

West Seattle and Ballard Link Extensions

*West Seattle/ Duwamish
Community Advisory Group*

January 11, 2022



Agenda

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- Alaska Junction Station
- Next steps and next meeting

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 say your name, and then note 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

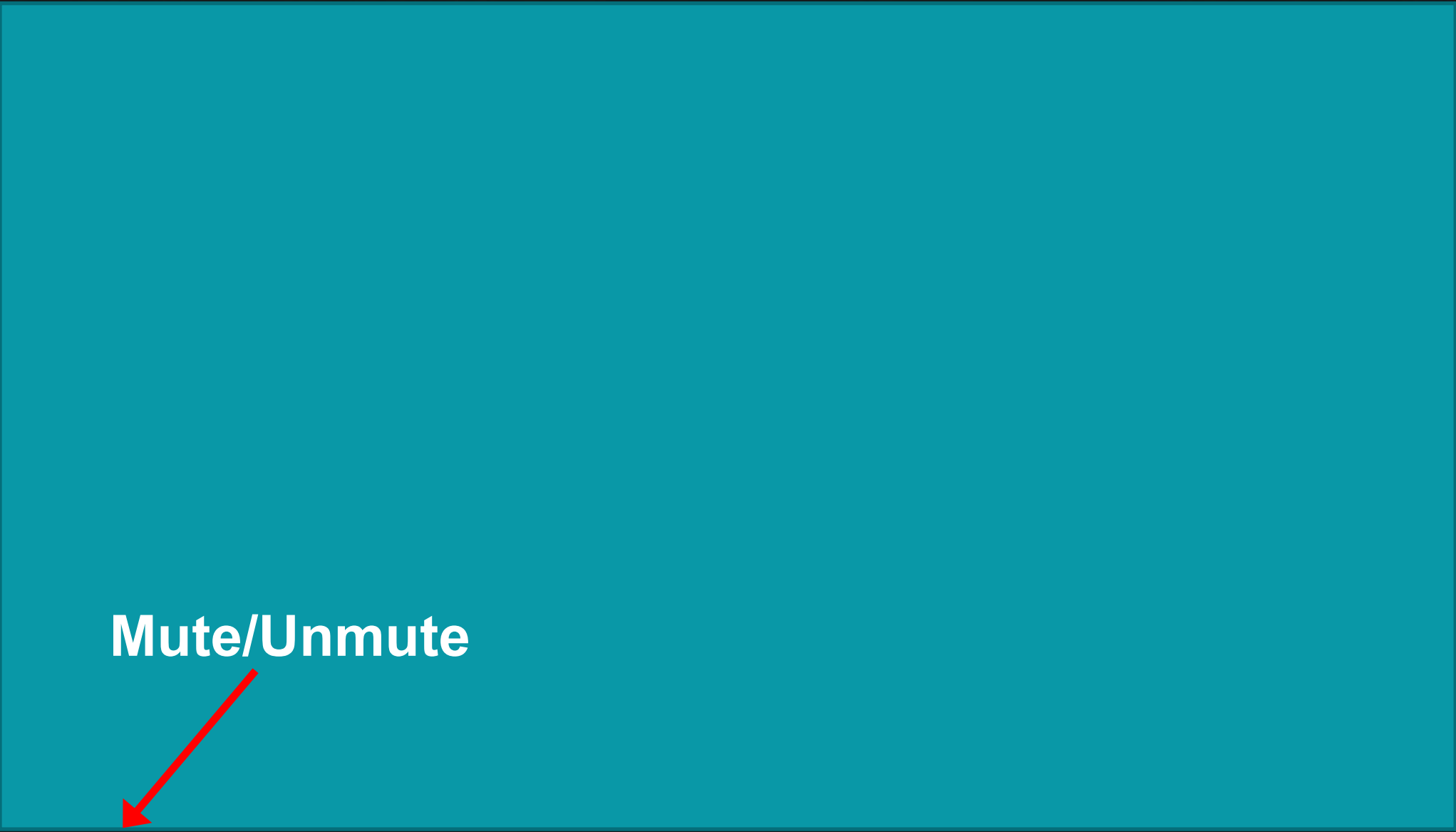
View Options

View



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

Leave

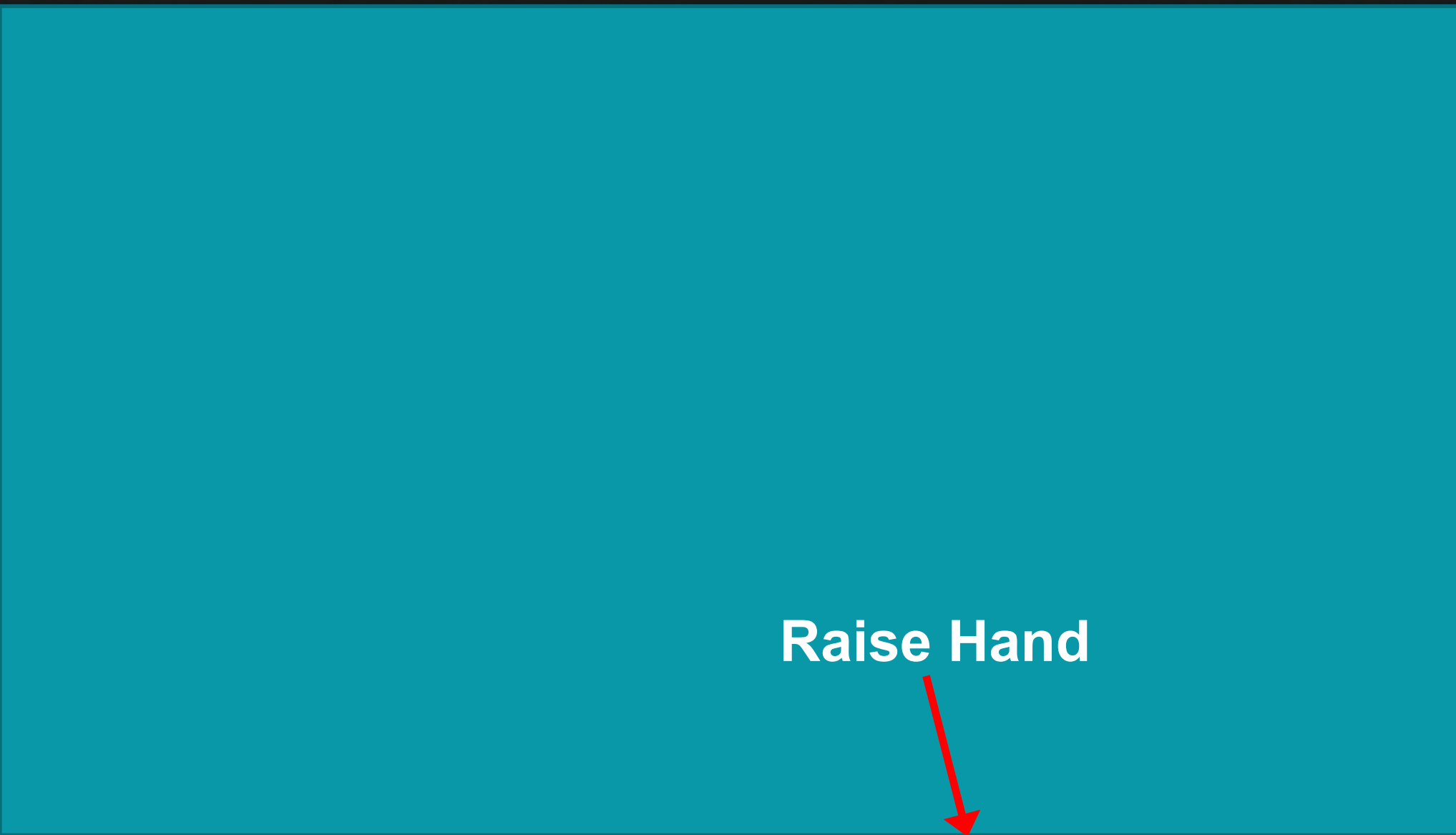


Mute/Unmute



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

Leave

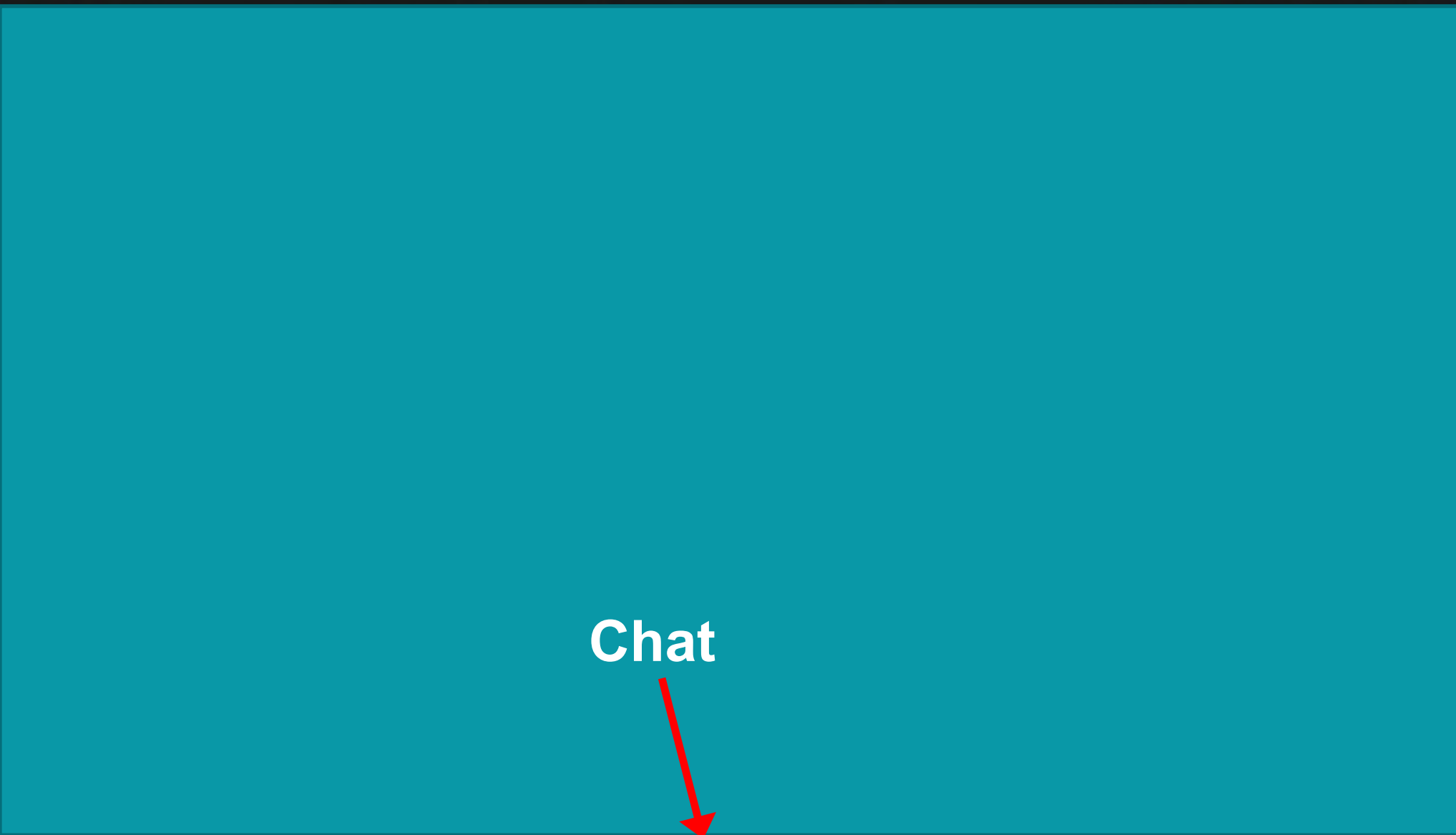


Raise Hand



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

Leave

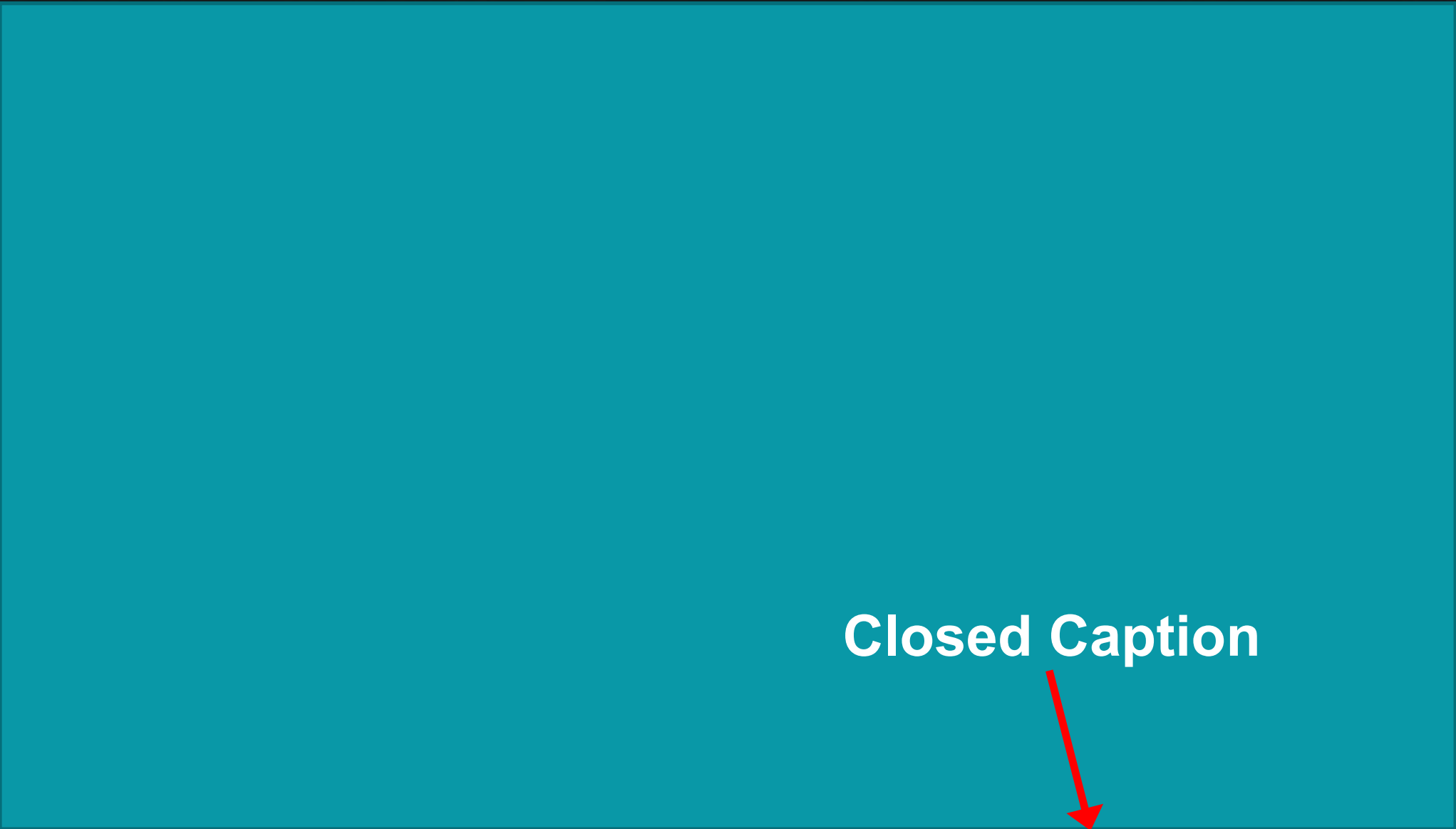


Chat



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

Leave



Closed Caption



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

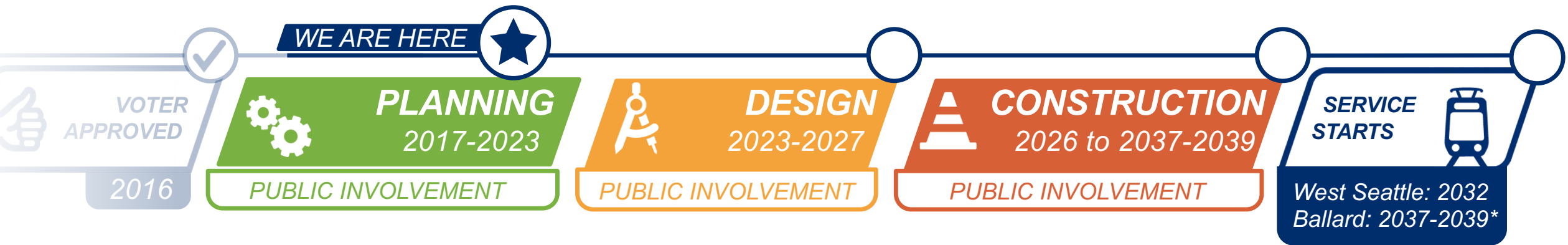
Leave

Agenda

- ***Welcome and introductions***
- Station Planning: Background
- Delridge Station
- Avalon Station
- Alaska Junction Station
- Next steps and next meeting

West Seattle and Ballard Link Extensions

Project timeline





PLANNING



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

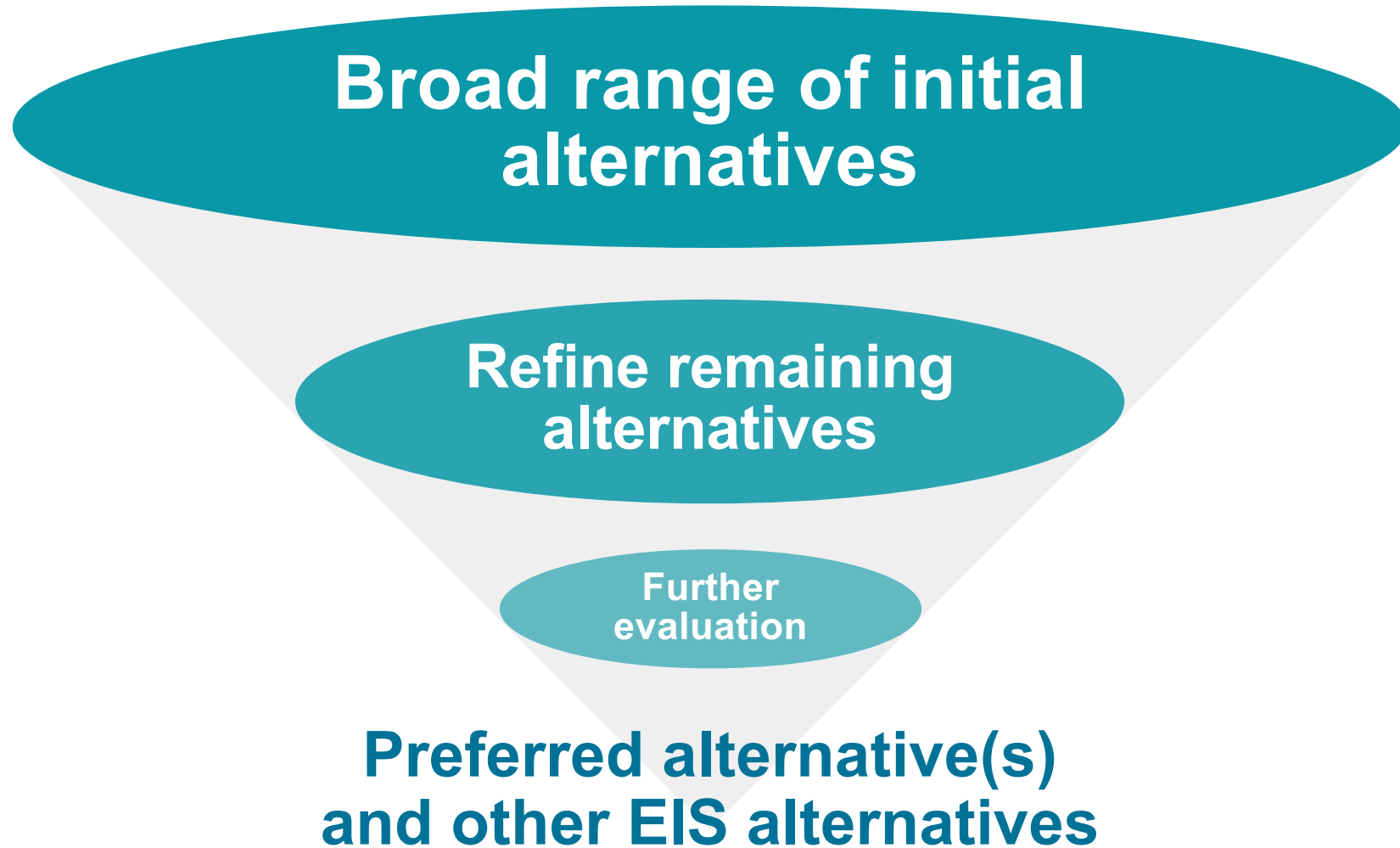
Board confirms or modifies preferred alternatives

2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

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.



Community Advisory Groups

Build understanding and common ground around key project decisions.

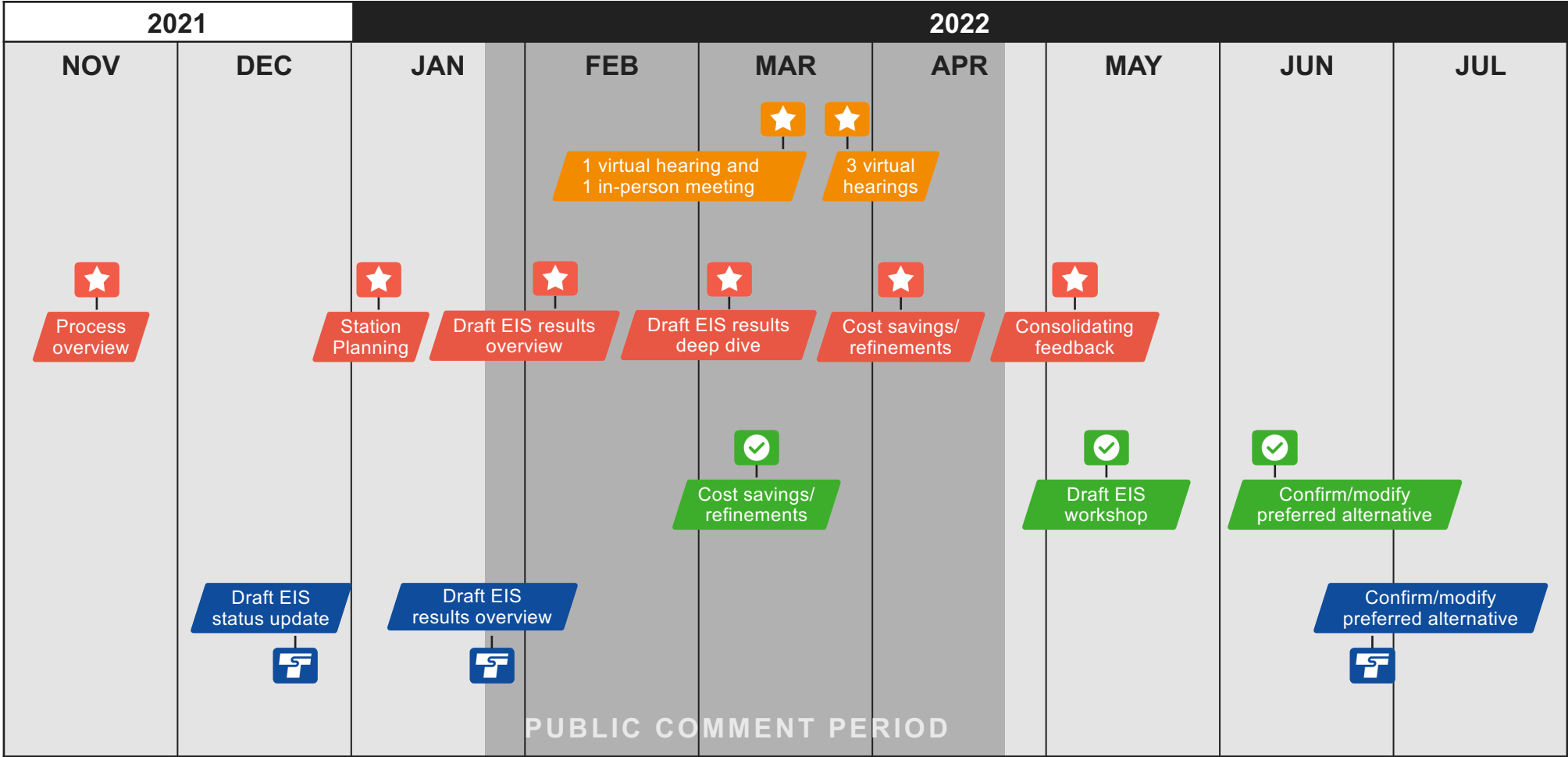
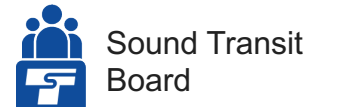
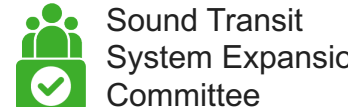
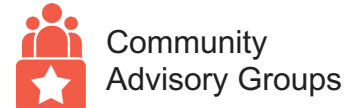
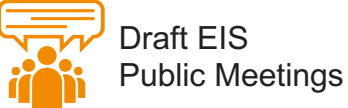
Highlight specific issues and trade-offs as Sound Transit works to deliver a project on the target schedule and within scope.

Share feedback with the Sound Transit Board before they confirm or modify the preferred alternative.



Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Why we're here today

- Learning about the stations and station concepts
- Posing questions for you to think about, beginning a conversation about station planning

Introductions

Please share briefly:

- 1) Your name,
- 2) Pronouns, and
- 3) Please share which WSBLE station you are most interested in.

West Seattle/ Duwamish CAG members

Alex Williams

Charlie Able

Daniela Lopez

David Bestock

Deb Barker

Ella McRae

Emily Strom

Inaki Longa

Kim Schwarzkopf

Lauren Lundberg

Lyssa Moon

M Miller

Nicole Perry

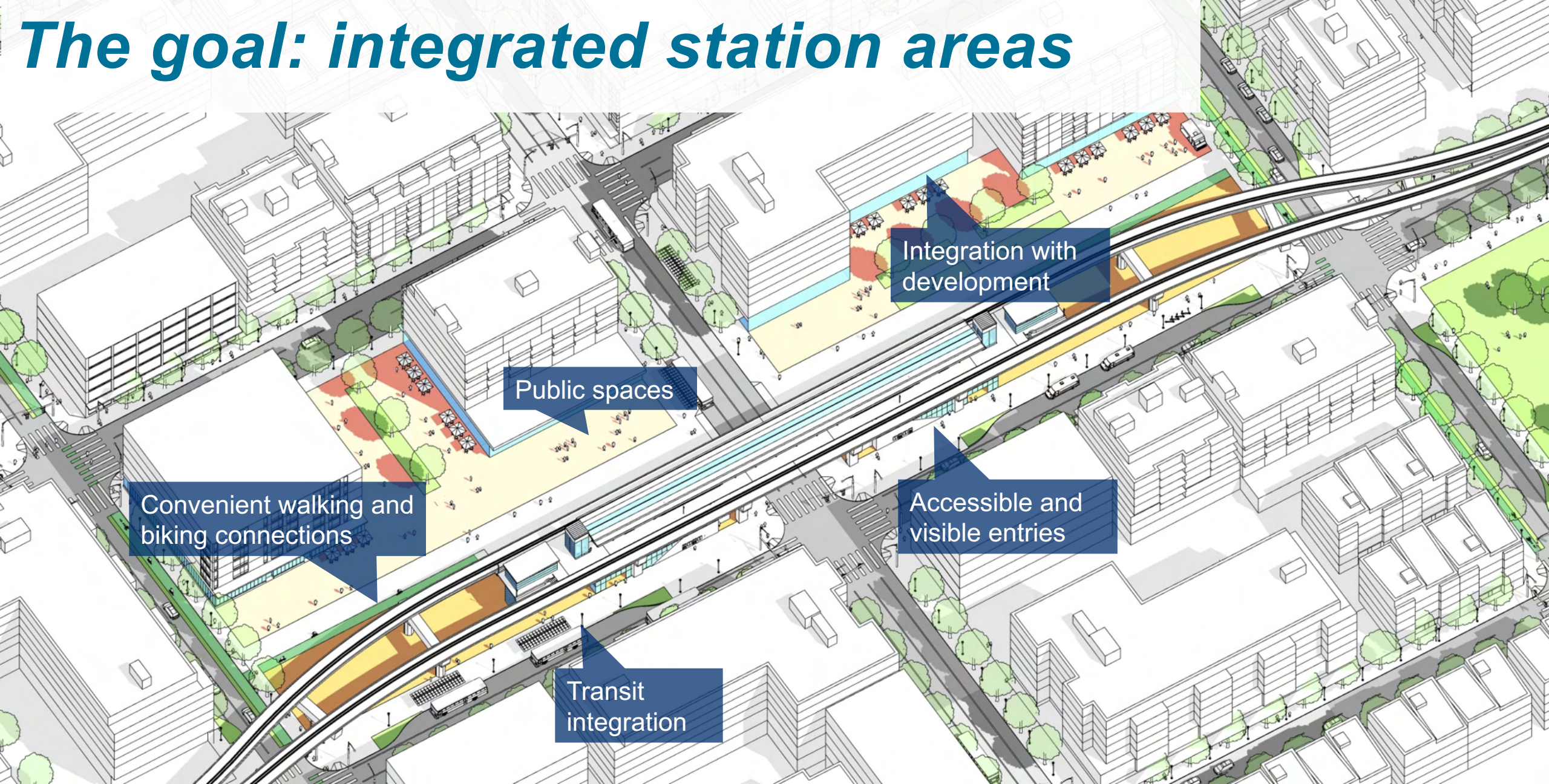
Pete Spalding

Willard Brown

Agenda

- Welcome and introductions
- ***Station Planning: Background***
- Delridge Station
- Avalon Station
- Alaska Junction Station
- Next steps and next meeting

The goal: integrated station areas



Co-planning partnership

Routes and station locations

Light rail guideway and station design

Environmental review

Centering racial equity

&

Co-planning stations with communities

Community planning and station access

Land use and zoning

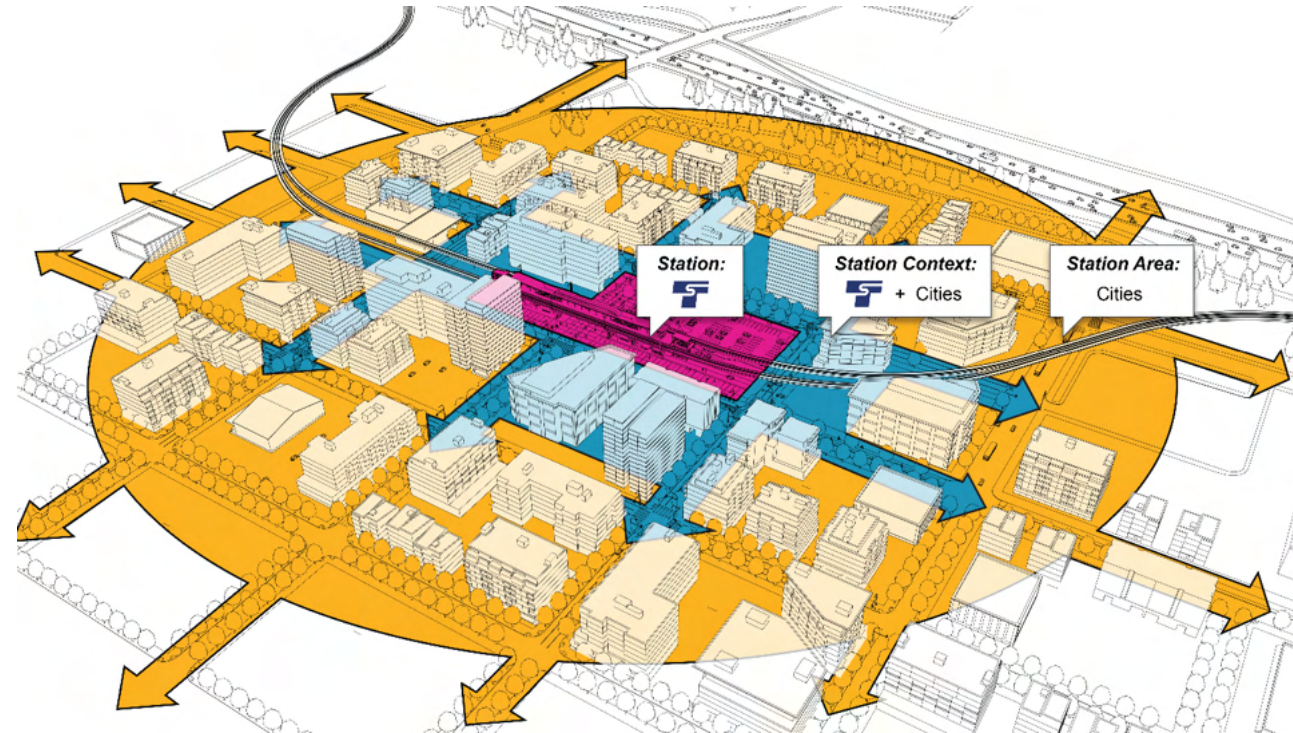
Street and right-of-way use

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.

Co-planning focus: the “Station Context”

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

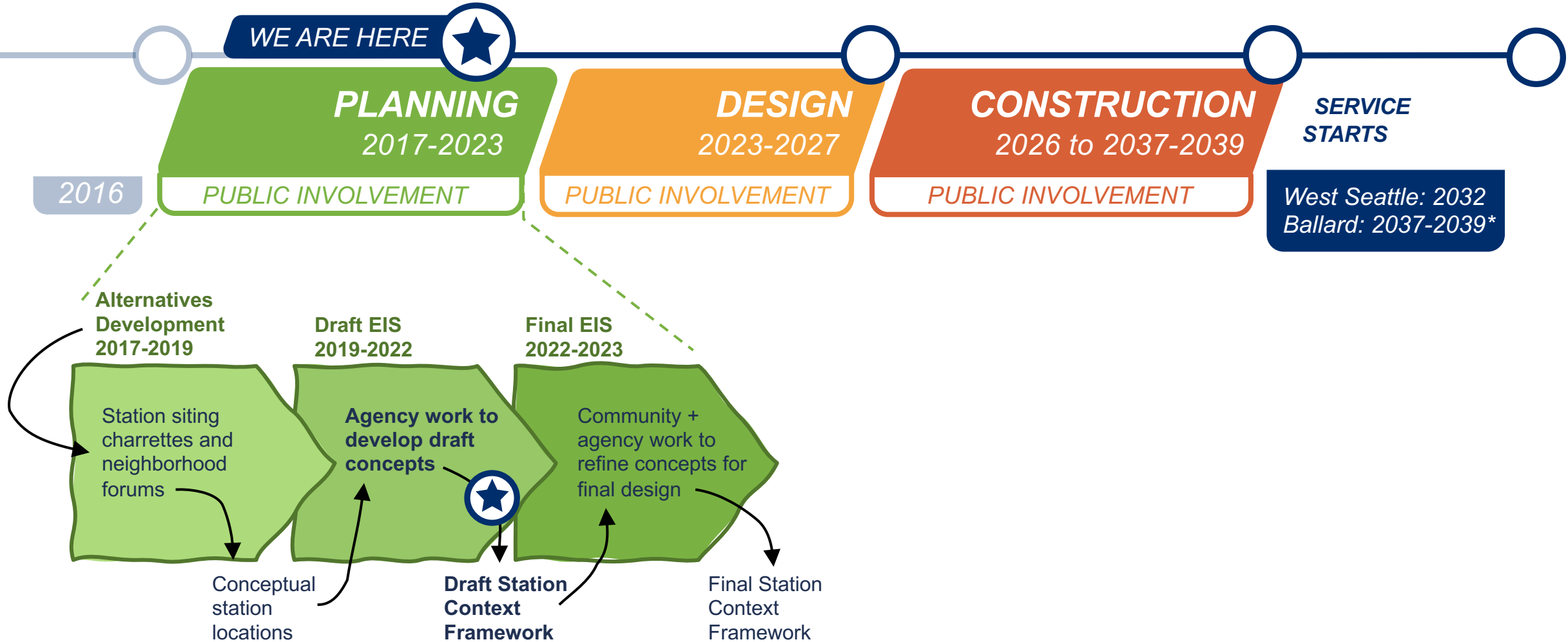


Station Context Framework

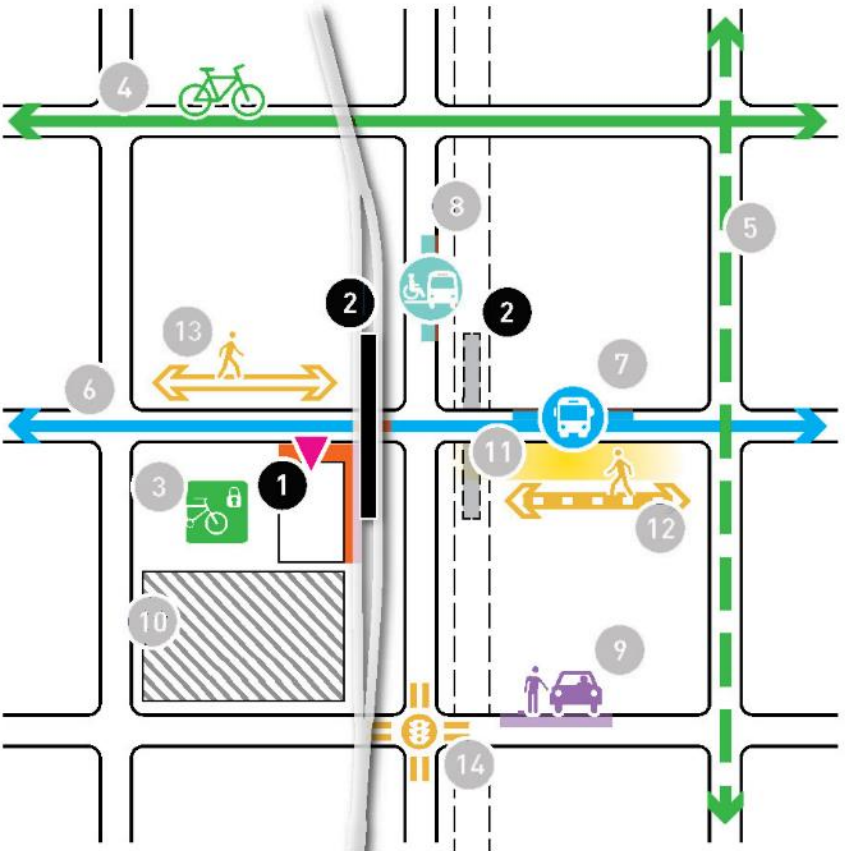
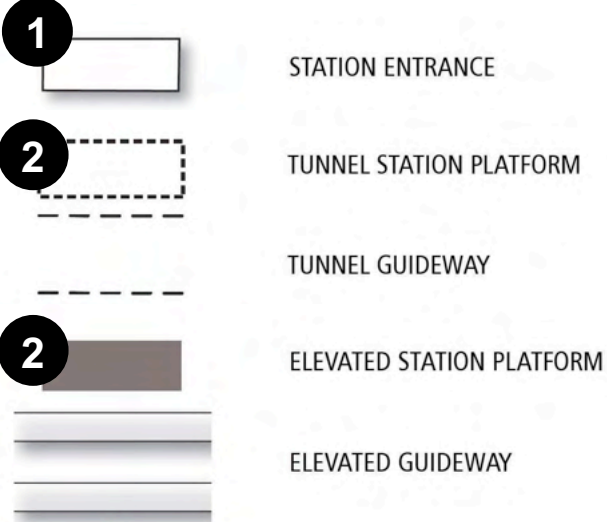
- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



