

West Seattle and Ballard Link Extensions

*CID/SODO
Community Advisory Group
2/9/2022*



Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview: CID/SODO
- City of Seattle: Engaging in the Draft EIS process
- Next steps, next meeting and online open house

Why we're here today

- Learn about community engagement and collaboration
- Learn about the Draft EIS results for this segment
- Hear from CAG members – questions, initial reflections and what you would like to understand better as you compare alternatives

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Meeting etiquette and accessibility



Upon joining the meeting, please mute your line when you are not speaking to minimize audio feedback. Unmute before talking.



Please raise your “hand” if you have a question or comment. Facilitator will call on you to speak.



One person speaks at a time. Please reference a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.



You are viewing Chris Johnstone's screen

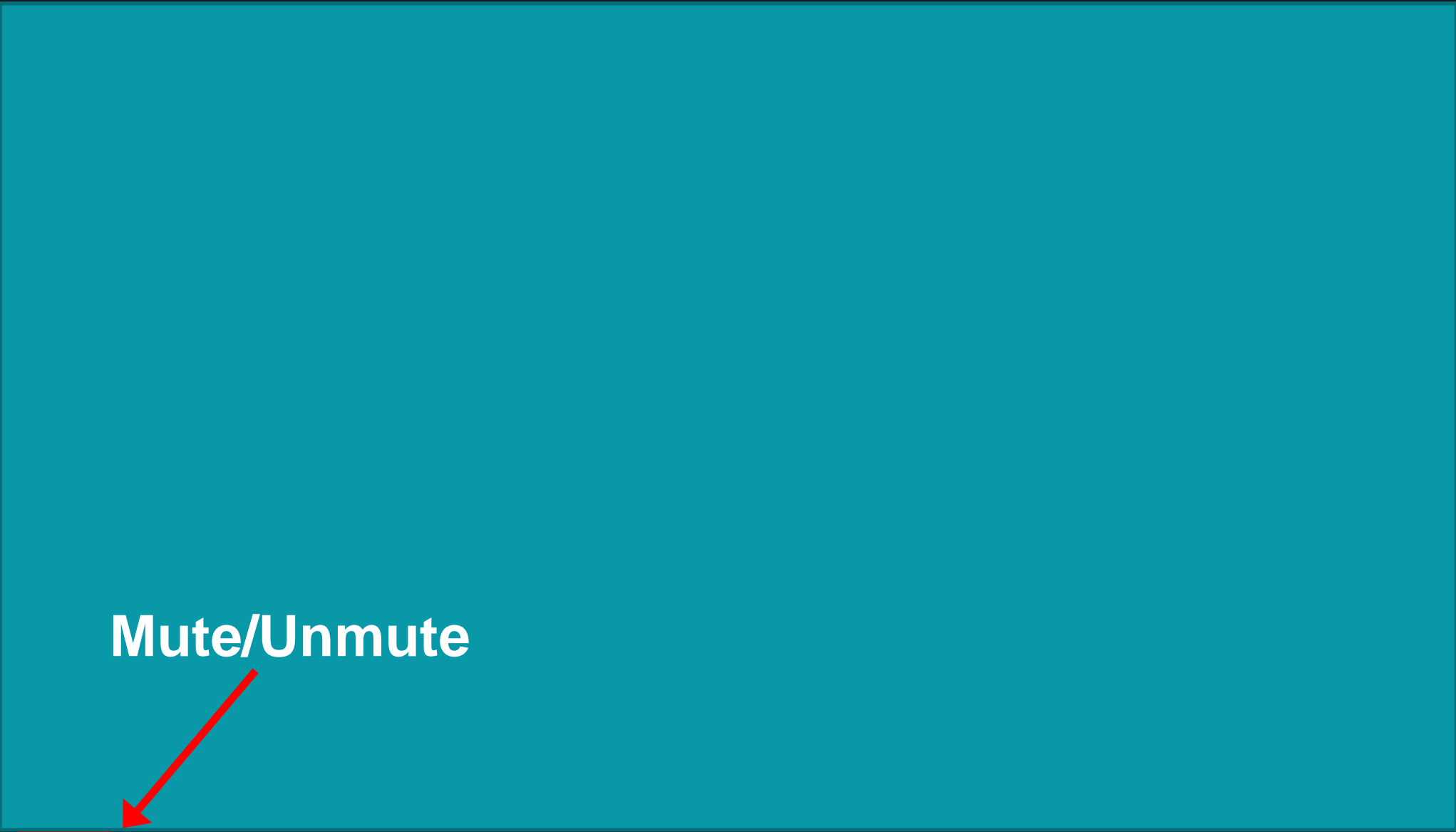
View Options ▾

View



- Mute
- Stop Video
- Participants 1
- Polls
- Chat
- Share Screen
- Raise Hand
- Live Transcript
- More

Leave

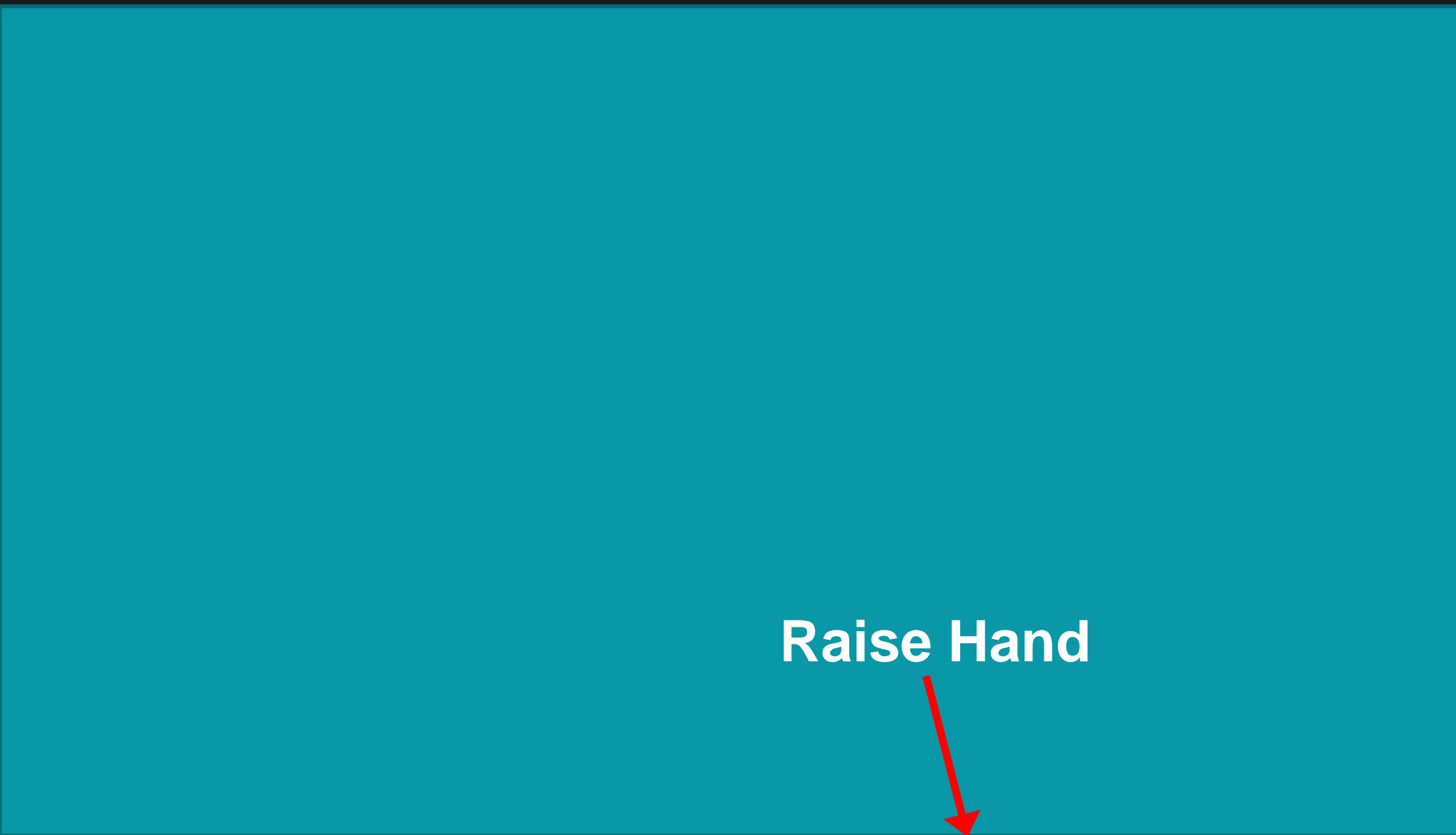


Mute/Unmute



Unmute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

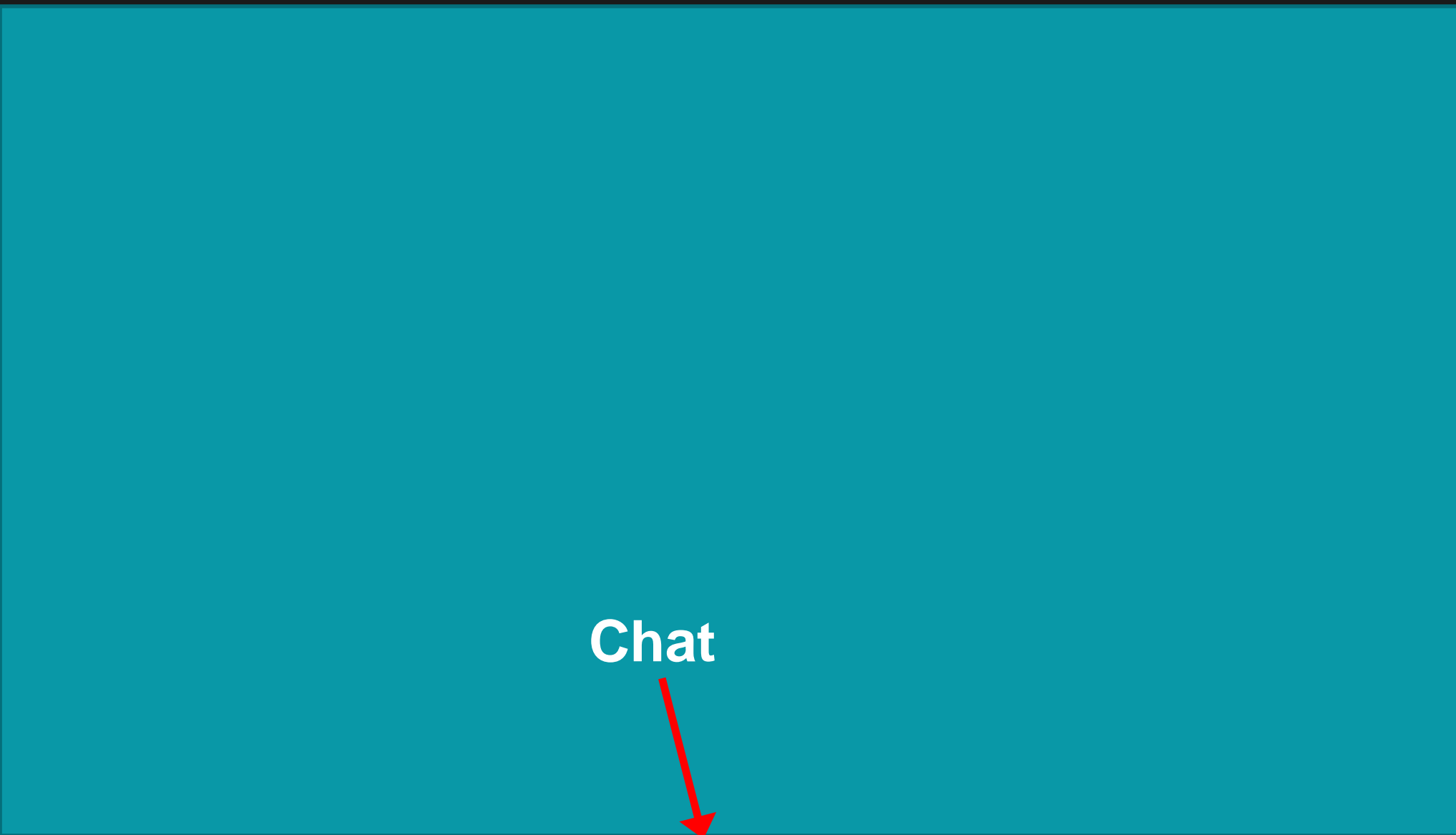


Raise Hand



Mute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

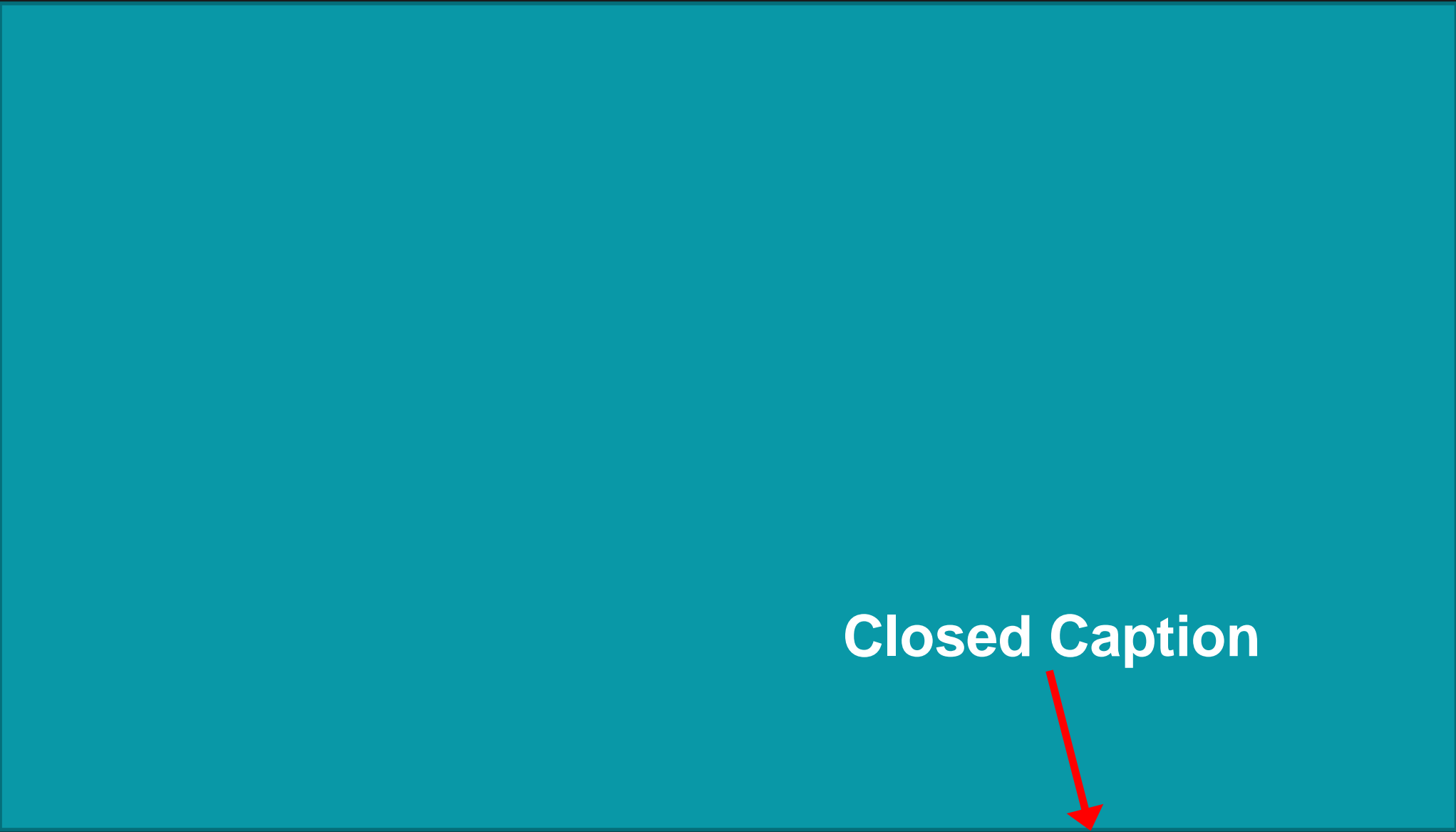


Chat



Mute Stop Video Participants 1 Polls Chat Share Screen Raise Hand Live Transcript More

Leave



Closed Caption



Mute Stop Video Participants Polls Chat Share Screen Raise Hand **Live Transcript** More

Leave

Introductions

Please share briefly:

- 1) Your name,
- 2) Pronouns
- 3) Briefly share, what do you do when you are not at a CAG meeting?

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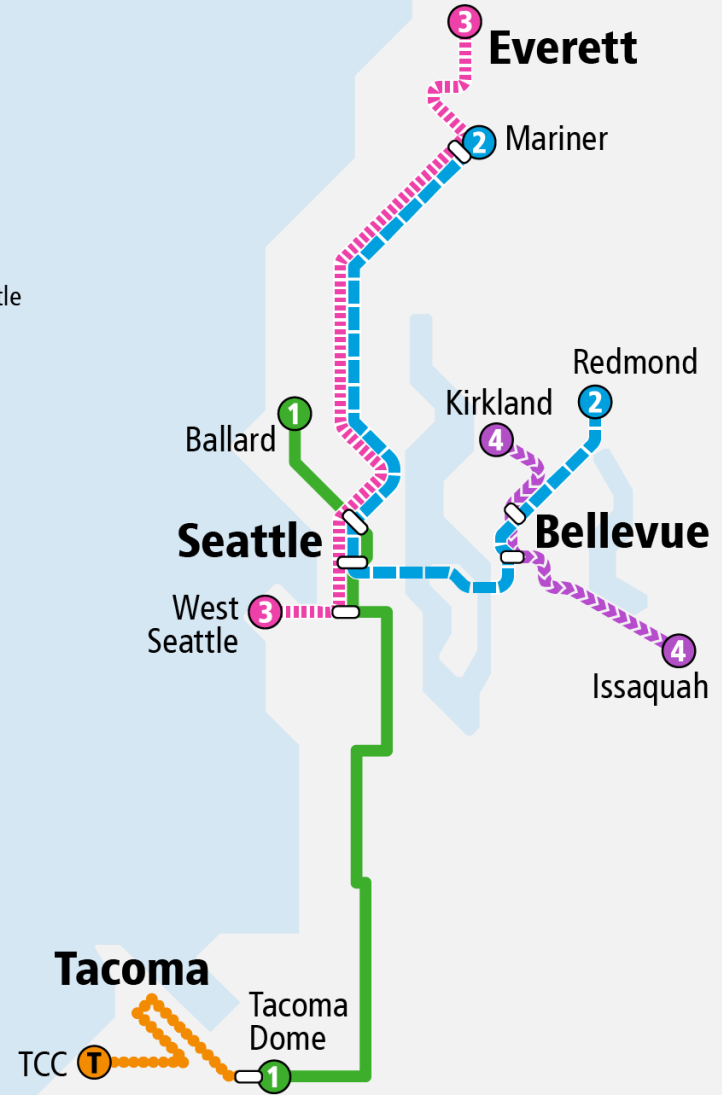
Operating plan: 2032

-  1
Lynnwood–Tacoma
-  2
Lynnwood–Redmond
-  3
West Seattle–SODO
-  T
Tacoma Dome–Hilltop
-  Transfer



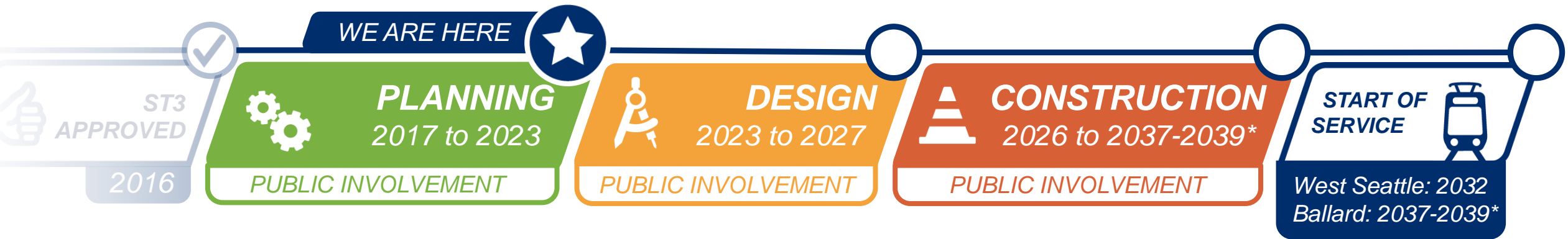
Operating plan: 2042

-  1
Ballard–Tacoma
-  2
Mariner–Redmond
-  3
Everett–West Seattle
-  4
Kirkland–Issaquah
-  T
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

