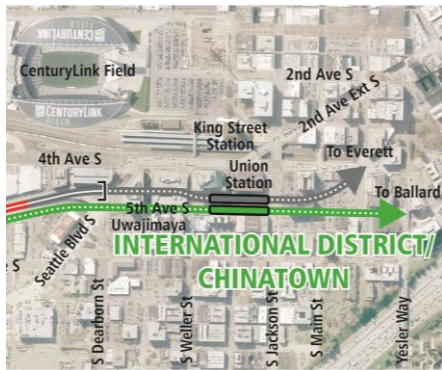
| Alternative | Public feedback - common themes | Do Not Carry Forward? | Carry Forward? | w/suggested refinements? |
|--|---|-----------------------|----------------|--------------------------|
| ST3 Representative Project  | | | | |
| 6th/Boren/Roy  | <ul style="list-style-type: none"> Limited support 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 | | | |
| 5th/Harrison  | <ul style="list-style-type: none"> Support for this alternative with Seattle Center station located at Republican | | | |
| 5th/Terry/Roy/Mercer  | <ul style="list-style-type: none"> Some support for Denny station at Terry, with interest in 6th Ave route through Downtown | | | |

Level 2 alternatives

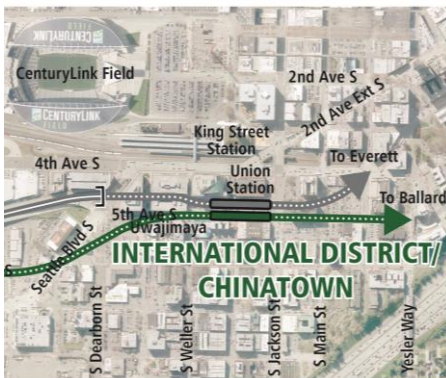
SODO/Chinatown-ID

- 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

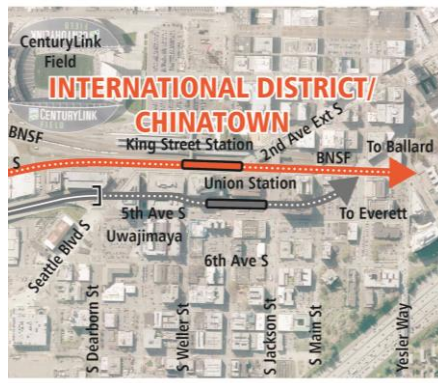
Representative Project and Surface E-3



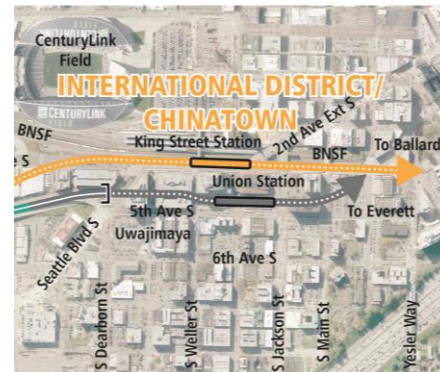
Massachusetts Tunnel Portal (5th Ave Bored Tunnel)



5th Ave Mined C-ID









4th Ave Mined C-ID



4th Ave Cut-and-Cover

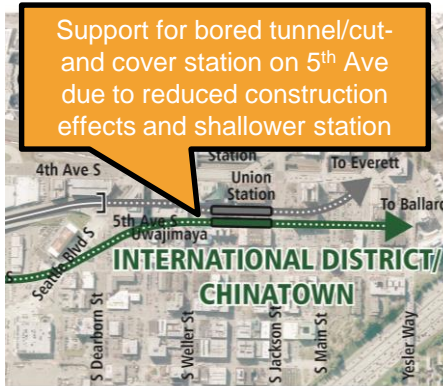
Chinatown-ID Results summary

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

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 th Ave Cut-and-Cover Tunnel)  | <ul style="list-style-type: none"> • Concern about cut-and-cover tunnel construction effects | | | |
| Massachusetts Tunnel Portal (5 th Ave Bored Tunnel)  | <ul style="list-style-type: none"> • Support for reduced construction effects and shallower station | | | |
| 5 th Ave Mined C-ID  | <ul style="list-style-type: none"> • Support for reduced construction effects • Concern about access due to deep station | | | |
| 4 th Ave Mined C-ID  | <ul style="list-style-type: none"> • Support for closer proximity to King Street Station and reduced CID effects along 5th Ave • Concern about traffic detours and access due to deep station | | | |
| 4 th Ave Cut-and-Cover C-ID  | <ul style="list-style-type: none"> • Support for closer proximity to King Street Station, reduced CID effects along 5th Ave and shallower station • Concern about traffic detours | | | |