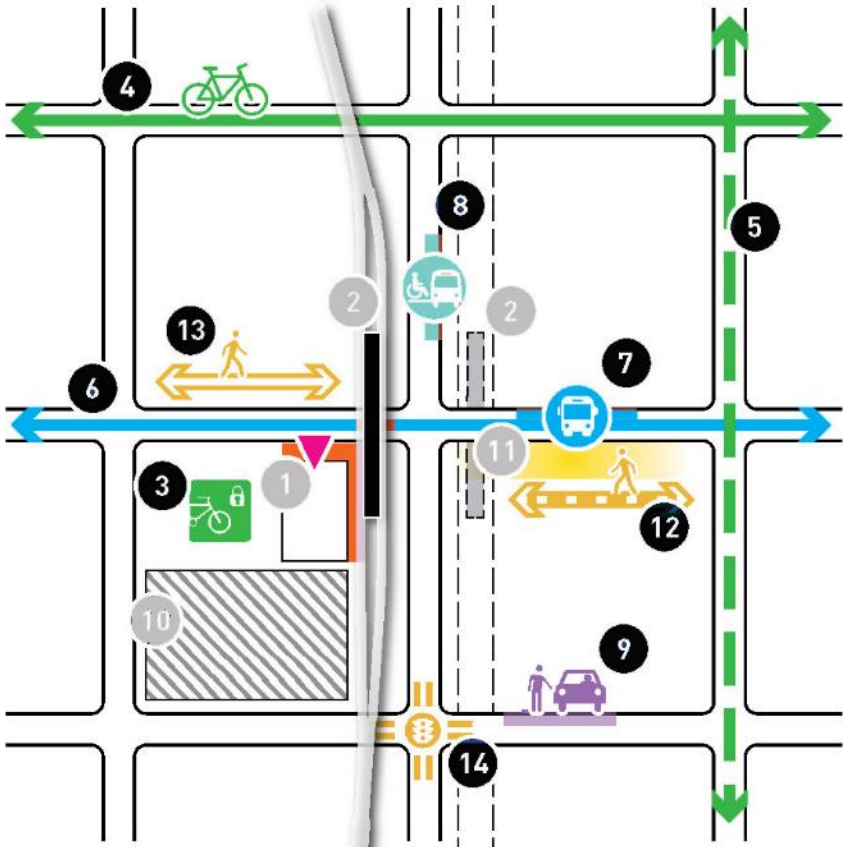
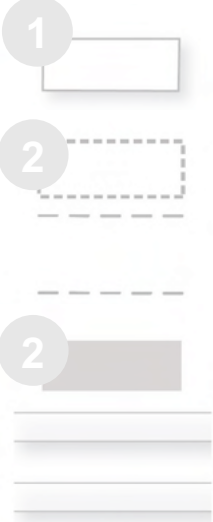
How we got here (and what's next)



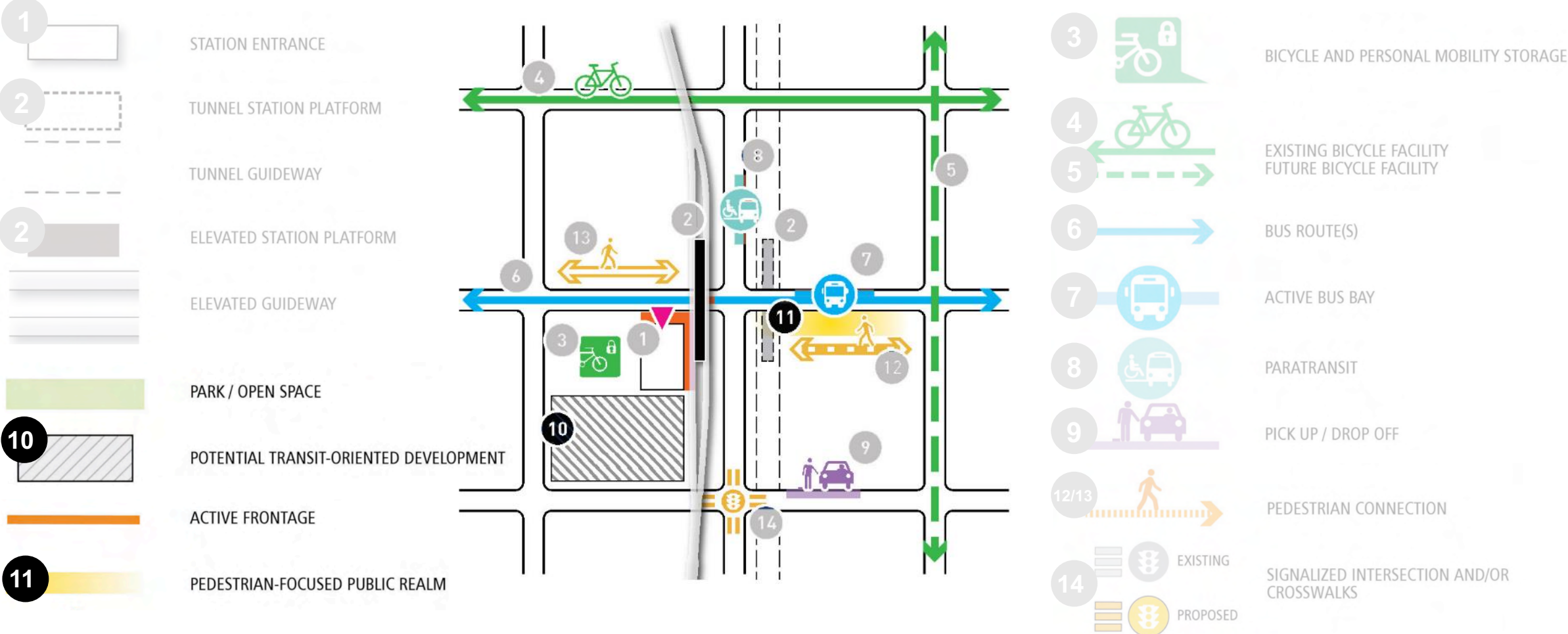
Orientation to the station context plans



Orientation to the station context plans

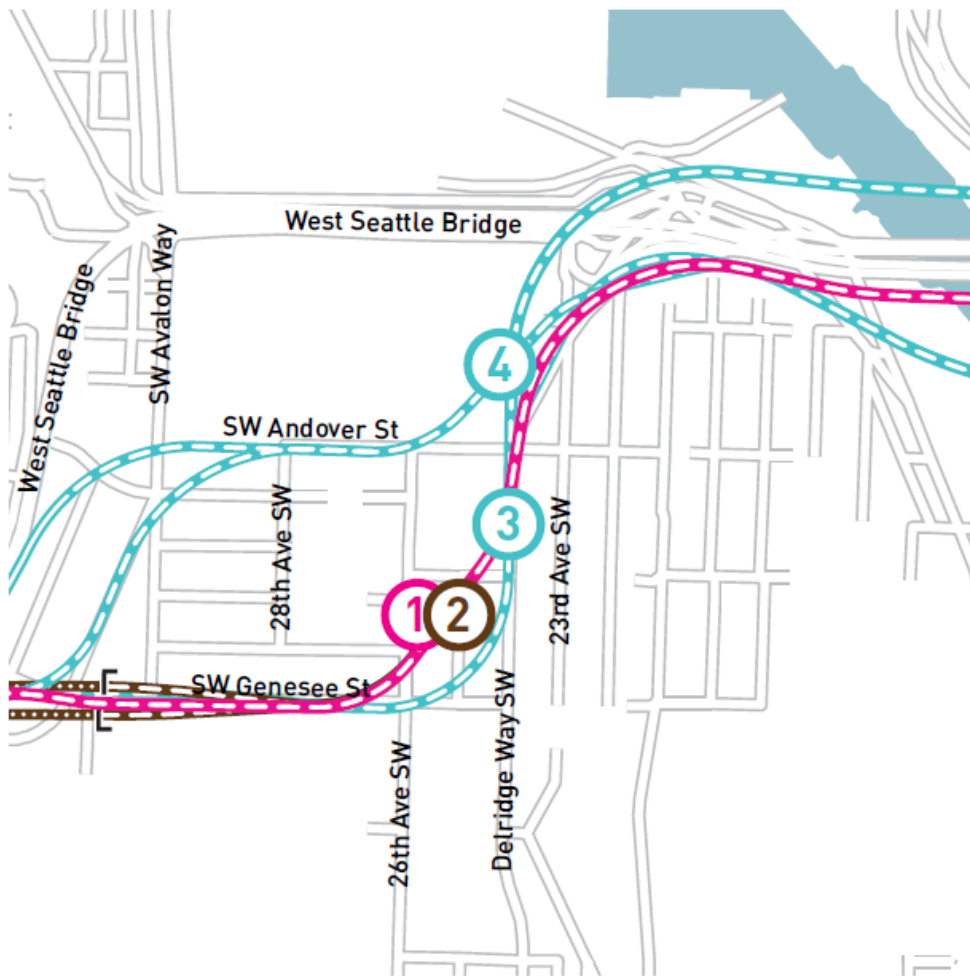


Orientation to the station context plans



Agenda

- Welcome and introductions
- Station Planning: Background
- ***Delridge Station***
- Avalon Station
- Alaska Junction Station
- Next steps and next meeting



- **Excellent bus and rail integration to enhance mobility and access for communities of color and low-income populations**
- **Opportunities for equitable development serving the community, including expanded affordable housing and food access**

DRAFT EIS ALTERNATIVES

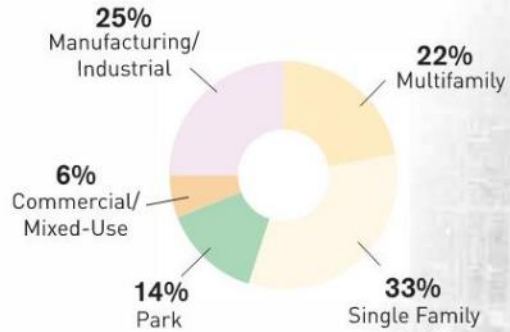
- █ Preferred alternative
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives and design options

ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Tunnel
- Tunnel portal



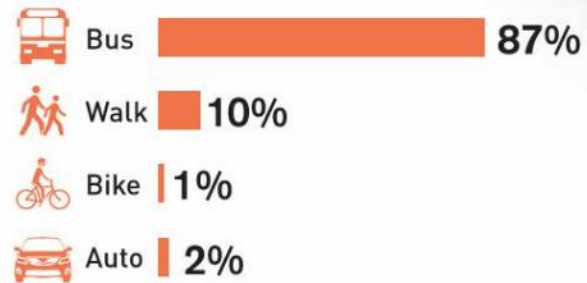
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾
10-minute bikeshed



Living and working in ^(1,4)
the station area 2040



What we heard so far

NEIGHBORHOOD FEEDBACK

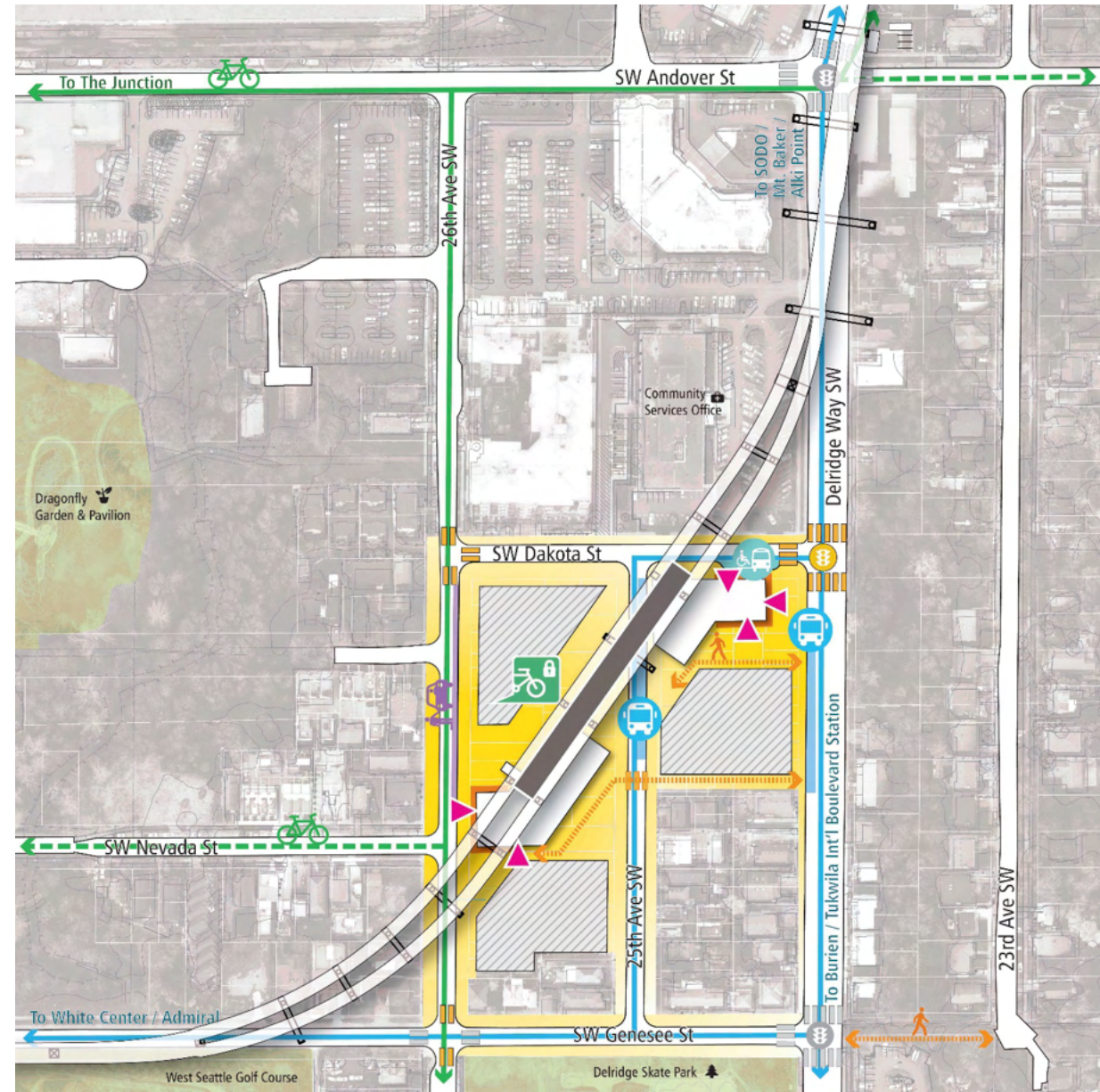
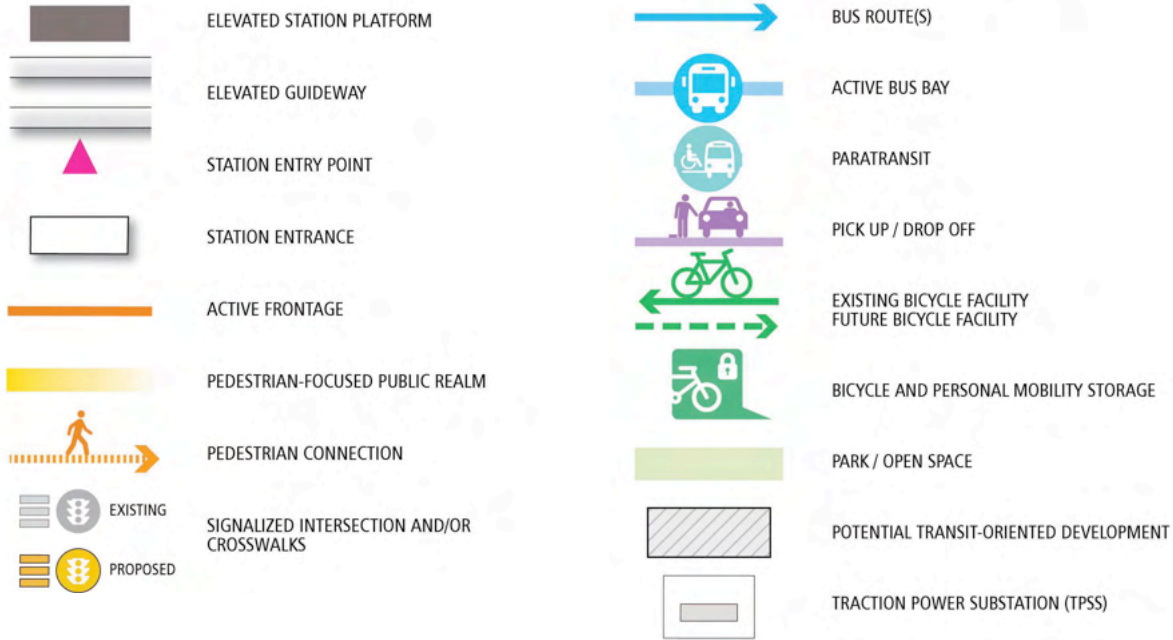
- 1 Include mixed-use development with groceries and fresh food retail to serve the neighborhood
- 2 Optimize the light rail experience and community amenities while minimizing displacement of existing uses
- 3 Walking and biking connections are important, but bus transfers should be prioritized
- 4 Strengthen connectivity to informal local trails off 26th Ave SW and provide traffic calming
- 5 Preserve and protect the Longfellow Creek watershed
- 6 Need better east-west connections
- 7 Improve the walking and biking environment on Delridge Way SW, which currently feels unsafe



Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

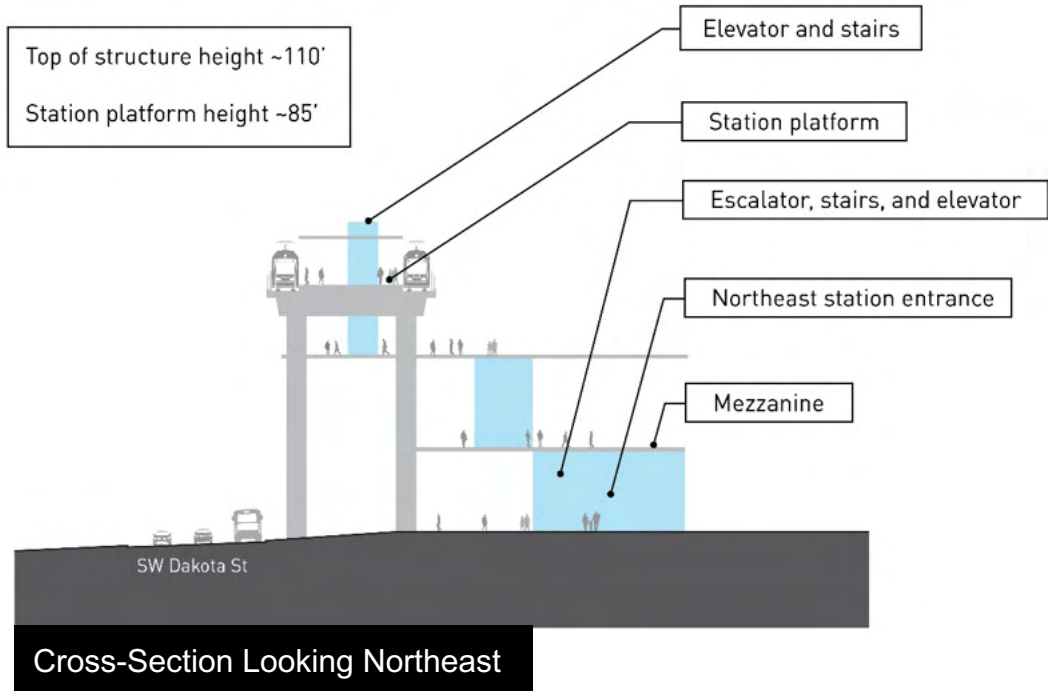
Preferred alternative

Elevated Dakota Street Station

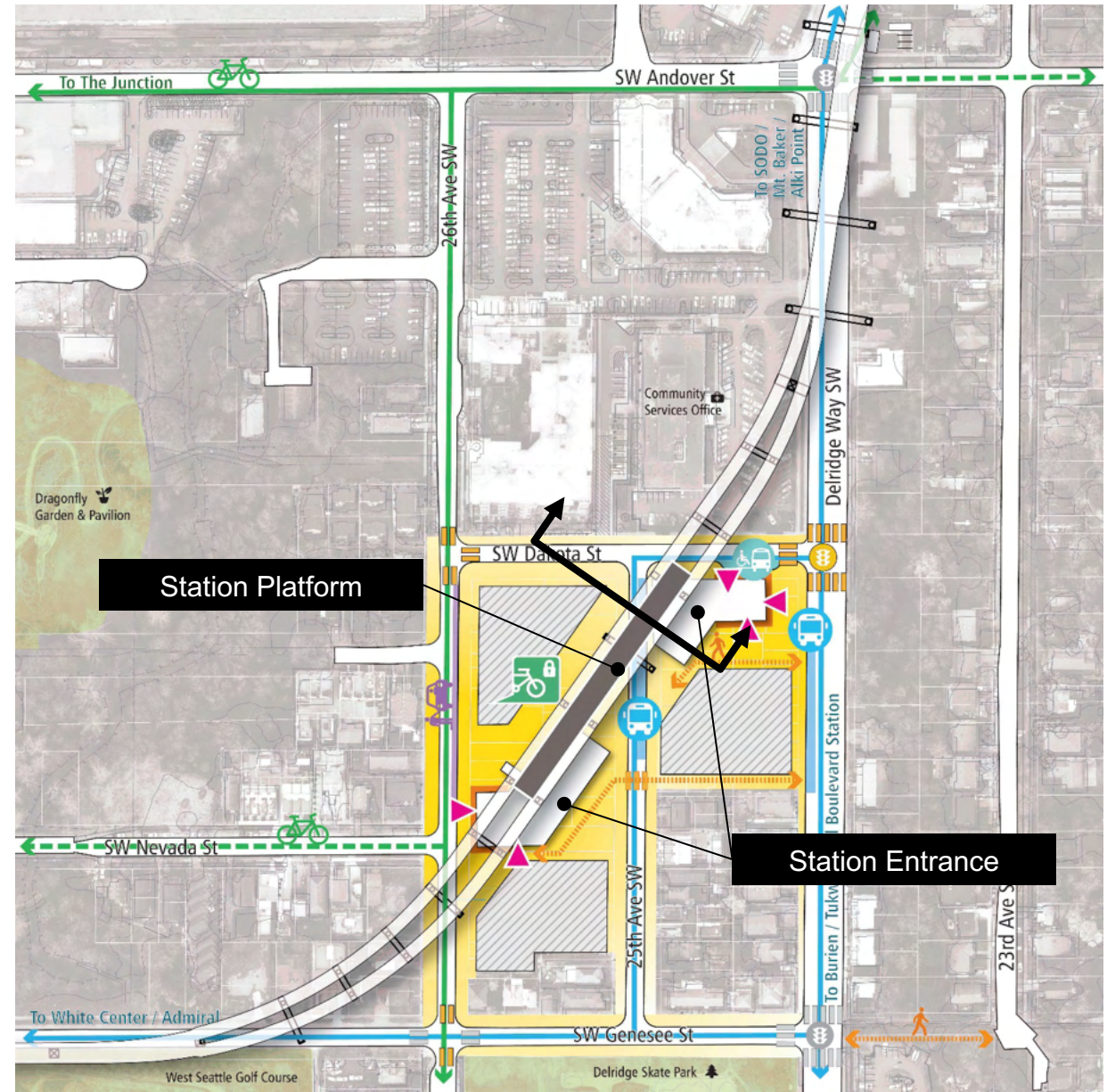


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

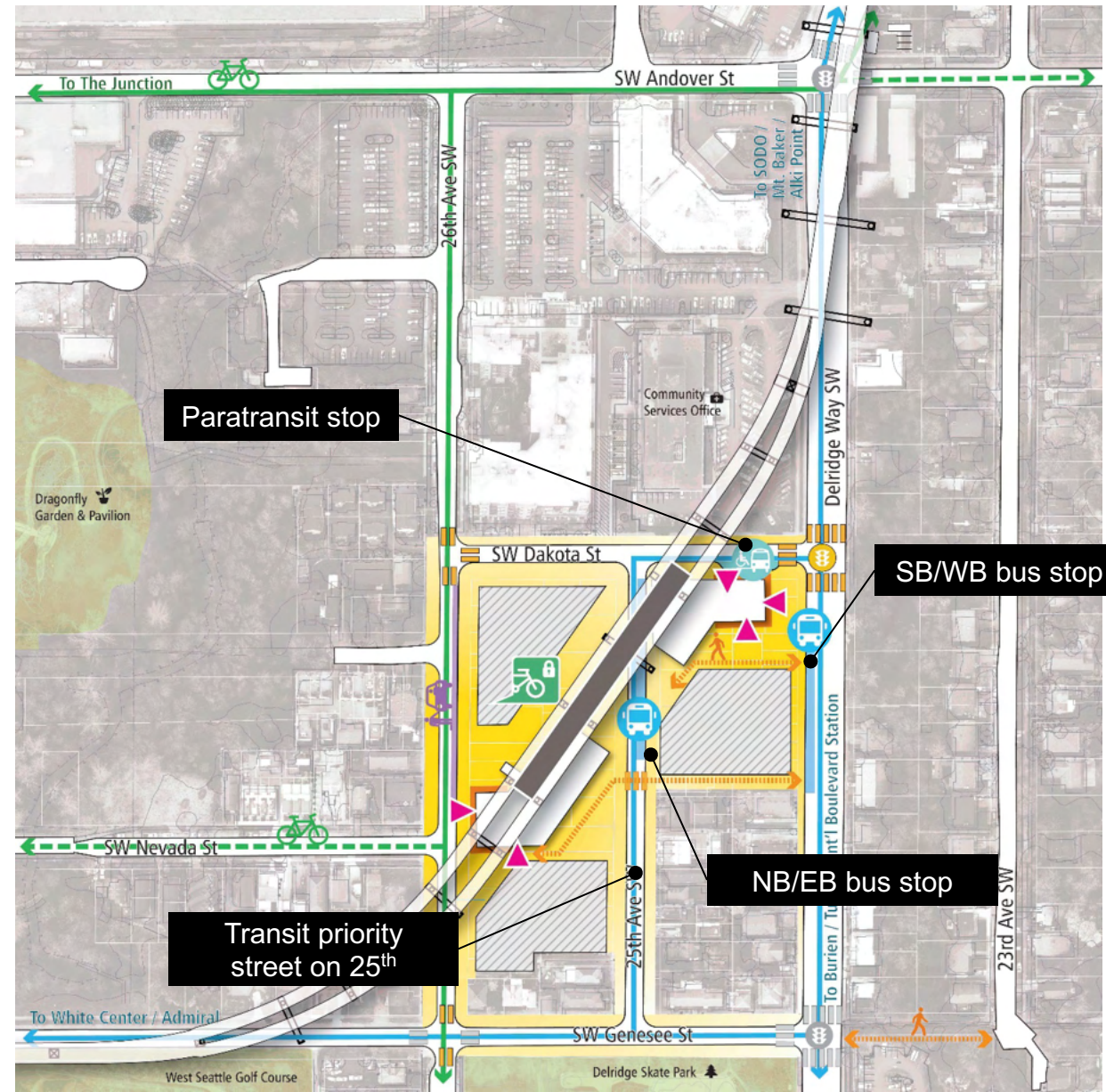
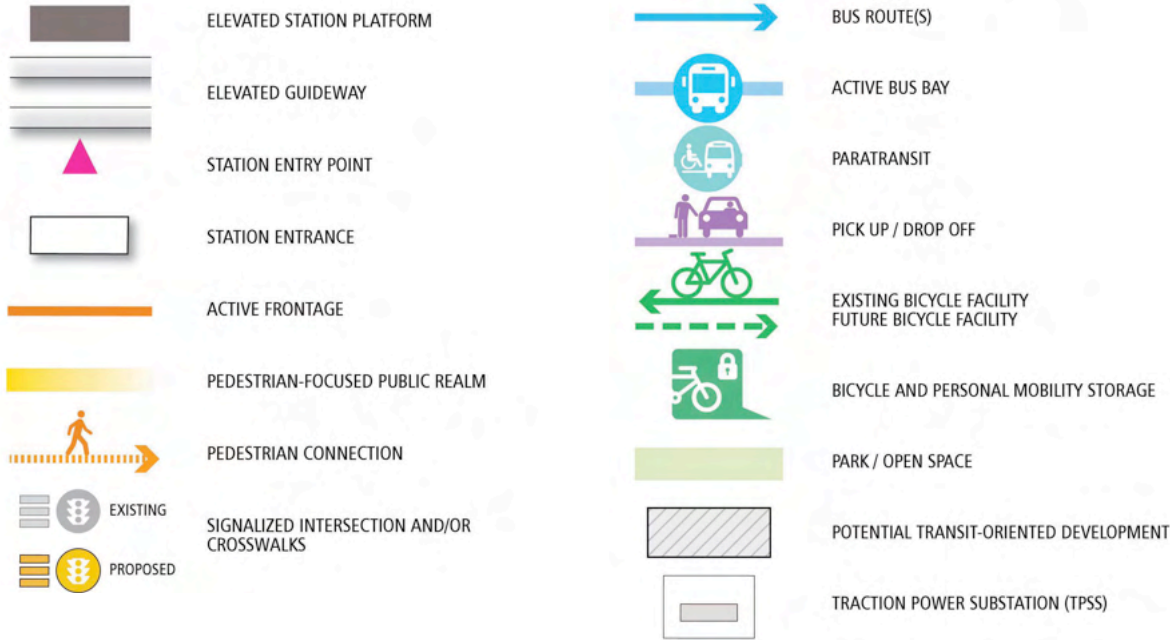
Elevated Dakota Street Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



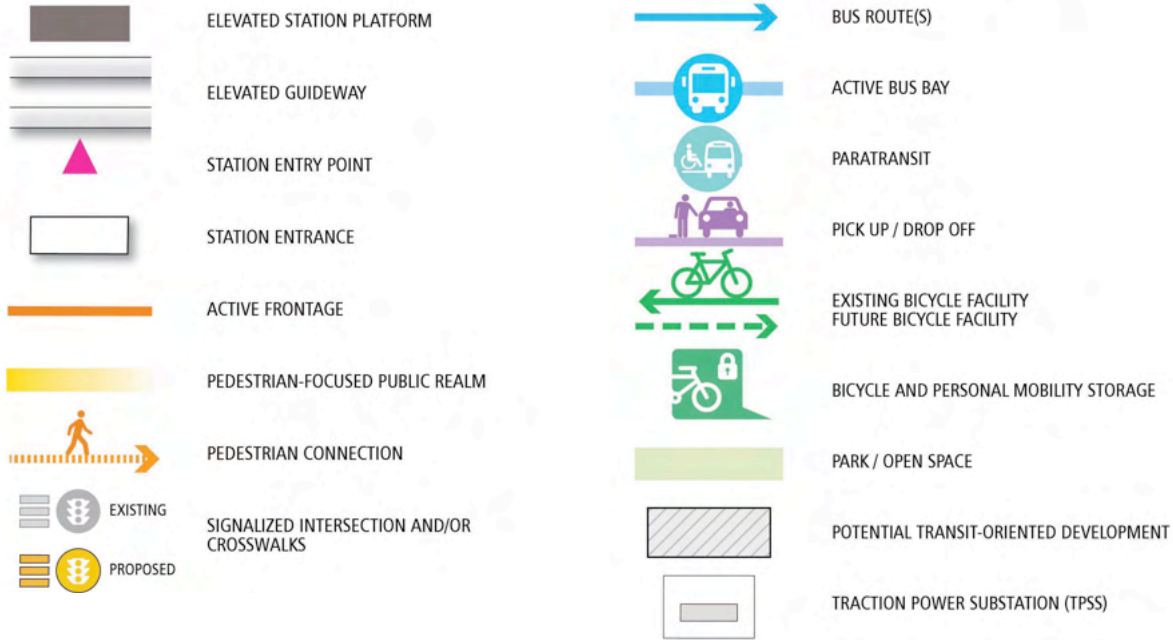
Elevated Dakota Street Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



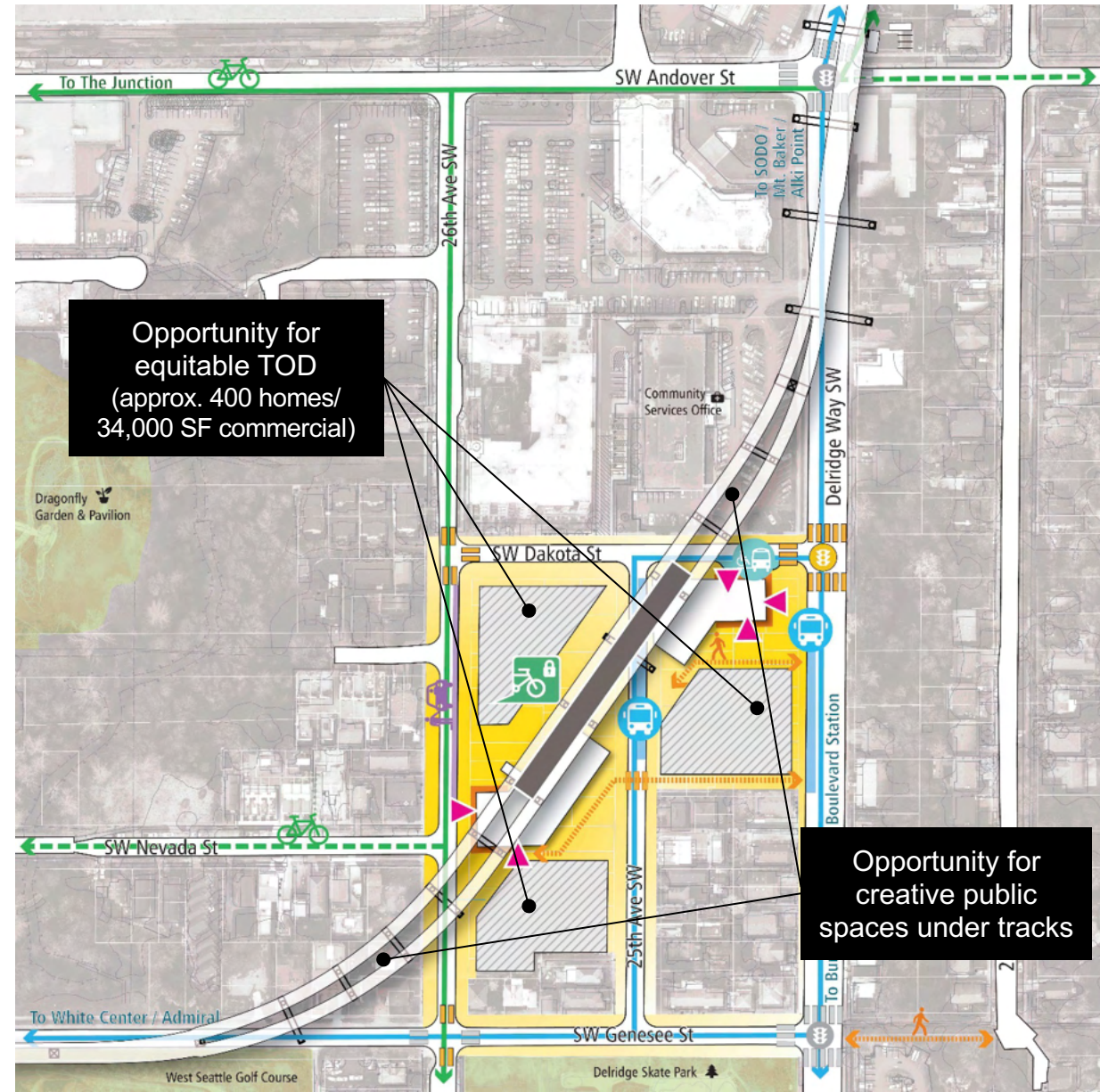
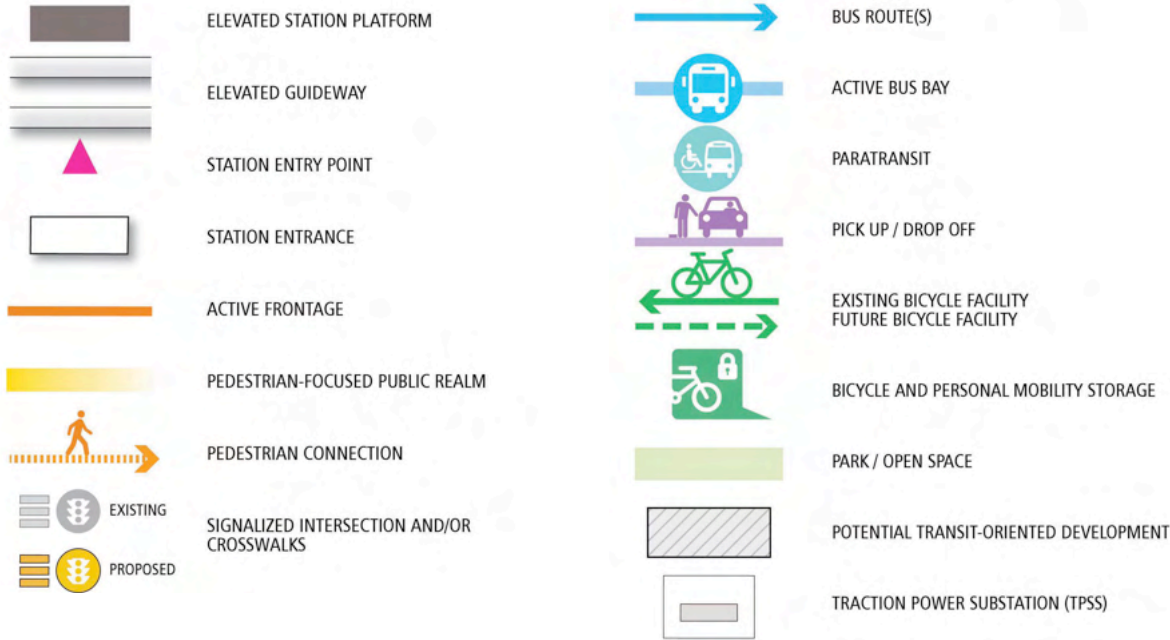
Elevated Dakota Street Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Elevated Dakota Street Station

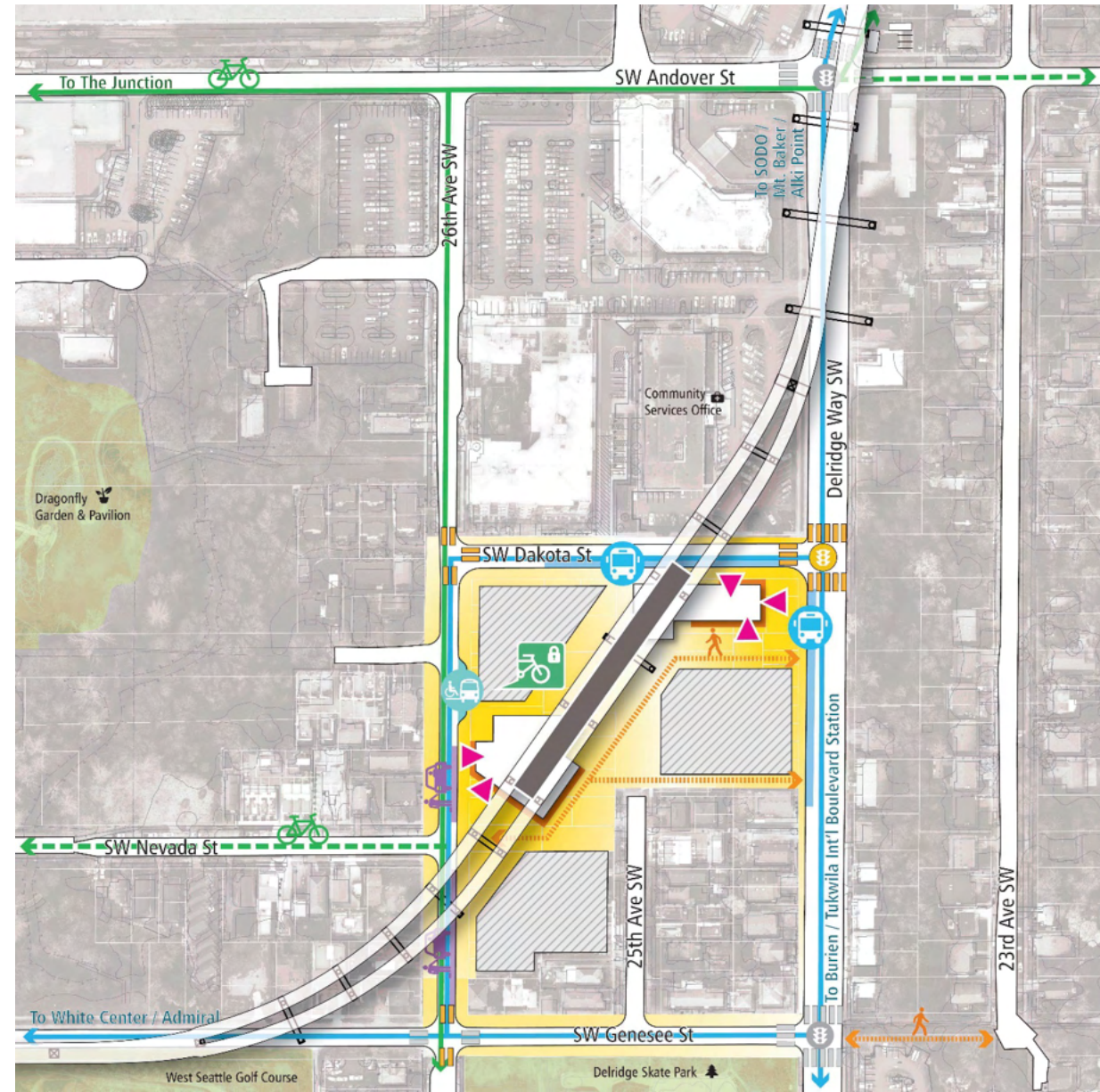
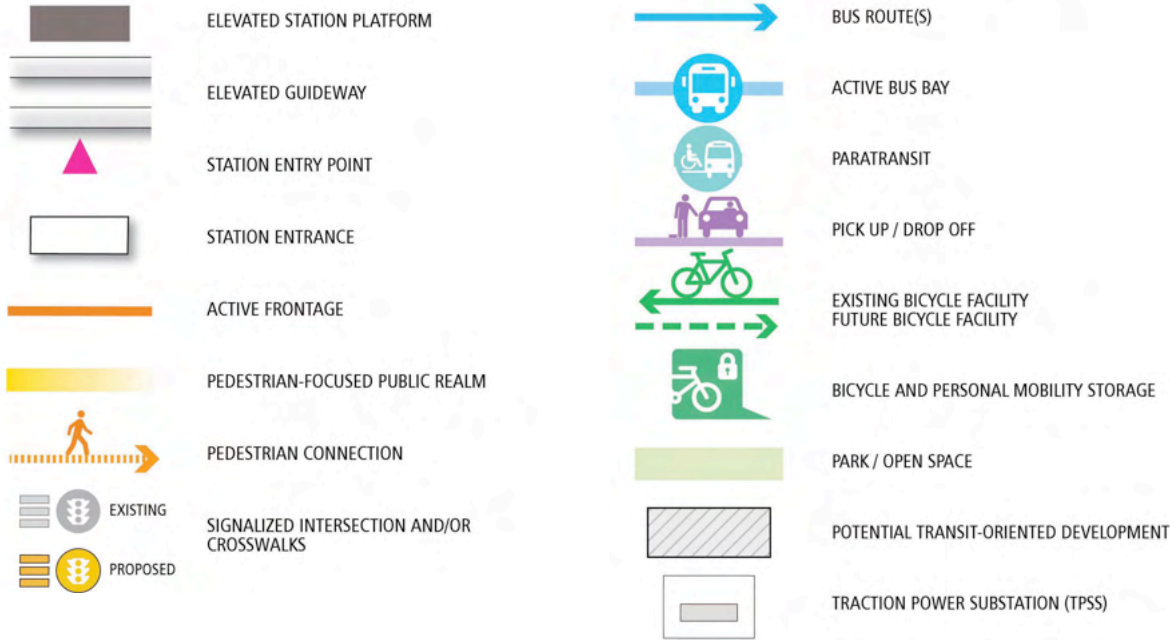