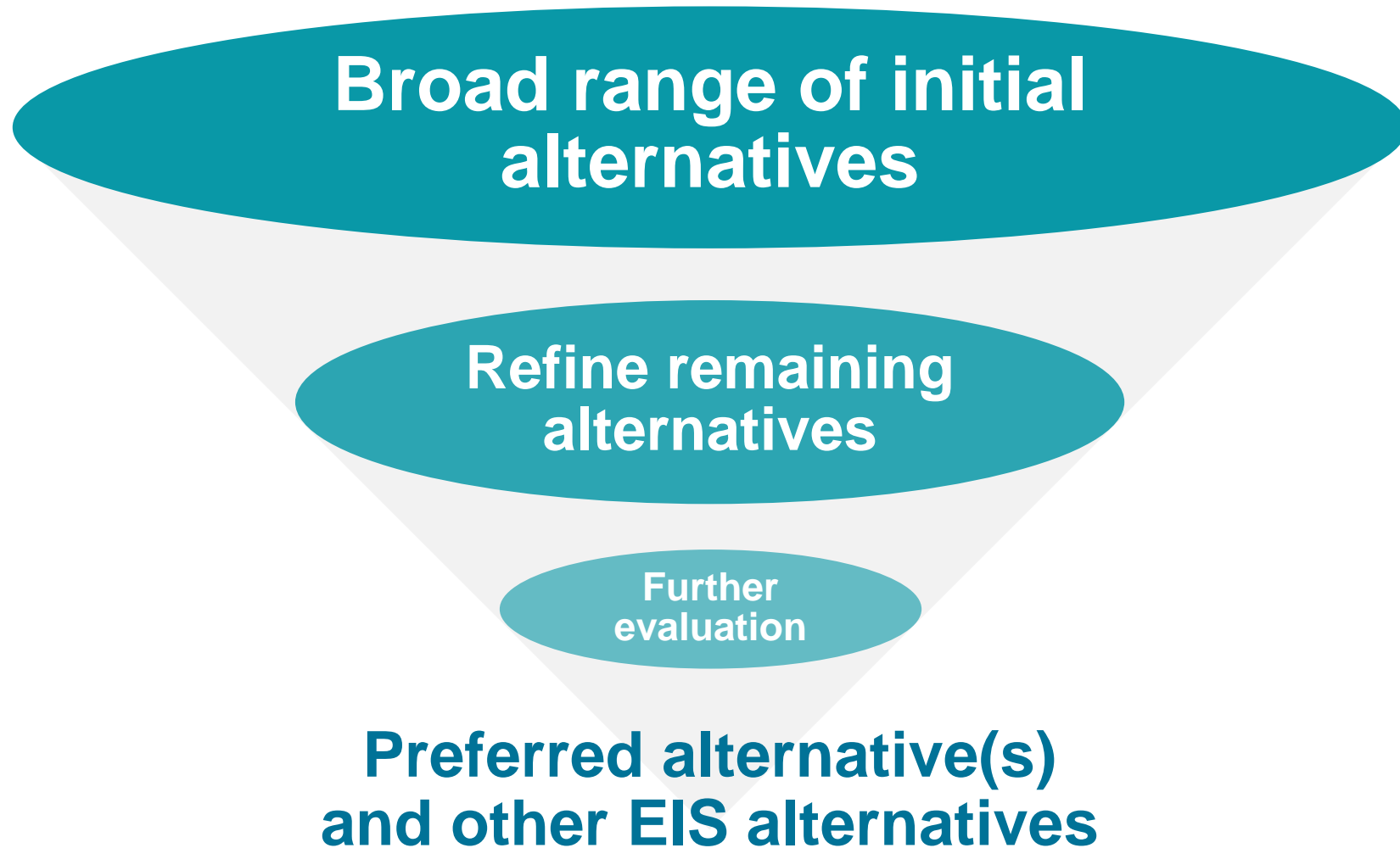
2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

Alternatives development screening process

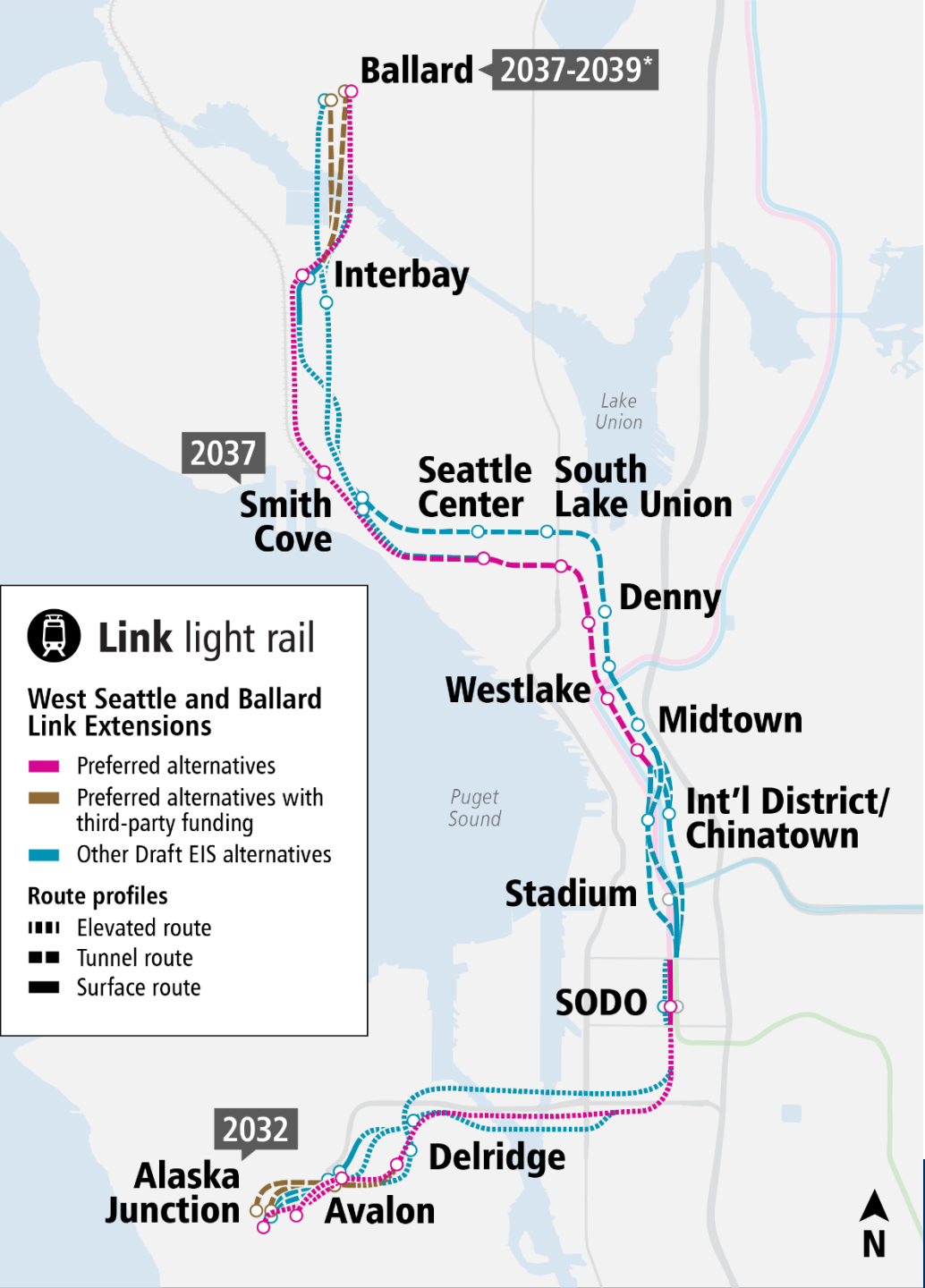


Draft EIS alternatives

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.



Draft EIS Comment Period



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

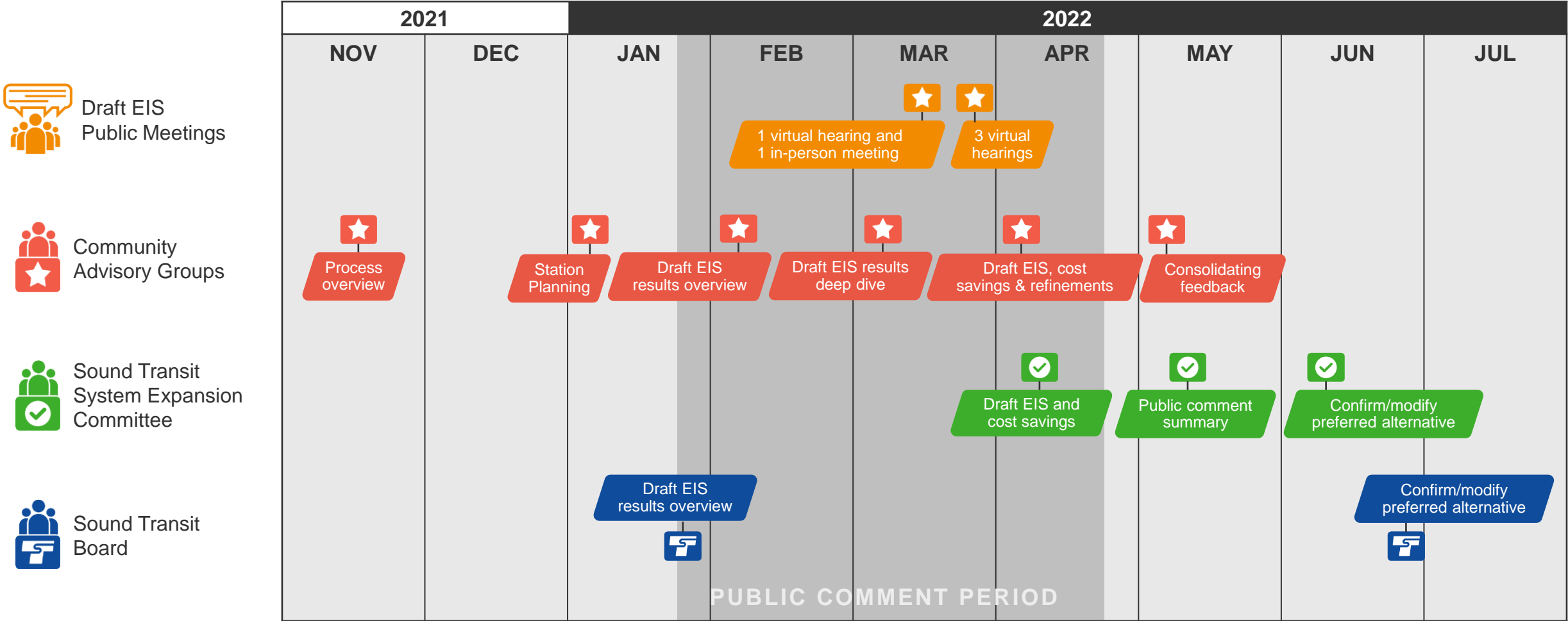


***Review and comment
by April 28, 2022!***



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

How can you provide a comment?



Online



Phone



Mail / email



Meetings

In-person and/or virtual*



Comment in
any language!

What does a comment look like?

- ✓ Focus your comments on the information provided in the Draft EIS.
- ✓ The clearer and more concise your comments are, the more effective they will be.
- ✓ Whenever possible, identify the section of the Draft EIS on which you are commenting (chapter, section and page number).
- ✓ Including additional explanation and relevant facts and references to support your comment is also helpful.



Roles



- Evaluate potential alignment and station locations.
- Conduct planning, environmental review, and design of the light rail system.
- Build and operate new light rail system.

Center racial equity for better outcomes
+
Co-planning stations with communities



Seattle

- Elected officials from the City of Seattle on the ST Board that will make final decisions.
- Plan streets, housing, businesses, & open spaces to make great neighborhoods around stations.
- Issue permits to Sound Transit to build stations and track.

Snapshot: Current City Work to Support Communities

- Engaging community in imagining the potential for different station locations and alternatives
- Preparing to make formal comments on the DEIS based on racial equity outcomes, neighborhood planning goals, research, and community feedback
- Listening to communities to guide decision-making toward a City position on a preferred alternative



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

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- ***Draft EIS Results Overview: CID/SODO***
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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



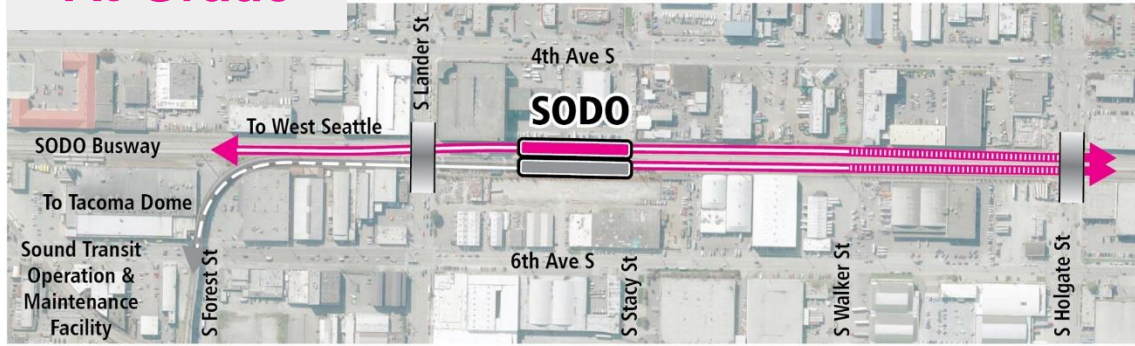
DRAFT EIS ALTERNATIVES

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

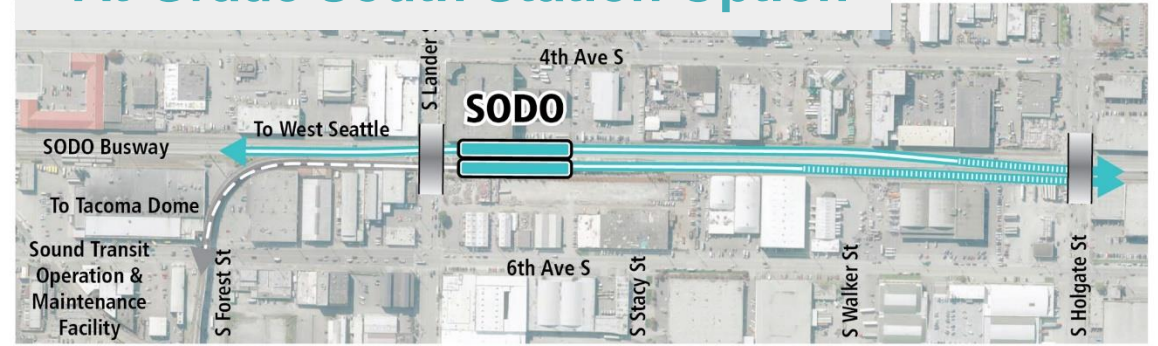
ROUTE AND STATION PROFILES

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

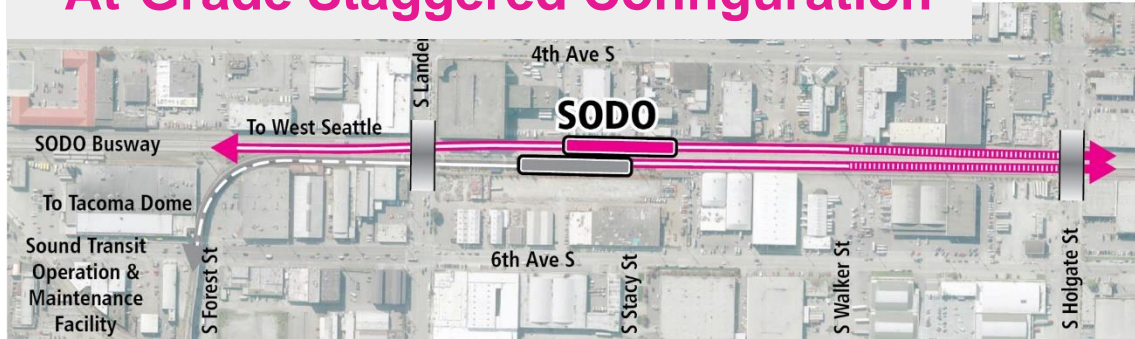
At-Grade



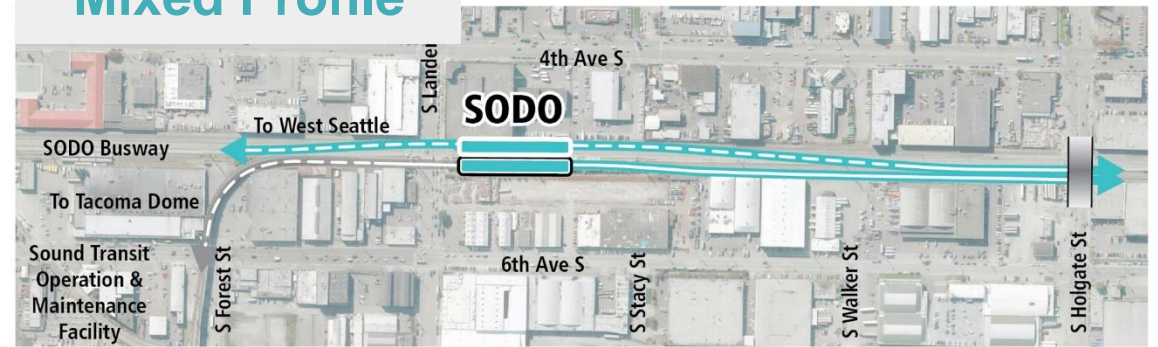
At-Grade South Station Option



At-Grade Staggered Configuration



Mixed Profile



DRAFT EIS ALTERNATIVES

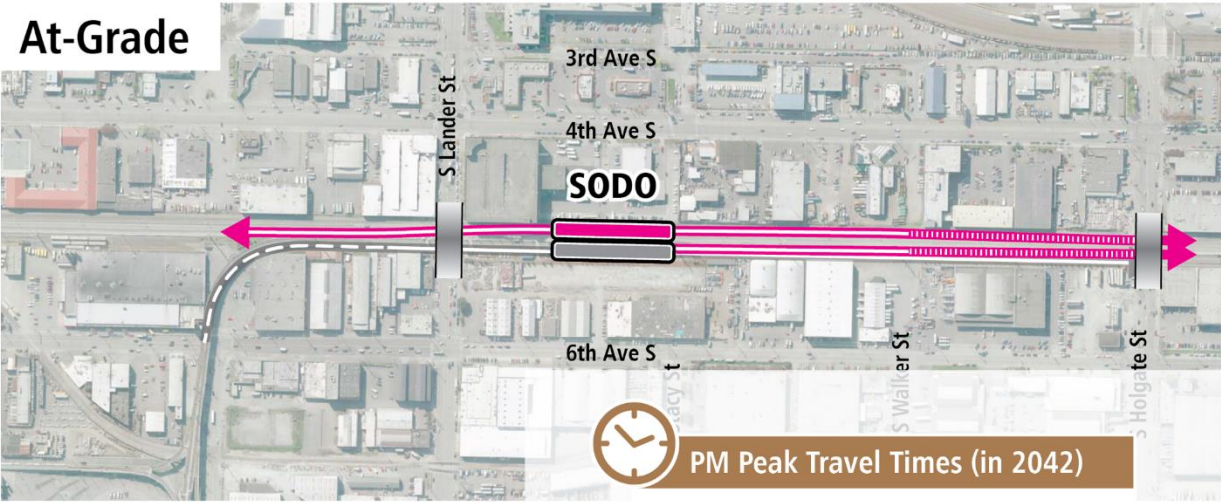
- █ Preferred alternatives
- █ Other alternatives
- █ Existing Link