Surface E-3







Massachussetts Tunnel Portal



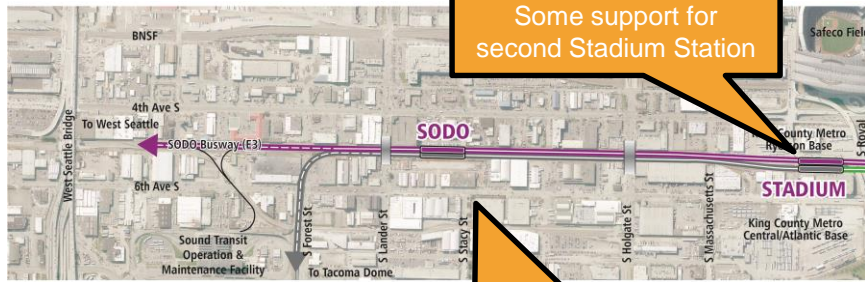
Occidental Ave.

SODO Results summary

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



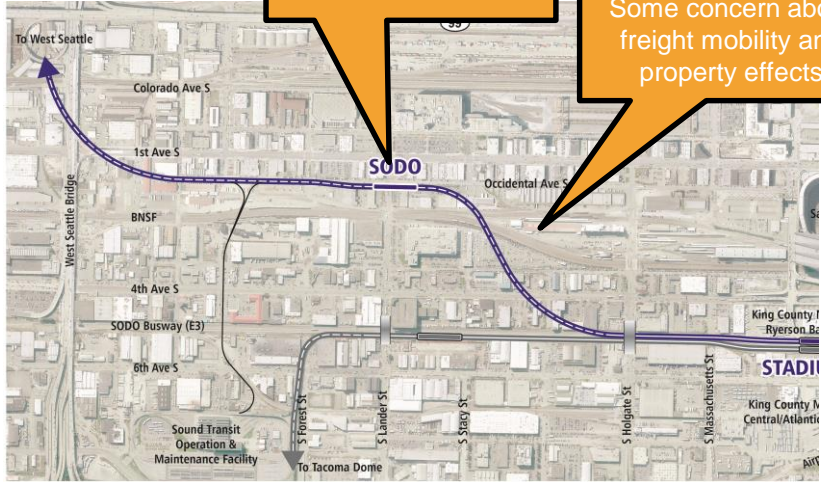
Some support for second Stadium Station

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

Surface E-3







Massachusetts Tunnel Portal



Occidental Ave.



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"> • General support for surface alignment • Support for new roadway overpasses at Lander and Holgate • Some support for second Stadium station • <i>Explore shifting existing and new SODO stations closer to Lander</i> | | | |
| Massachusetts Tunnel Portal  | <ul style="list-style-type: none"> • General support for surface alignment • Support for new roadway overpasses at Lander and Holgate • <i>Explore shifting existing and new SODO stations closer to Lander</i> | | | |
| Occidental Ave.  | <ul style="list-style-type: none"> • Some support for locating new SODO station further west • Some concern about freight mobility and property effects | | | |