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



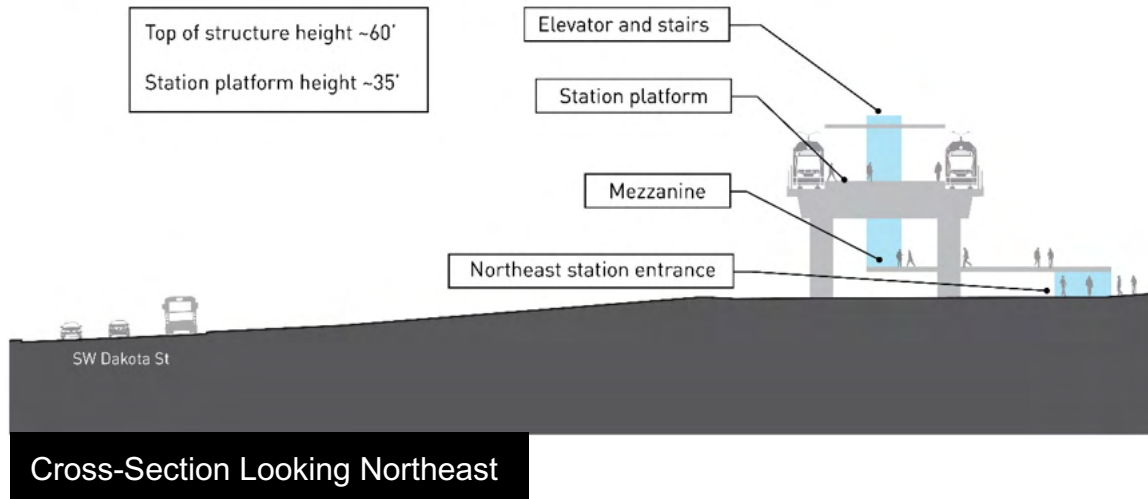
***Preferred alternative with
third party funding***

Elevated Dakota Street Station Lower Height

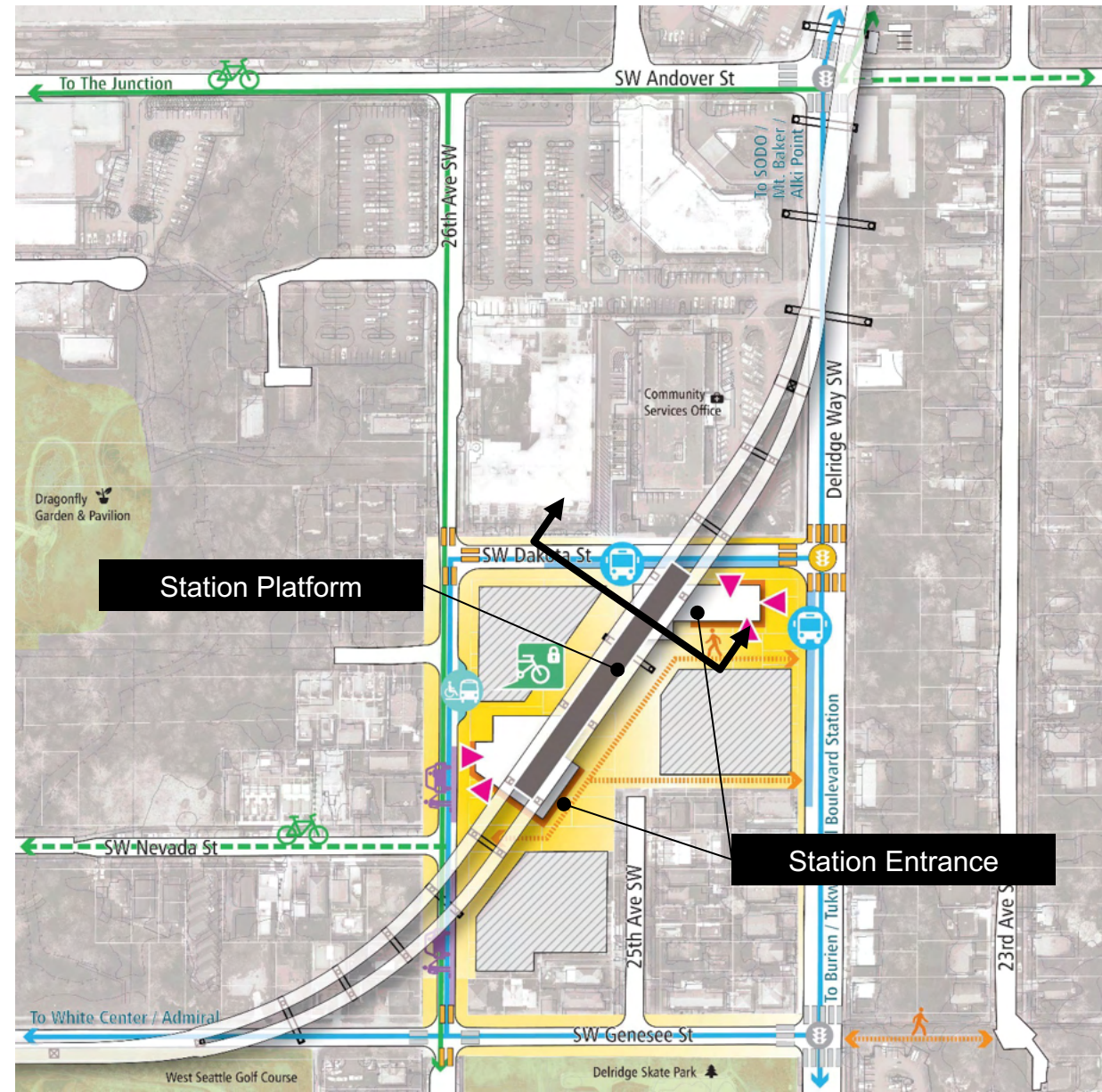


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

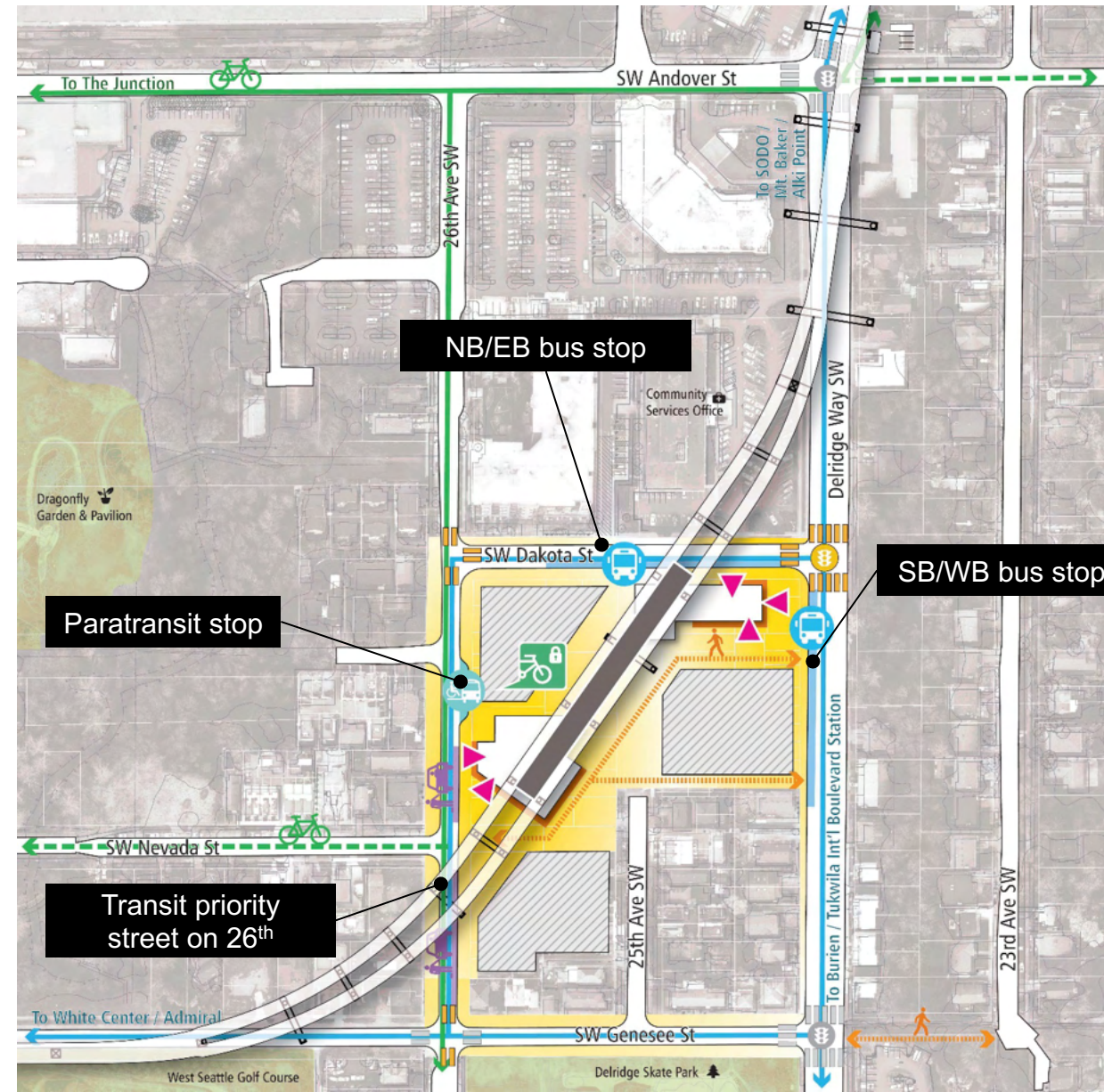
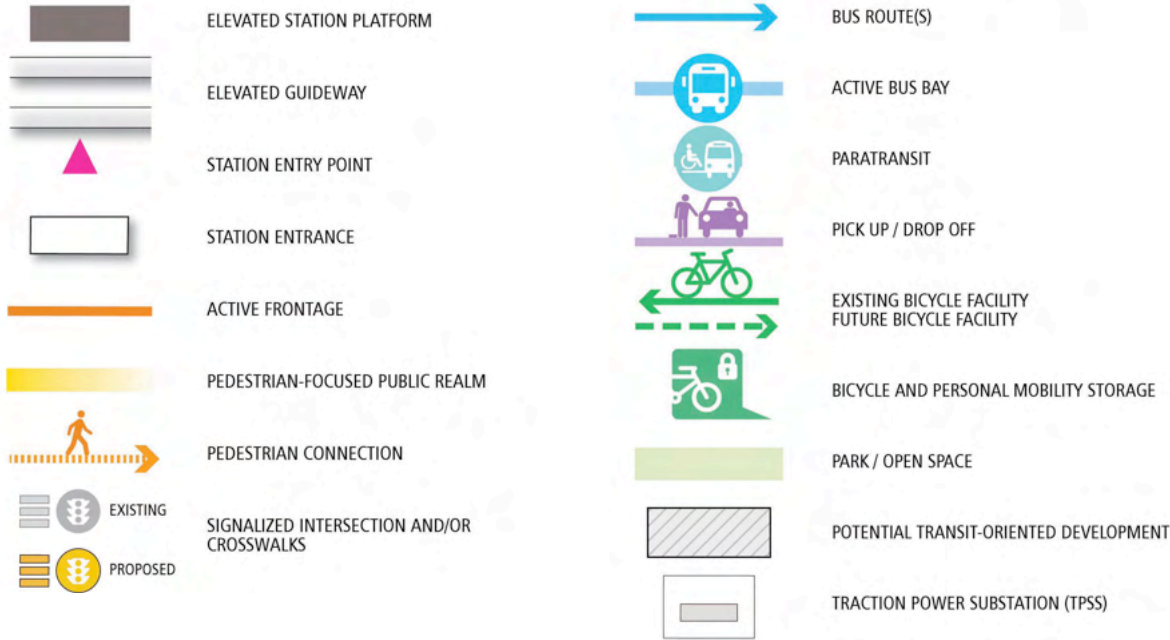
Elevated Dakota Street Station Lower Height



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



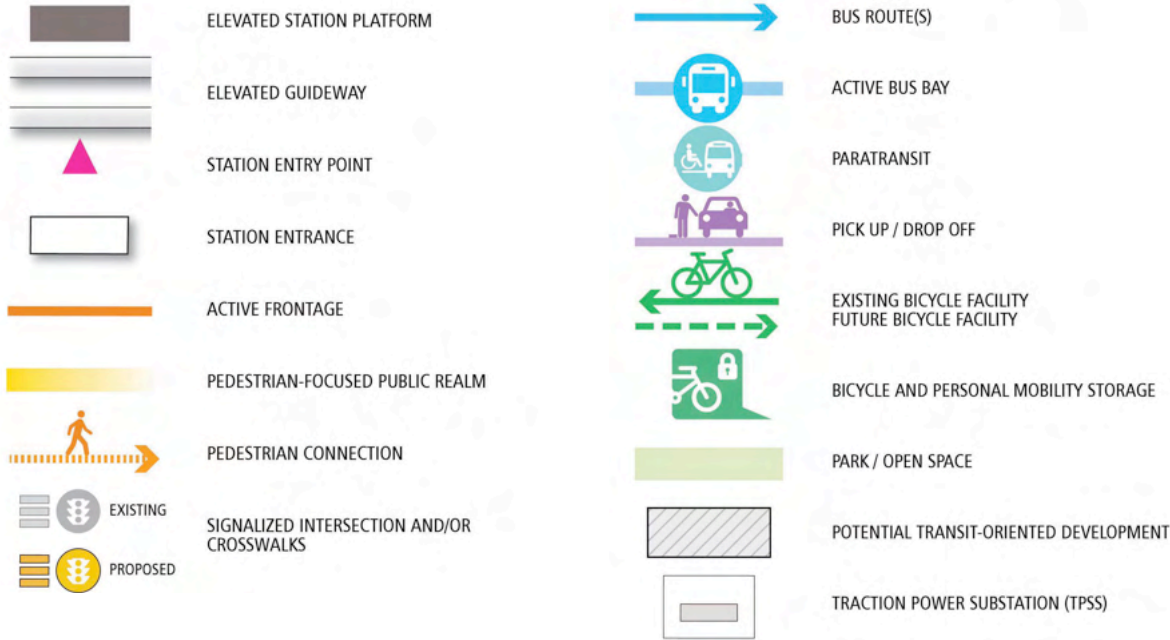
Elevated Dakota Street Station Lower Height



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



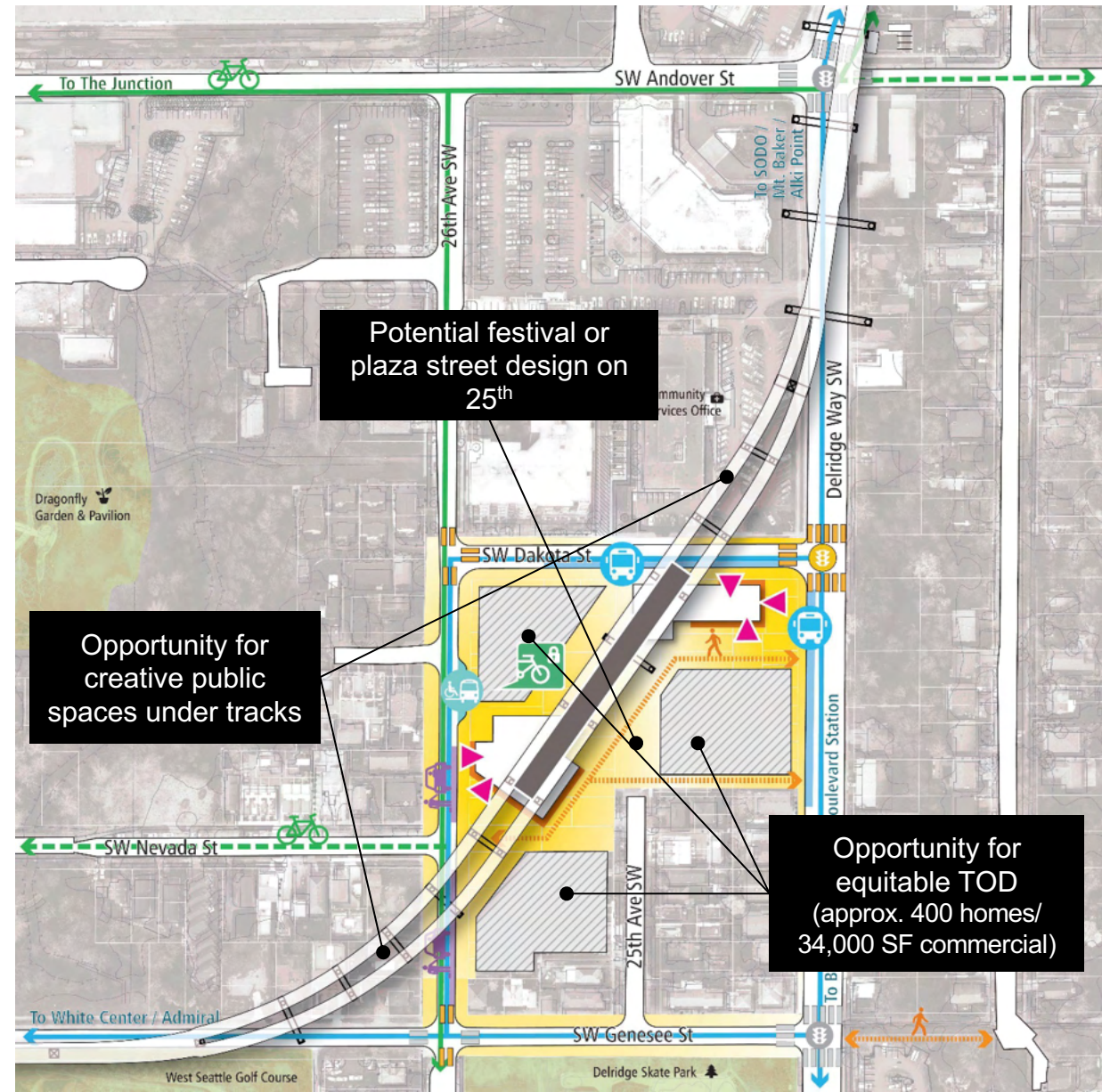
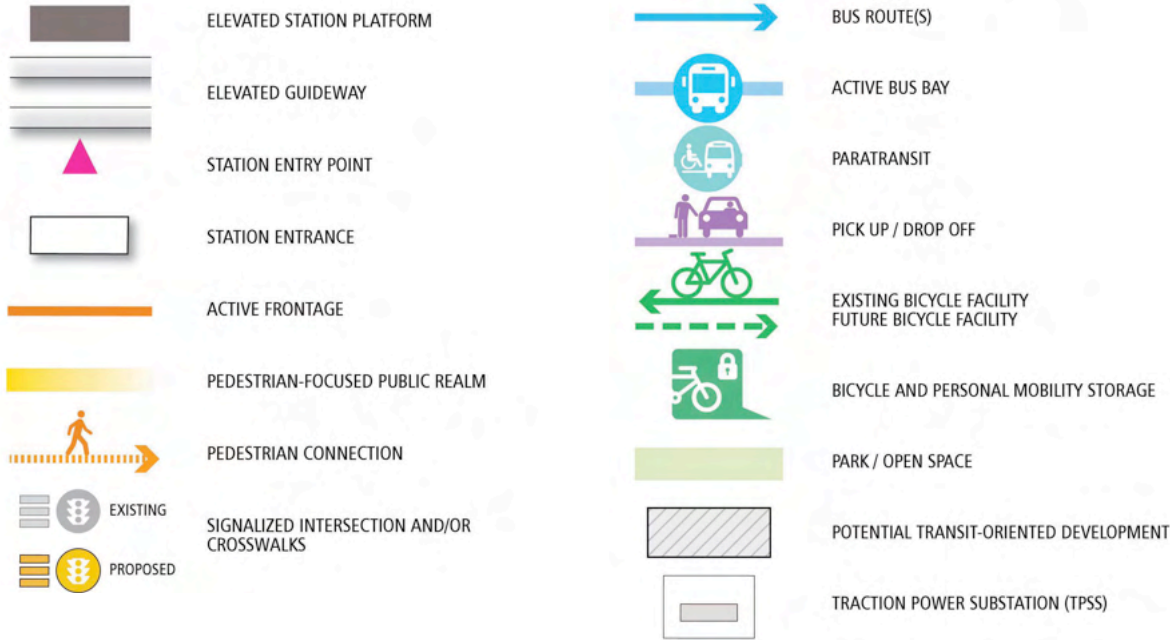
Elevated Dakota Street Station Lower Height



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Elevated Dakota Street Station Lower Height

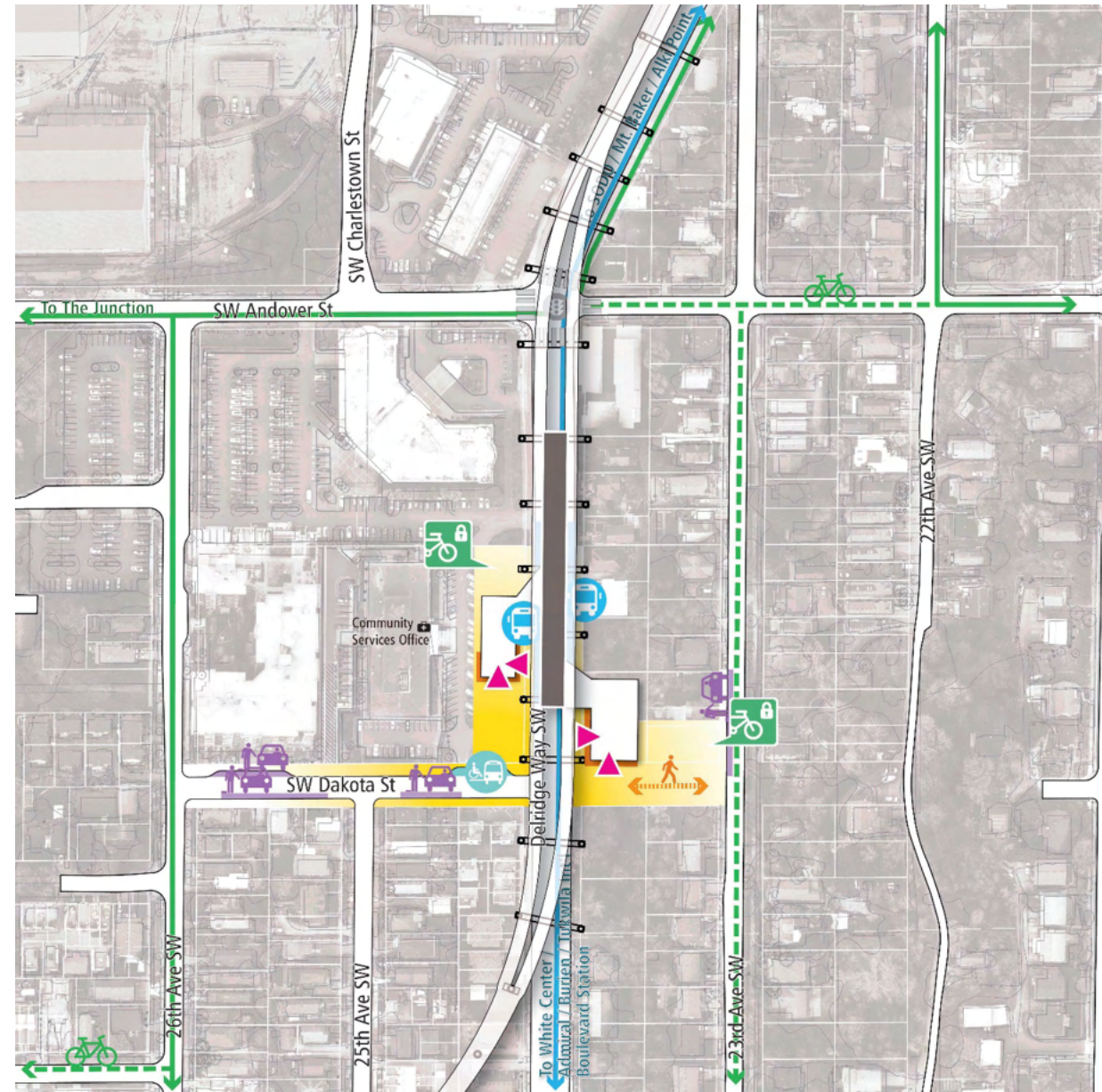
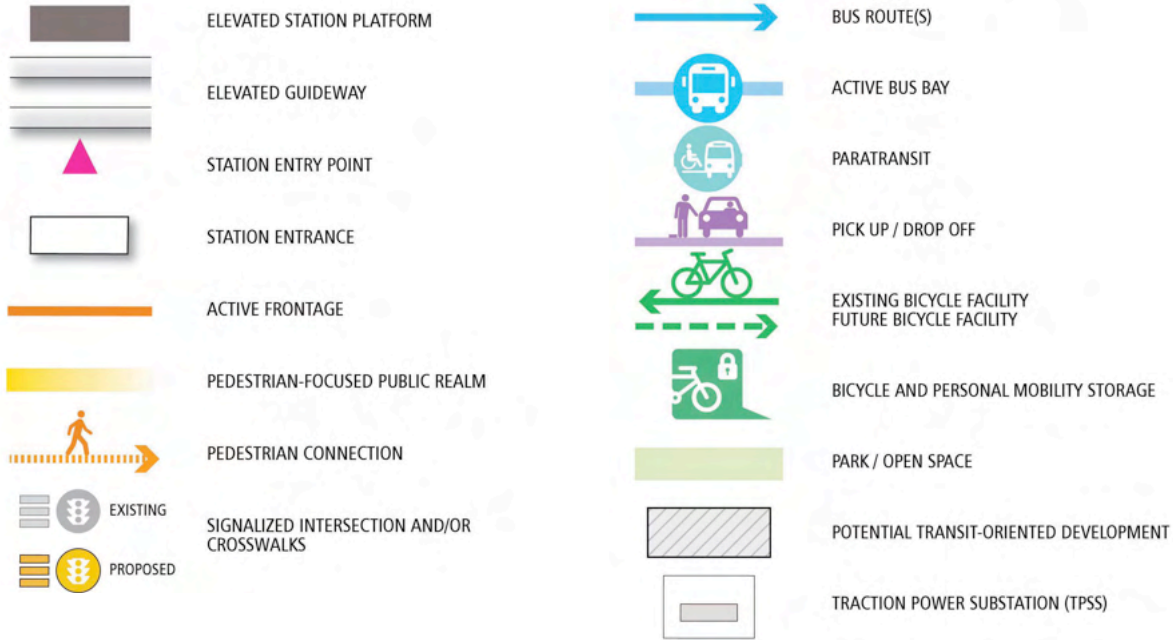


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Other Draft EIS alternatives

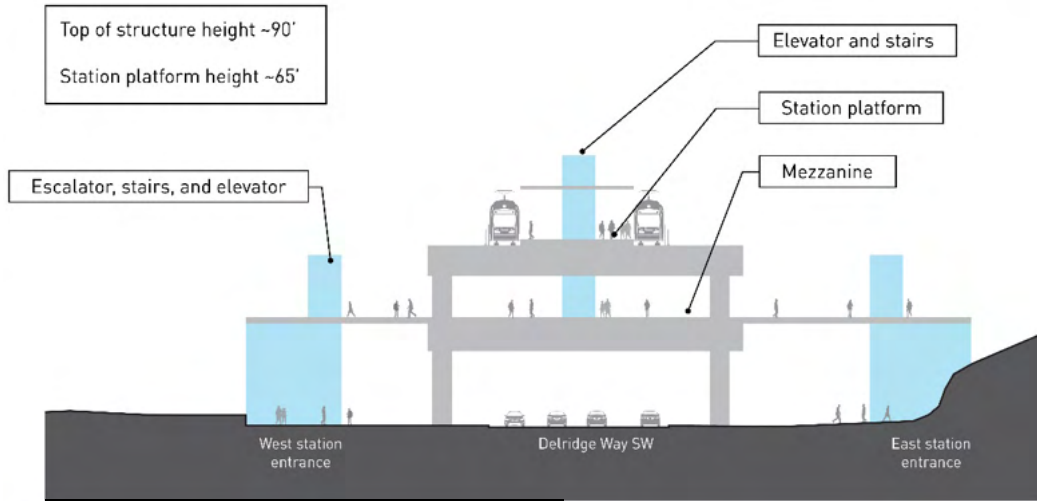
Elevated Delridge Way Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



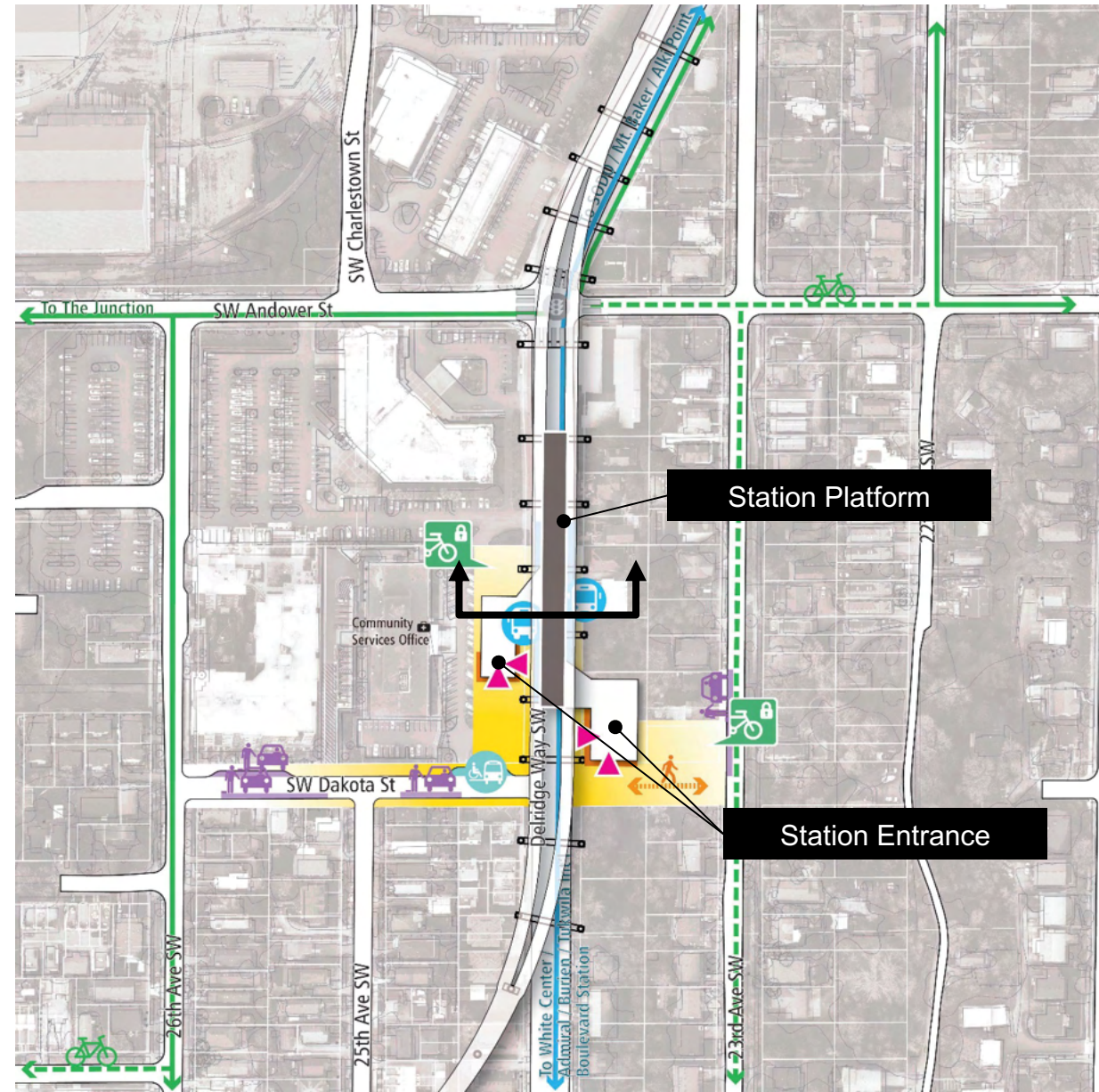
Elevated Delridge Way Station



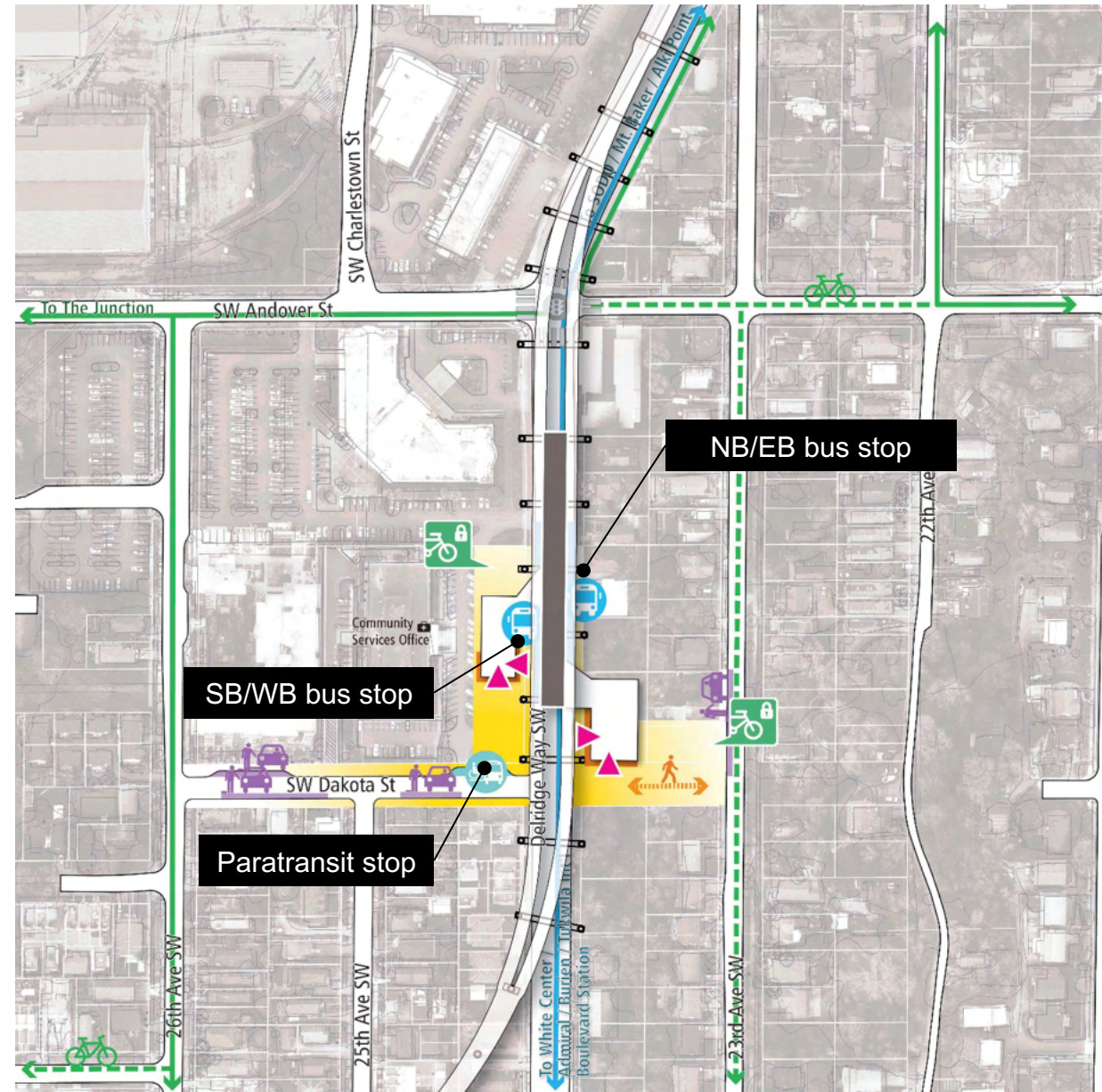
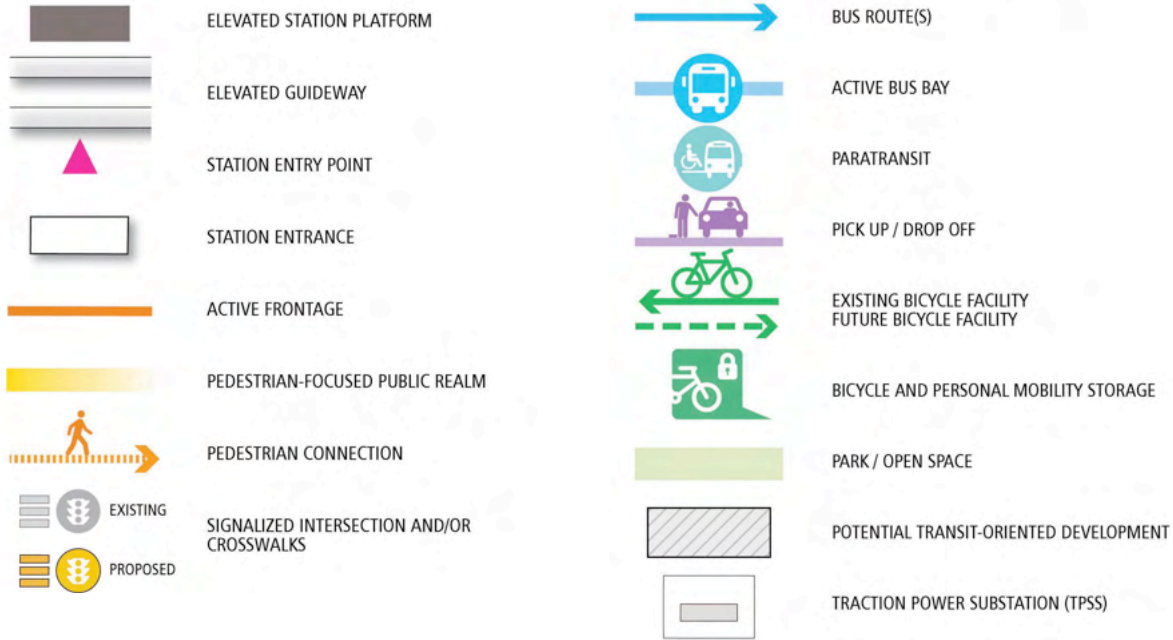
Cross-Section Looking Northeast