ROUTE AND STATION PROFILES

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

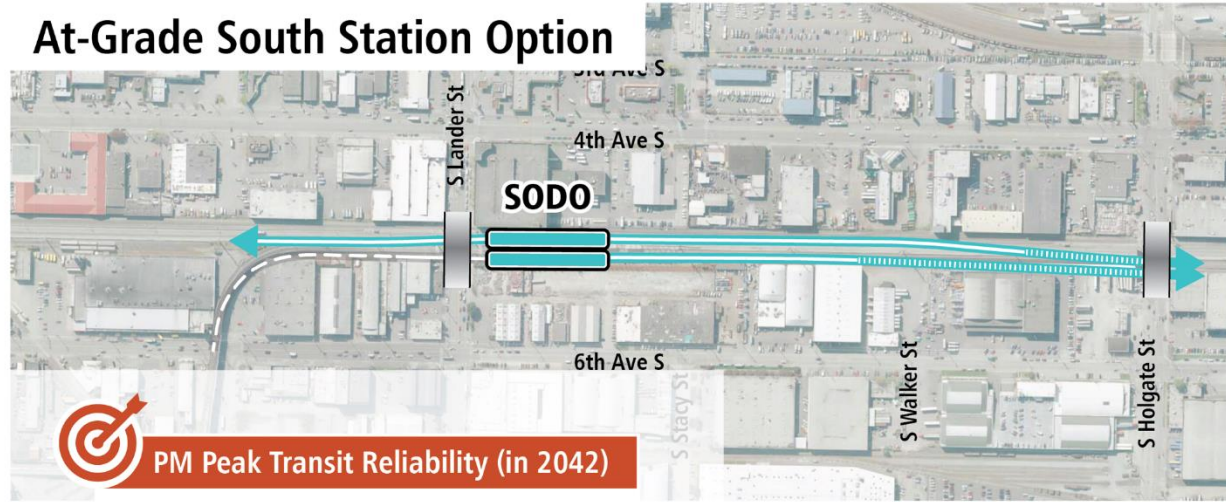


At-Grade

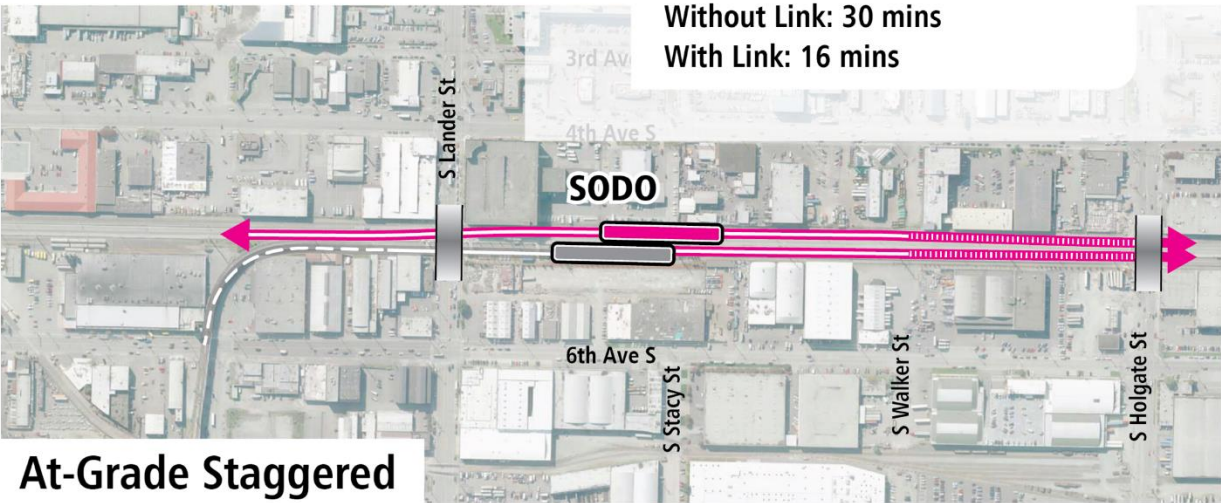


Westlake to Alaska Junction
Without Link: 30 mins
With Link: 16 mins

At-Grade South Station Option



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



DRAFT EIS ALTERNATIVES

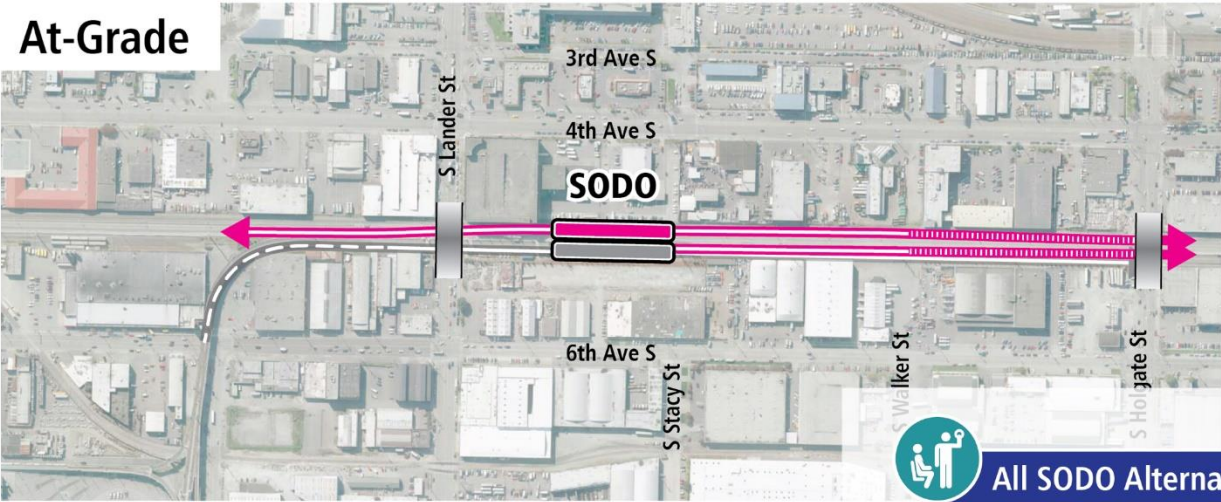
- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

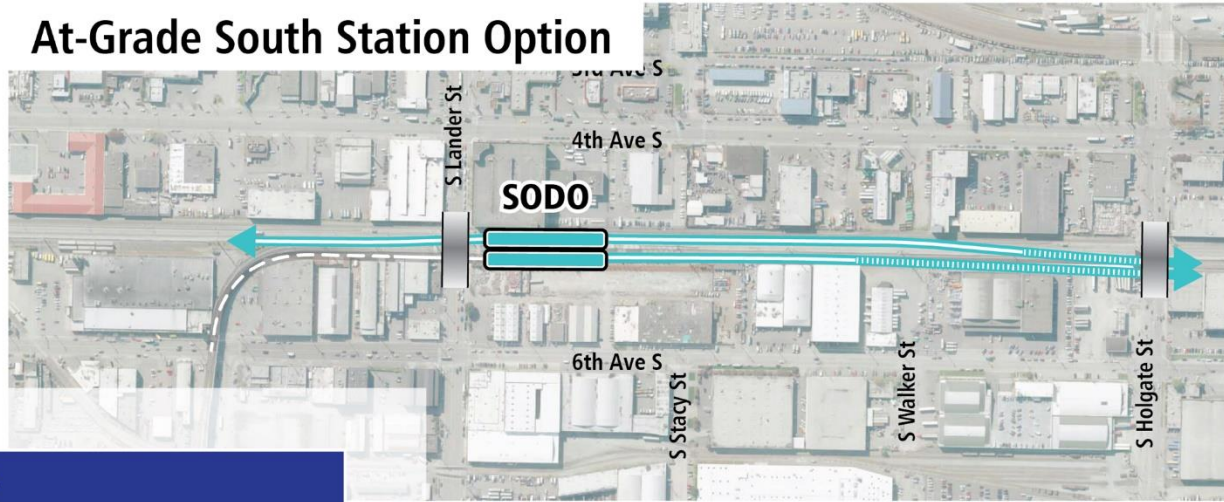
- At-grade
- Retained cut
- Elevated
- Street overpass



At-Grade



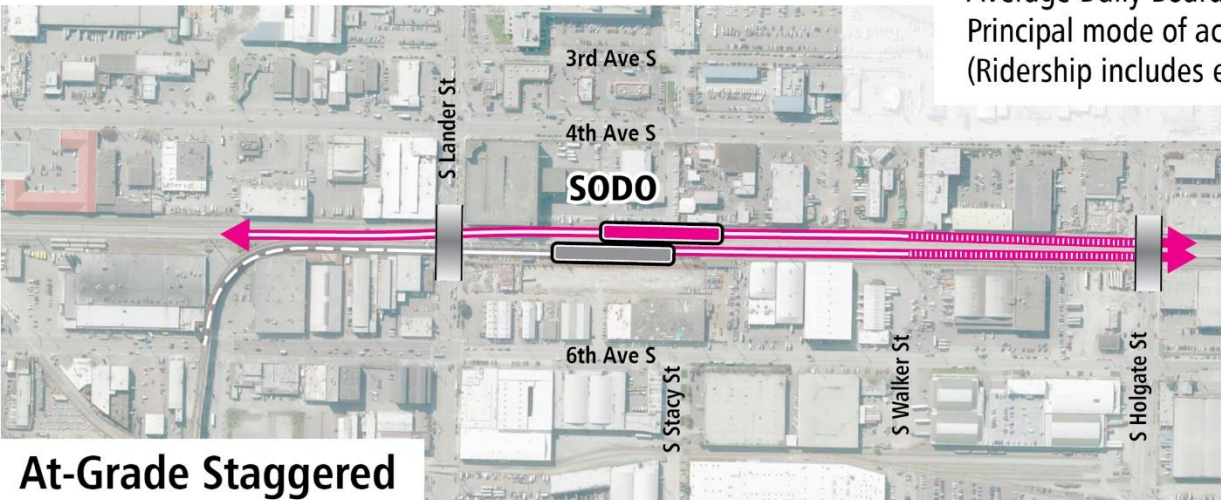
At-Grade South Station Option



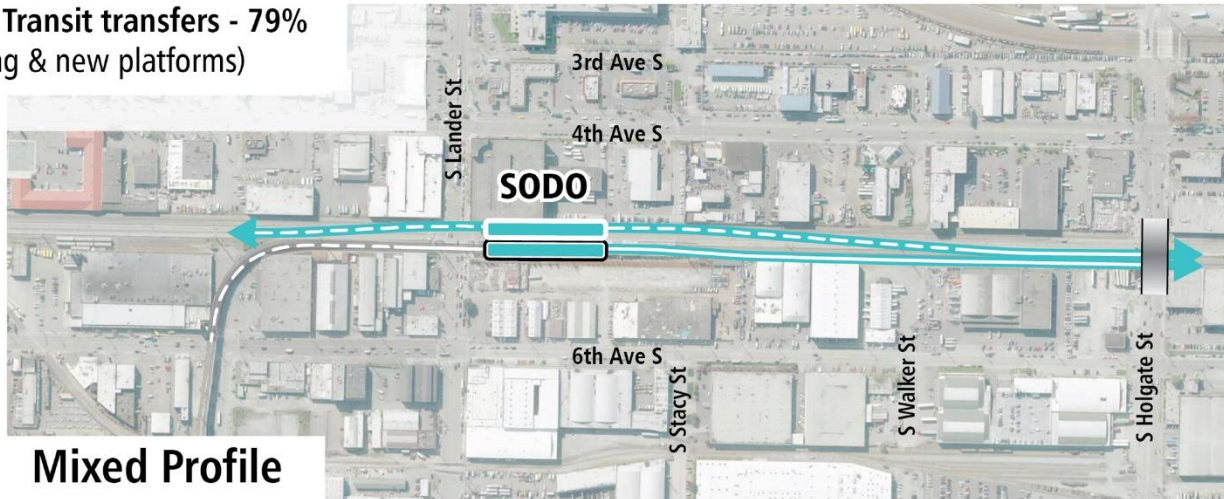
All SODO Alternatives

Average Daily Boardings: 14,600
Principal mode of access: Transit transfers - 79%
(Ridership includes existing & new platforms)

At-Grade Staggered



Mixed Profile



DRAFT EIS ALTERNATIVES

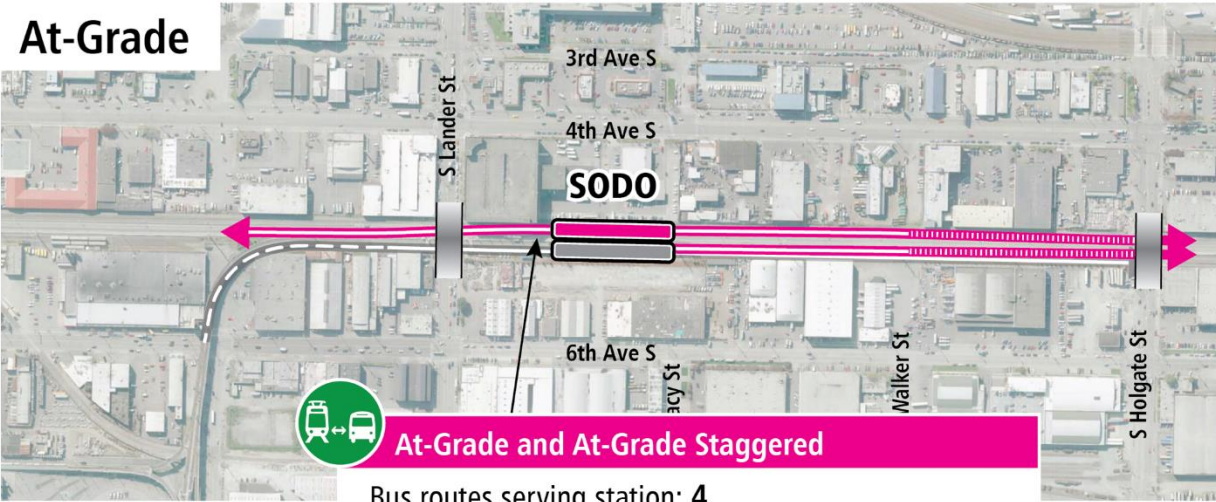
- █ Preferred alternatives
- █ Other alternatives
- █ Existing Link

ROUTE AND STATION PROFILES

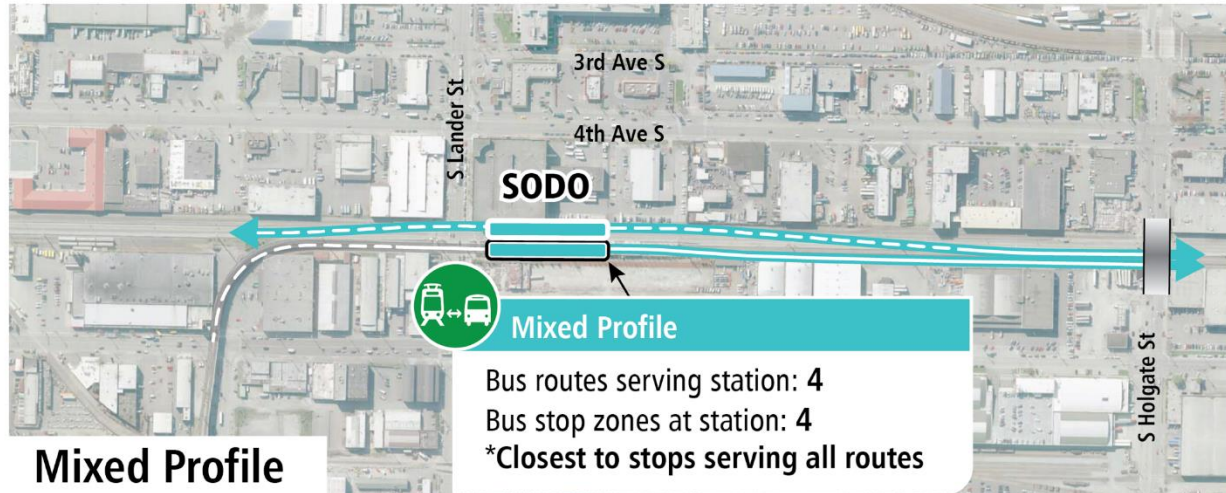
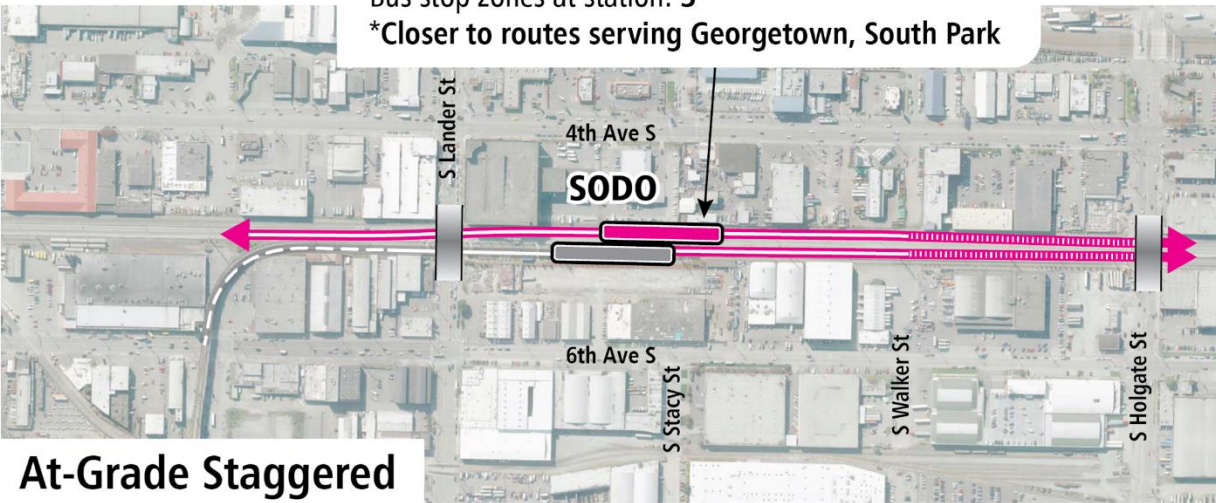
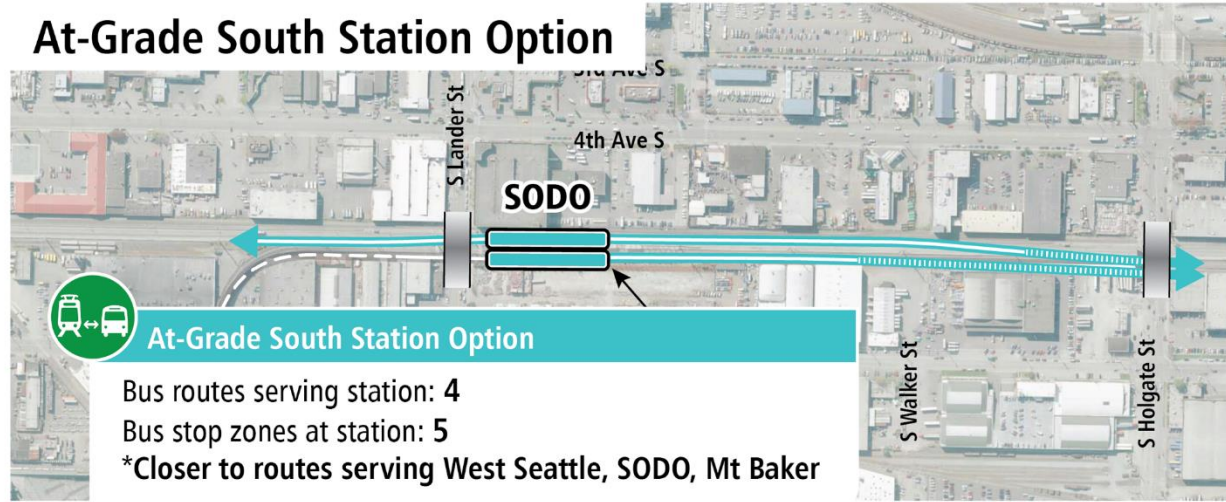
- At-grade
- Retained cut
- Elevated
- Street overpass



At-Grade



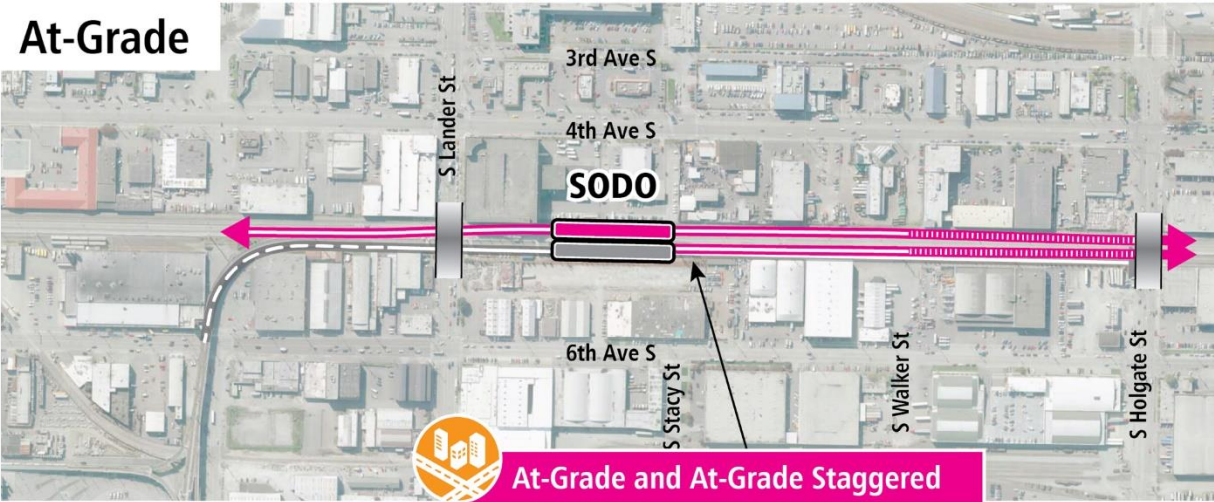
At-Grade South Station Option



Note: Assumes MetroConnects 2040 vision network and service designations.
 *Key transit integration consideration.