Level 2 alternatives

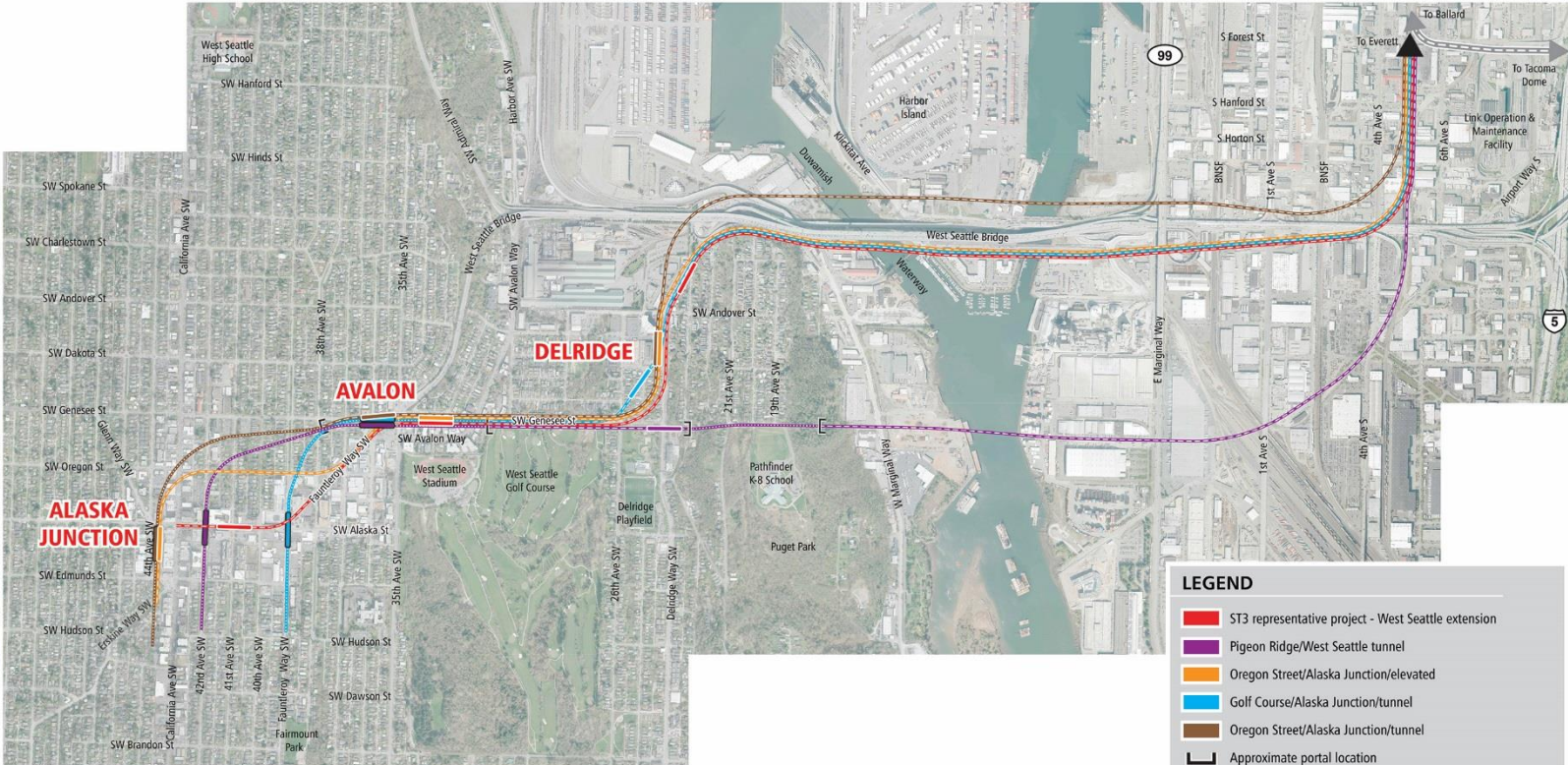
West Seattle/Duwamish

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

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

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**

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"> Concern about elevated guideway across California Ave <i>If elevated, explore locating terminus station east of Junction</i> | | | |
| Oregon Street / Alaska Junction / Tunnel  | <ul style="list-style-type: none"> General support for north crossing of Duwamish due to less environmental effects; but interest in minimizing freight effects Concern about Junction station location at 44th Concern with higher guideway along Genesee <i>Explore Junction station location at 41st/42nd</i> | | | |
| Golf Course / Alaska Junction / Tunnel  | <ul style="list-style-type: none"> General support for this alternative, with development opportunities at Delridge station location to serve neighborhood Support for lower guideway along Genesee <i>Explore Junction station location at 41st/42nd</i> <i>Explore north crossing of Duwamish</i> | | | |
| Pigeon Ridge / West Seattle Tunnel  | <ul style="list-style-type: none"> Concern about overall cost and environmental effects Support for lower guideway along Genesee and support for fewer residential effects in Delridge Support for Junction station location at 42nd | | | |

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 group
recommendations***



Next steps

Community engagement and collaboration



Meeting dates subject to change.

Next steps

| | | |
|------------------------|----------------------|--|
| ELG Meeting #4 | Oct 5 | Level 2 recommendations |
| SAG Meeting #10 | Late Oct / Early Nov | Preliminary Level 3 alternatives and evaluation criteria |
| ELG Meeting #5 | Nov 9 | Preliminary Level 3 alternatives and evaluation criteria |
| SAG Meeting #11 | Nov 28 | Community engagement update Technical briefing (TBD) |
| SAG Meeting #12 | Late Jan | Level 3 evaluation results |
| ELG Meeting #6 | Early Feb | Level 3 evaluation results |



Thank you!

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