This diagram illustrates the station configuration for DEL-3, which connects to the elevated Avalon Station at Genesee WSJ-1/2

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



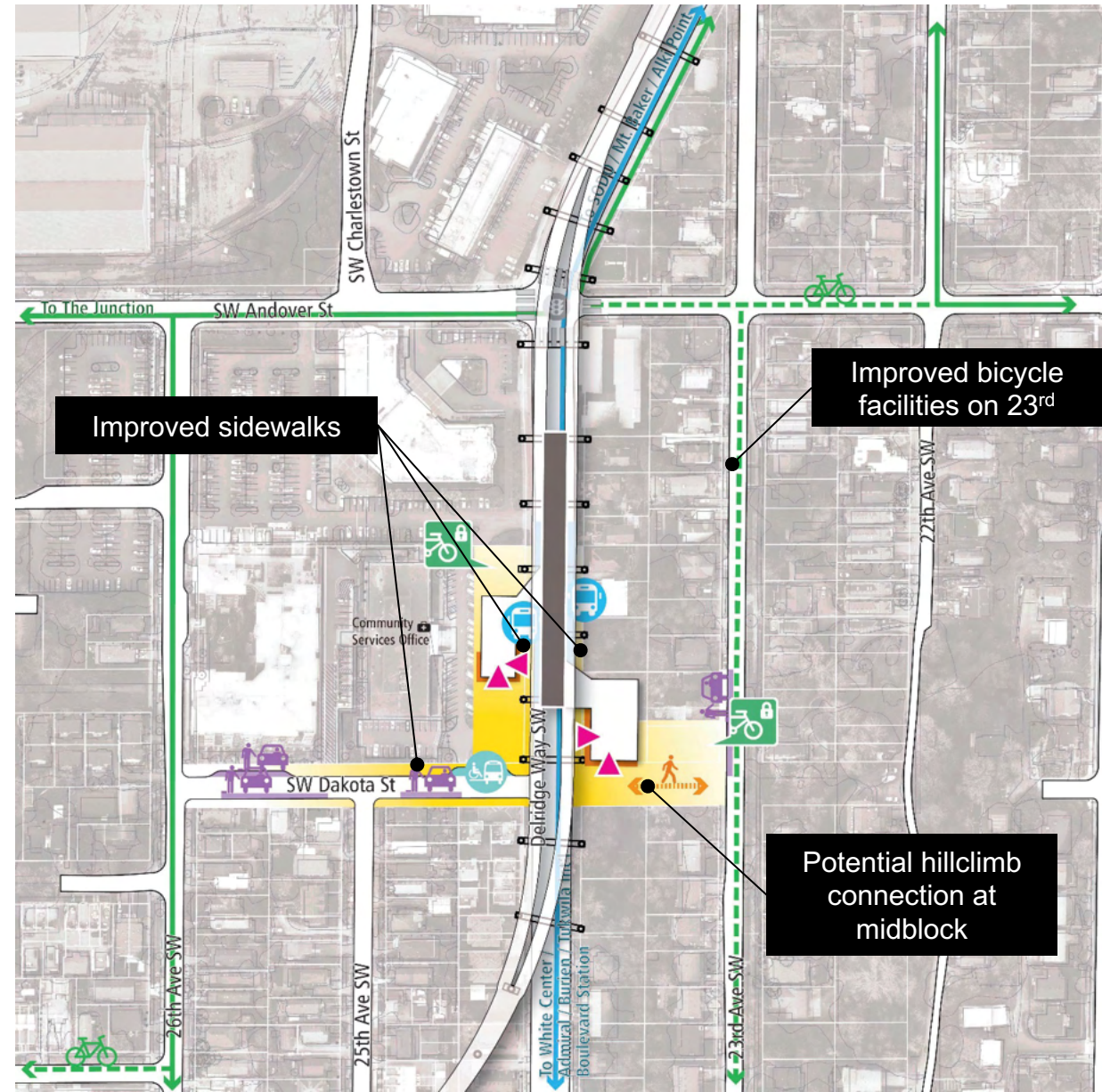
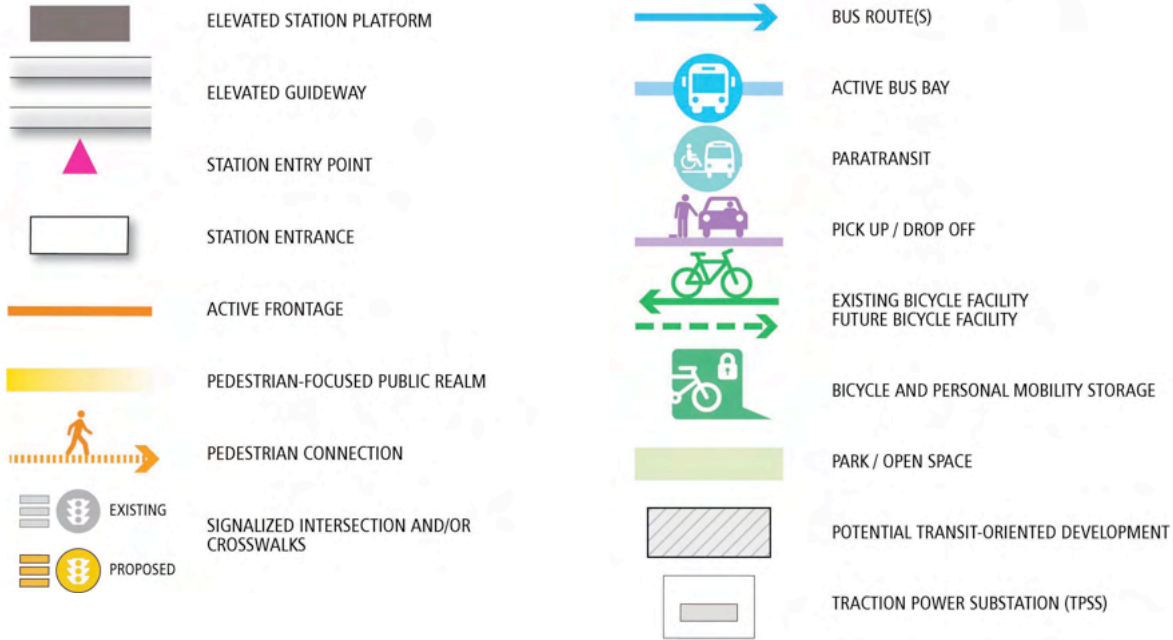
Elevated Delridge Way Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



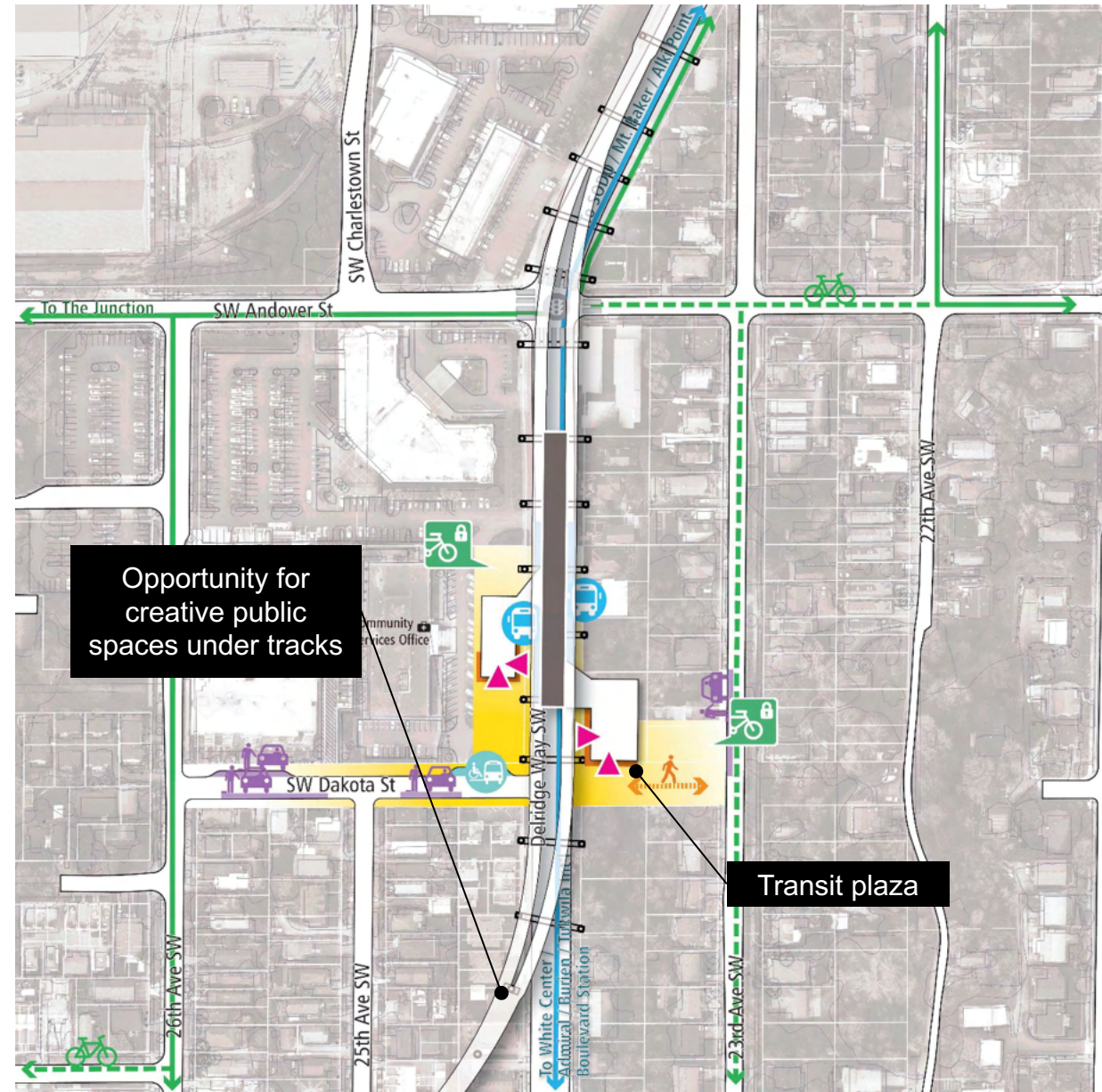
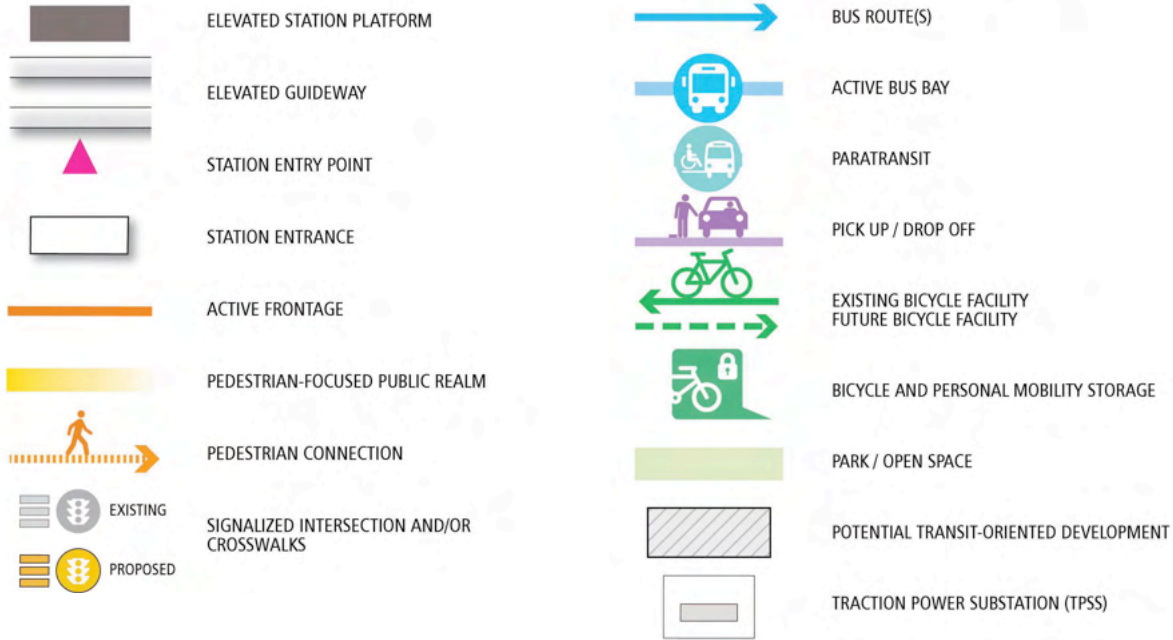
Elevated Delridge Way Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



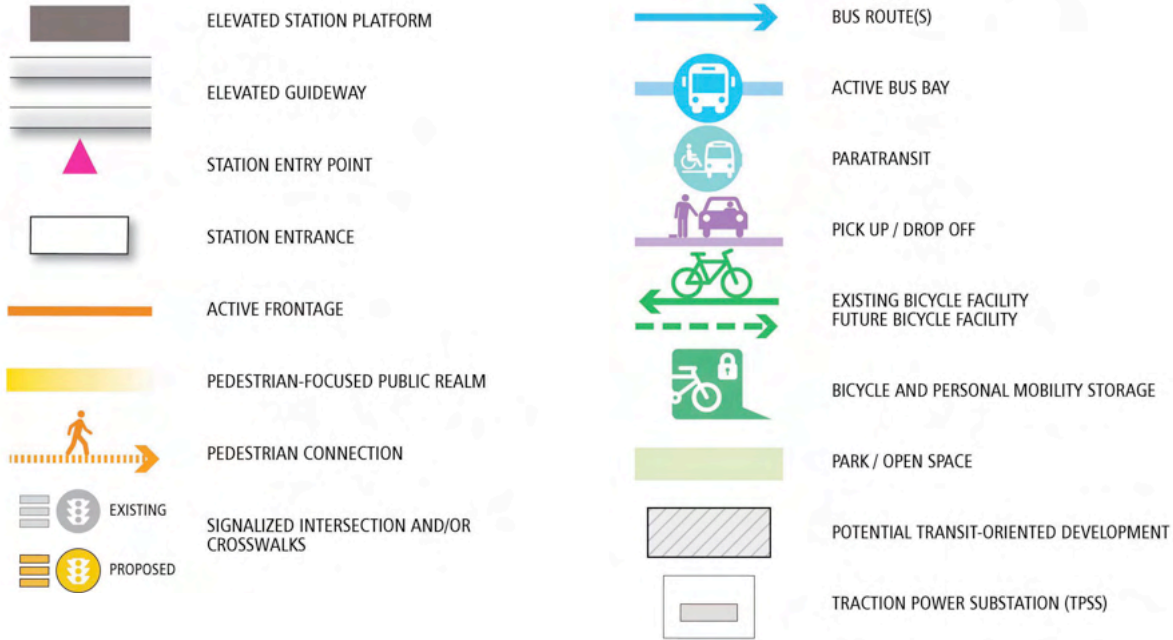
Elevated Delridge Way Station



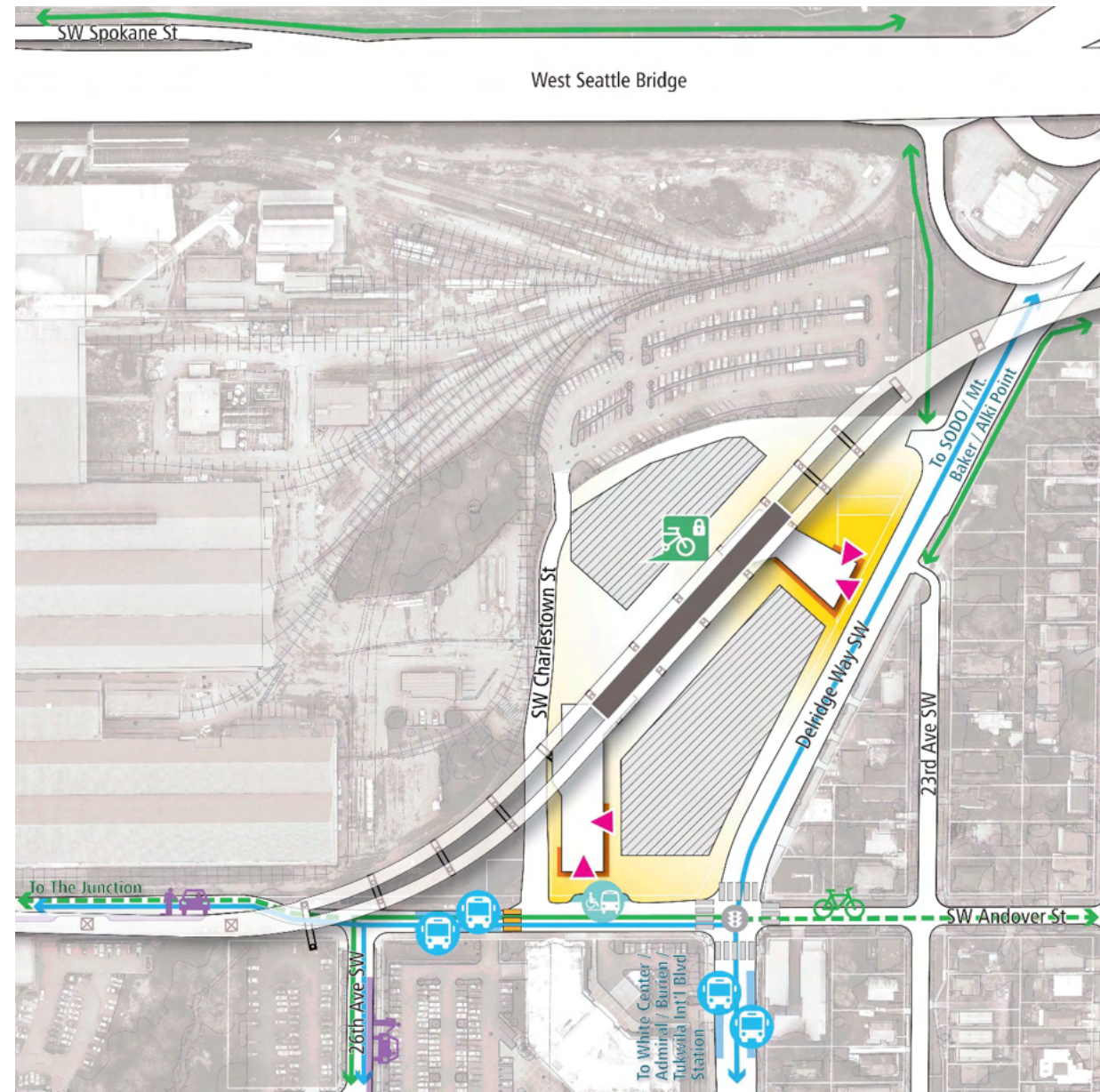
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



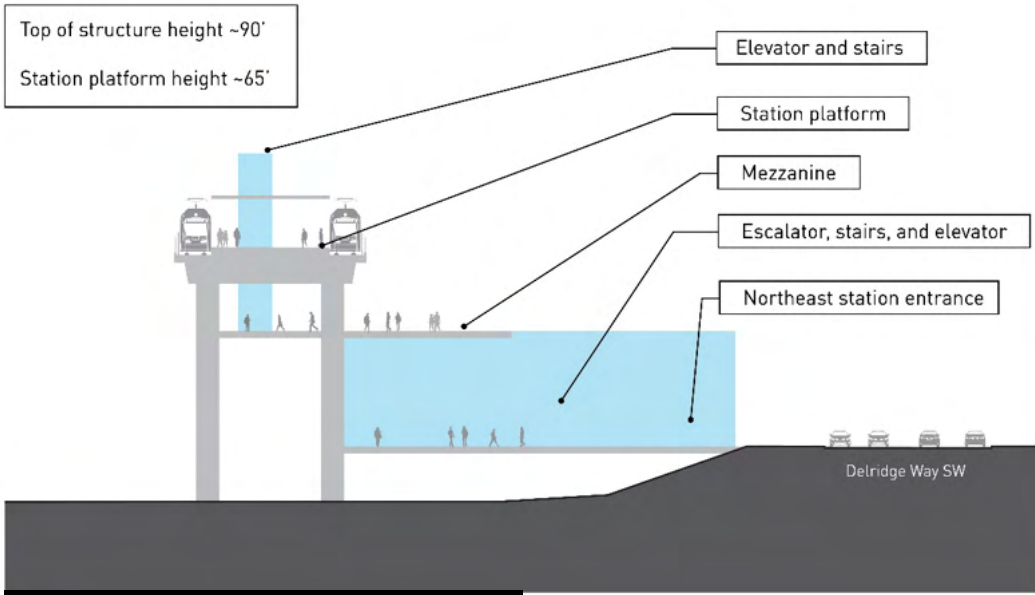
Elevated Andover Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



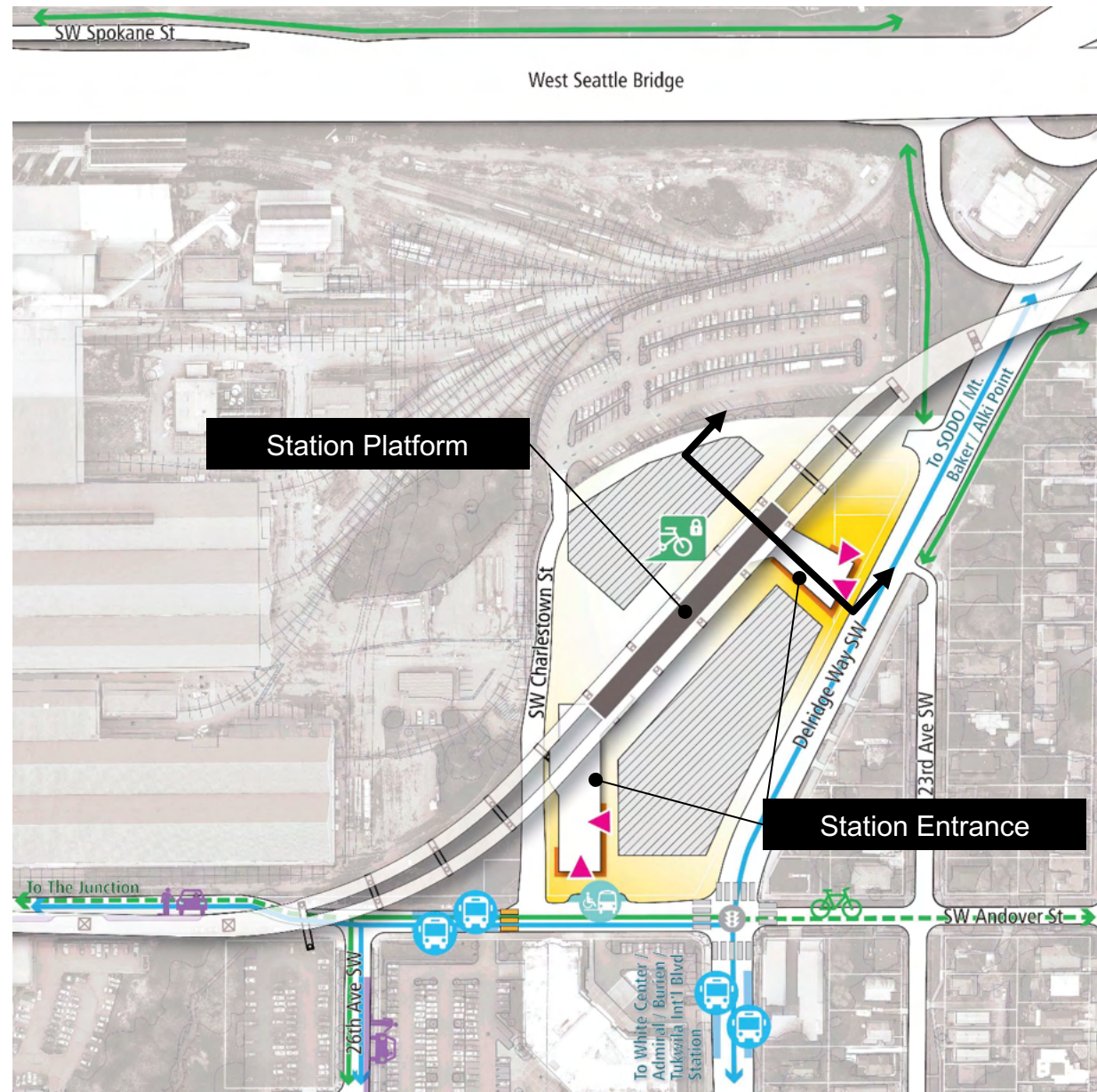
Elevated Andover Station



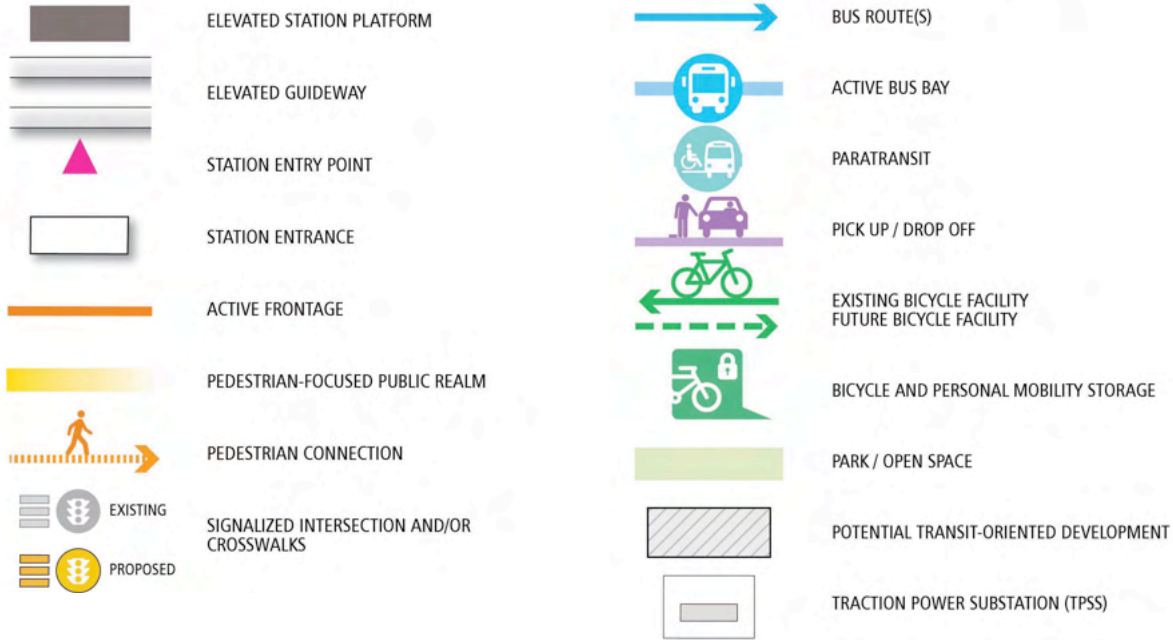
Cross-Section Looking Northeast

This diagram illustrates the station configuration for DEL-6, which connects to the Avalon retained cut station (WSJ-5)

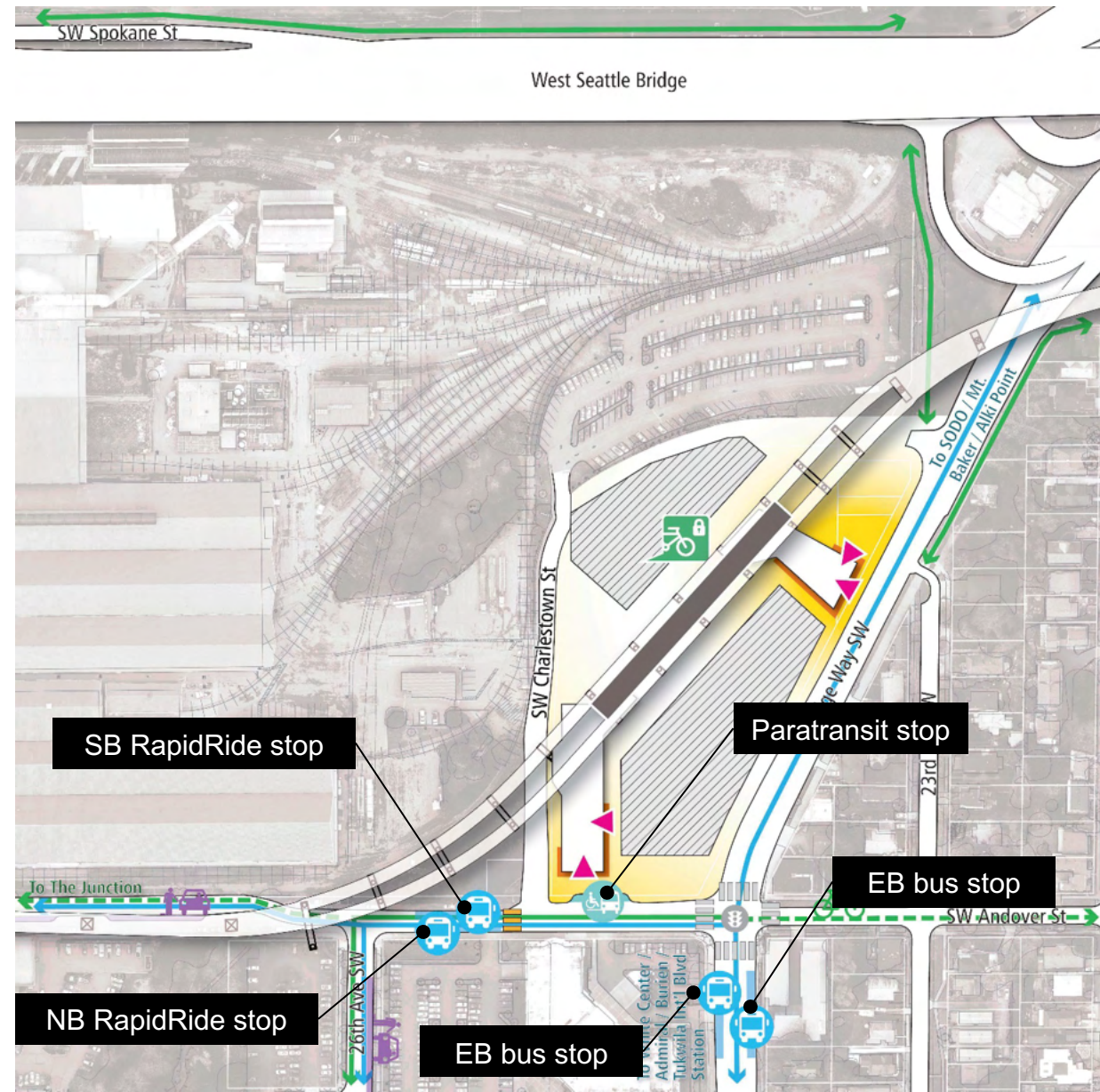
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



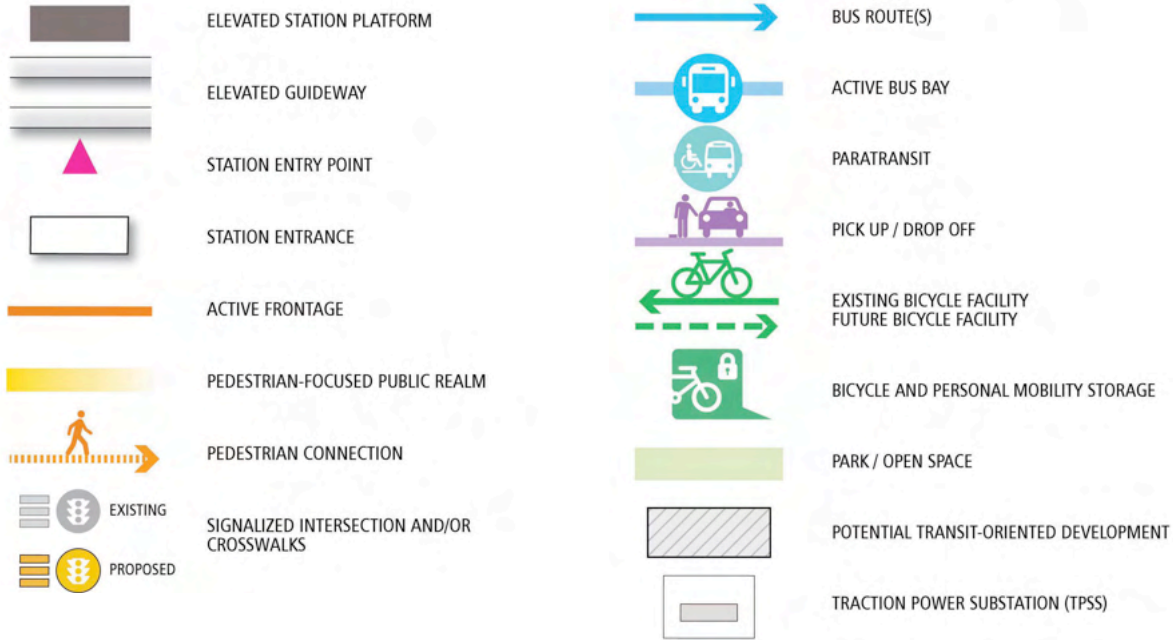
Elevated Andover Station



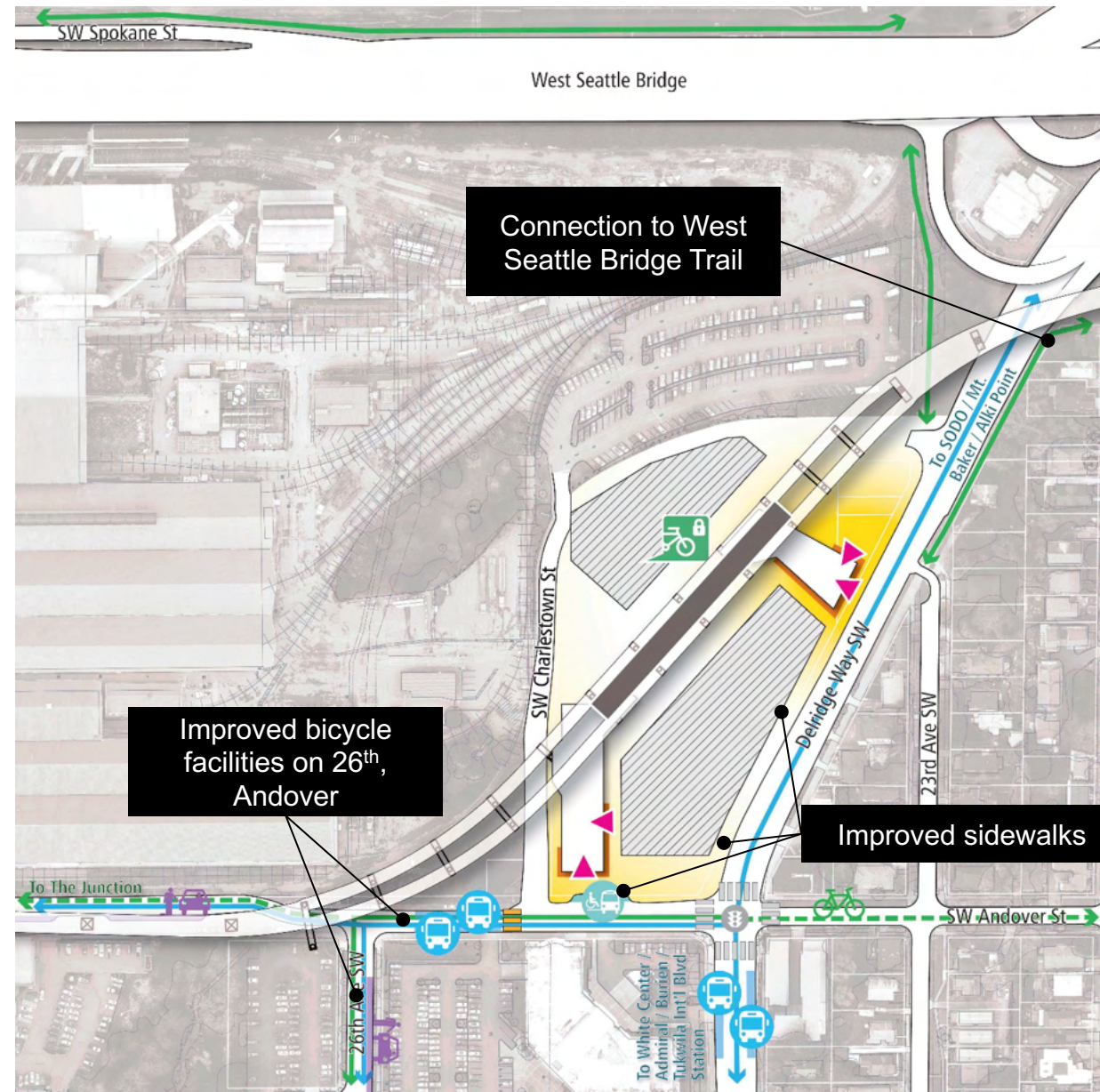
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



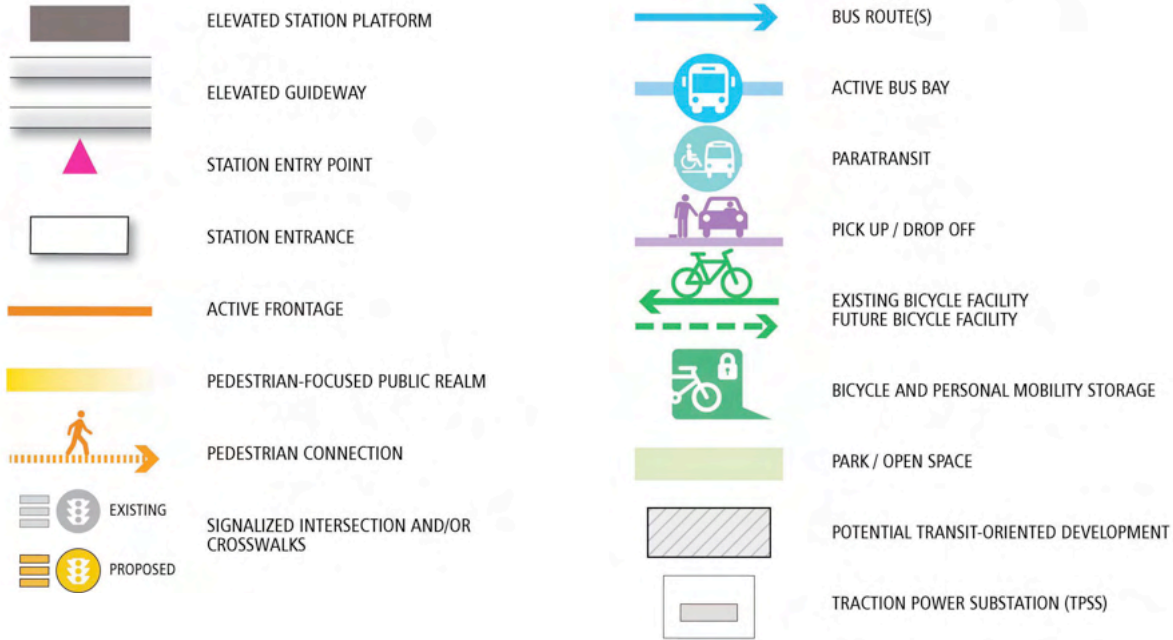
Elevated Andover Station



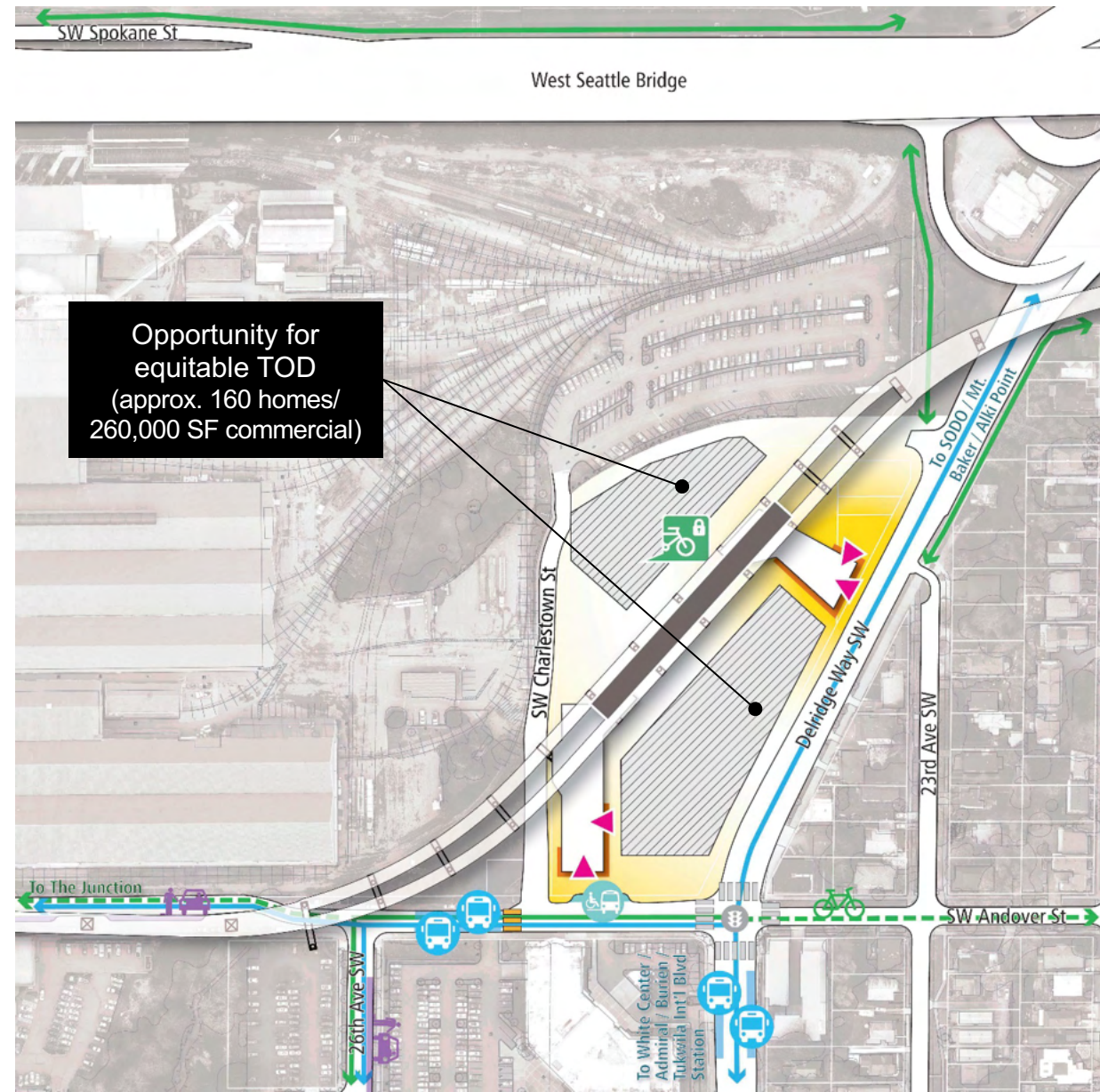
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Elevated Andover Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Questions for Discussion