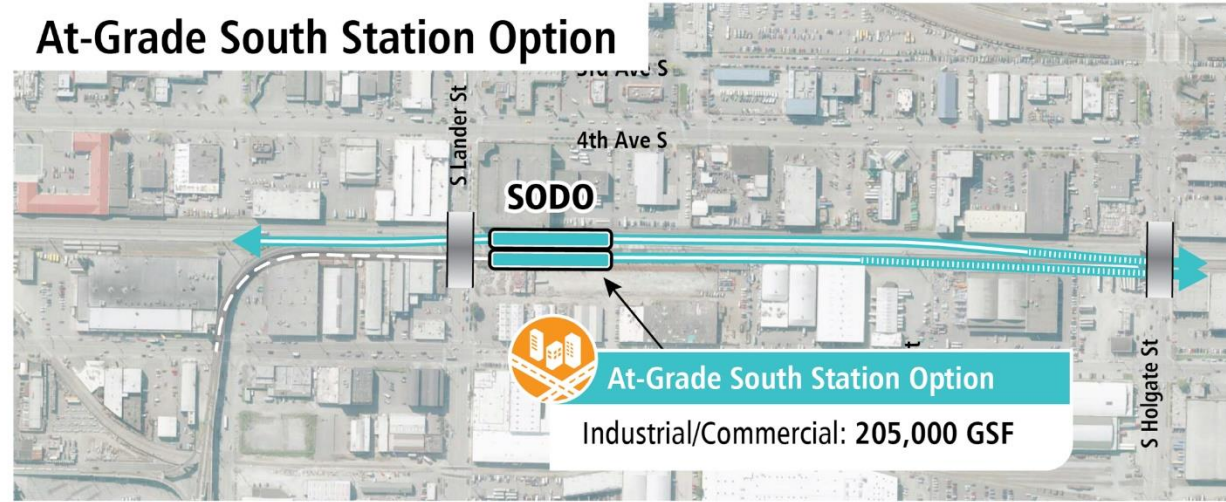
DRAFT EIS ALTERNATIVES		ROUTE AND STATION PROFILES	
	Preferred alternatives		At-grade
	Other alternatives		Retained cut
	Existing Link		Elevated
			Street overpass

At-Grade

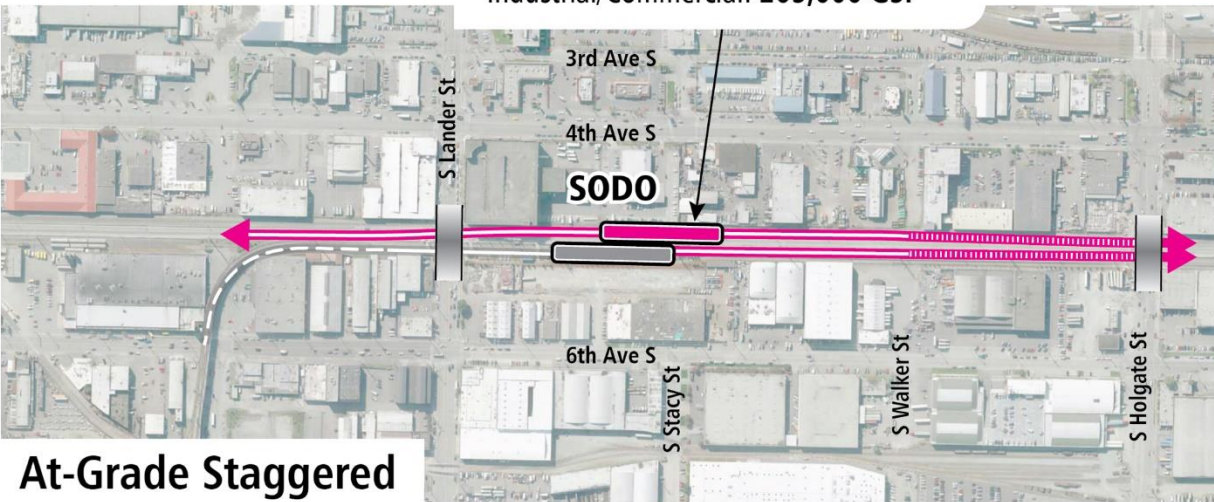


Industrial/Commercial: 205,000 GSF

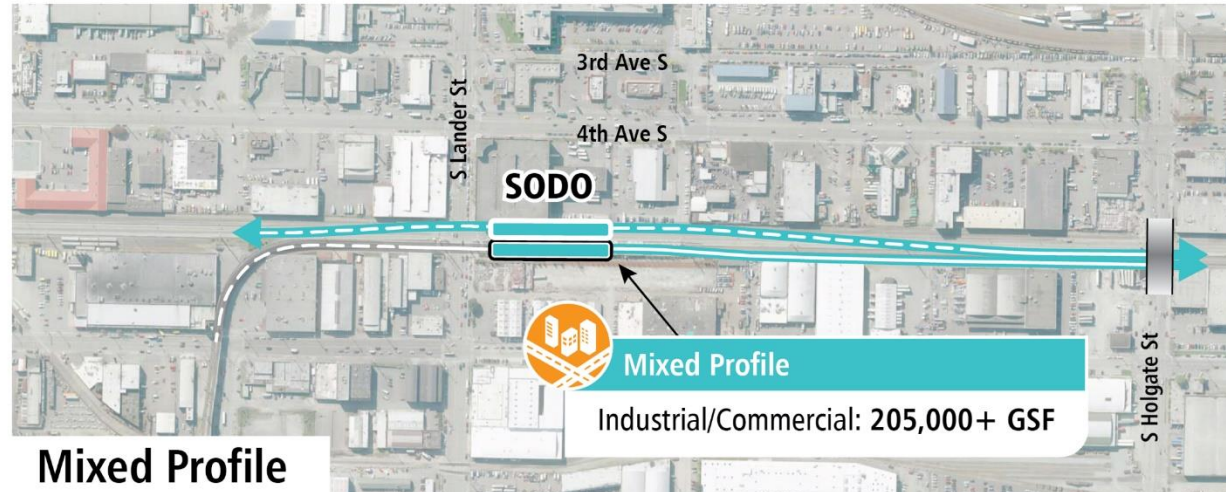
At-Grade South Station Option



Industrial/Commercial: 205,000 GSF






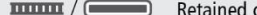



At-Grade Staggered




Mixed Profile

Industrial/Commercial: 205,000+ GSF

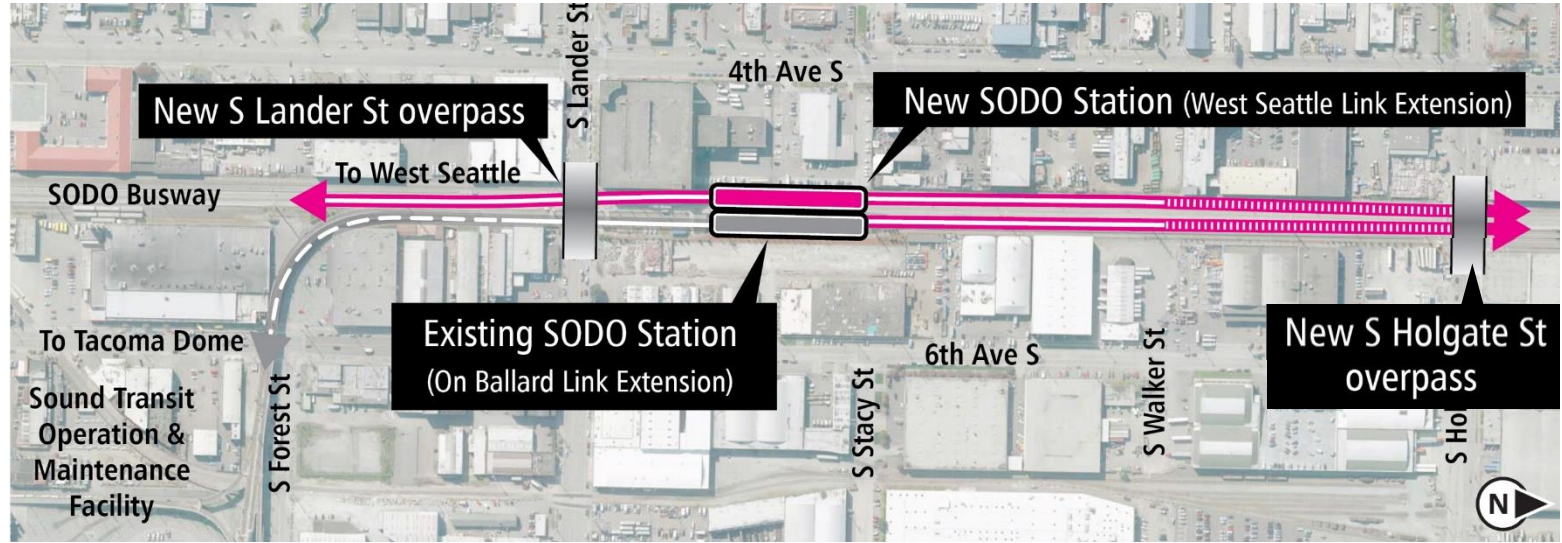
Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.

DRAFT EIS ALTERNATIVES		ROUTE AND STATION PROFILES	
	Preferred alternatives		At-grade
	Other alternatives		Retained cut
	Existing Link		Elevated
			Street overpass



Preferred alternative

At-Grade

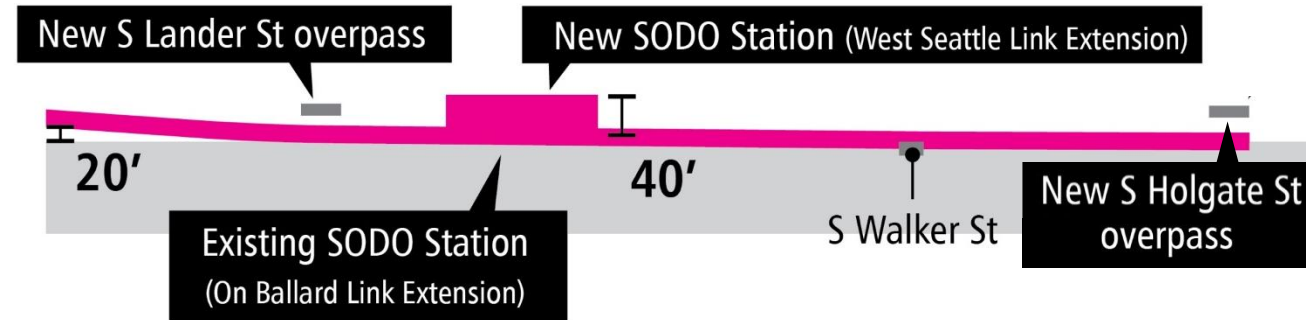


DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

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



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

At-Grade

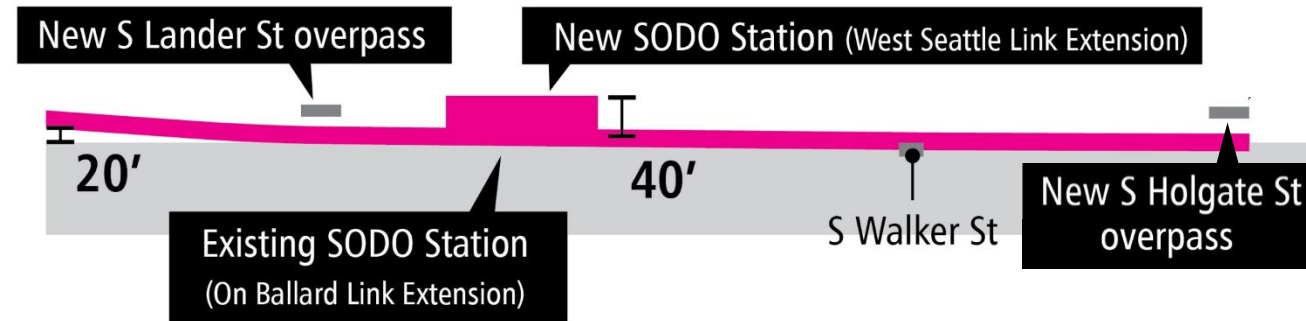
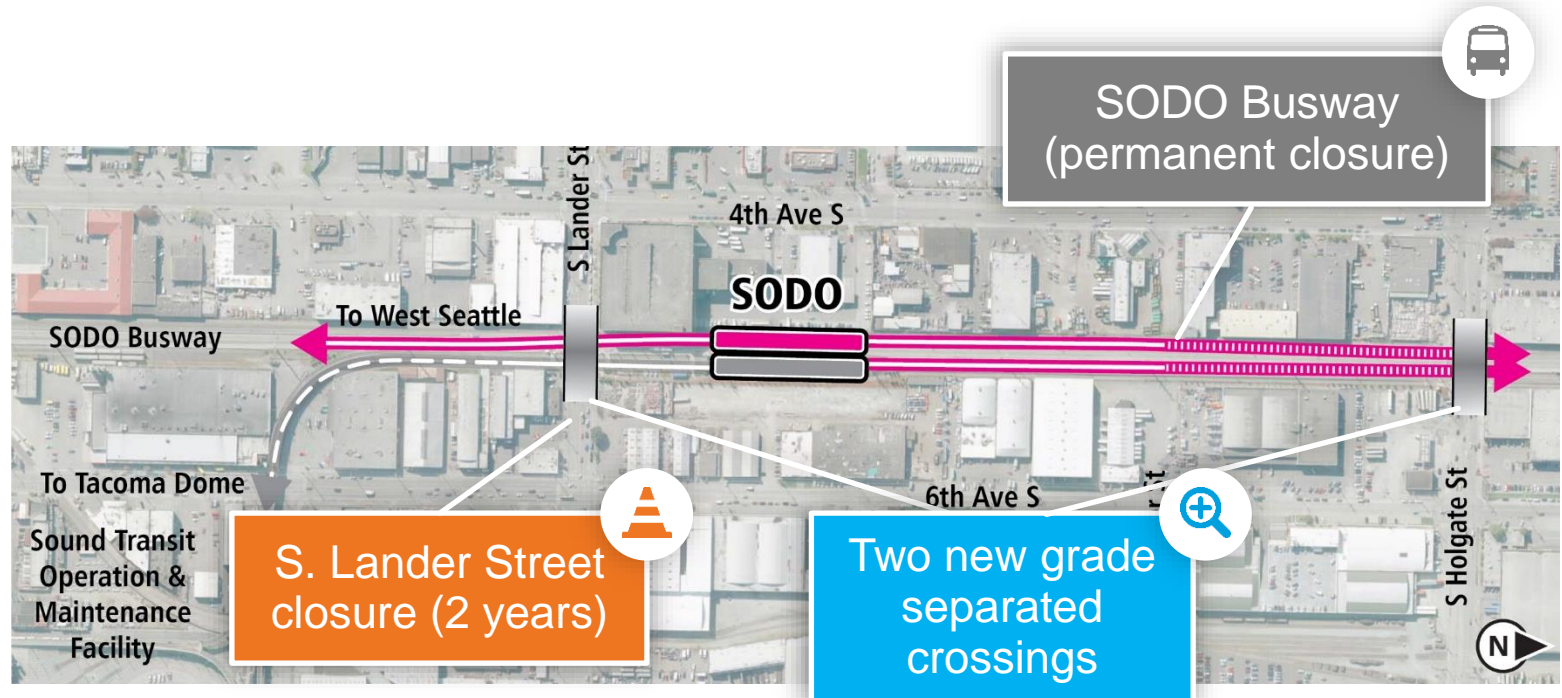
Project cost (2019\$ in billions) **\$0.6-0.7B**

Business displacements **20 to 32**

Transportation effects **See map**

Construction effects **See map**

Other considerations **+**



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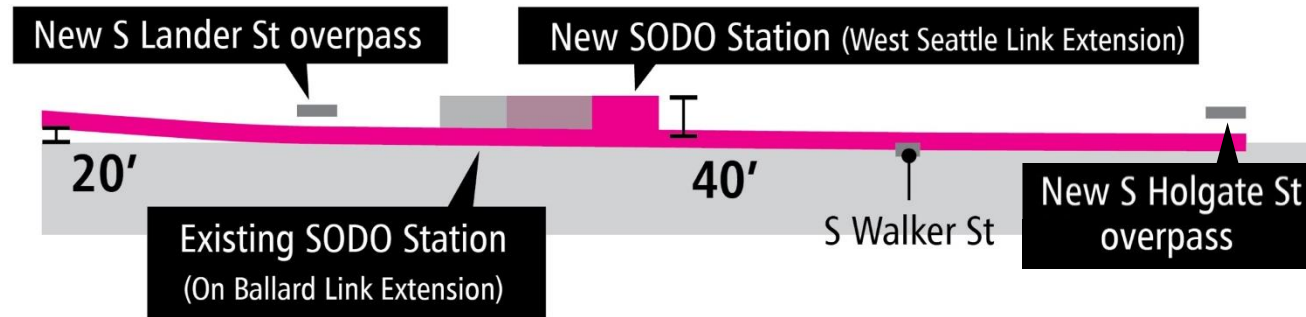
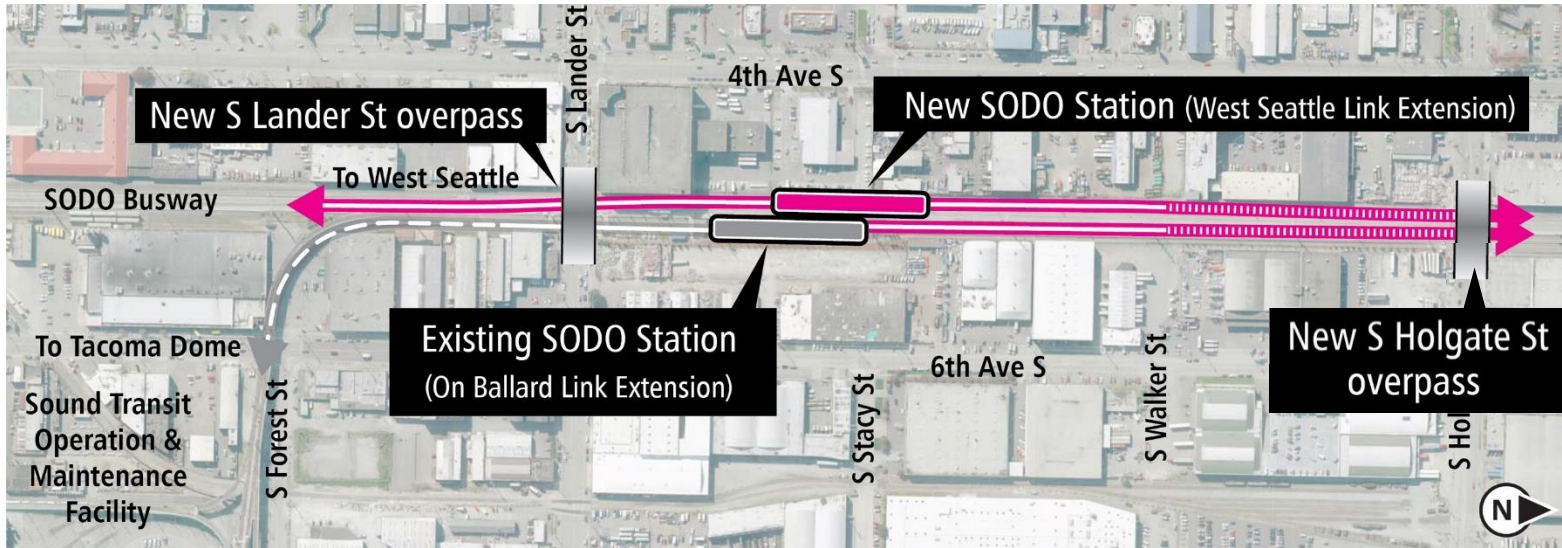
At-Grade Staggered Station Configuration

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

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



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At-Grade Staggered Station Configuration

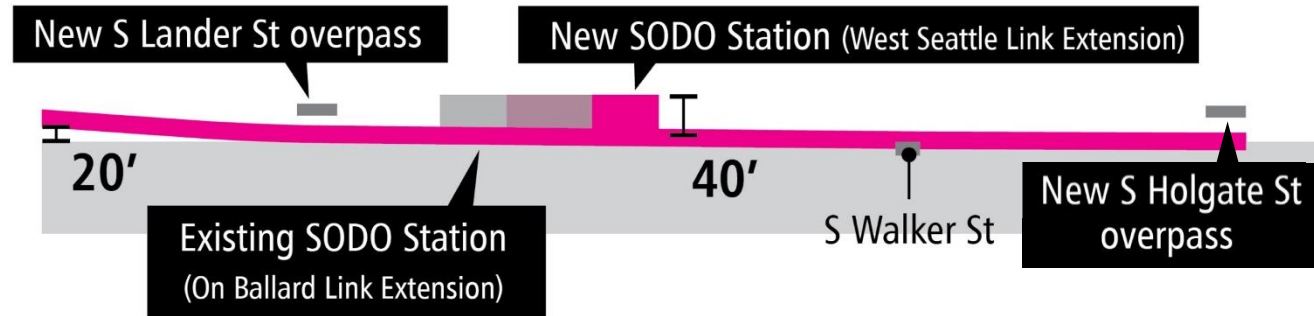
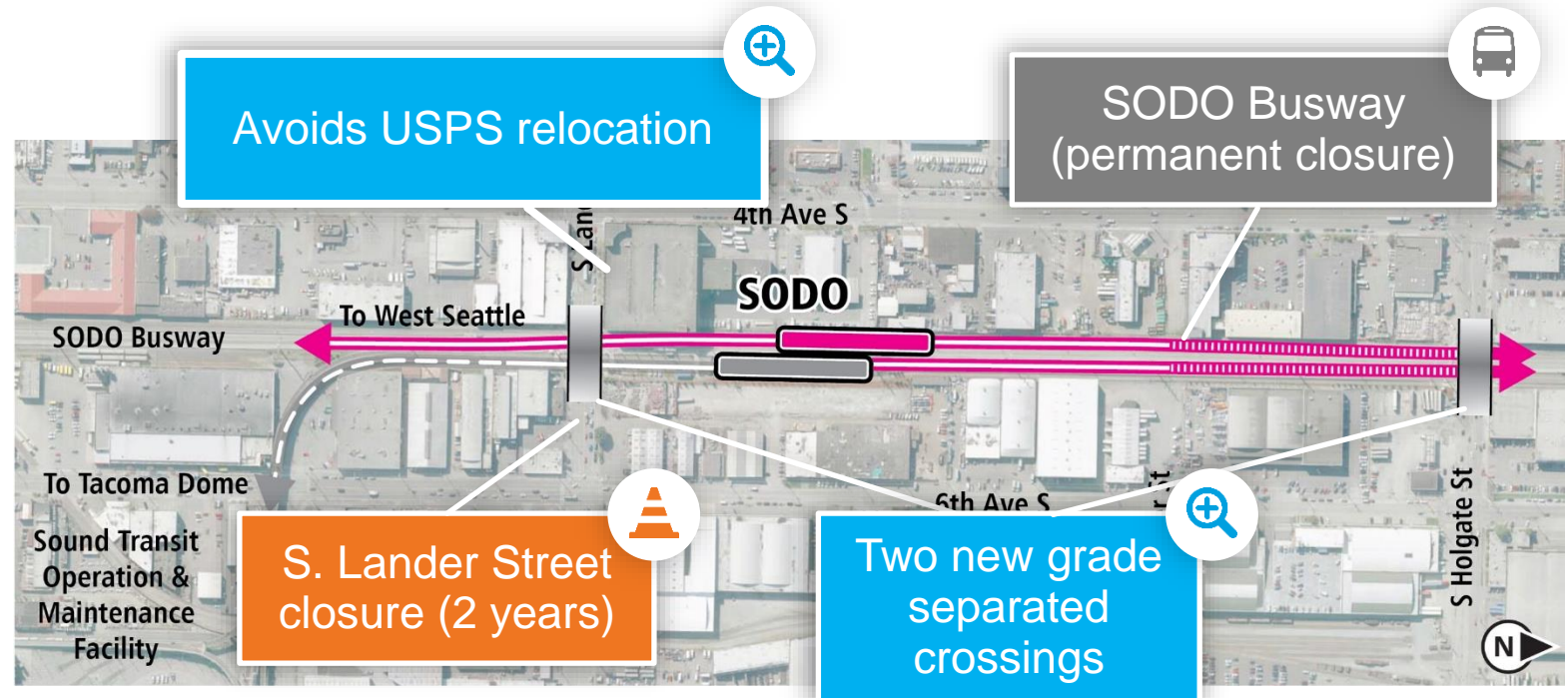
Project cost (2019\$ in billions) **\$0.5-0.6B**

Business displacements **19 to 31**

Transportation effects **See map**

Construction effects **See map**

Other considerations **+**



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***Other Draft EIS
alternatives***

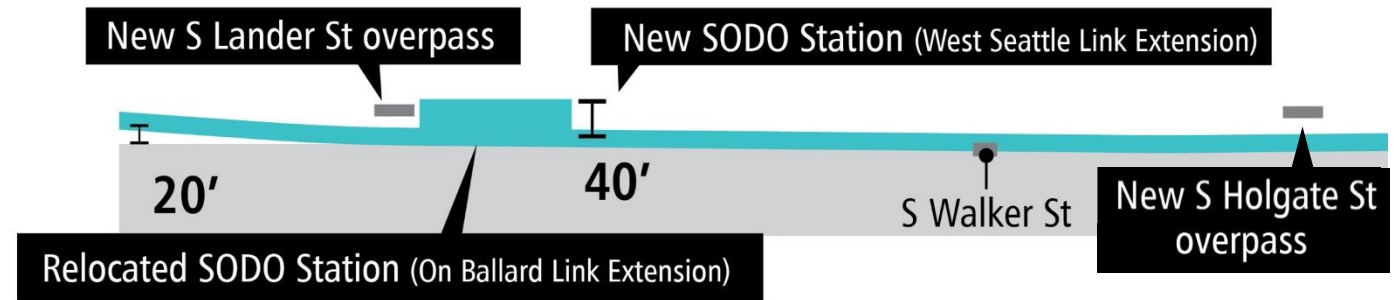
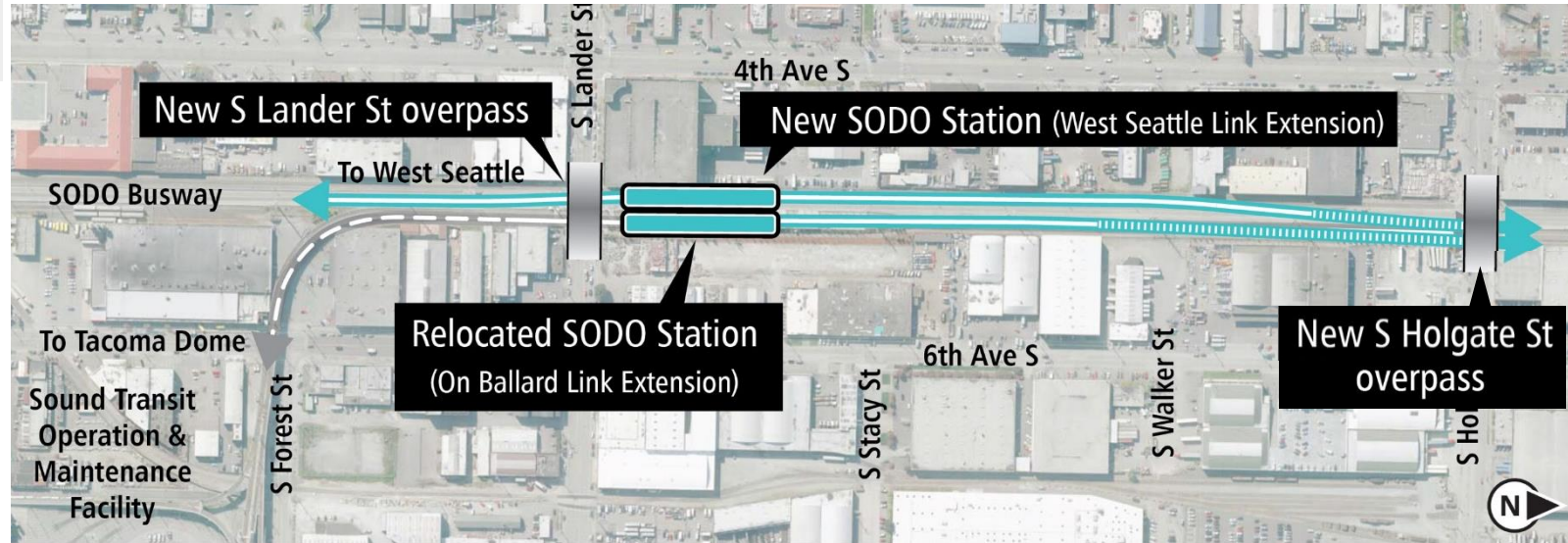
At-Grade South Station Option

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- / At-grade
- / Retained cut
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- / Street overpass



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At-Grade South Station Option

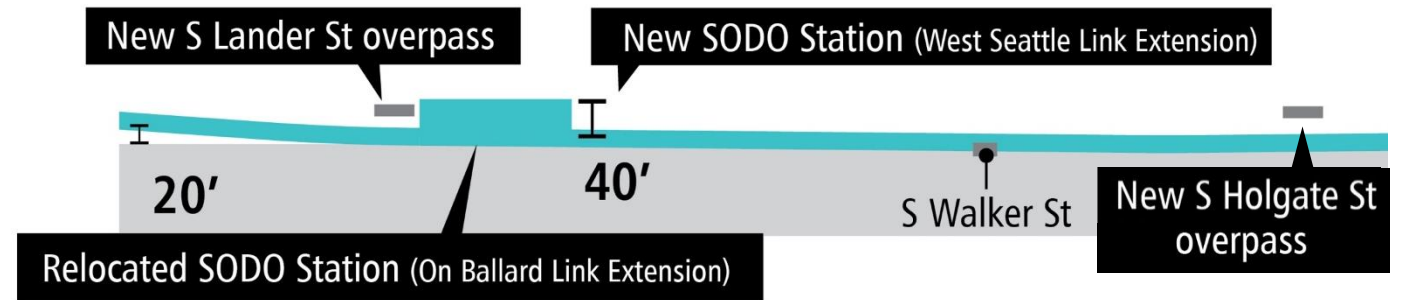
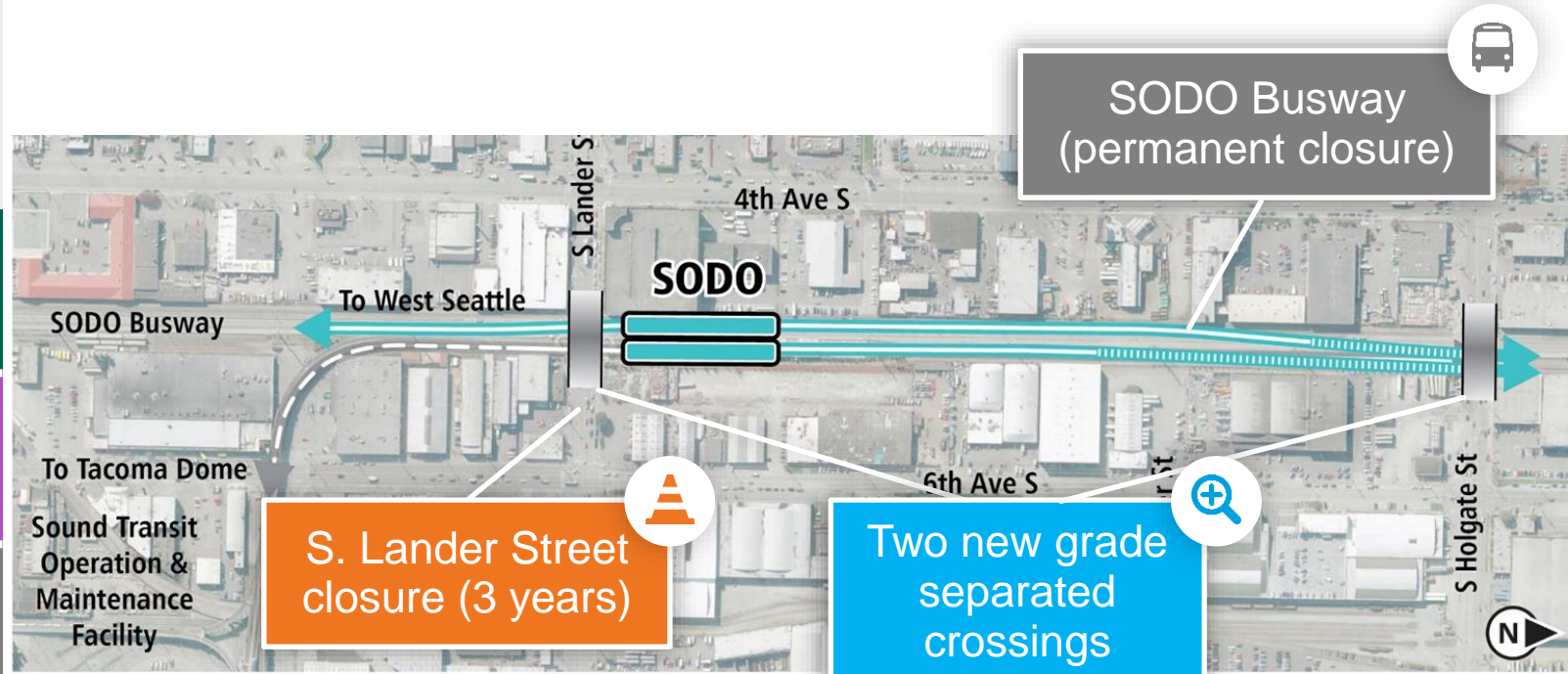
Project cost (2019\$ in billions) **\$0.6-0.7B**

Business displacements **17 to 29**

Transportation effects **See map**

Construction effects **See map**

Other considerations **+**



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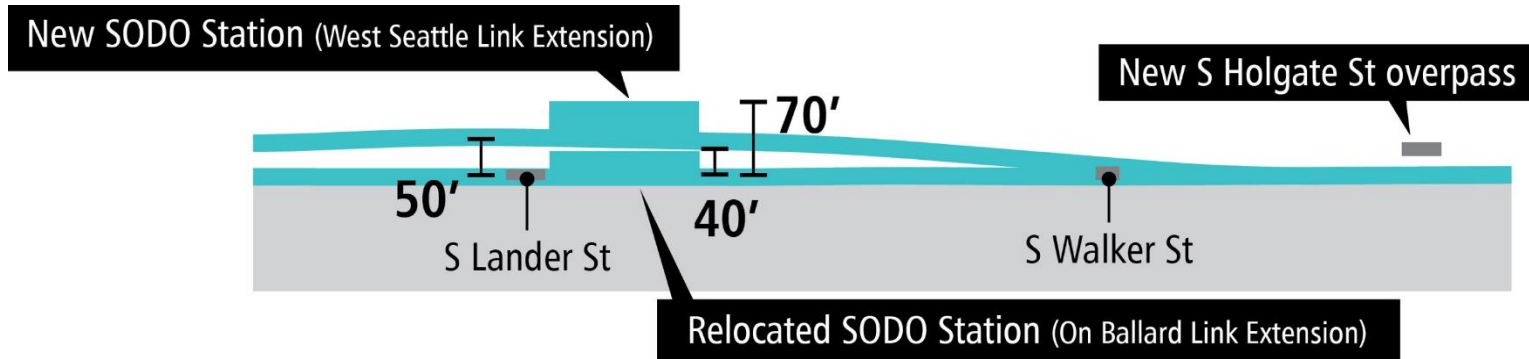
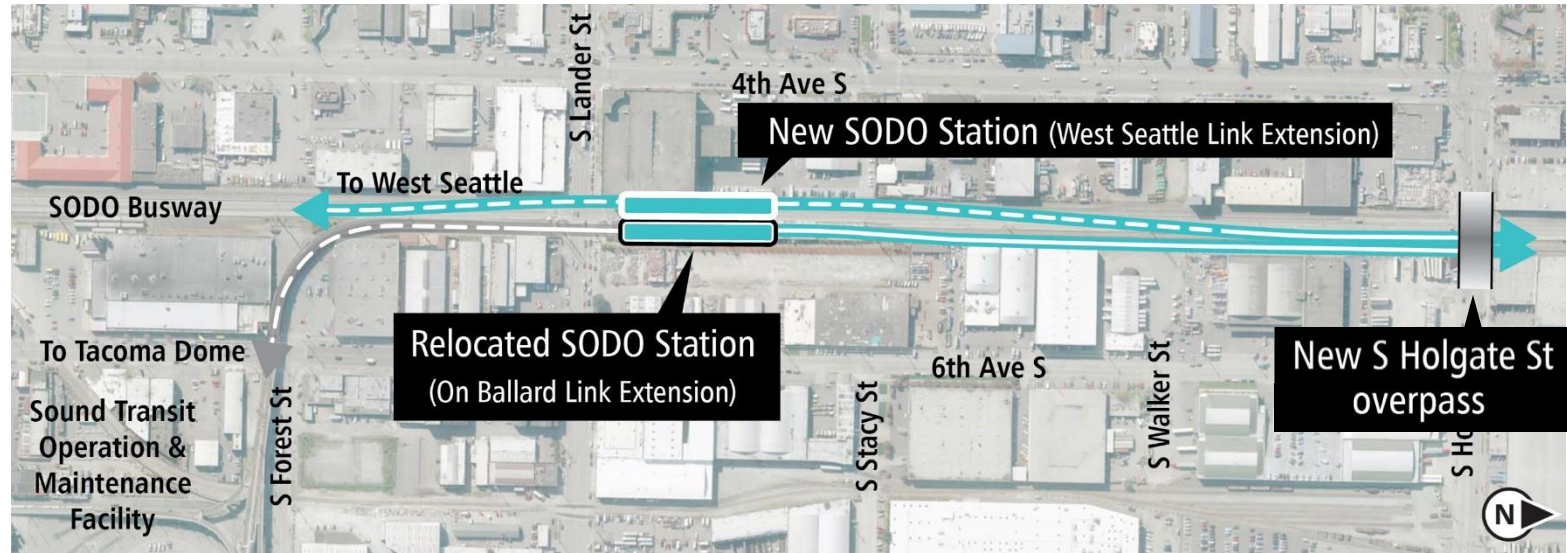
Mixed Profile

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
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ROUTE AND STATION PROFILES