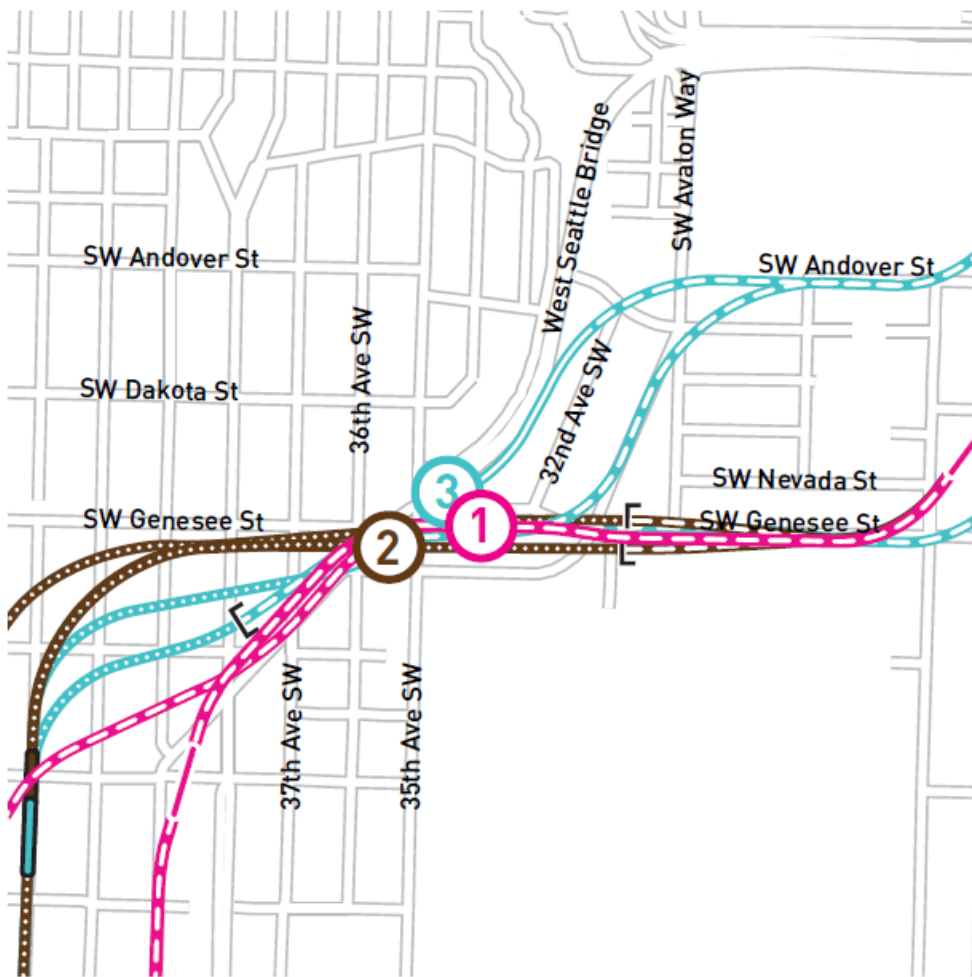
What are your thoughts/questions about:

- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*



Agenda

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- ***Avalon Station***
- Alaska Junction Station
- Next steps and next meeting



DRAFT EIS ALTERNATIVES

- █ Preferred alternative
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives and design options

ROUTE AND STATION PROFILES

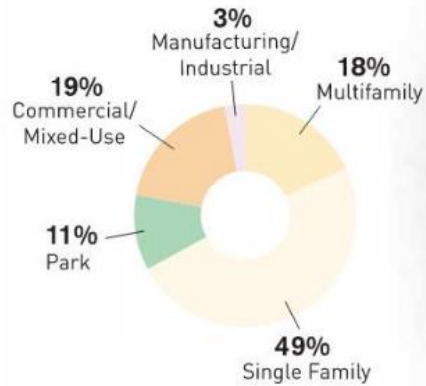
- / Elevated
- / At-grade
- / Tunnel
- Tunnel portal



- **Enhance mobility and access for communities of color and low-income populations**
- **Create opportunities for equitable development that includes expanding housing and community assets for communities of color**
- **Create a sense of belonging for communities of color at all stations**



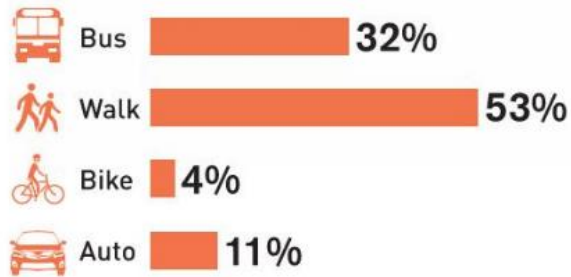
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾
10-minute bikeshed



Living and working in ^(1,4)
the station area 2040



What we heard so far

NEIGHBORHOOD FEEDBACK

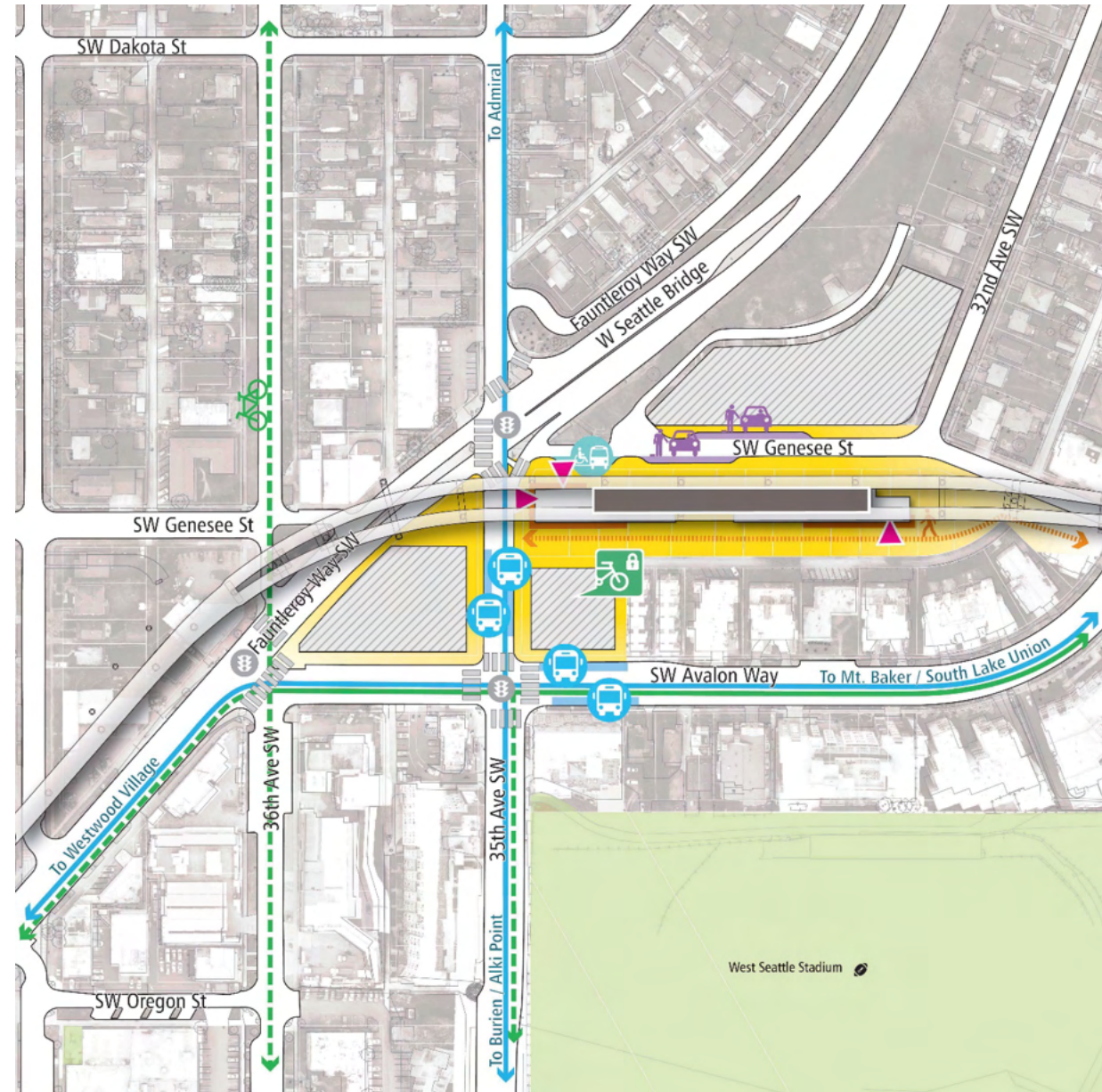
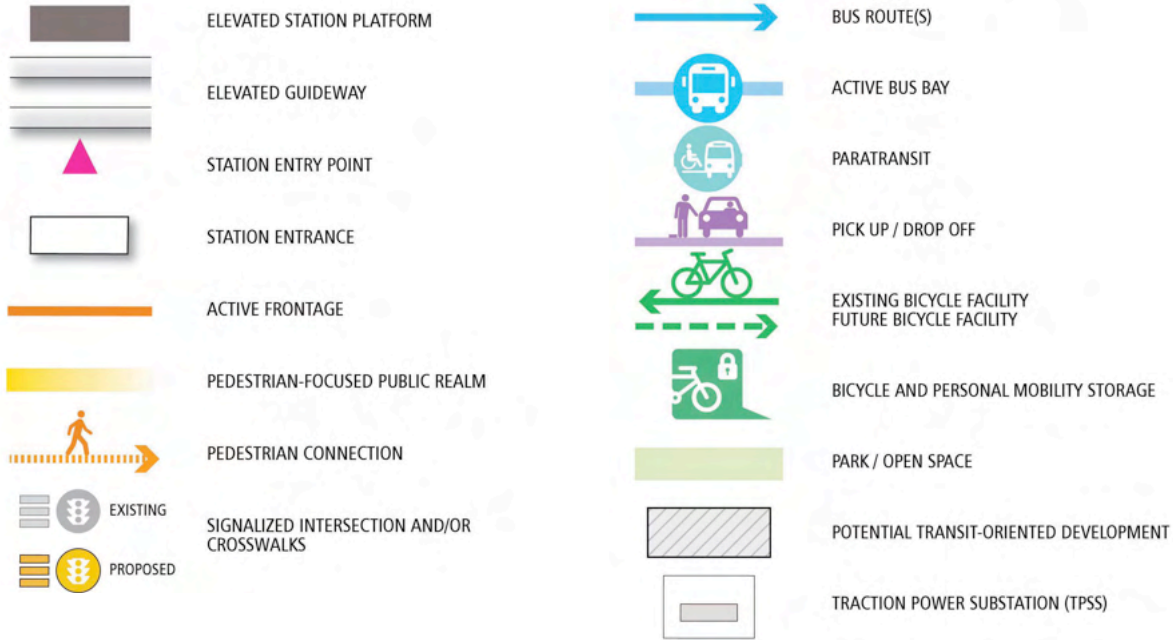
- 1 Consider the station as a gateway to West Seattle with public space, programming, space for art and improved wayfinding
- 2 Create safe walking routes and minimize the number of crossings to reach a station entrance at the complex intersections of Avalon Way SW, Fauntleroy Way SW, and 35th Avenue SW
- 3 Interest in denser development, more retail and housing near the station
- 4 Consider equitable mixed-use development near the station, creating places for all people and providing affordable housing opportunities
- 5 Facilitate easy bus transfers connecting to/from bus routes south of the station



Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

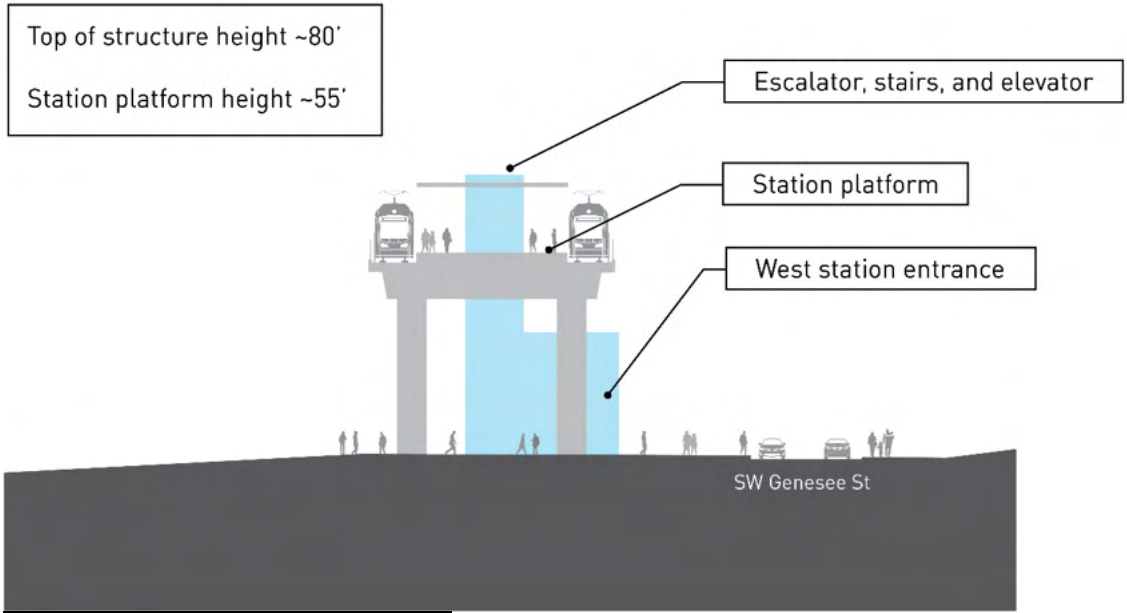
Preferred alternative

Avalon - Elevated Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

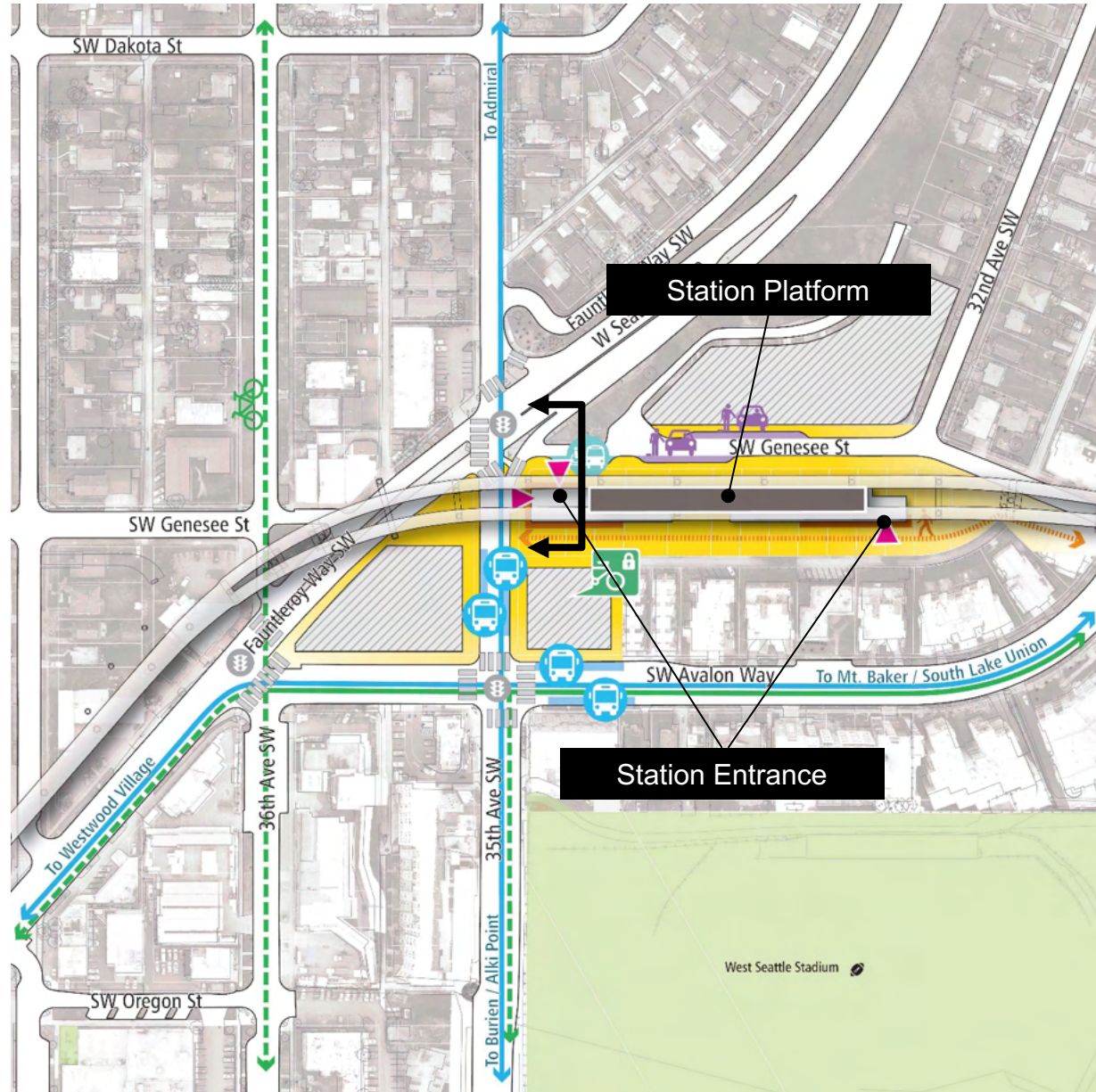
Avalon - Elevated Station



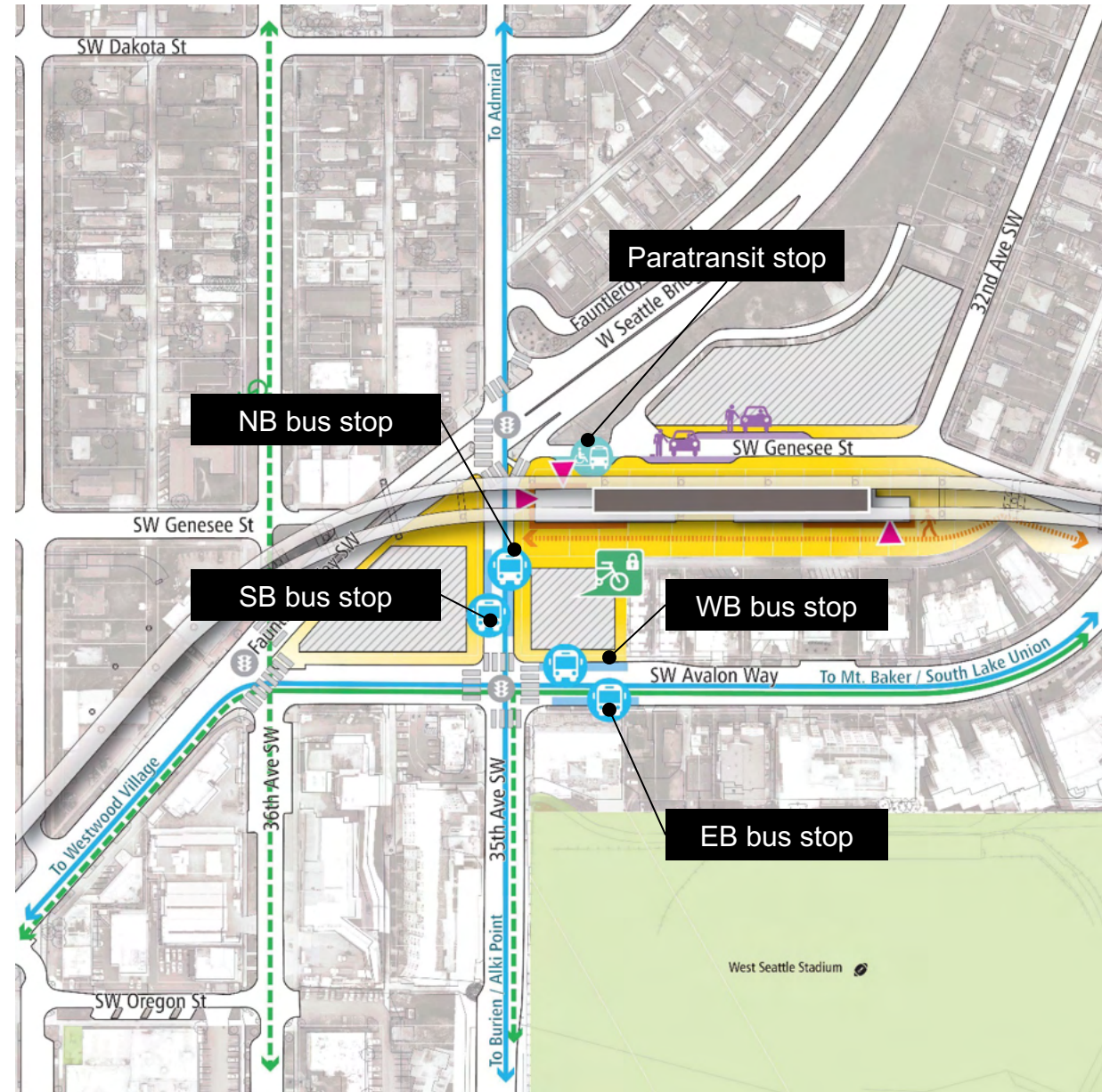
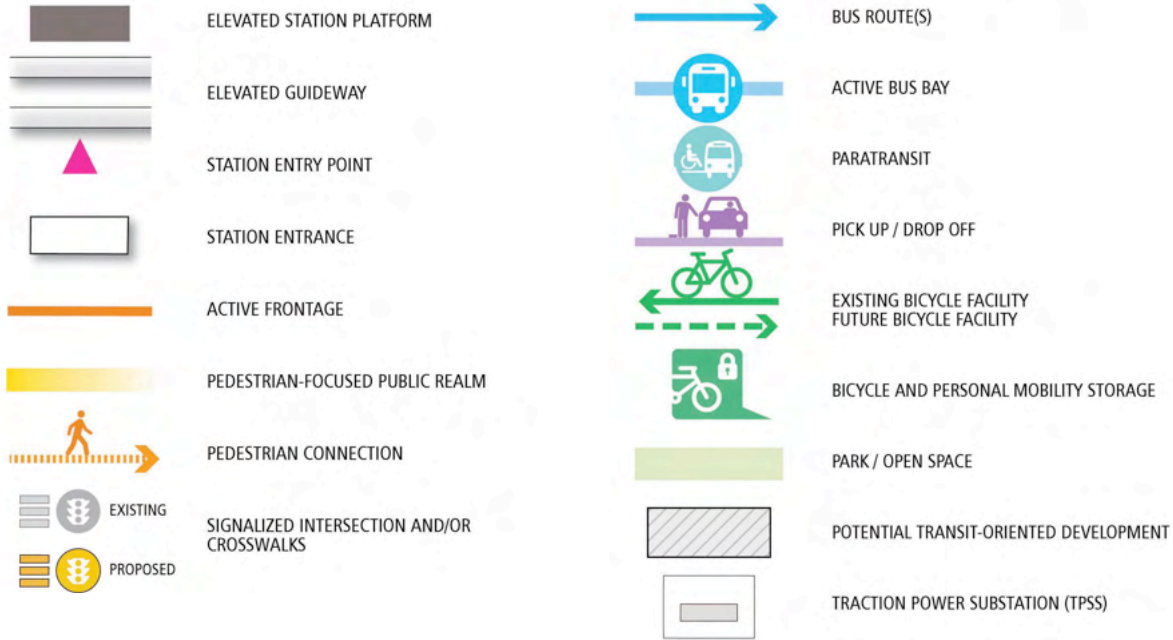
Cross-Section Looking West This diagram illustrates the station configuration for WSJ-1.

NOTE: A design option to WSJ-2 has a slight skew to the station platform to accommodate connection to the Delridge Elevated Andover St Station (DEL-5)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

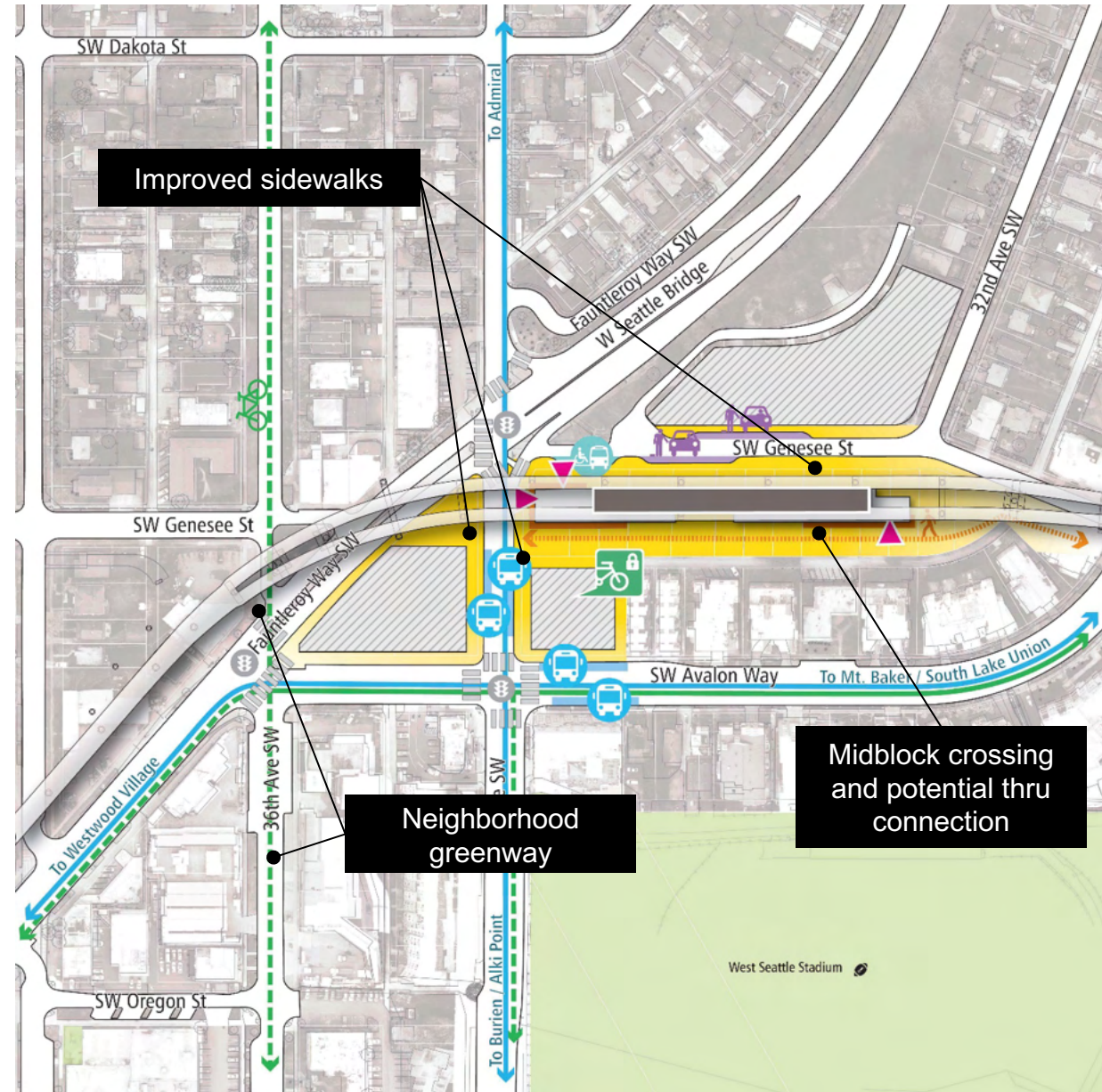
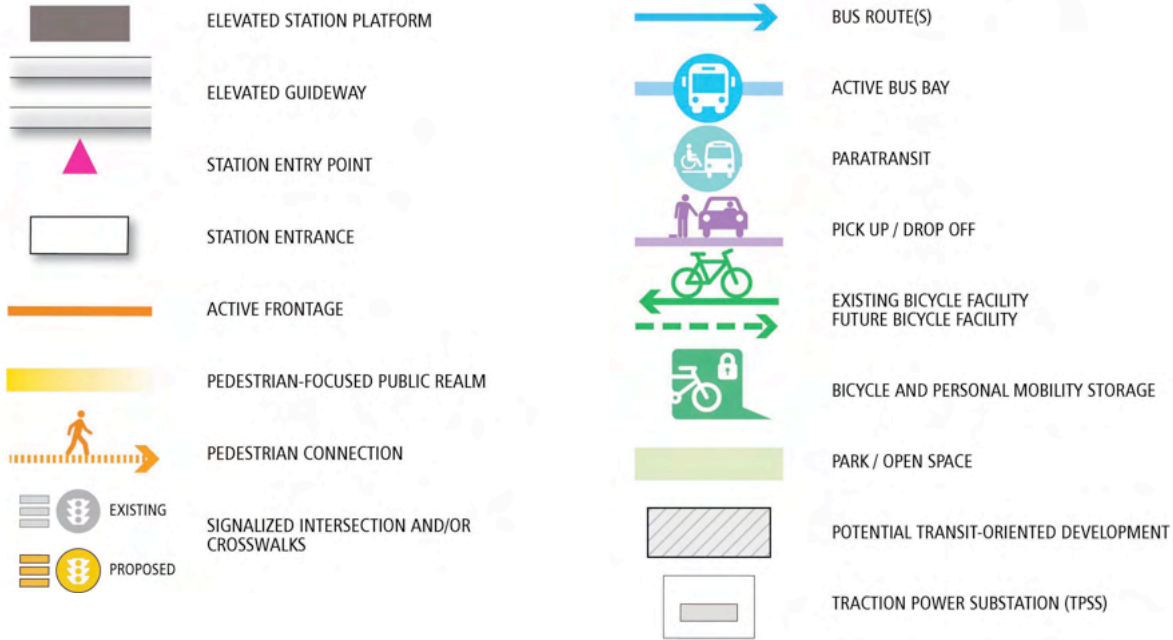


Avalon - Elevated Station



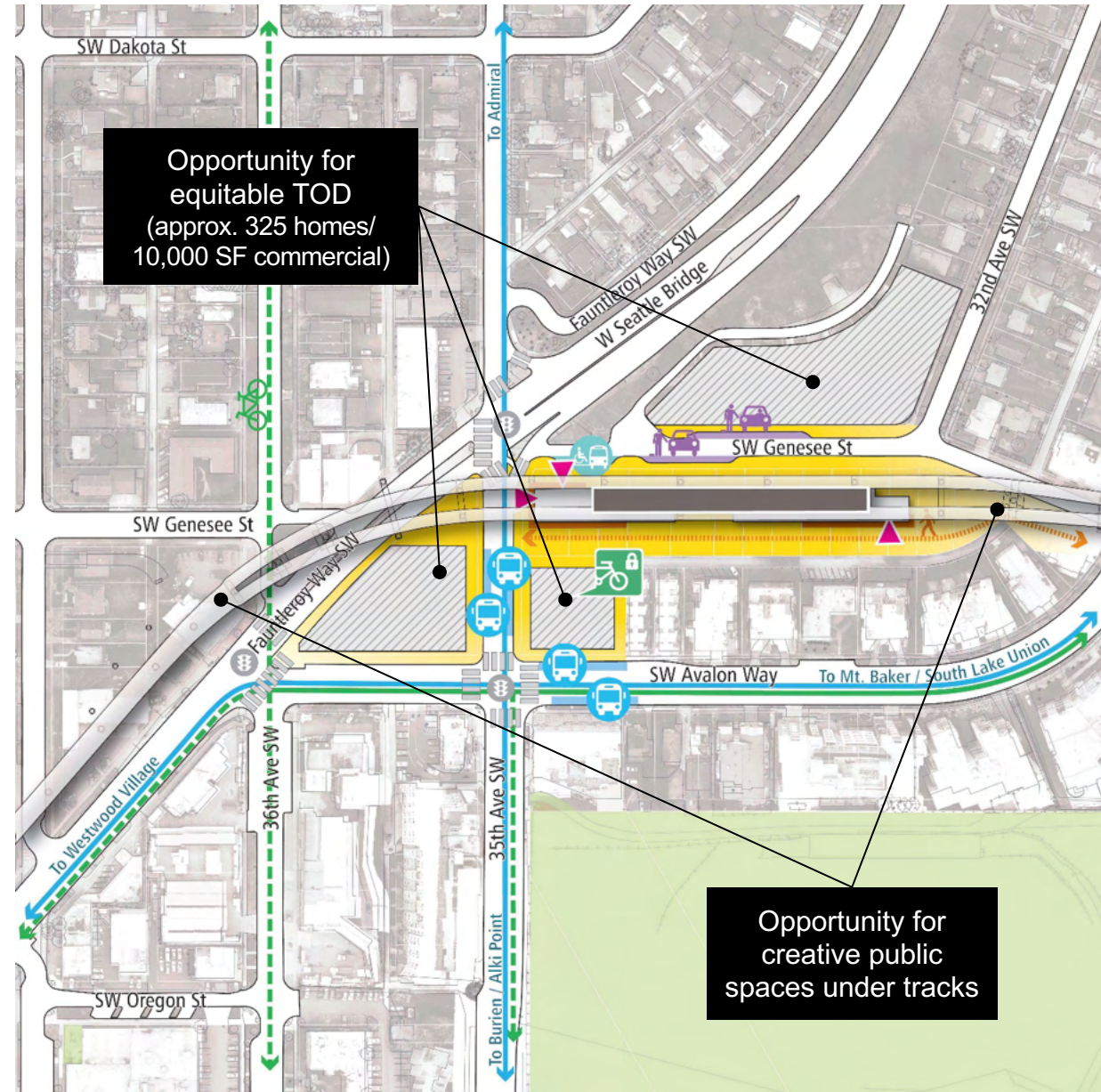
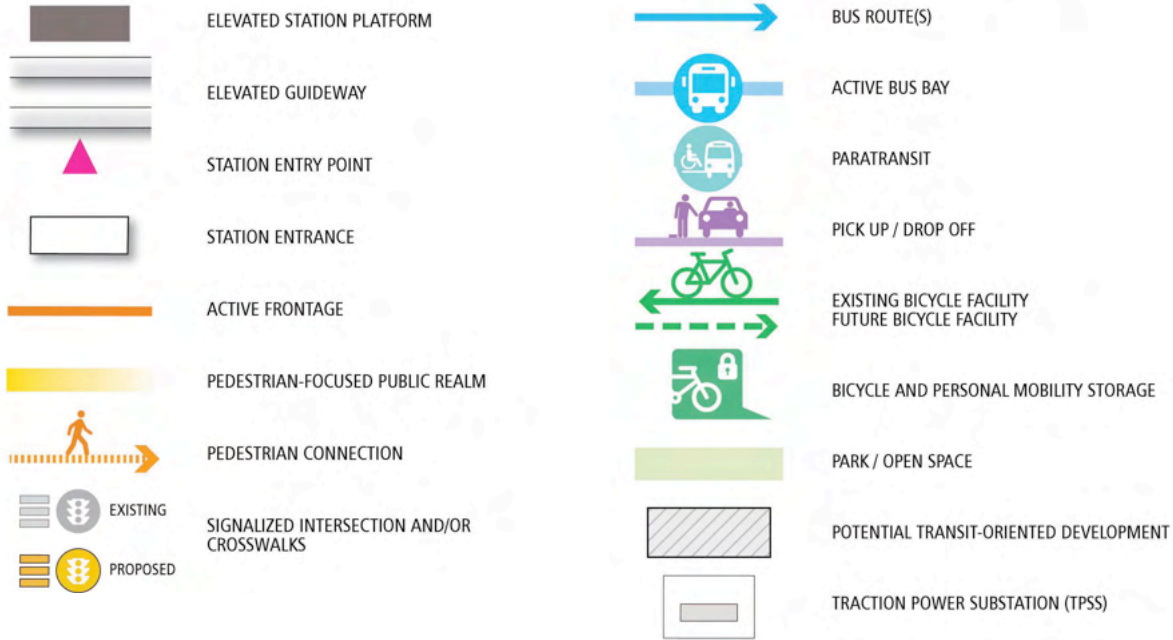
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Avalon - Elevated Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Avalon - Elevated Station