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



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Mixed Profile

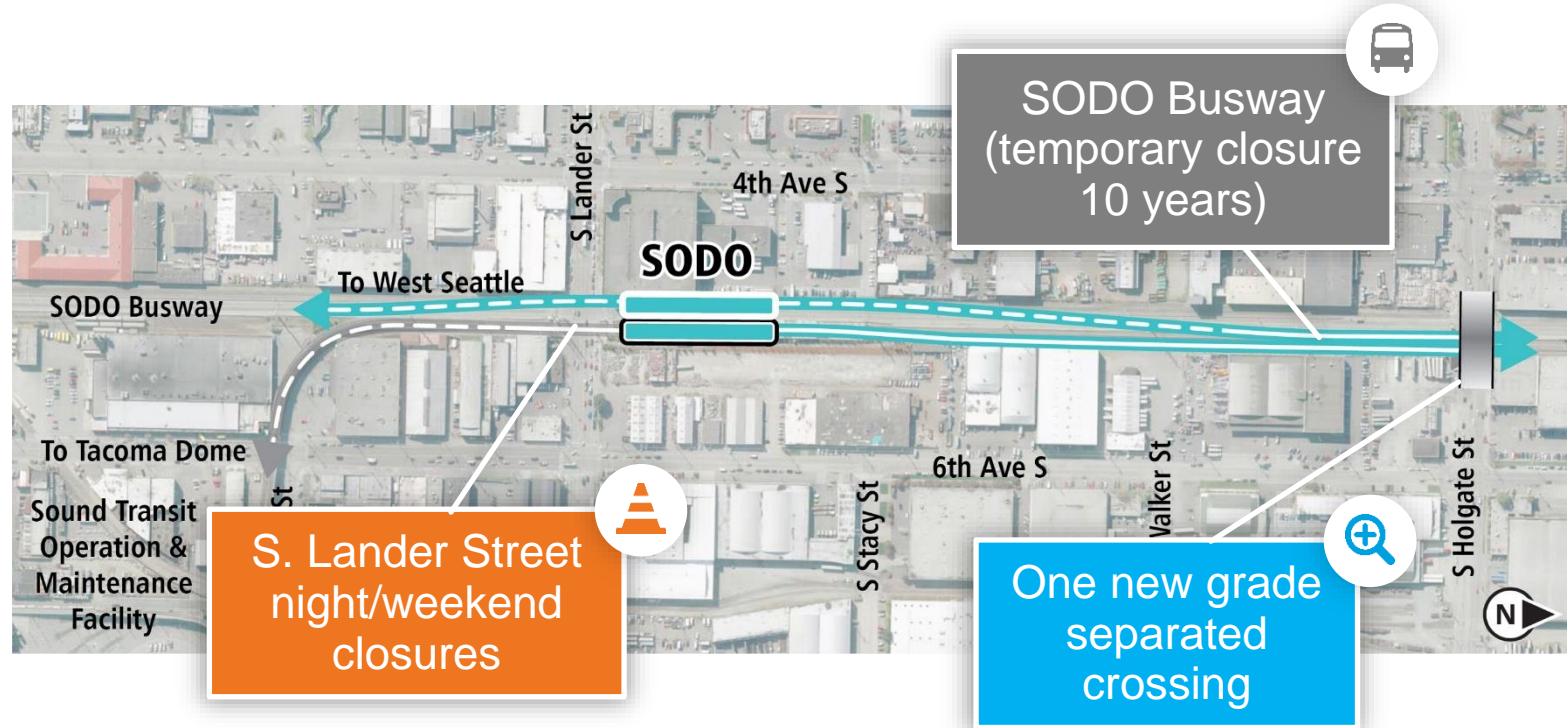
Project cost (2019\$ in billions) **\$0.8B**

Business displacements **23**

Transportation effects **See map**

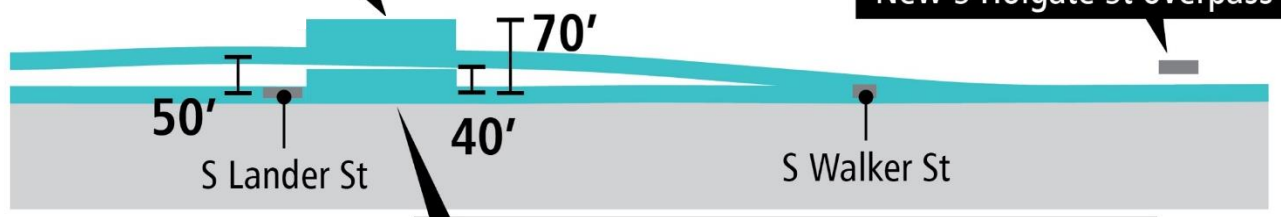
Construction effects **See map**

Other considerations **+**








New SODO Station (West Seattle Link Extension)

New S Holgate St overpass

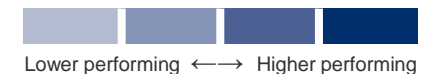


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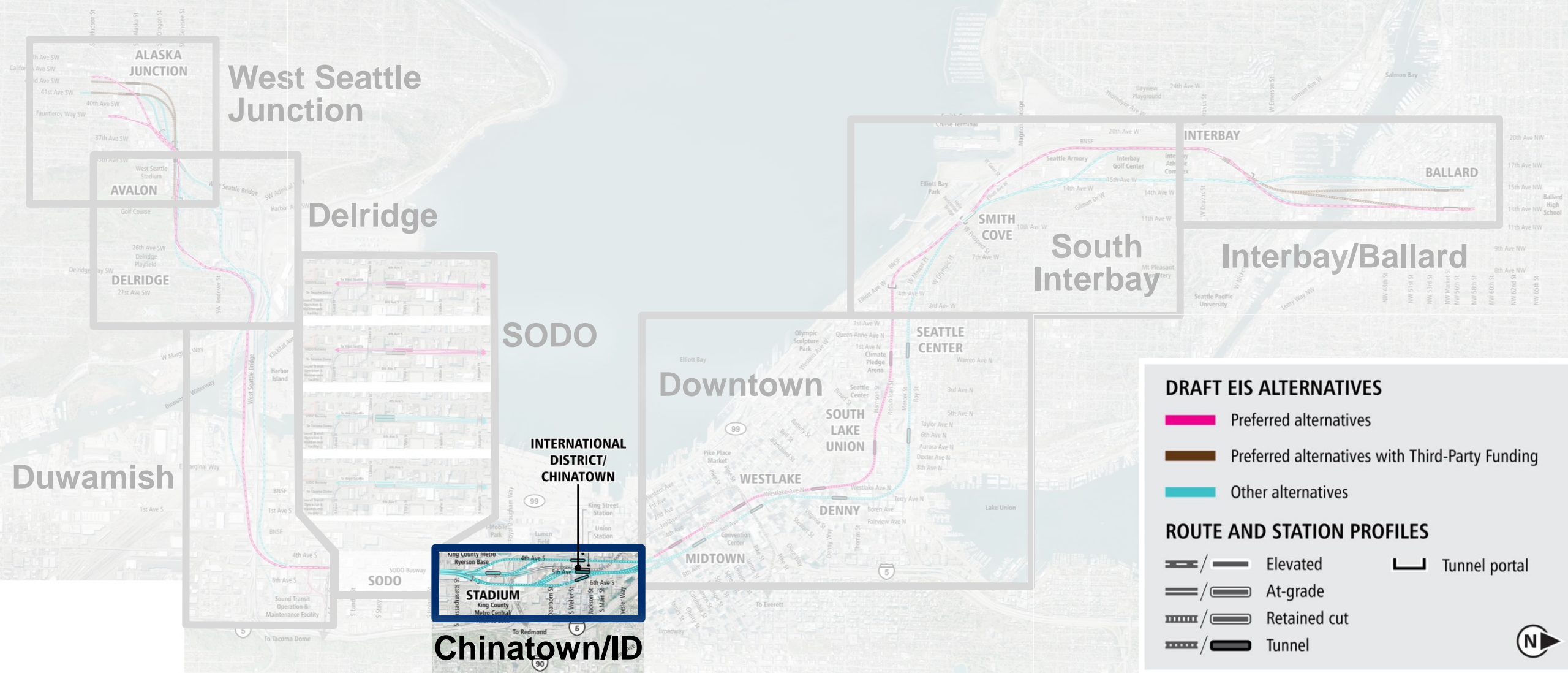
	At-Grade	At-Grade Staggered Station Configuration	At-Grade South Station Option	Mixed Profile
Project cost  (2019\$ in billions)	\$0.6-0.7B	\$0.5-0.6B	\$0.6-0.7B	\$0.8B
Business displacements 	20 to 32	19 to 31	17 to 29	23
Transportation effects 	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (temporary closure 10 years)
Construction effects 	S. Lander Street closure (2 years)	S. Lander Street closure (2 years)	S. Lander Street closure (3 years)	S. Lander Street closure (nights/weekends)
Other considerations 	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

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

Performance



Draft EIS alternatives





DRAFT EIS ALTERNATIVES

- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

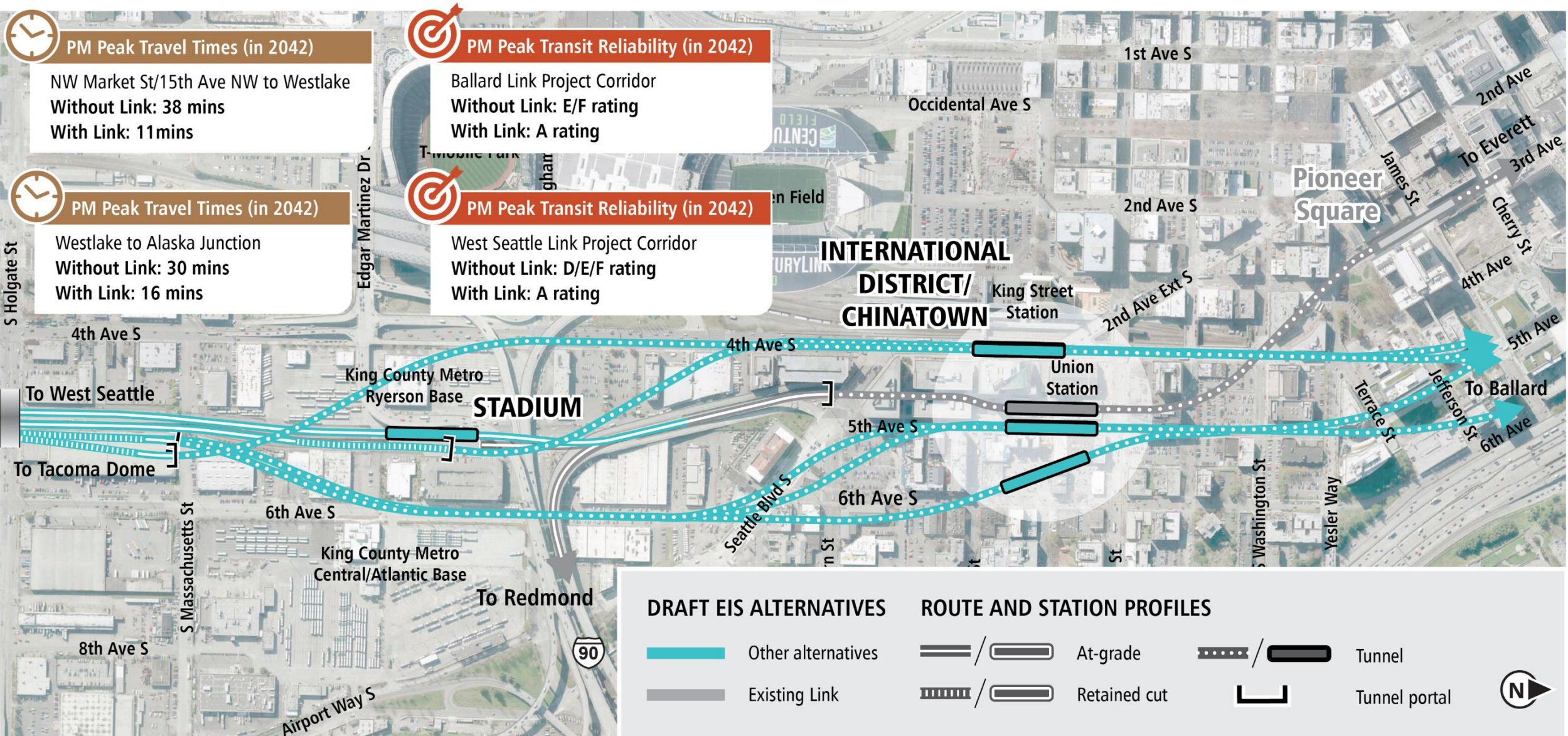
- At-grade
- Tunnel
- Retained cut
- Tunnel portal

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

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



Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

Note: *range reflects potential variation in where passengers might transfer between Link lines.



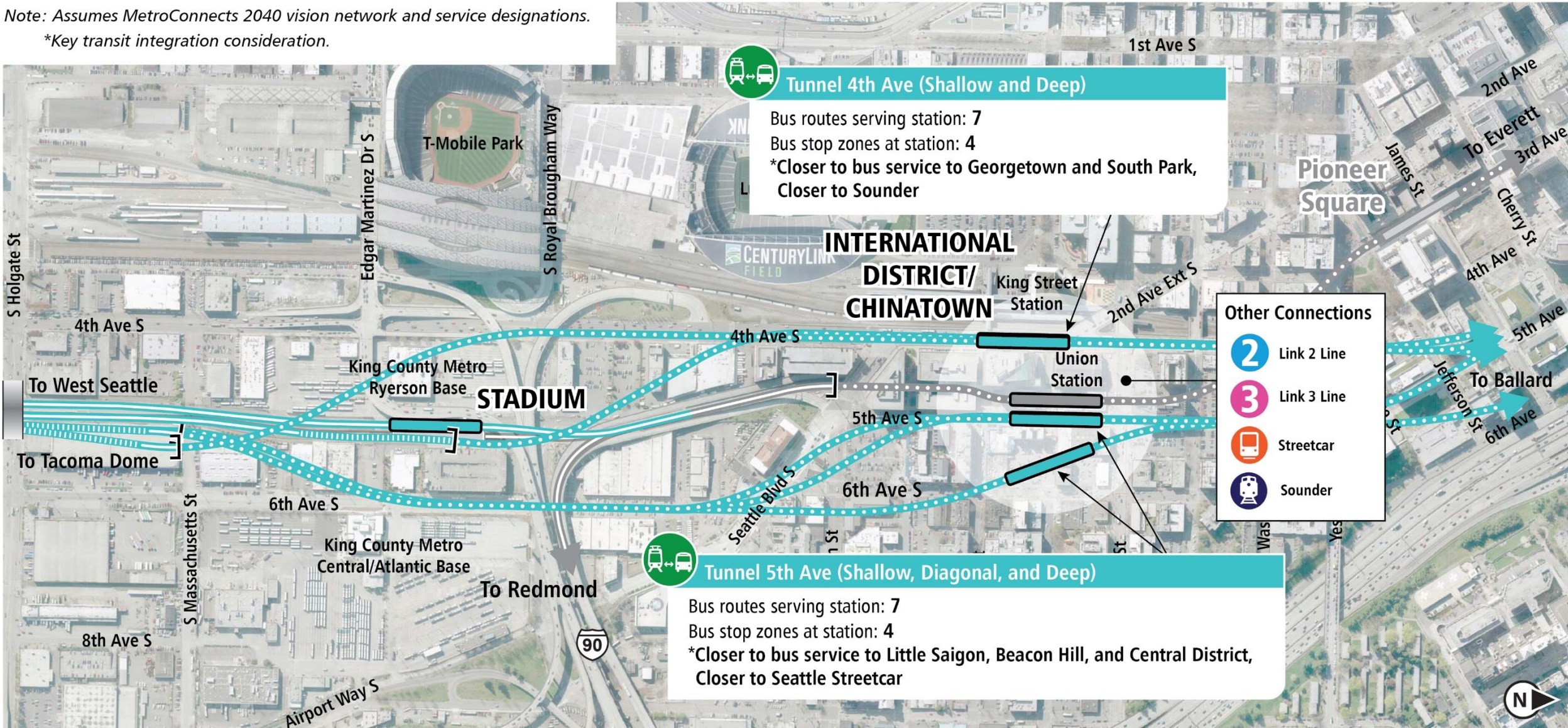
All International District/Chinatown Alternatives

*Average Daily Boardings: 30,100 - 34,200
Principal mode of access: Walk - 53%

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

Note: Assumes MetroConnects 2040 vision network and service designations.

*Key transit integration consideration.



Tunnel 4th Ave (Shallow and Deep)

Bus routes serving station: 7
 Bus stop zones at station: 4
 *Closer to bus service to Georgetown and South Park,
 Closer to Sounder

Tunnel 5th Ave (Shallow, Diagonal, and Deep)

Bus routes serving station: 7
 Bus stop zones at station: 4
 *Closer to bus service to Little Saigon, Beacon Hill, and Central District,
 Closer to Seattle Streetcar

- Other Connections**
- 2 Link 2 Line
 - 3 Link 3 Line
 - Streetcar
 - Sounder

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

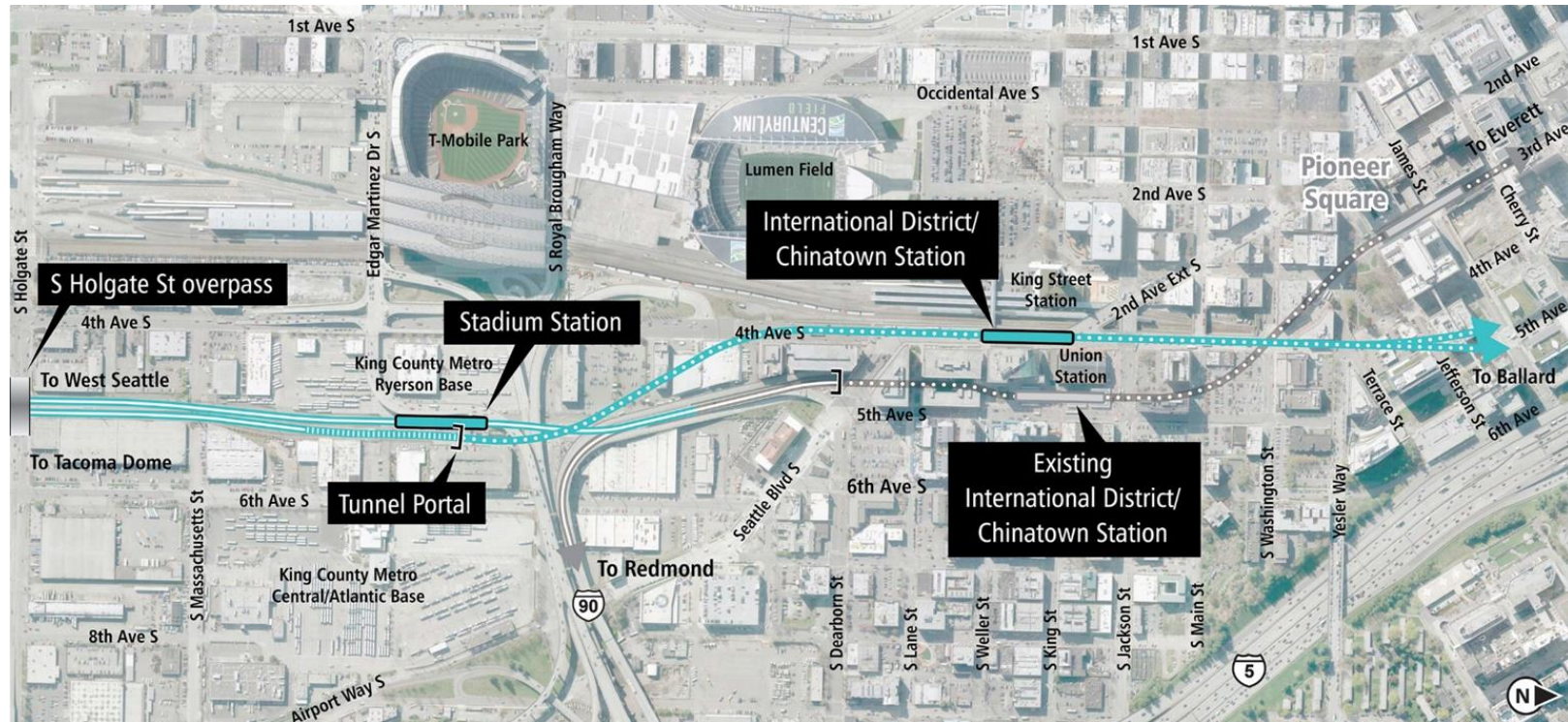
Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.



Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

4th Shallow

4th Shallow



DRAFT EIS ALTERNATIVES

█ Other alternatives

█ Existing Link

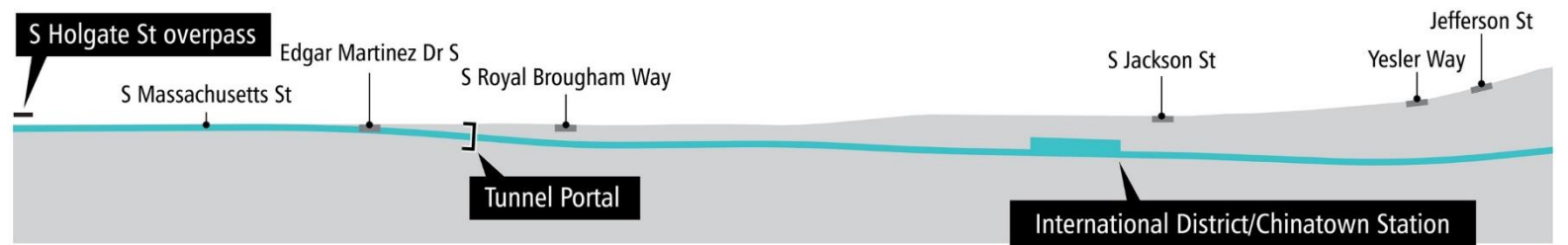
ROUTE AND STATION PROFILES

/ At-grade

/ Tunnel

/ Retained cut

/ Tunnel portal



The 4th Avenue Shallow alternative would necessitate reconstruction of the existing Stadium Station. Diagrams are not to scale and all measurements are approximate for illustration purposes only.

4th Shallow

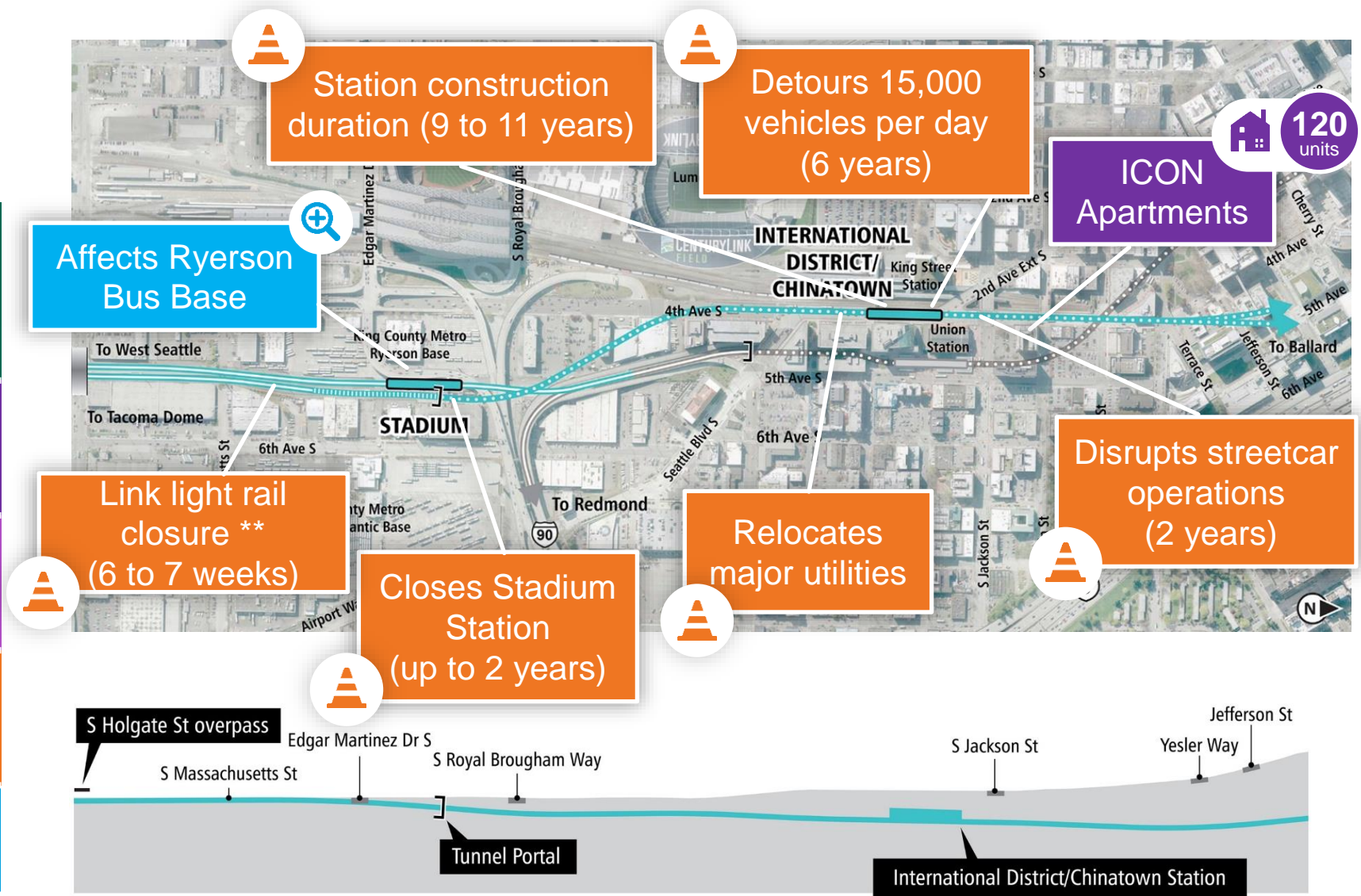
Project cost
(2019\$ in billions) **\$1.8B**
(+100M)*

Residential displacements **120 units**

Business displacements **5 to 8**

Construction effects **See map**

Other considerations

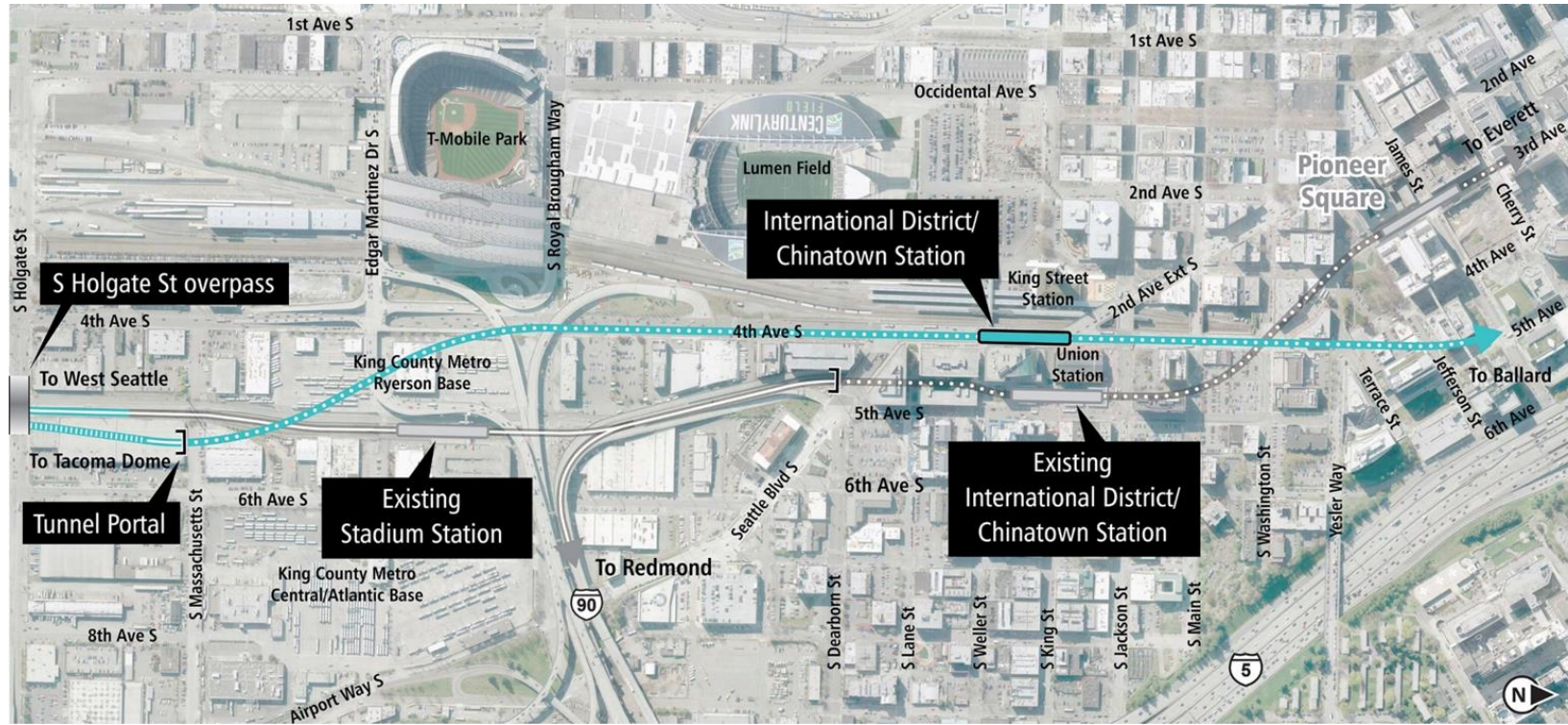


*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)
** Between SODO and International District/Chinatown stations

The 4th Avenue Shallow alternative would necessitate reconstruction of the existing Stadium Station. Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

4th Deep

4th Deep Station Option

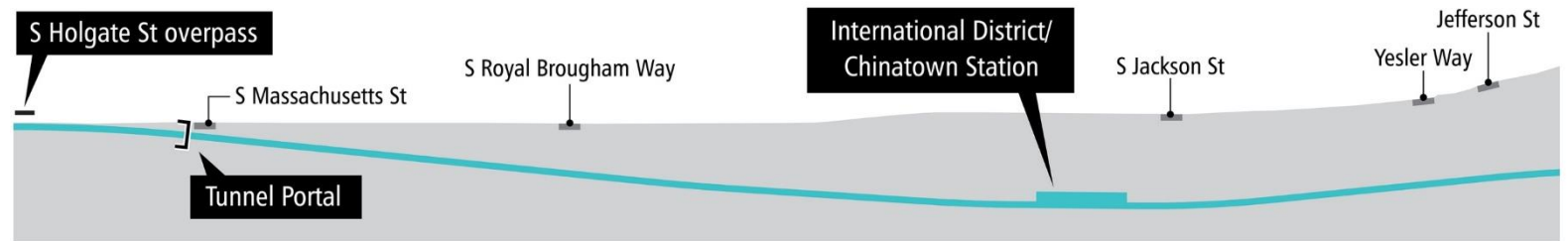


DRAFT EIS ALTERNATIVES

- █ Other alternatives
- █ Existing Link

ROUTE AND STATION PROFILES

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



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

4th Deep Station Option

Project cost
(2019\$ in billions)

\$1.7B
(+200M)*

Residential
displacements

none

Business
displacements

5

Platform access



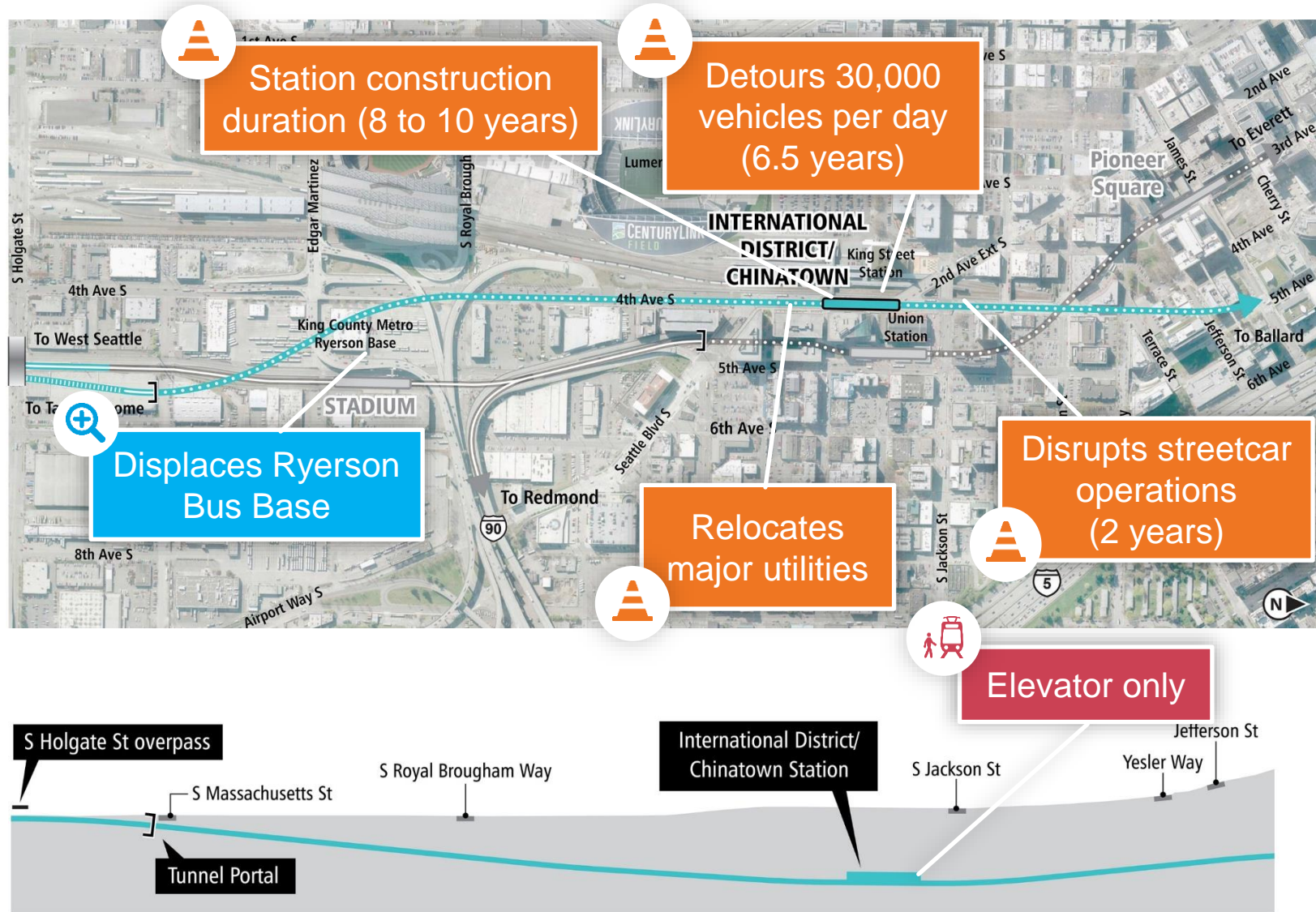
Elevator only

Construction
effects



See map

Other considerations



*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

5th Shallow

5th Shallow

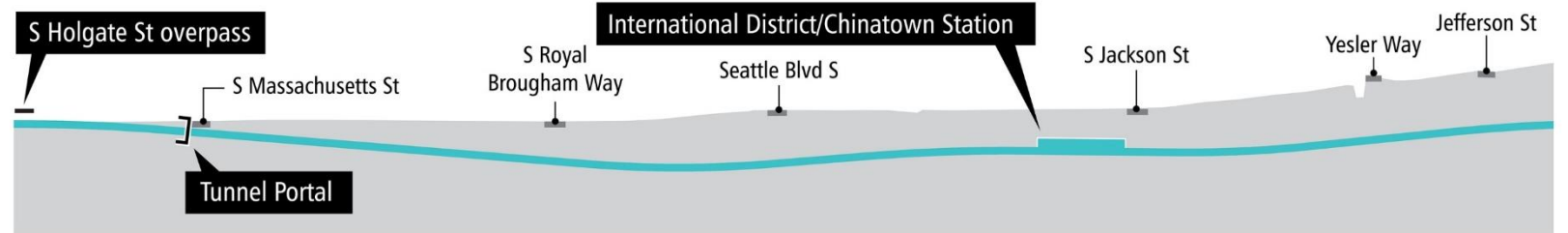


DRAFT EIS ALTERNATIVES

- █ Other alternatives
- █ Existing Link

ROUTE AND STATION PROFILES

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



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

5th Shallow

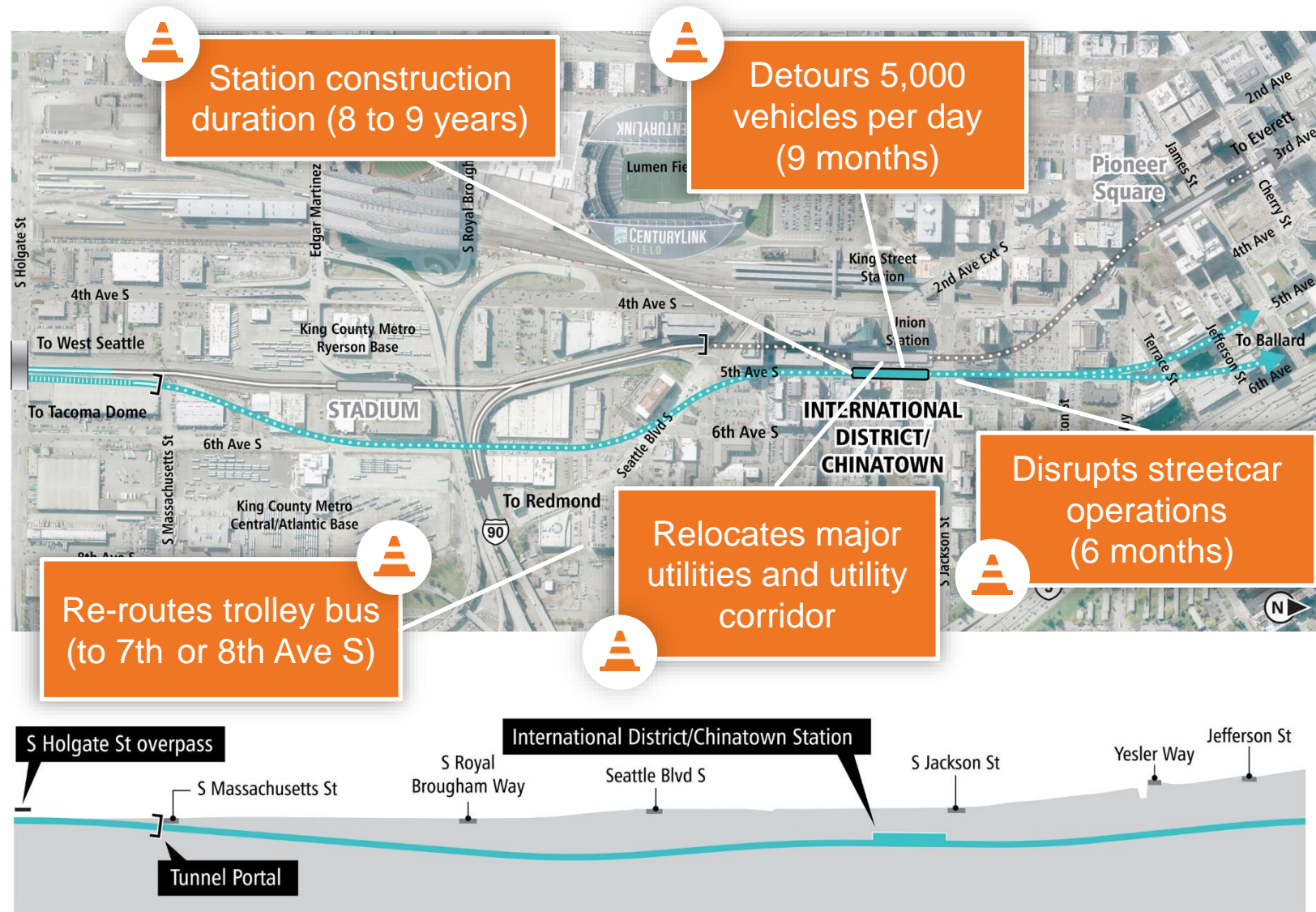
Project cost (2019\$ in billions) **\$1.2-1.3B**

Residential displacements **none**

Business displacements **19**

Construction effects **See map**

Other considerations **+**




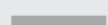
Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