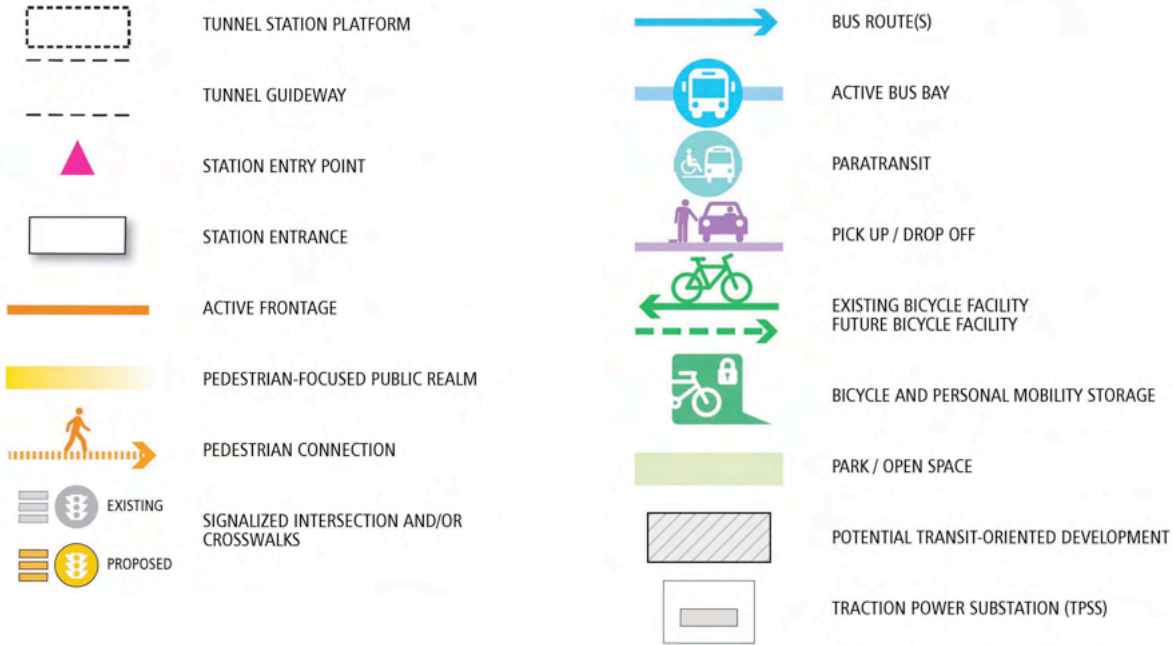


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



***Preferred alternative with
third party funding***

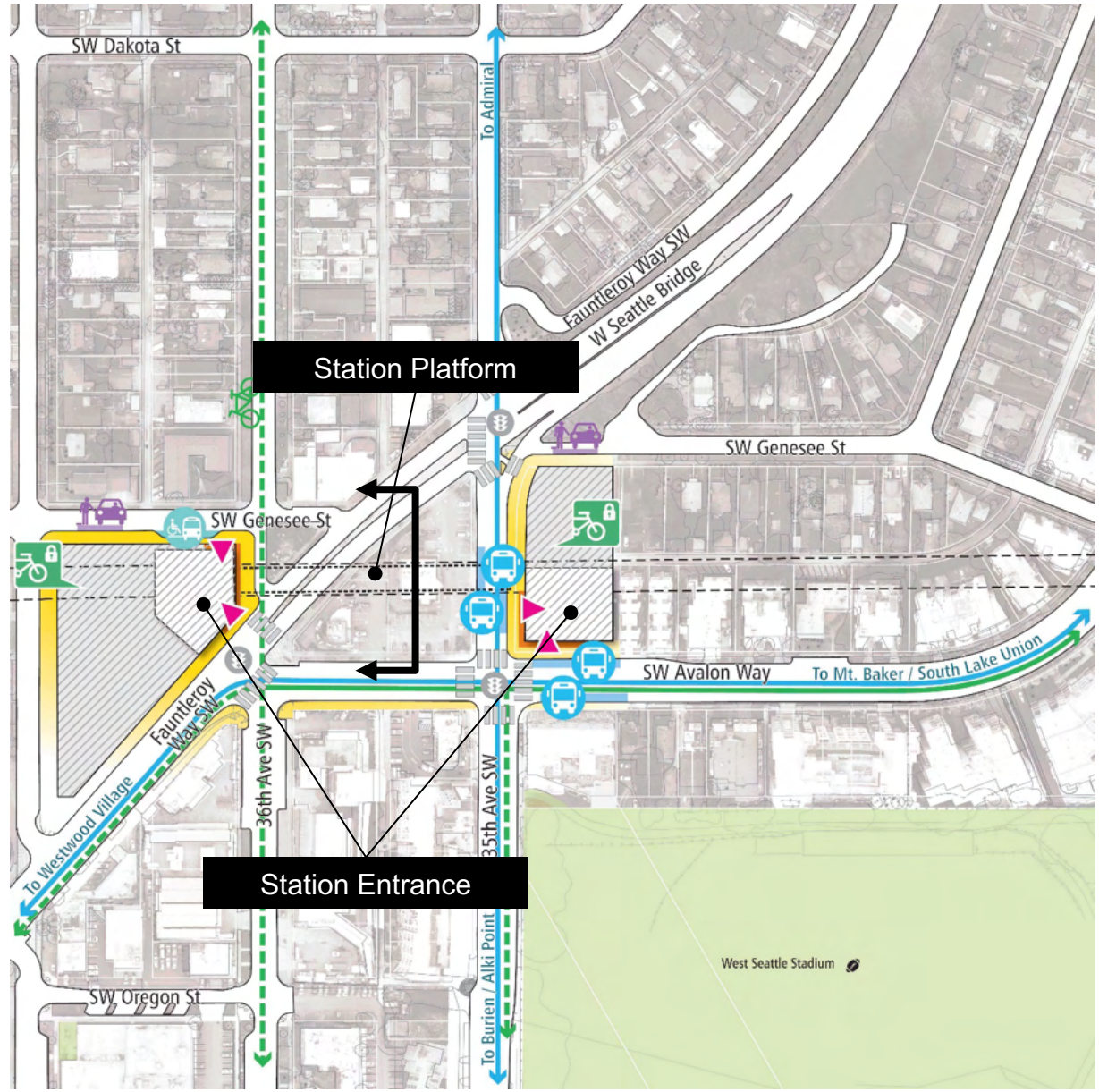
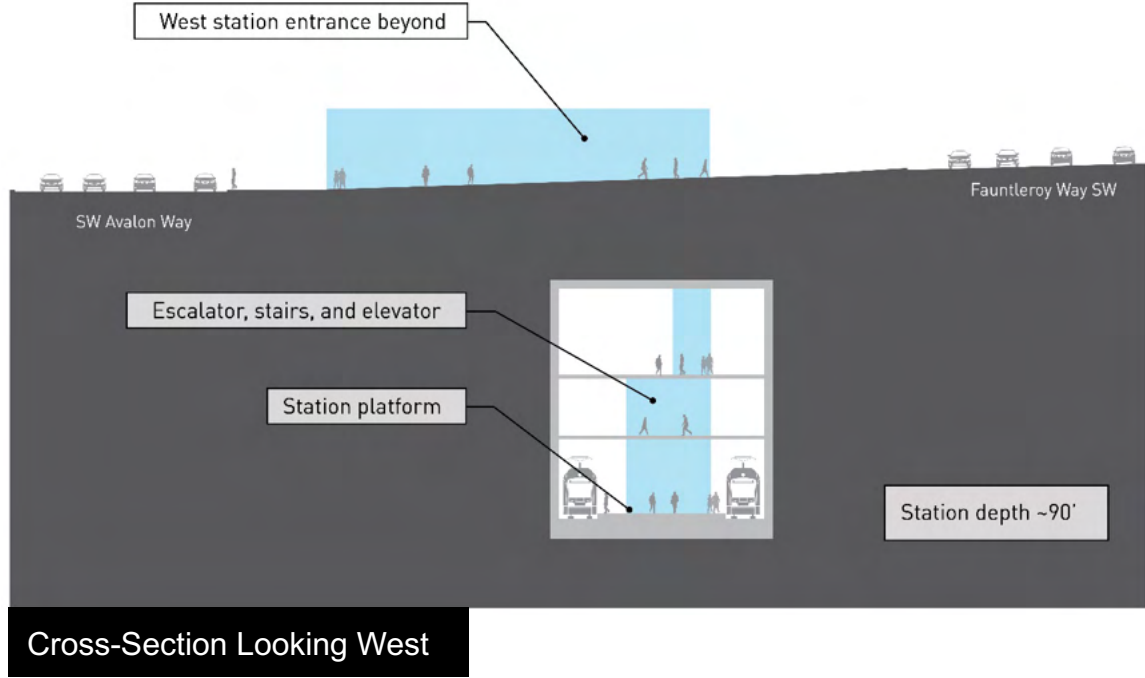
Avalon – Tunnel Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

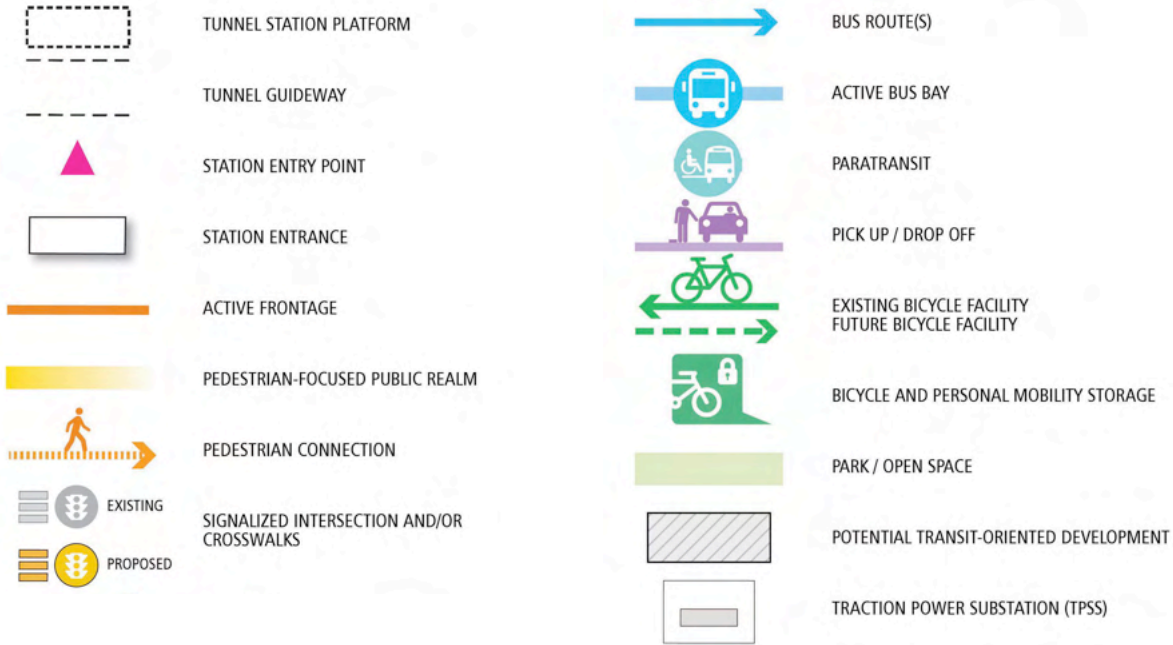


Avalon – Tunnel Station



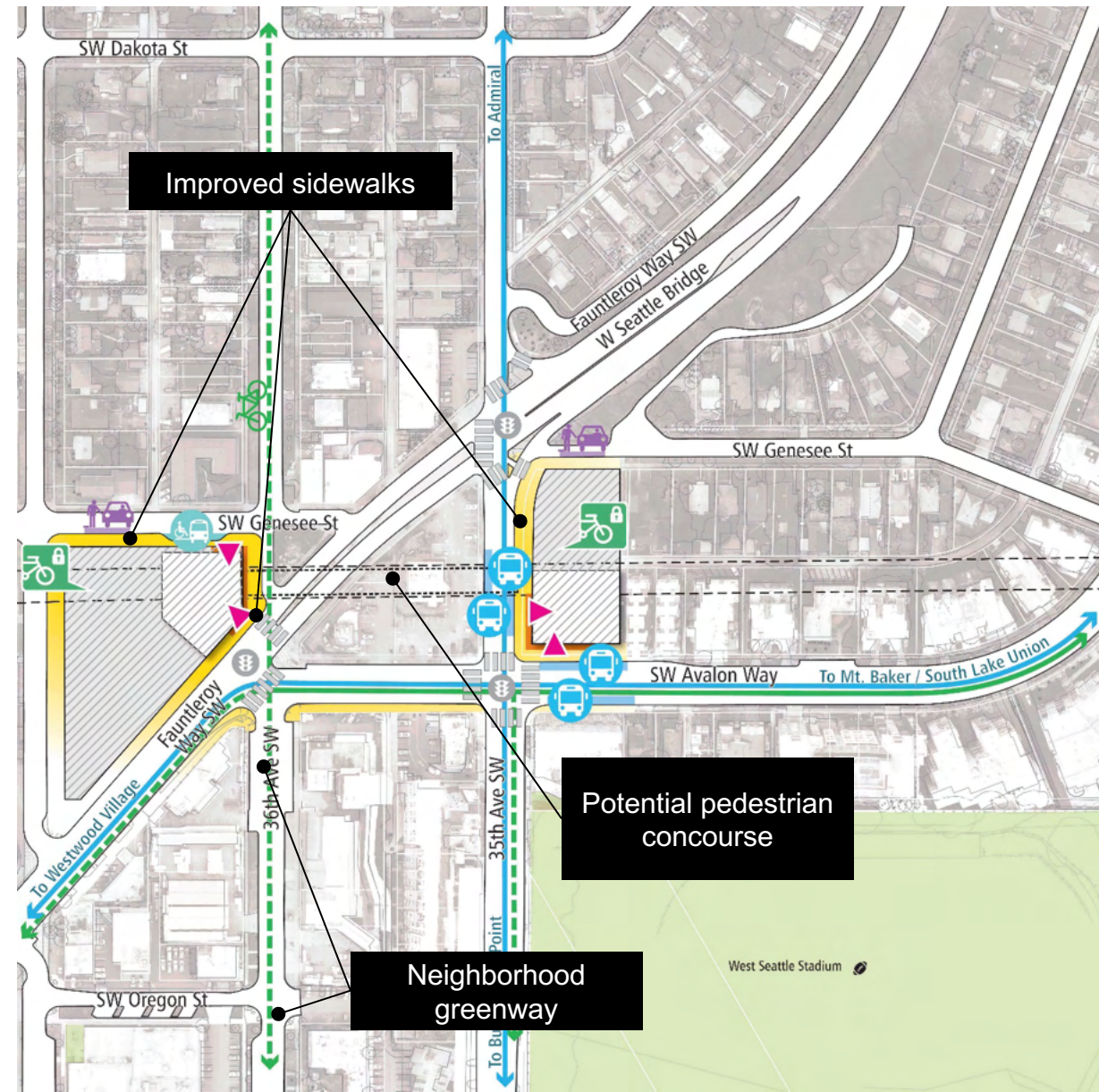
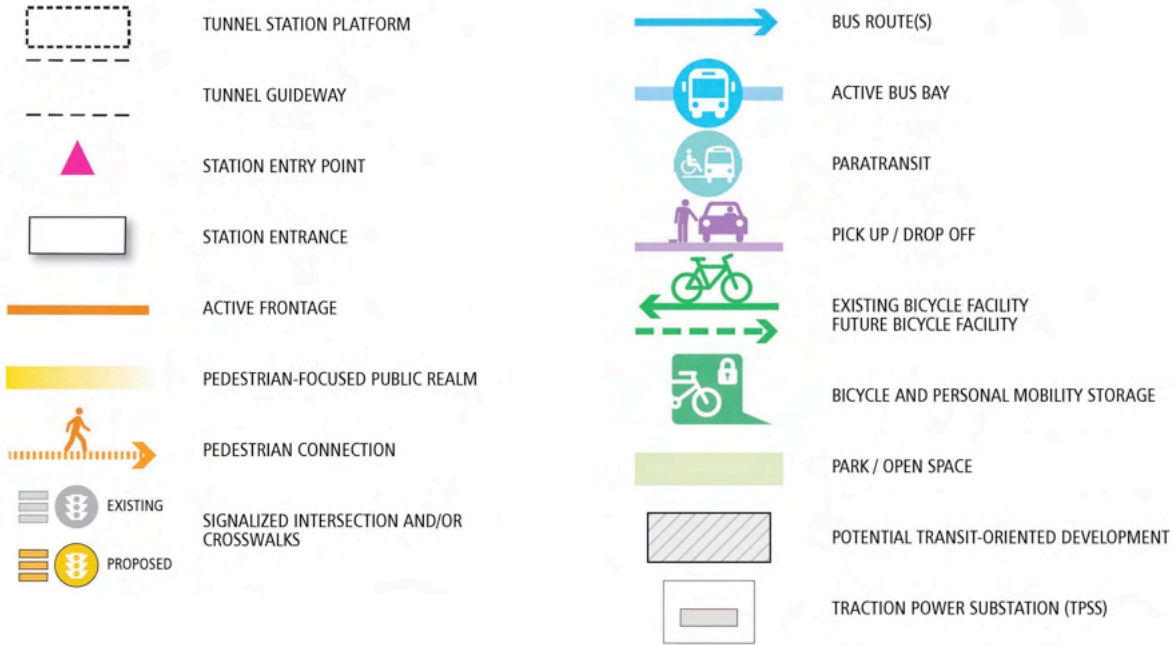
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Avalon – Tunnel Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

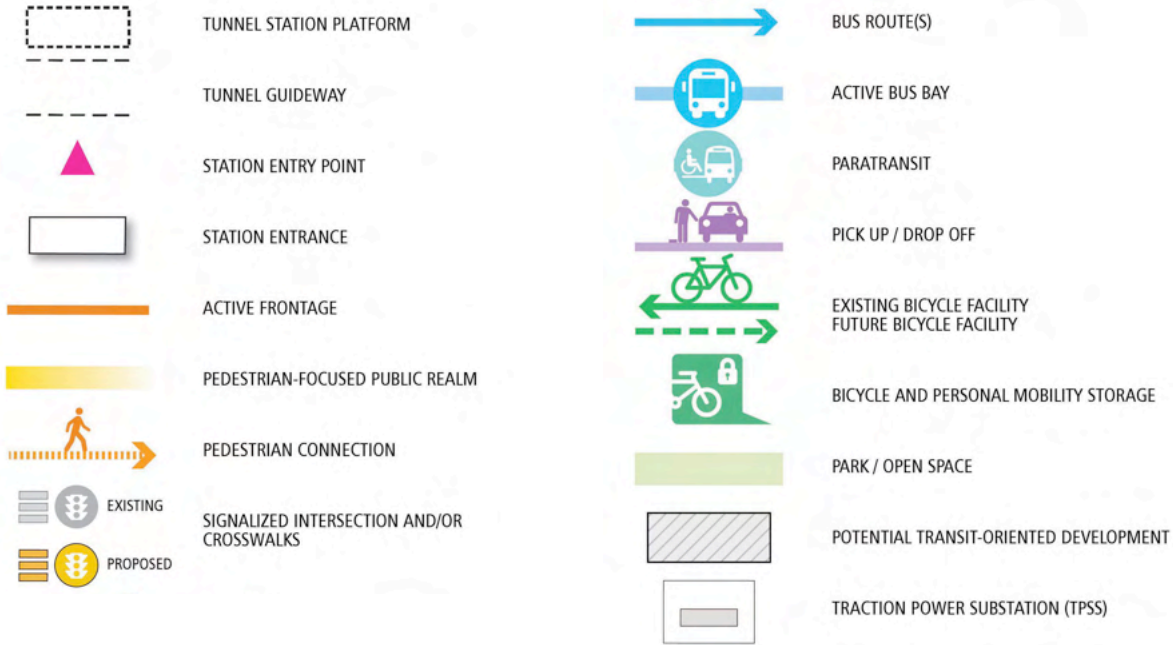
Avalon – Tunnel Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Avalon – Tunnel Station

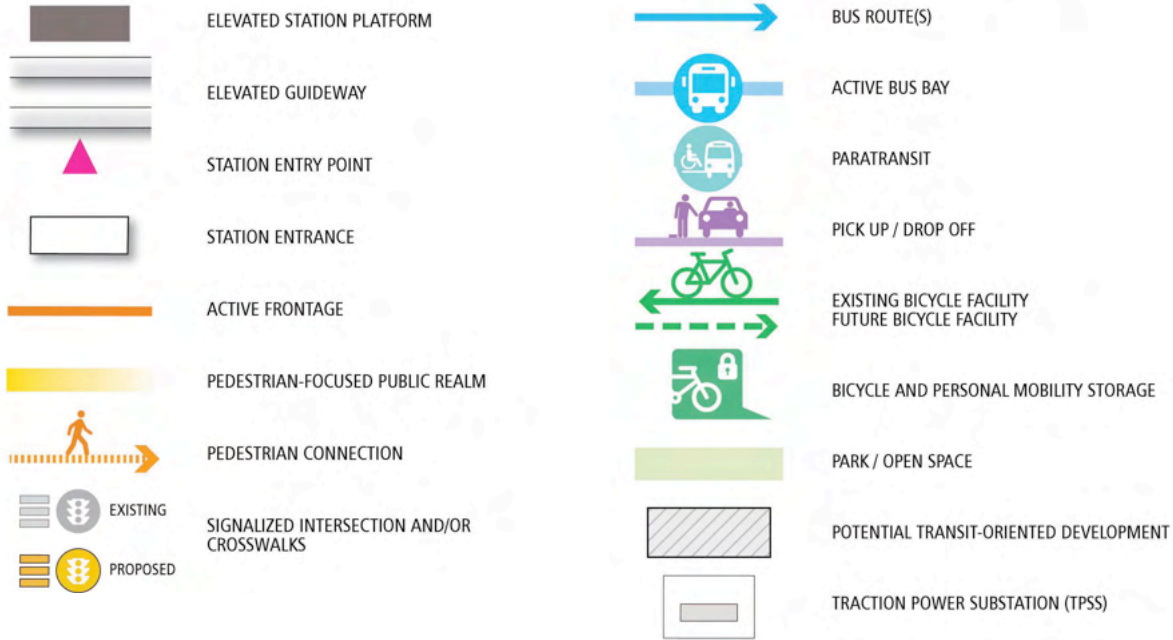


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



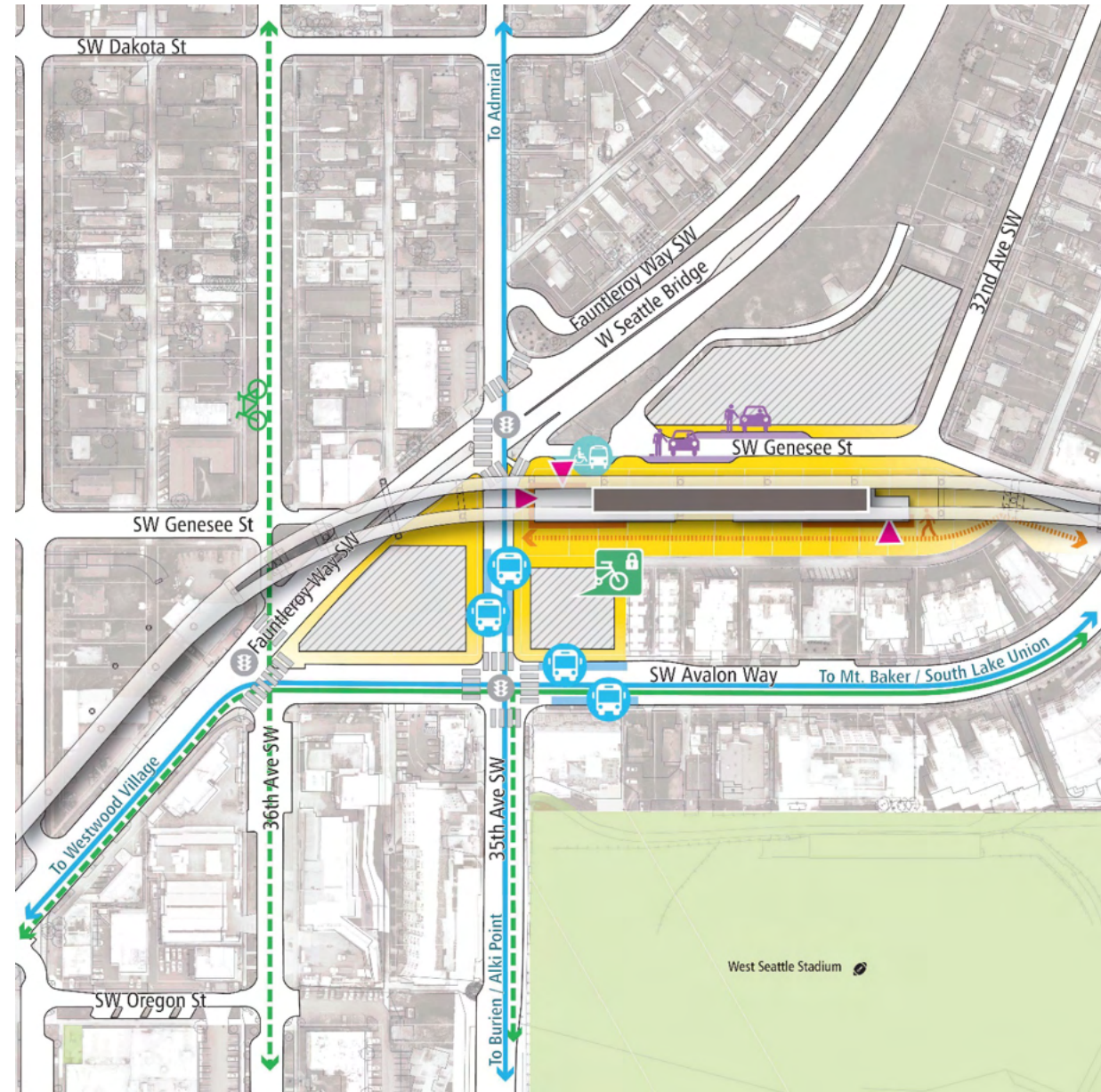
Other Draft EIS alternatives

Avalon - Elevated Station

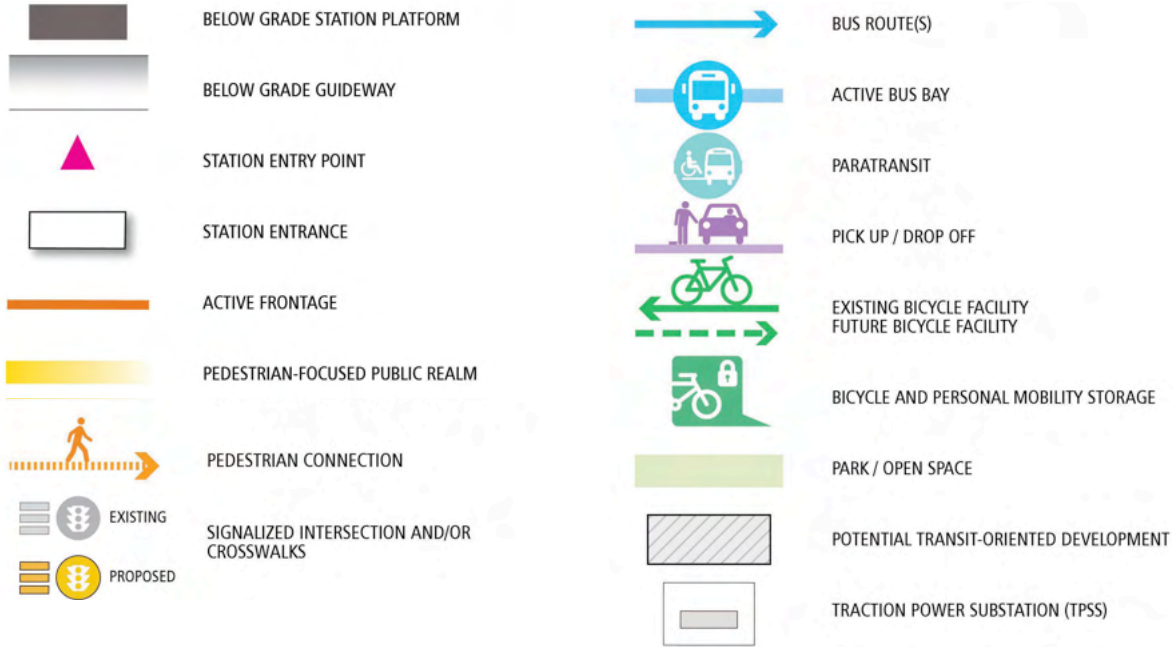


NOTE: This alternative has the same configurations and opportunities as the Preferred Alternative Avalon – Elevated Stations (WSJ-1/2)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



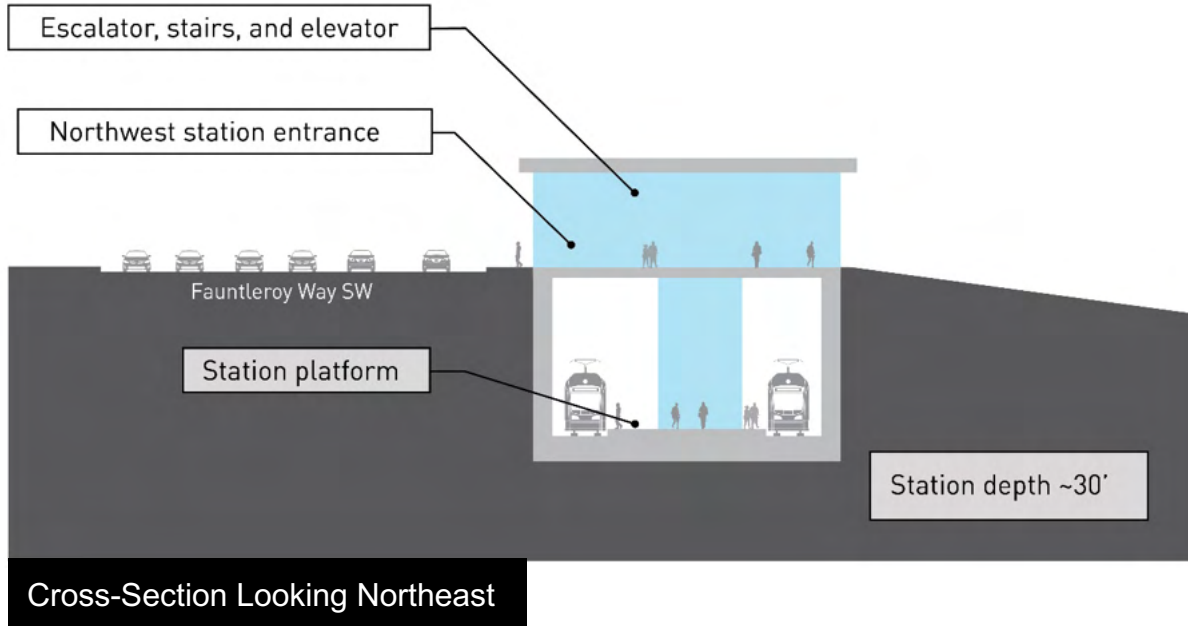
Avalon – Retained Cut Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



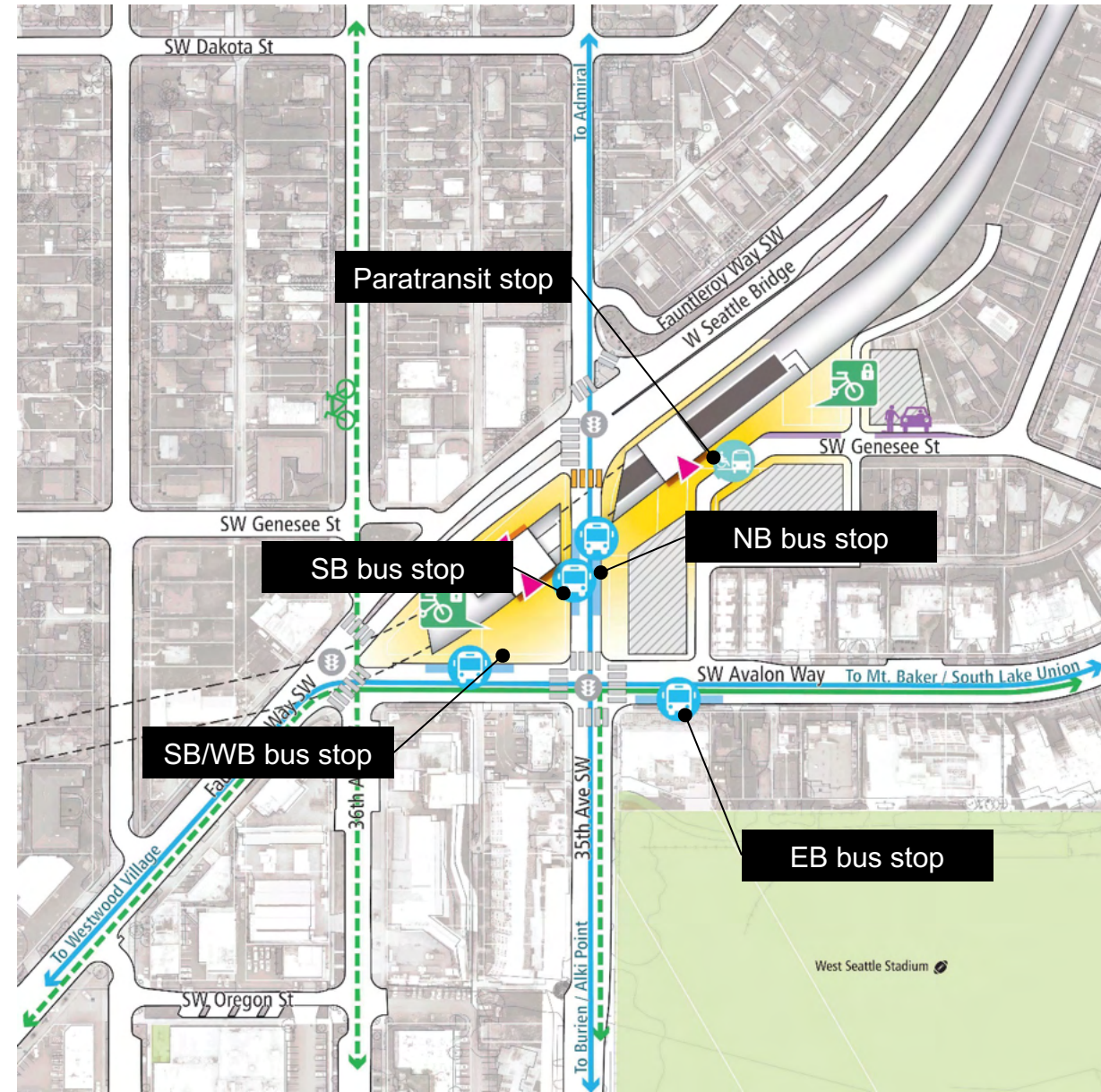
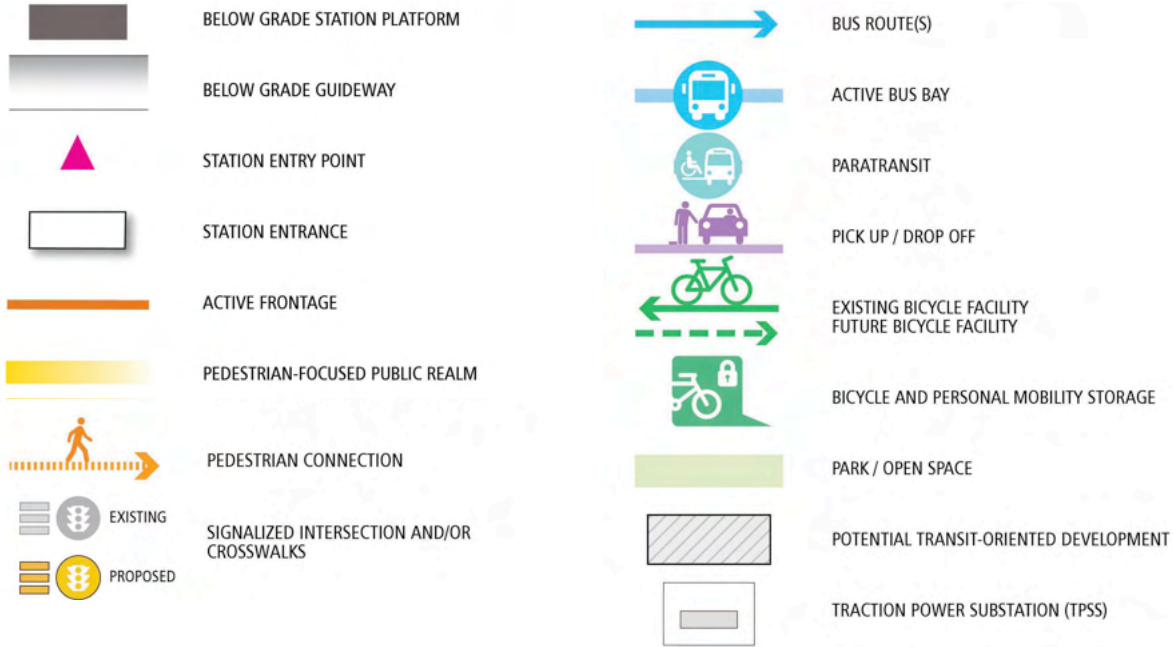
Avalon – Retained Cut Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



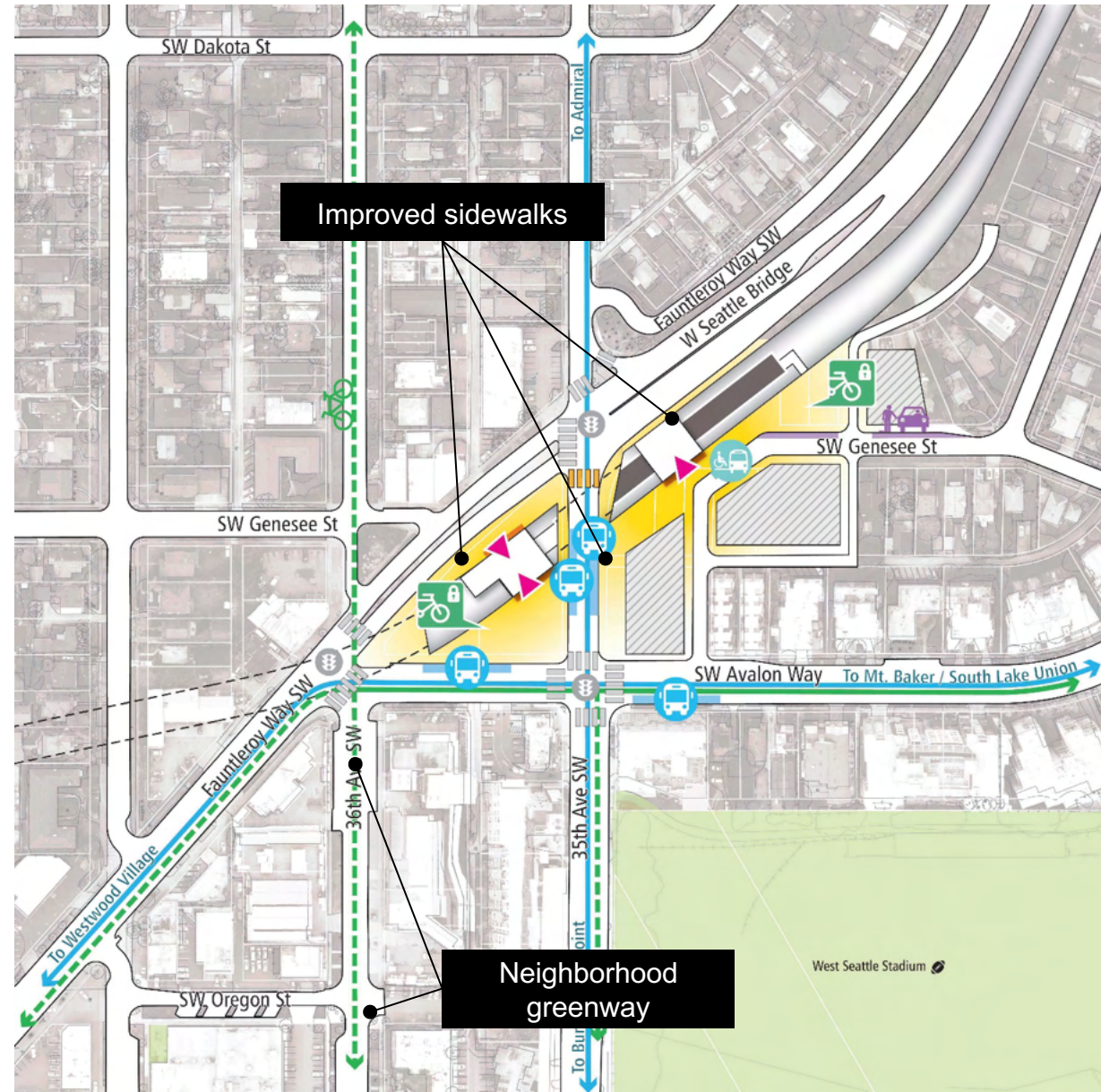
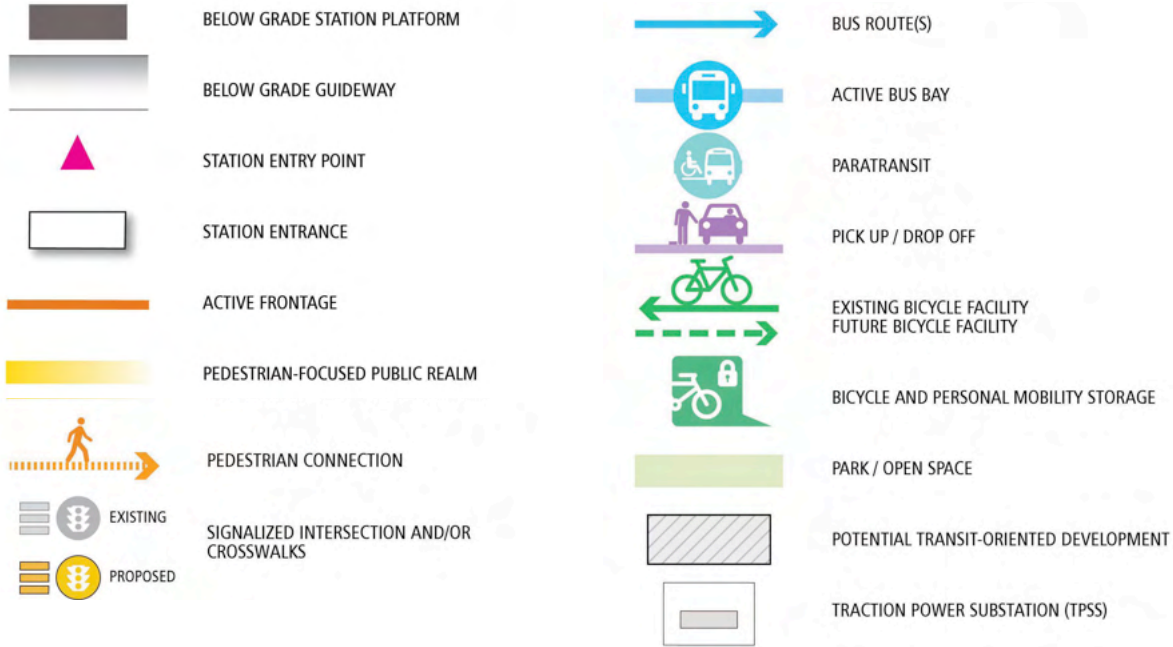
Avalon – Retained Cut Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



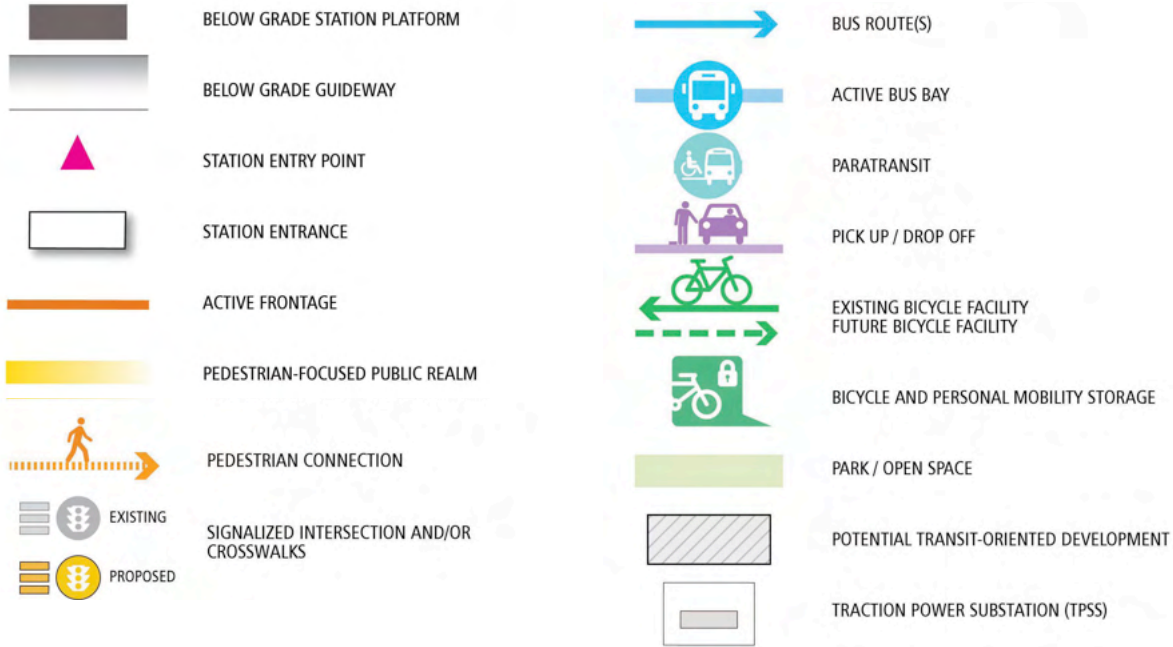
Avalon – Retained Cut Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Avalon – Retained Cut Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Questions for Discussion

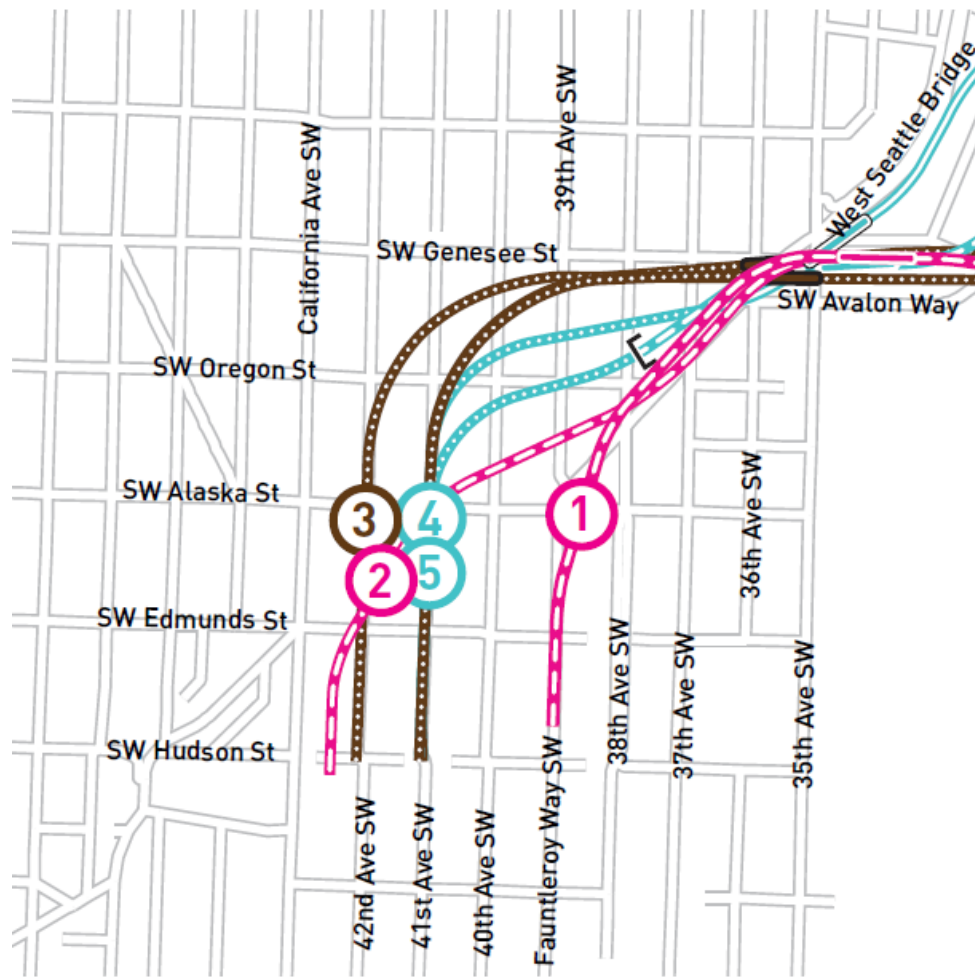
What are your thoughts/questions about:

- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*

Break for 5 min

Agenda

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- ***Alaska Junction Station***
- Next steps and next meeting



DRAFT EIS ALTERNATIVES

- █ Preferred alternative
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives and design options

ROUTE AND STATION PROFILES

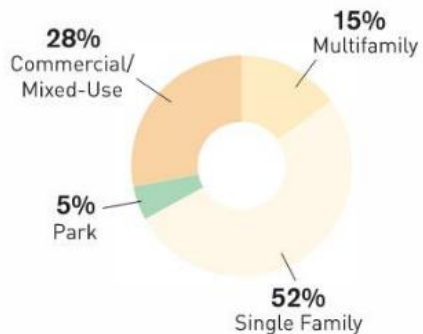
- / Elevated
- / At-grade
- / Tunnel
- Tunnel portal



- *Enhance mobility and access for communities of color and low-income populations*
- *Create opportunities for equitable development that includes expanding housing and community assets for communities of color*
- *Create a sense of belonging for communities of color at all stations*



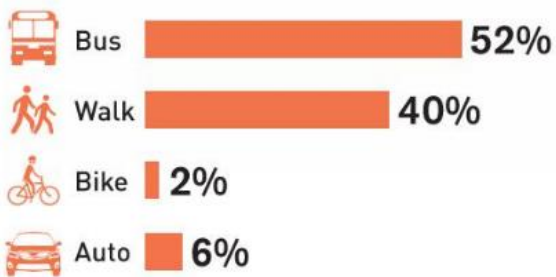
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾ 10-minute bikeshed



Living and working in ^(1,4) the station area 2040



What we heard so far

NEIGHBORHOOD FEEDBACK

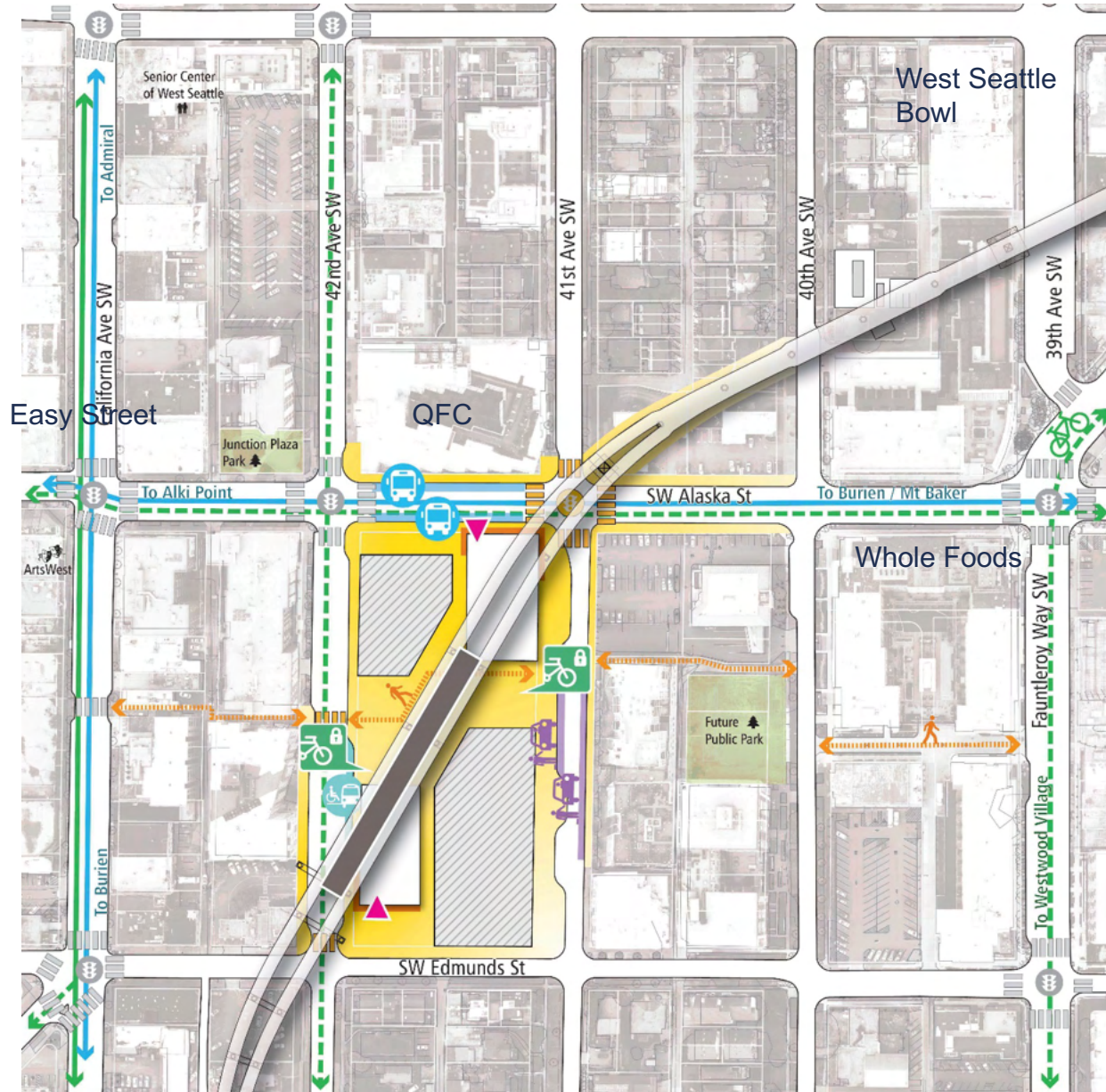
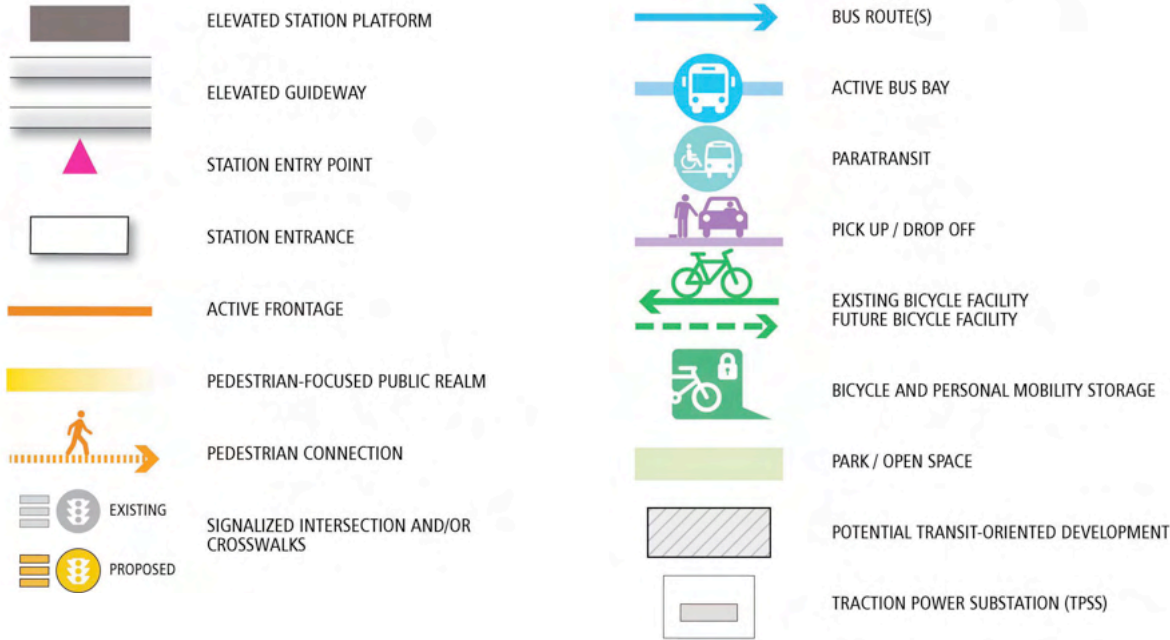
- 1 Create a destination that reinforces the character of the neighborhood and supports businesses on California Ave SW
- 2 Prioritize pedestrian connectivity and comfort with enhanced street crossings, wide sidewalks and pedestrian lighting
- 3 Complete bike connections to the station
- 4 Investigate ways to connect the station to the future public park on 40th Avenue SW with mid-block pathways
- 5 Integrate station and new development into the existing neighborhood character
- 6 Consider how the future light rail would continue to the south
- 7 Improve the five-way intersection at Fautleroy Way SW and SW Alaska St so it is easier to cross



Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

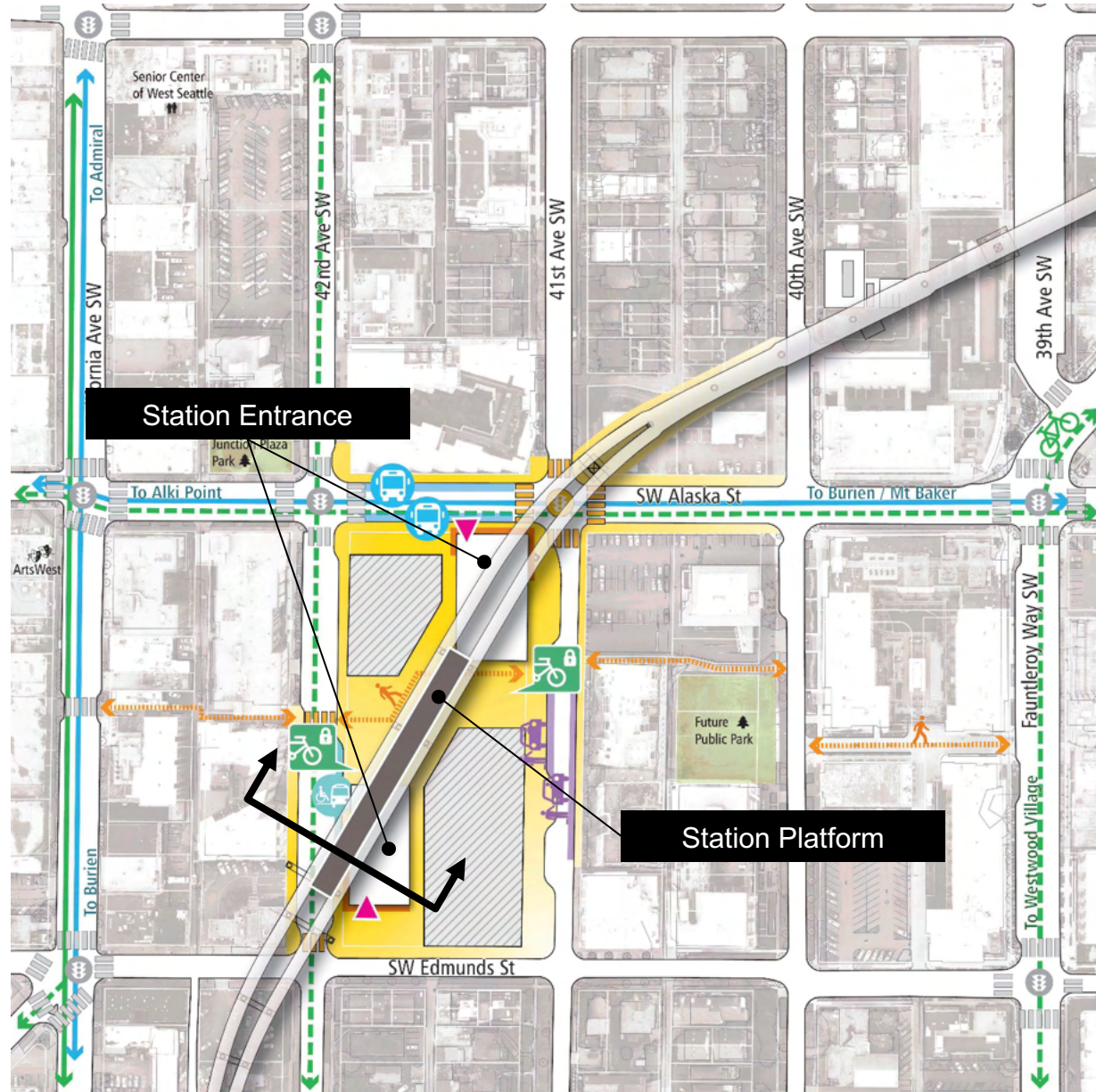
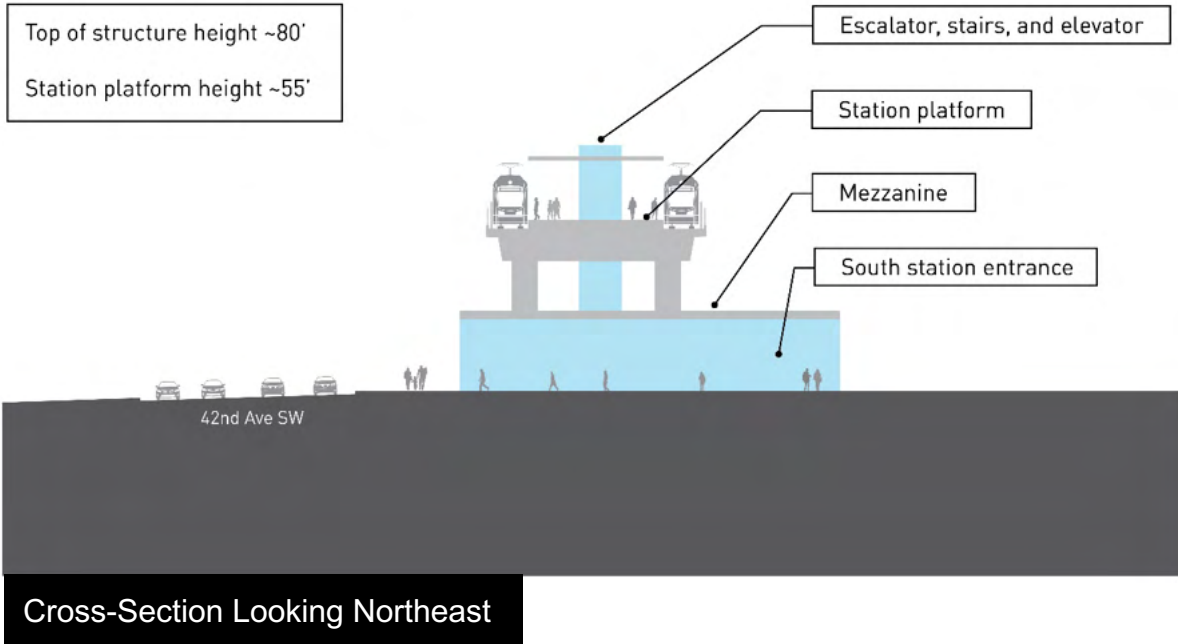
Preferred alternatives

Elevated 41st/42nd Avenue Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

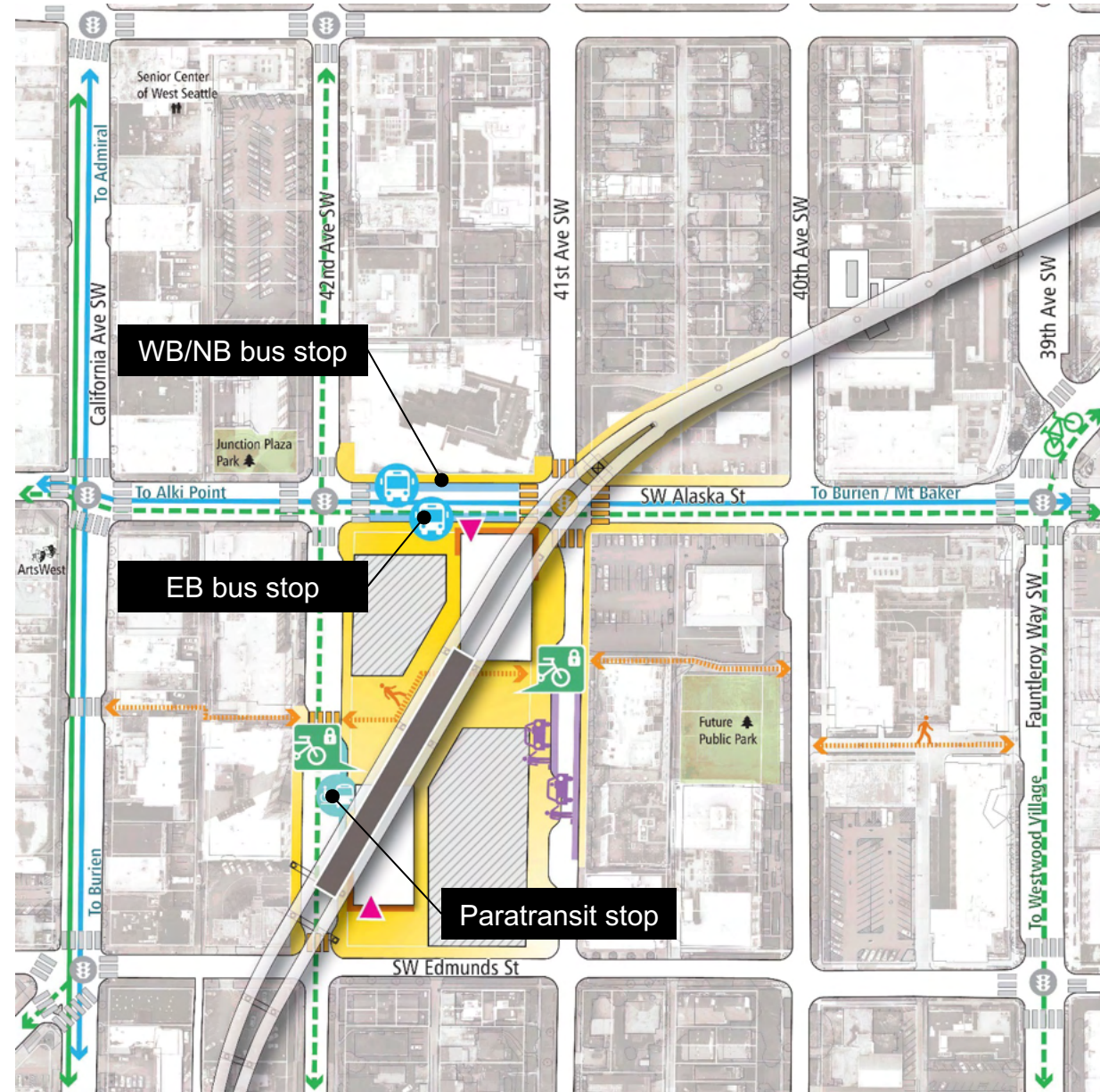
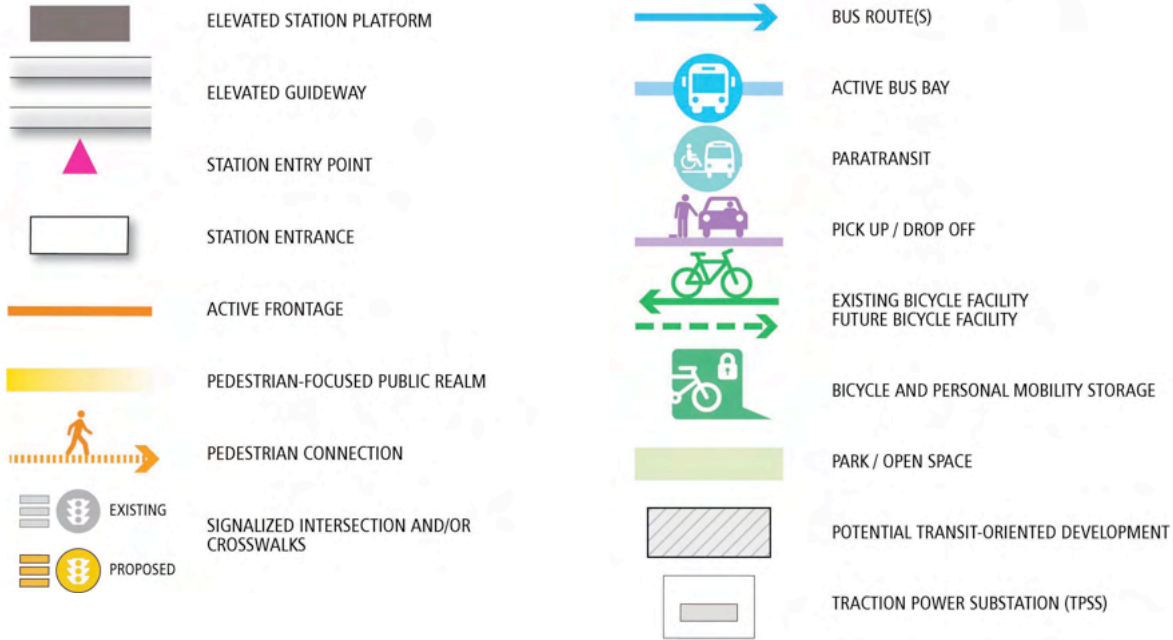
Elevated 41st/42nd Avenue Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



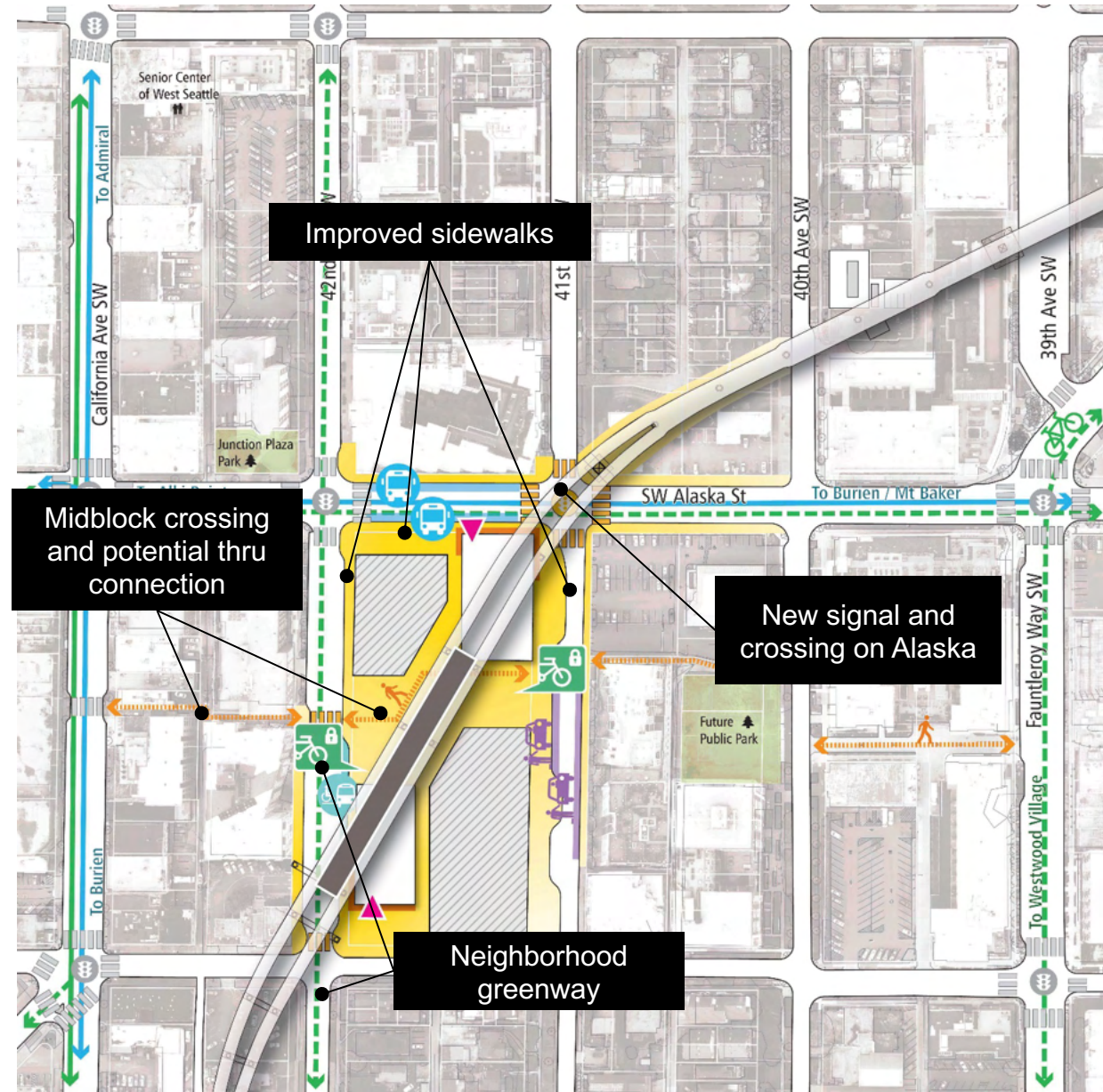
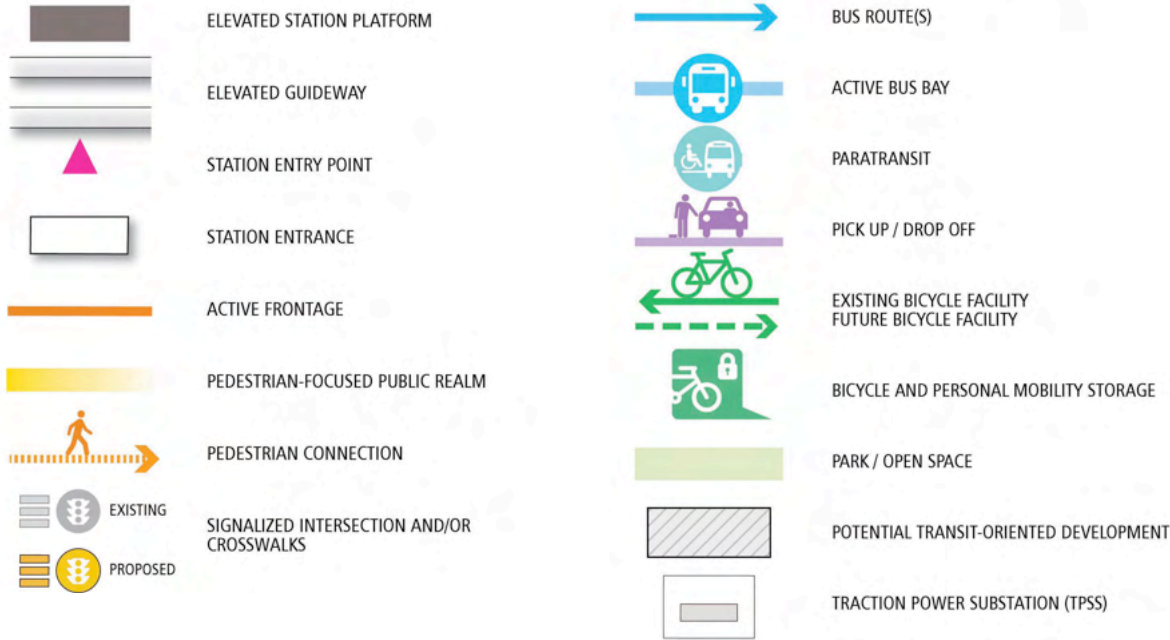
Elevated 41st/42nd Avenue Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



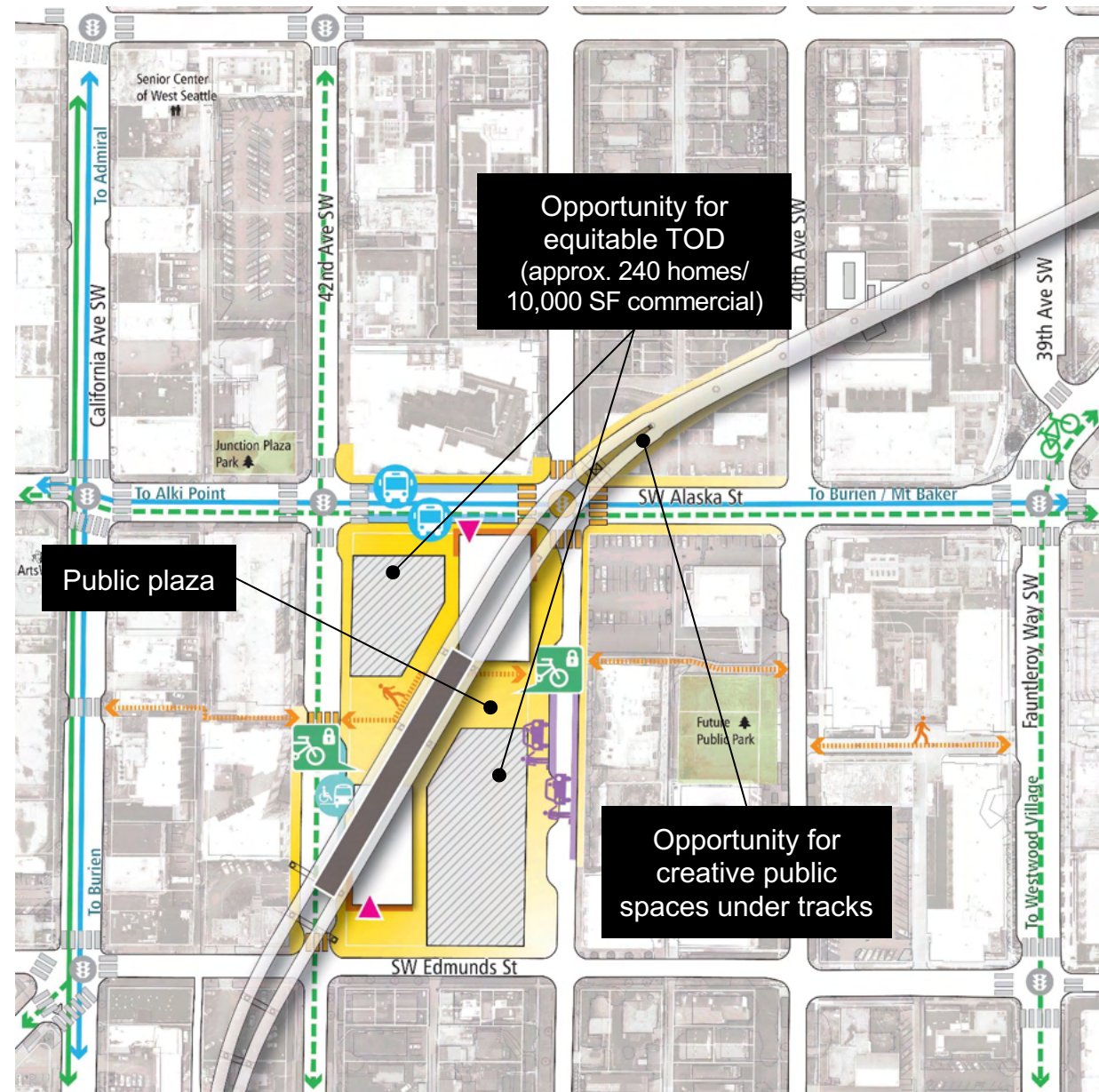
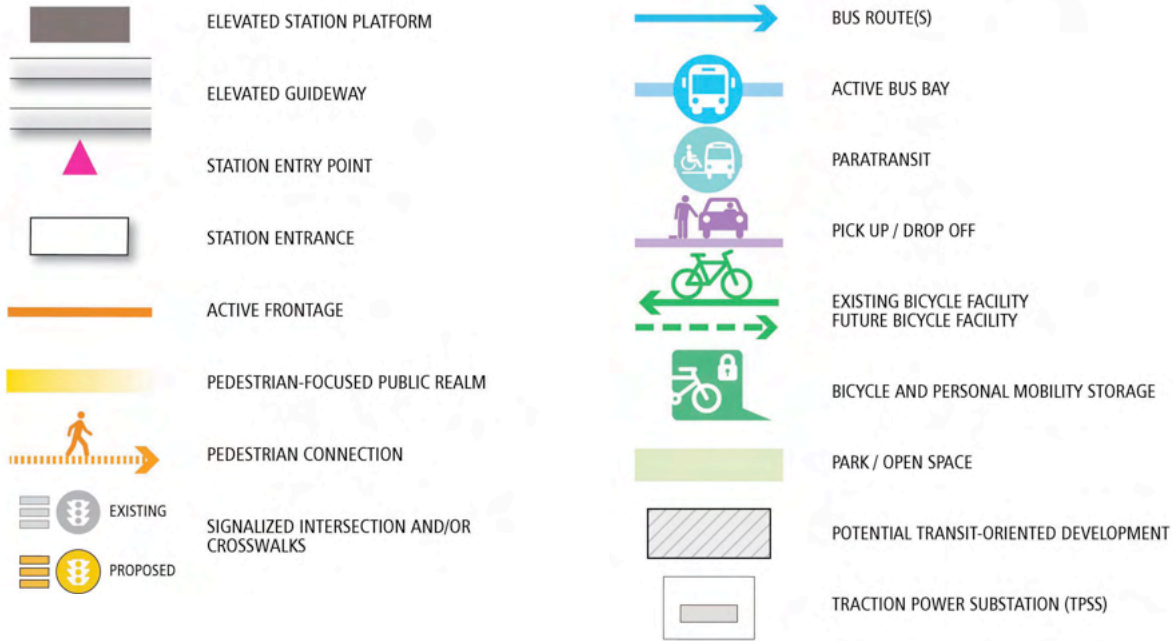
Elevated 41st/42nd Avenue Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