5th Shallow Diagonal

5th Shallow Diagonal Station Configuration

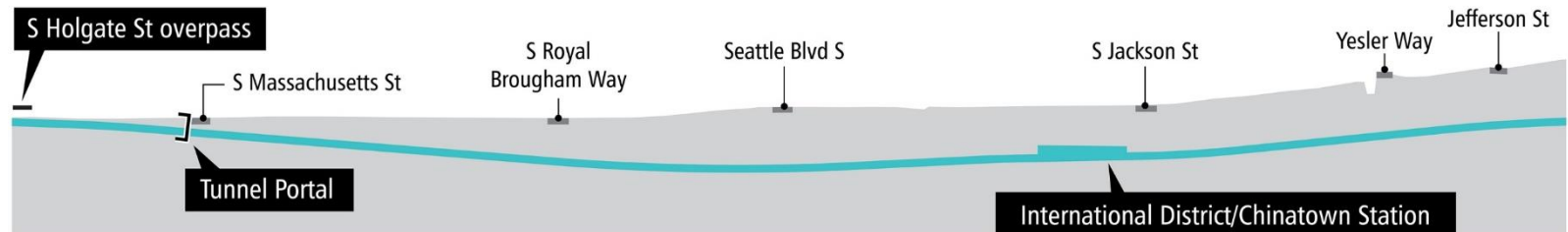


DRAFT EIS ALTERNATIVES

-  Other alternatives
-  Existing Link

ROUTE AND STATION PROFILES

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



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

5th Shallow Diagonal Station Configuration

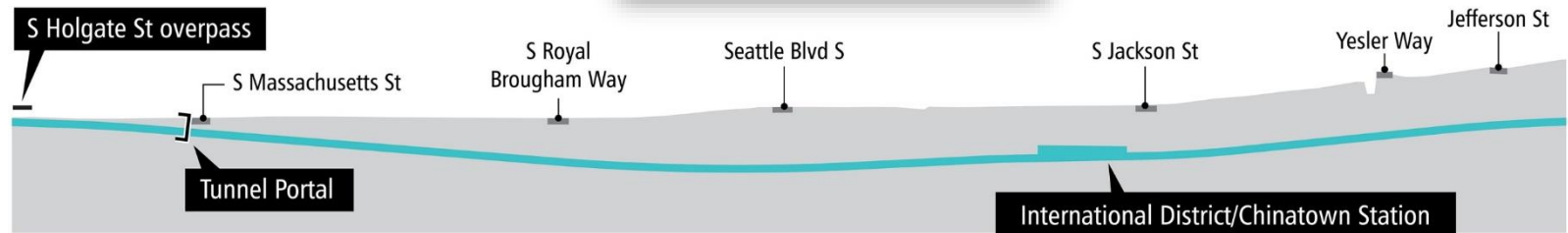
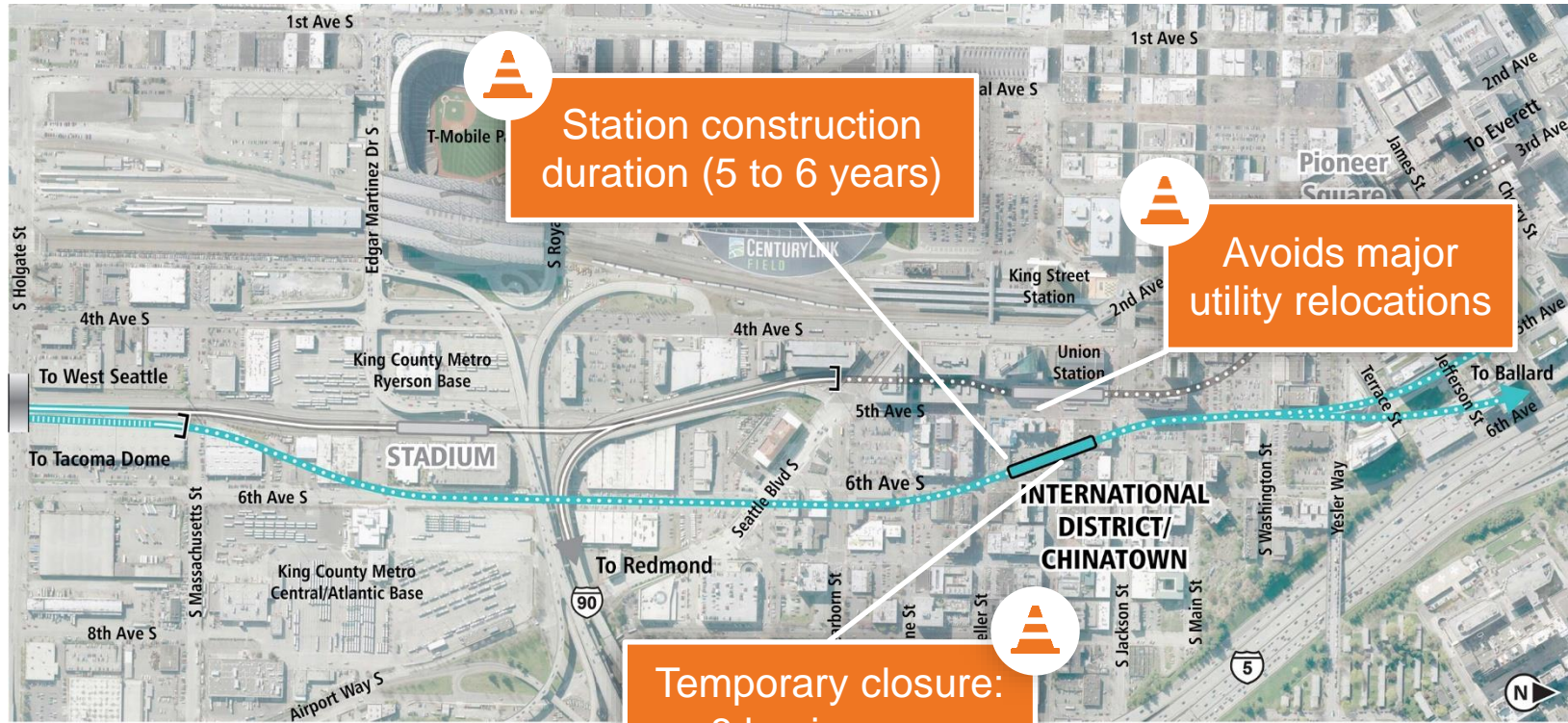
Project cost
(2019\$ in billions) **\$ \$1.2-1.3B**

Residential displacements **none**

Business displacements **19**

Construction effects **See map**

Other considerations



Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

5th Deep

5th Deep Station Option

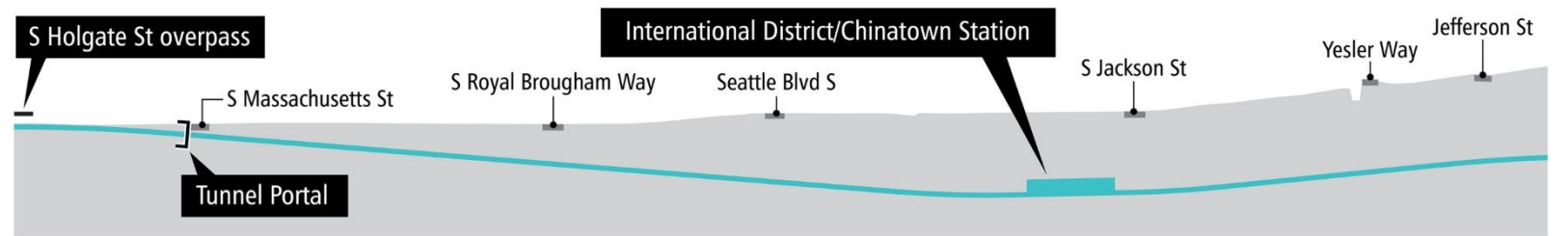


DRAFT EIS ALTERNATIVES

- █ Other alternatives
- █ Existing Link

ROUTE AND STATION PROFILES

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



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

5th Deep Station Option

Project cost (2019\$ in billions) **\$1.3B** (+200M)*

Residential displacements **none**

Business displacements **18**

Platform access **Elevator only**








Construction effects **See map**

Other considerations 



*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

	4th Shallow	4th Deep	5th Shallow	5th Shallow Diagonal Station Configuration	5th Deep
Project cost  (2019\$ in billions)	\$1.8B (+\$100M)*	\$1.7B (+200M)*	\$1.2-1.3B	\$1.2-1.3B	\$1.3B (+200M)*
Residential displacements 	120 units	none	none	none	none
Business displacements 	5 to 8	5	19	19	18
Platform access 		Elevator only			Elevator only
Construction effects 	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)
Other considerations 	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>				
				Performance  Lower performing ←→ Higher performing	

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

Discussion: Hearing from CAG members

Questions? Initial reflections?

What would you like to understand better as you compare alternatives?

Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview: CID/SODO
- ***City of Seattle: Engaging in the Draft EIS process***
- Next steps, next meeting and online open house



West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Community Advisory Group Meetings | February 2022

City's Regulatory Roles in DEIS Review

The City is both a regulator and reviewer for WSBLE.

The City of Seattle is a Cooperating Agency under the National Environmental Policy Act, and a Consulted Agency and an Agency of Jurisdiction under the State Environmental Policy Act.

Under these roles, the City will provide comments on whether the information and analysis are adequate or if additional information is needed to permit the project.

City Scope of WSBLE DEIS Review

Review for compliance and adequacy:

1. Does the DEIS demonstrate compliance with City Codes/Director's Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

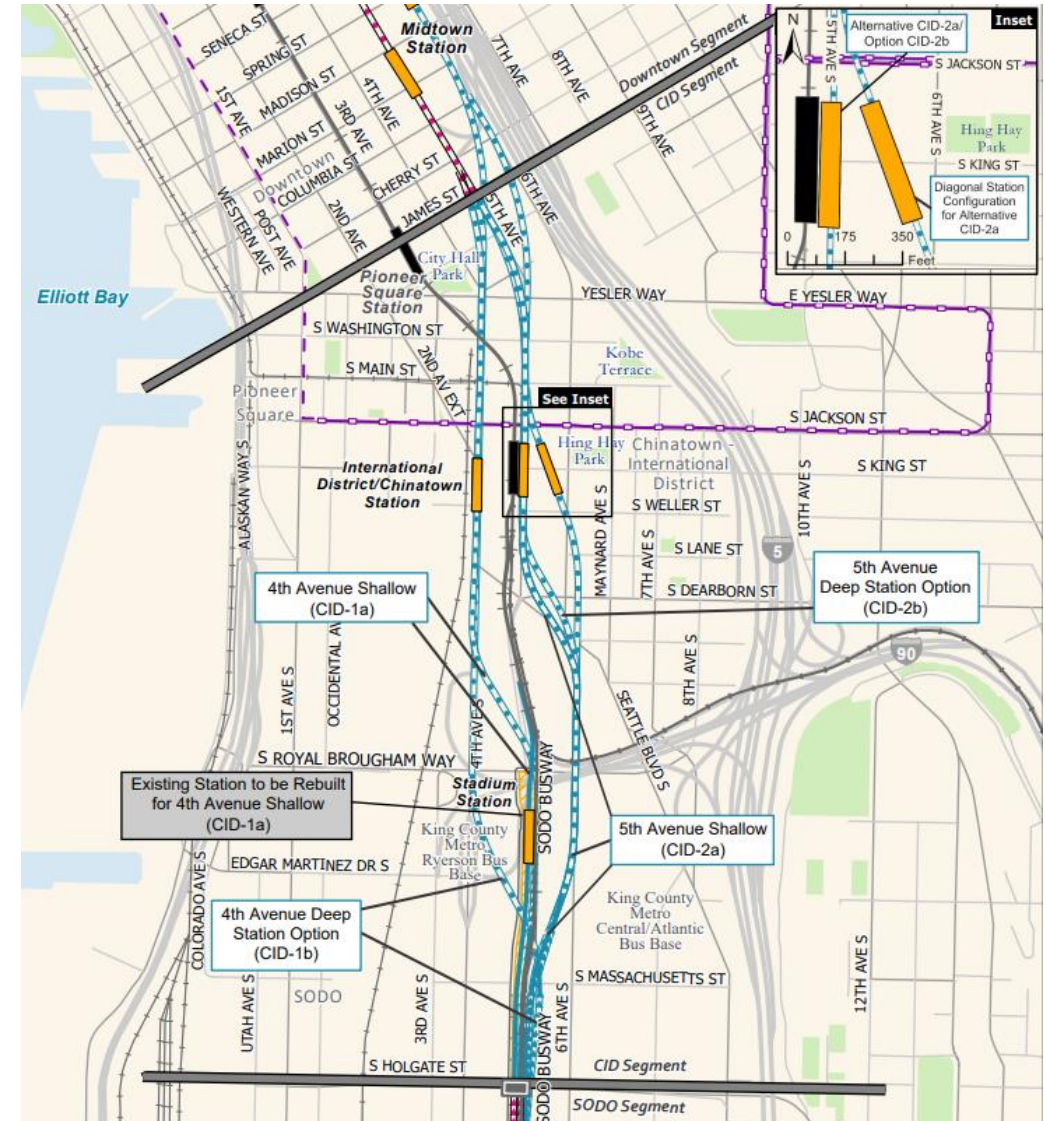
Review for additional strategic questions for the City:

4. Does the DEIS adequately analyze impacts to BIPOC communities, propose mitigation, and further the joint Racial Equity Toolkit outcomes?
5. How does new DEIS information shape City position on alternatives?



CID Segment Sample Issues

- **Code compliance examples:**
Landmarks, historic and cultural resources;
Fire, building, and ADA codes
- **Impacts and mitigation examples:**
Roadways and transit closures; Business
displacements, relocations; Surge events;
Impacts to City facilities and structures
- **RET Outcomes examples:**
Limit harmful impacts; Maximize
connections for all users





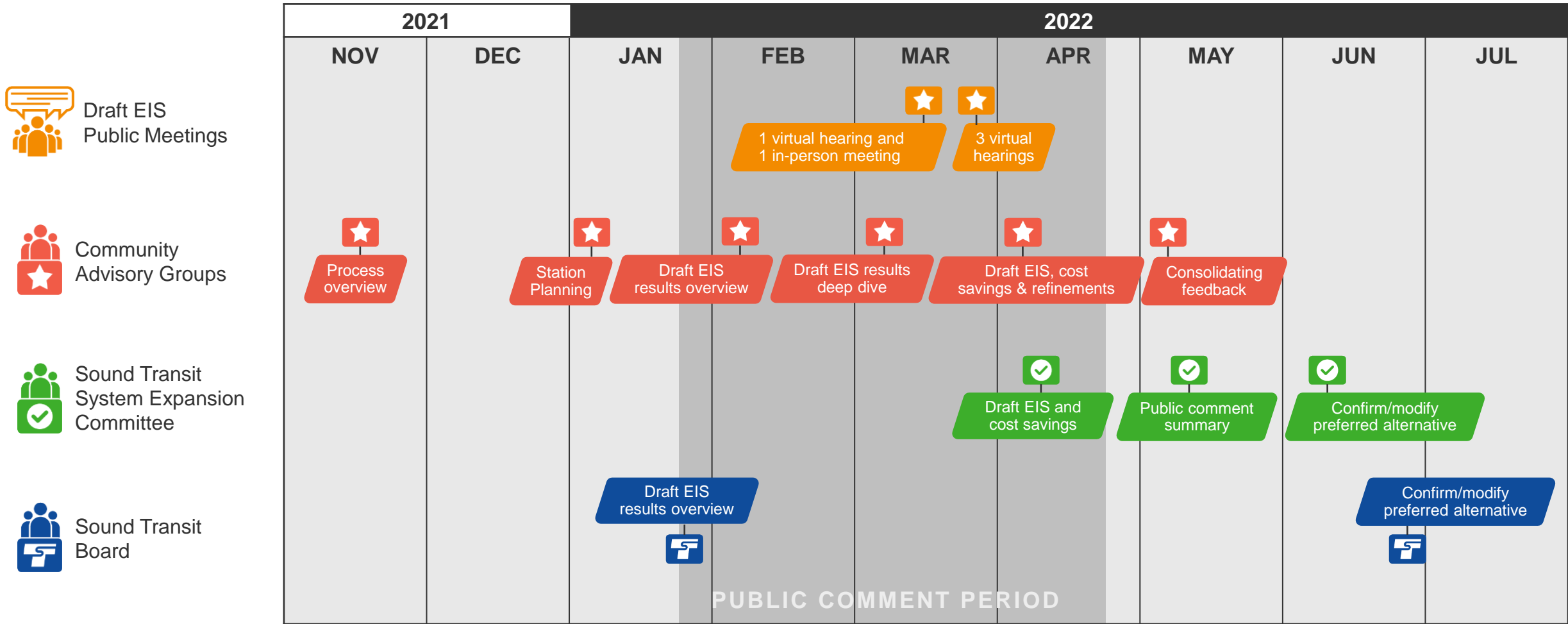
Additional questions please contact
Jesseca Brand, *Neighborhoods*
Jesseca.Brand@Seattle.gov

Agenda

- Welcome and introductions
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Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Upcoming Community Advisory Groups

Draft EIS results overview



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

Community Liaisons

Capacity building and reaching more people

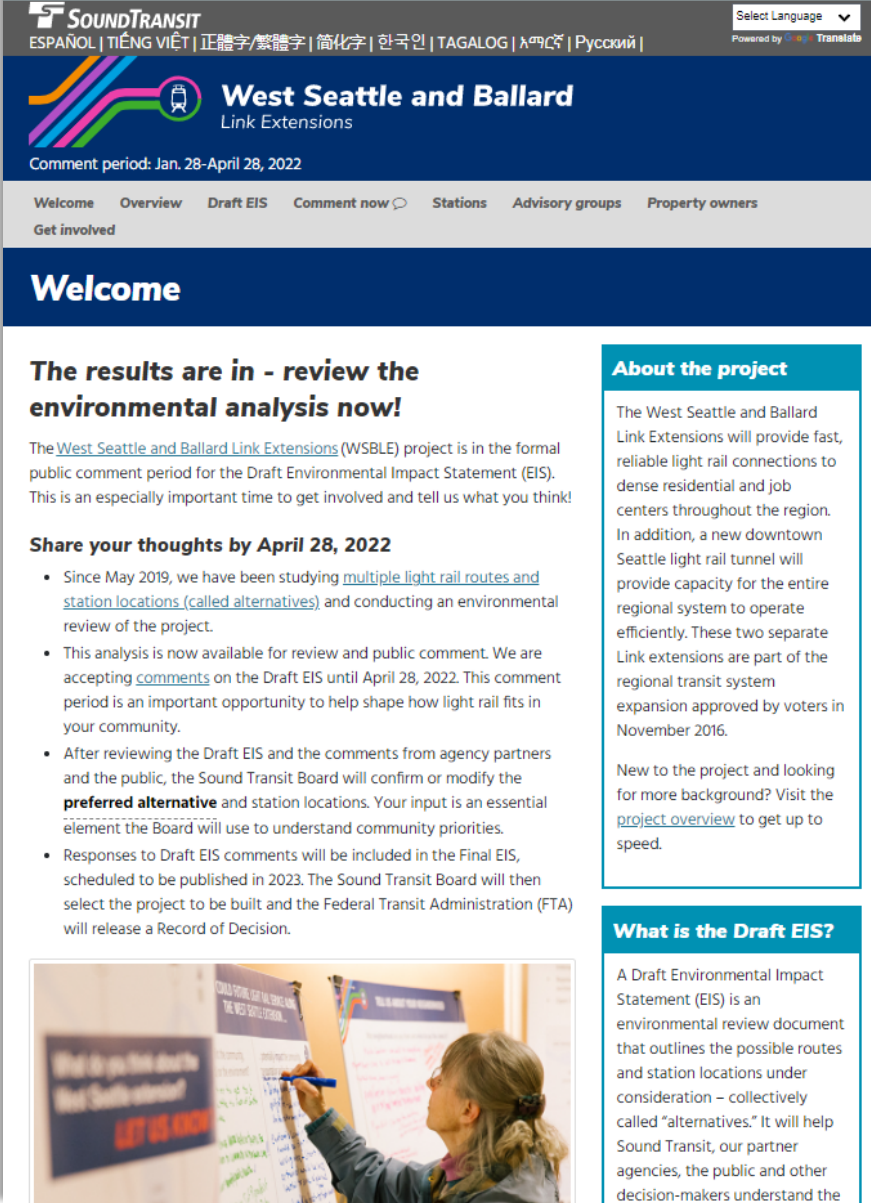
- Encourage broad awareness & participation in comment period
- Door-to-Door business outreach
- Ethnic media and social media
- Tabling at stations, community spaces, fairs and festivals
- Interpretation at community meetings and briefings




Online Open House

The 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
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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



 *wsblink.participate.online*

 **SOUNDTRANSIT**