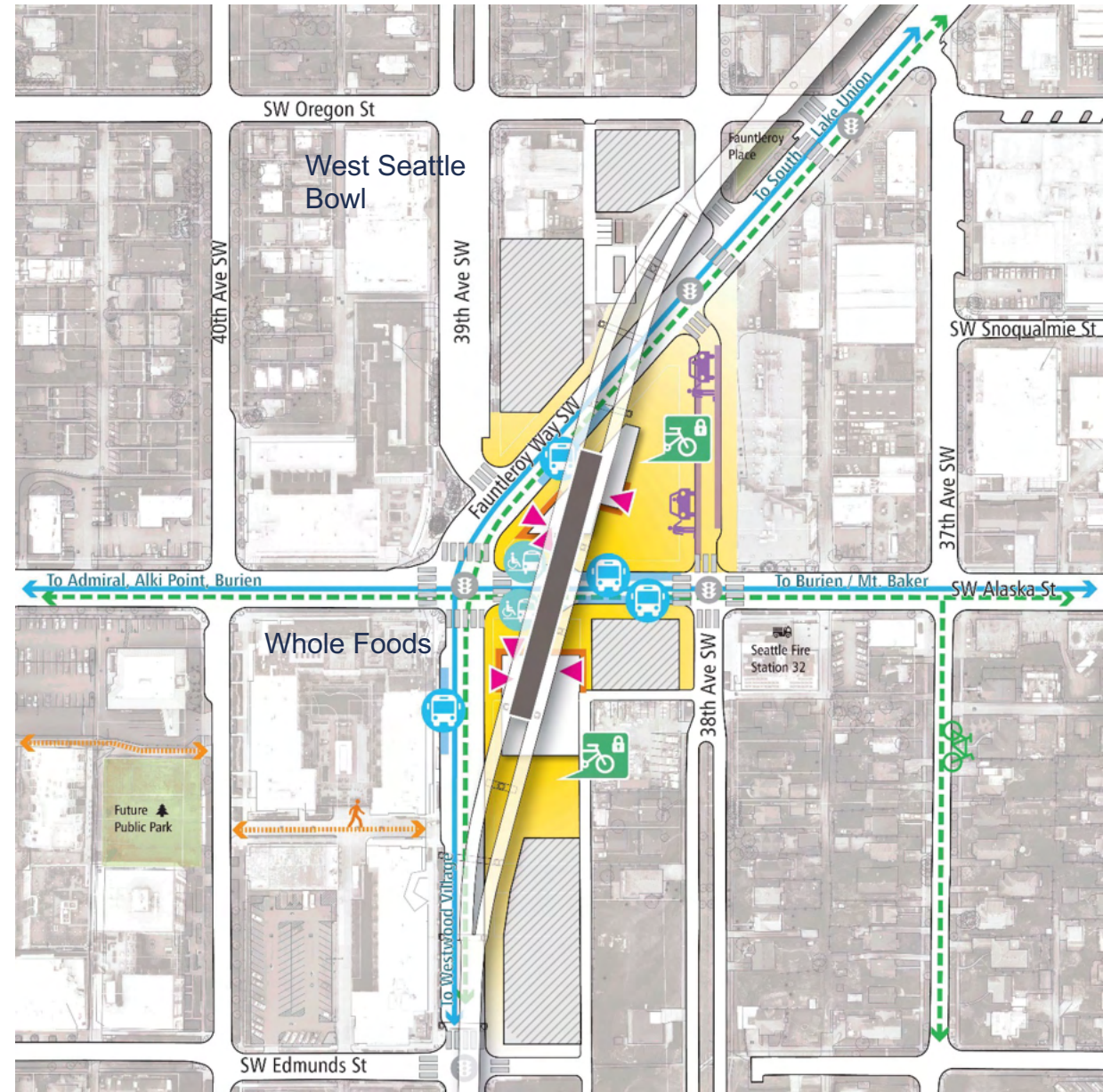
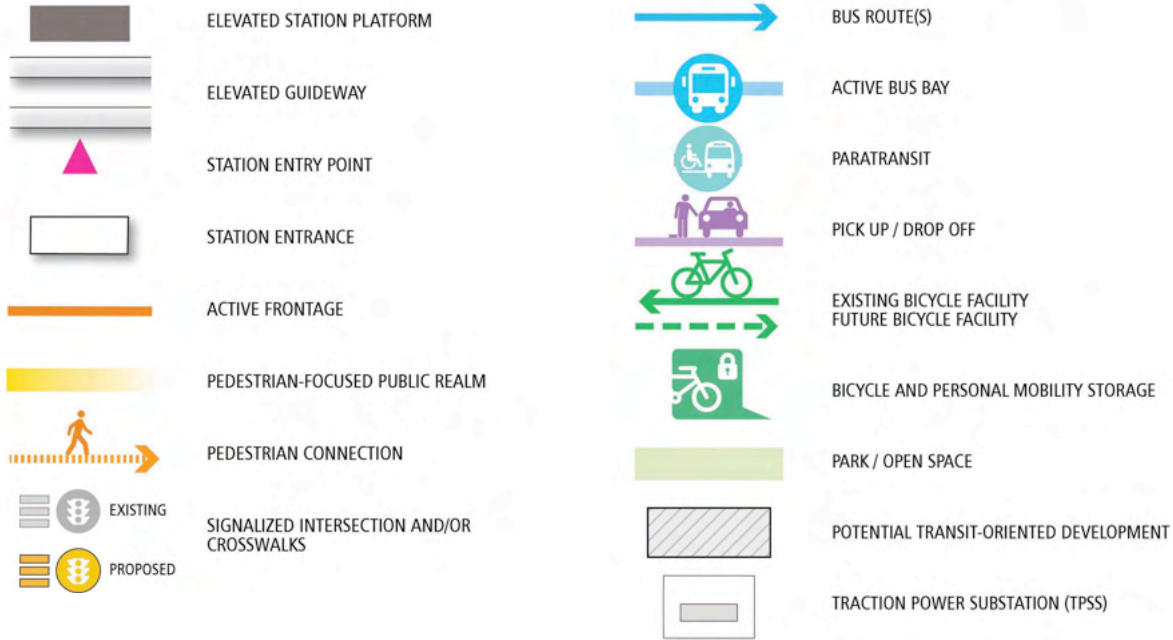
Elevated 41st/42nd Avenue Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

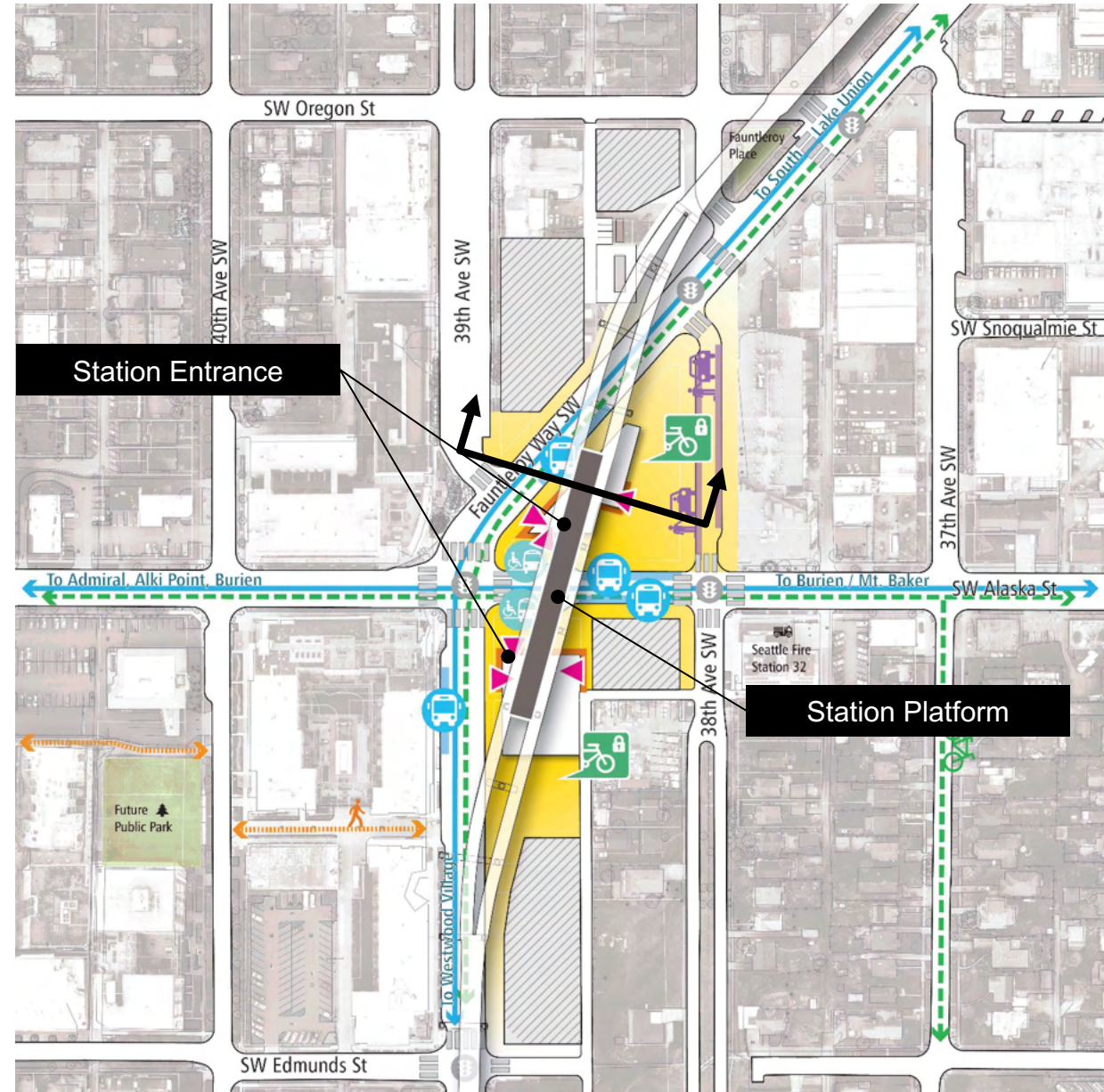
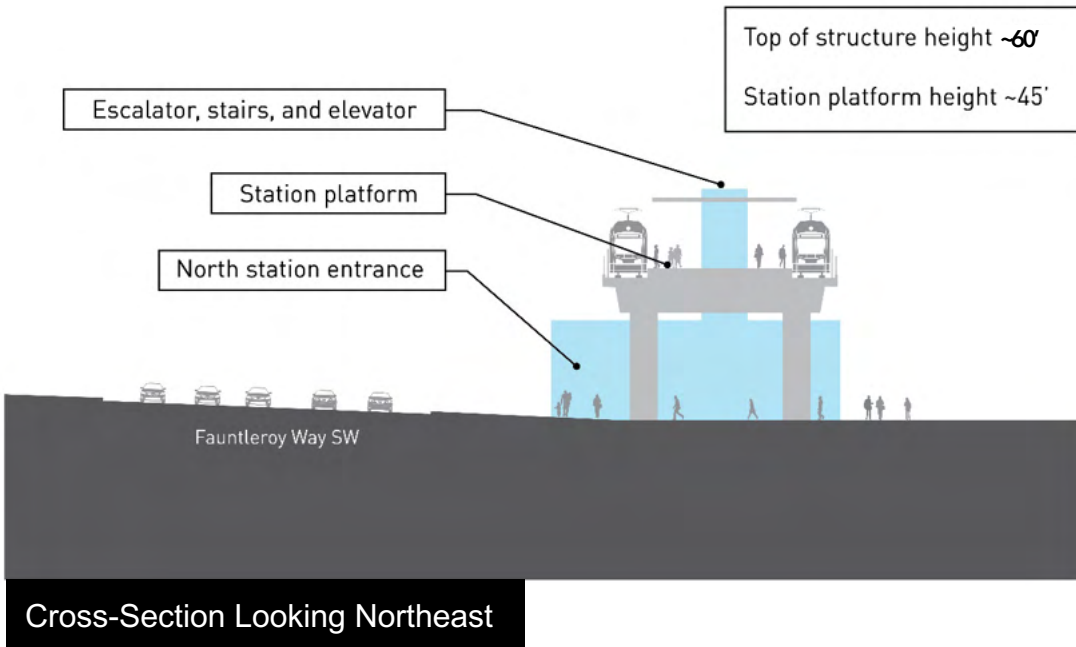


Elevated Fauntleroy Way Station



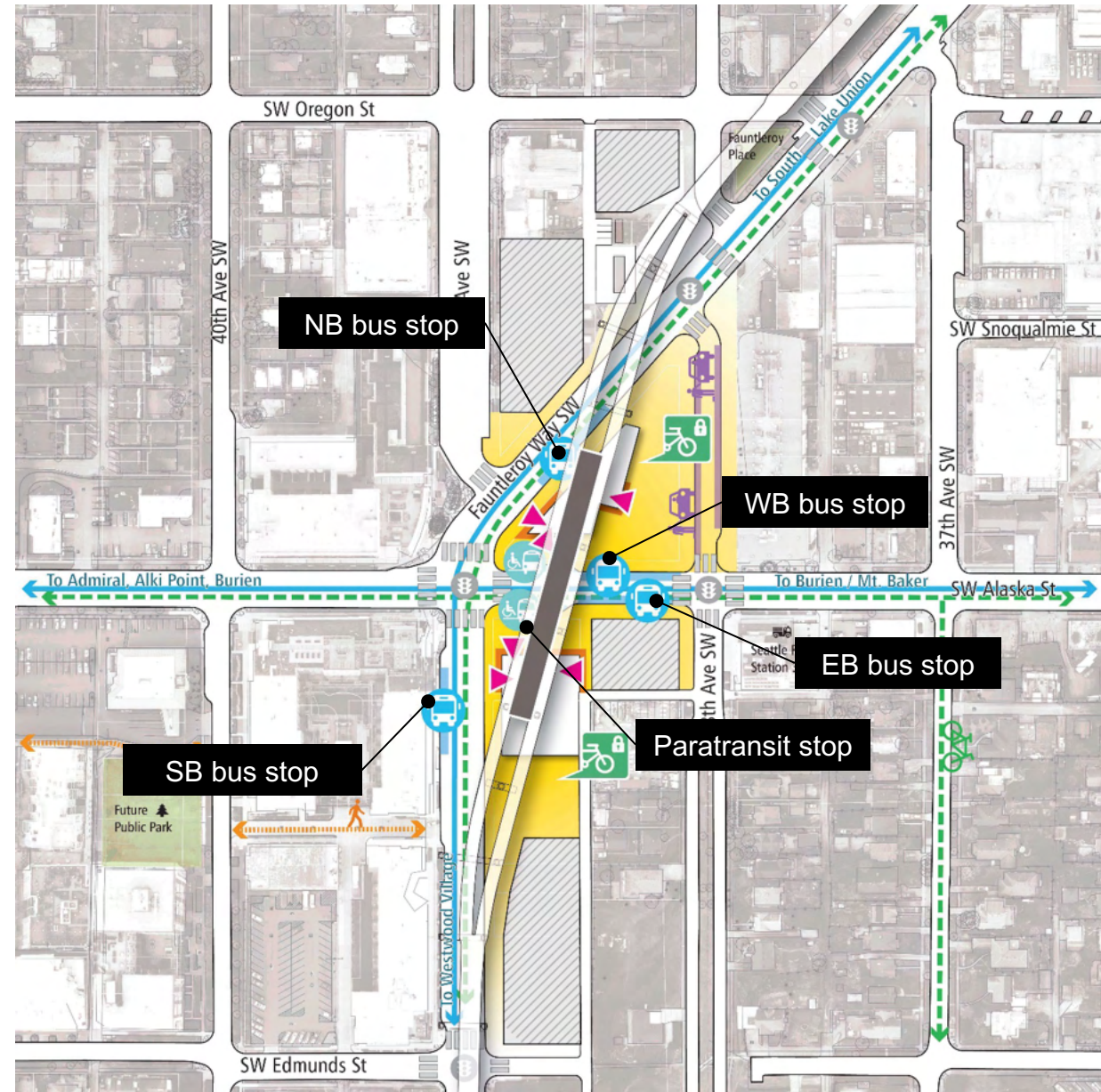
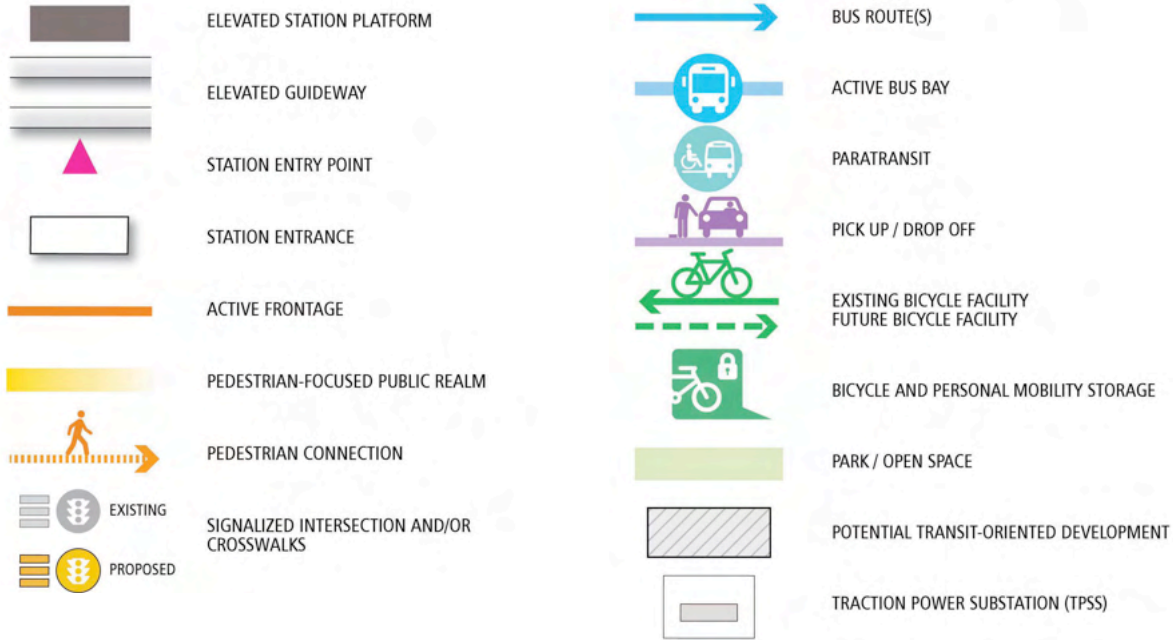
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Elevated Fauntleroy Way Station



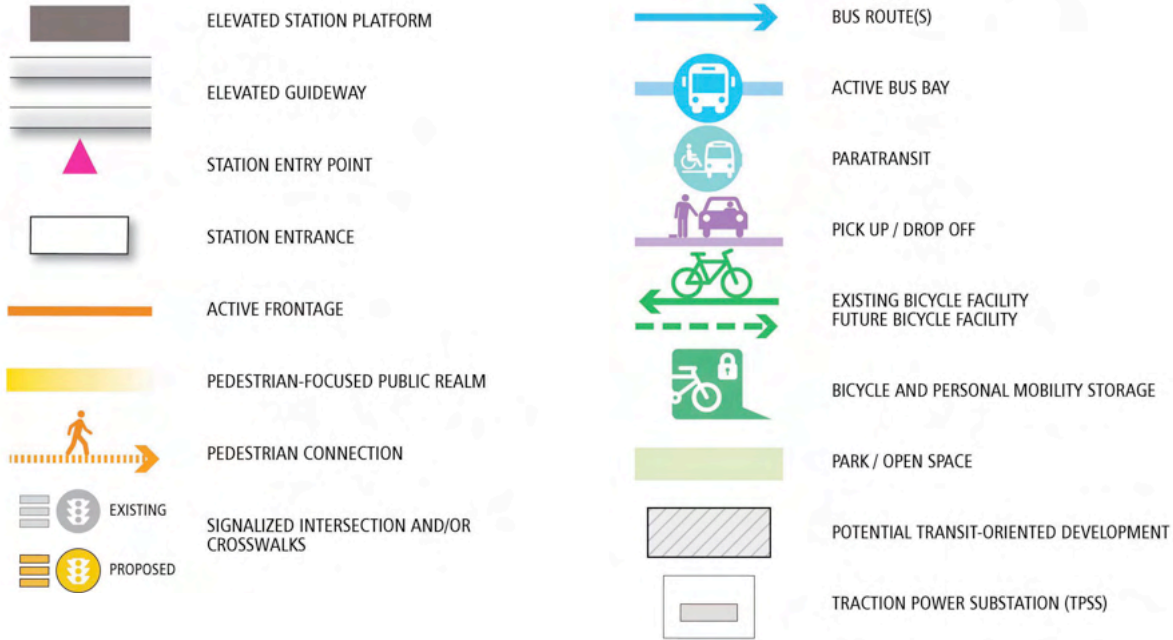
Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.

Elevated Fauntleroy Way Station

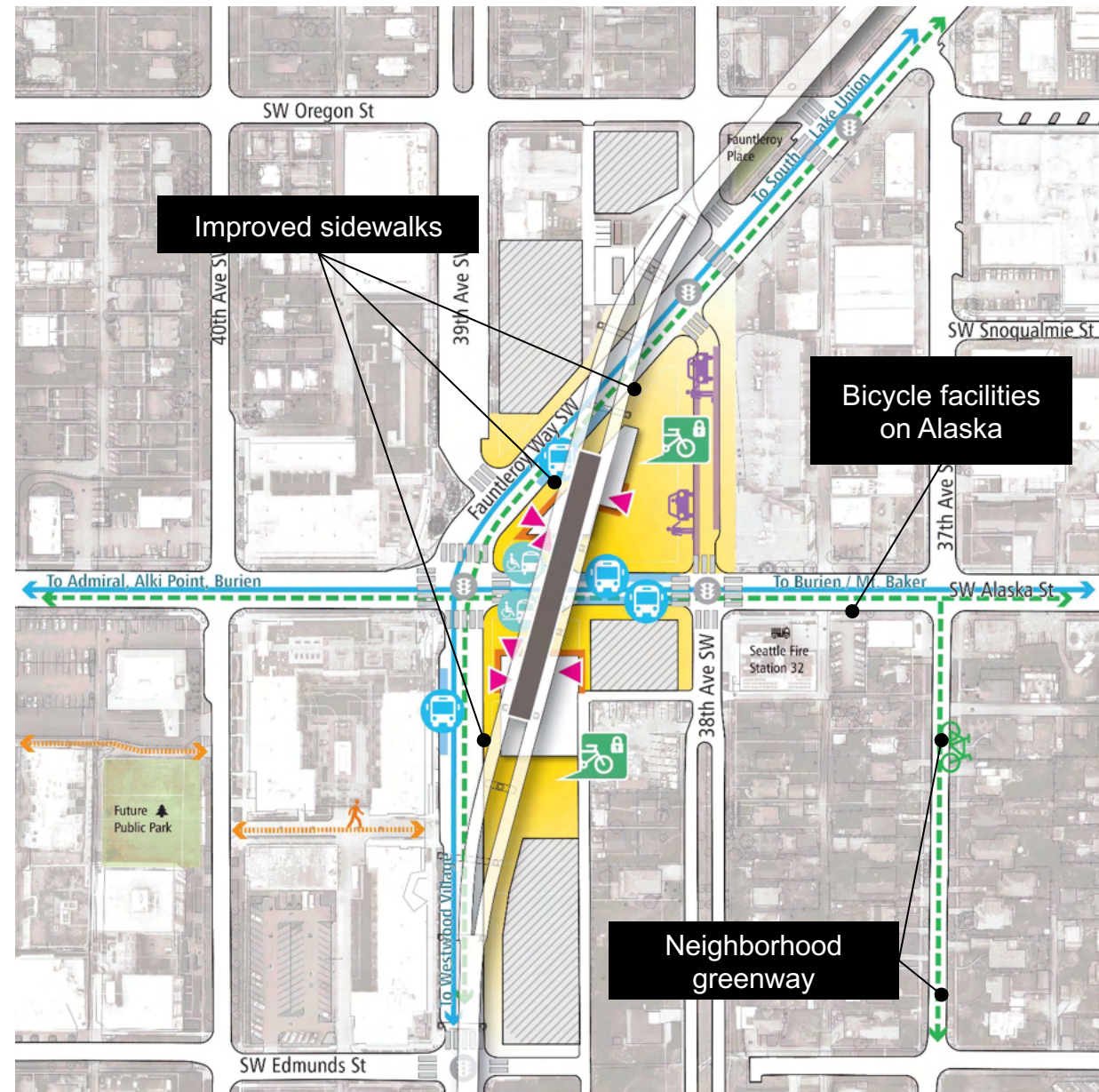


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

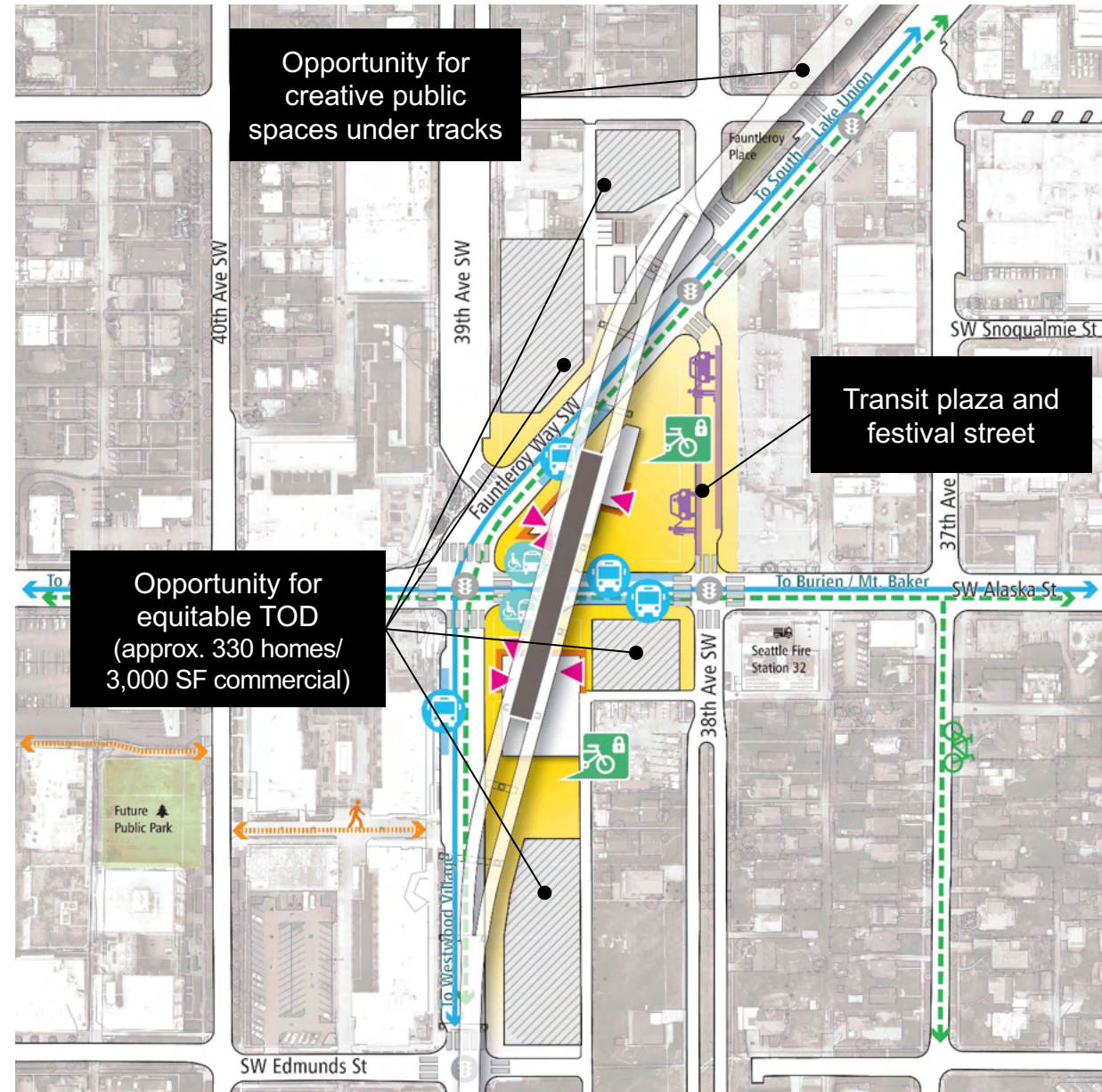
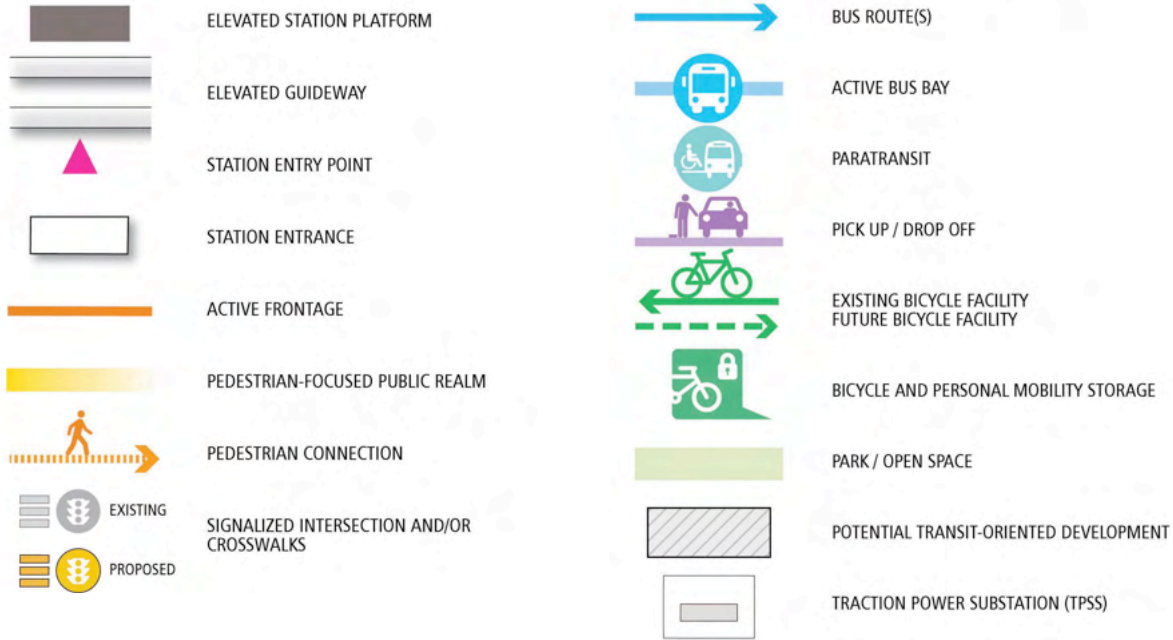
Elevated Fauntleroy Way Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Elevated Fauntleroy Way Station

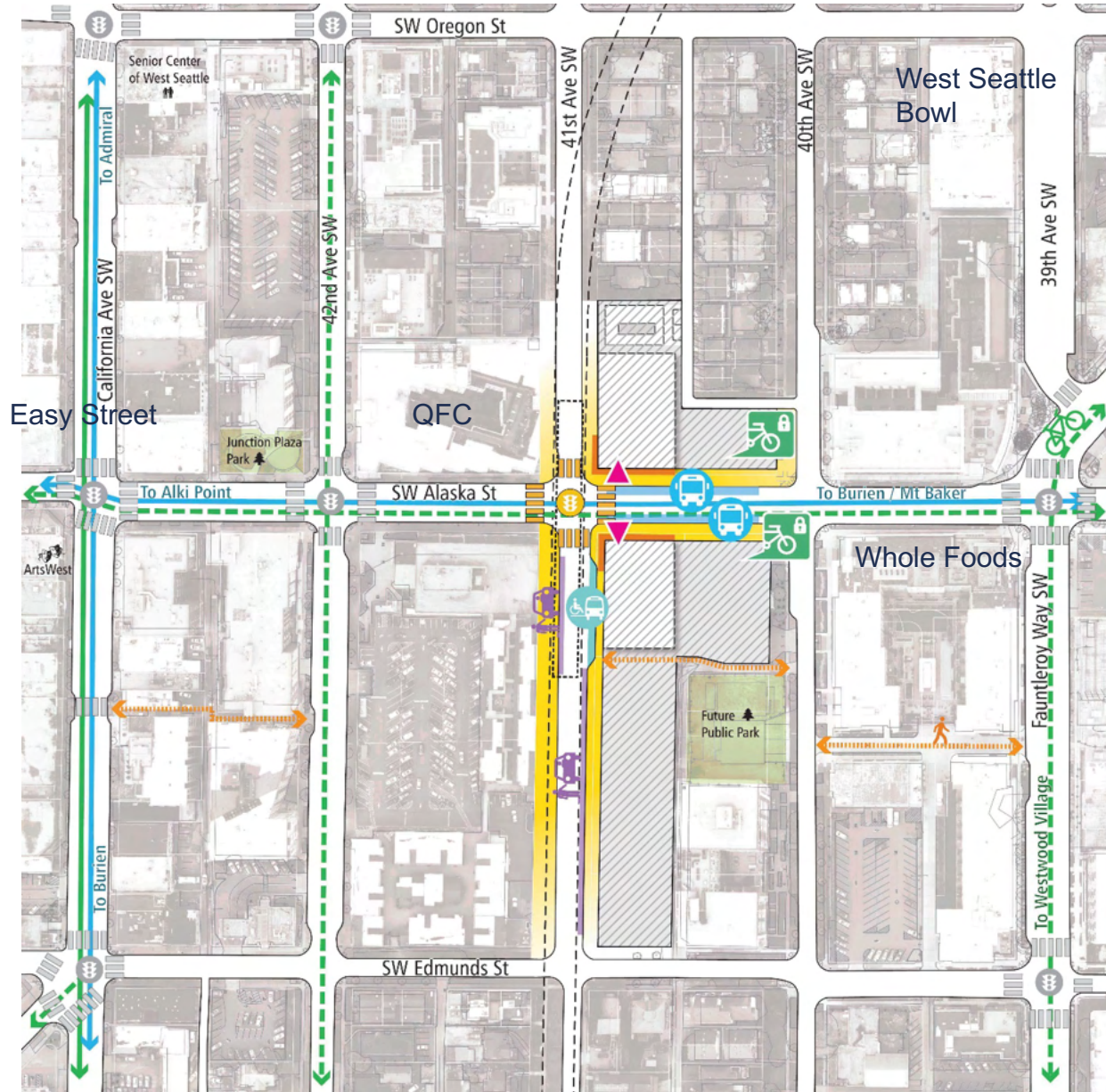
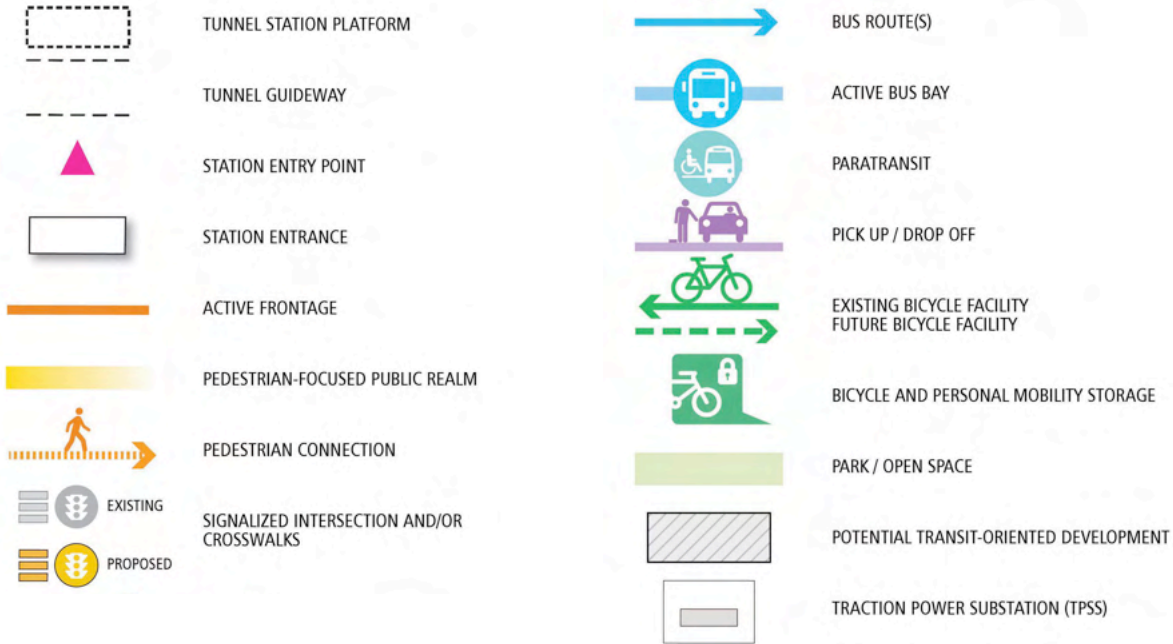


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



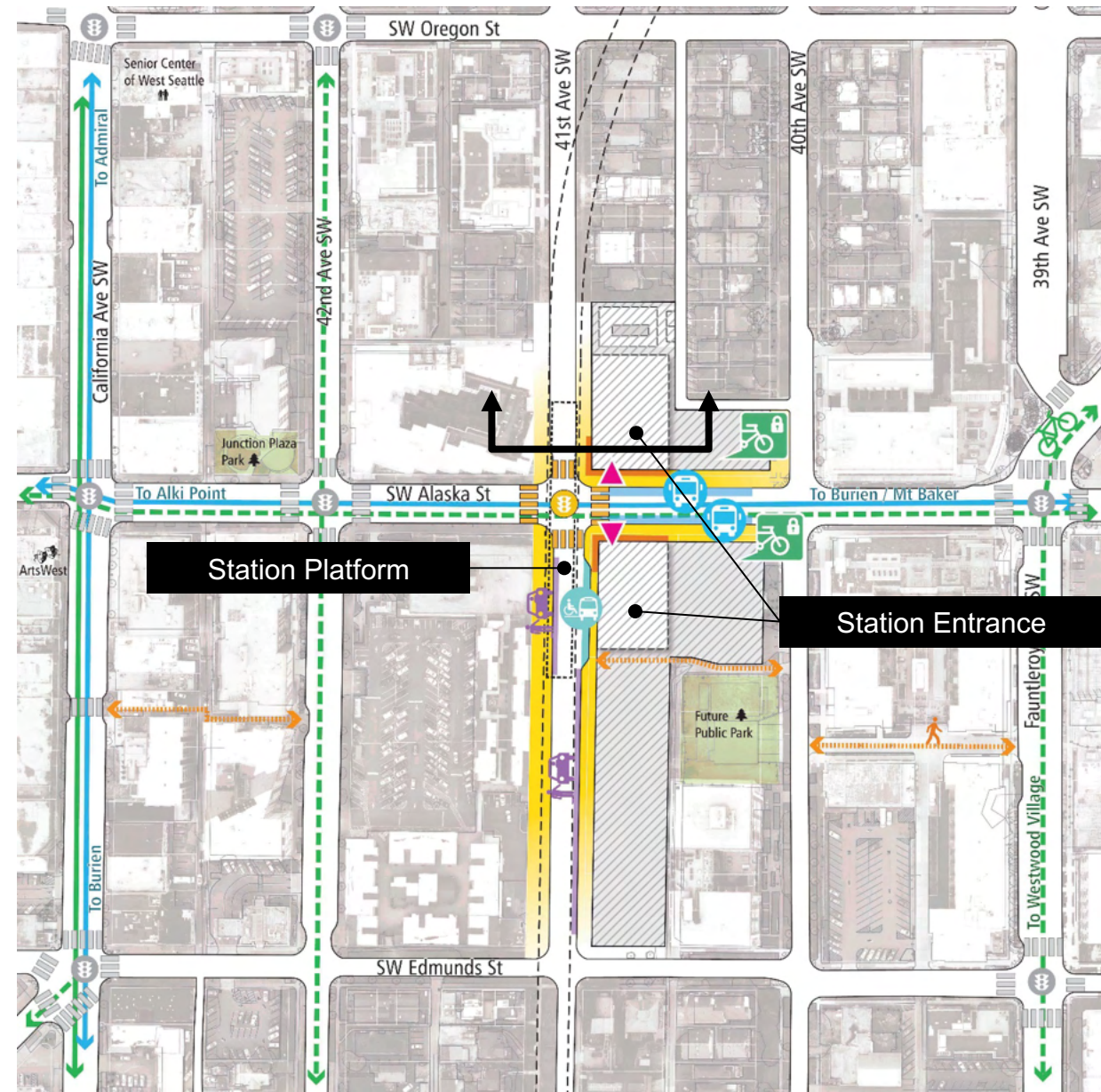
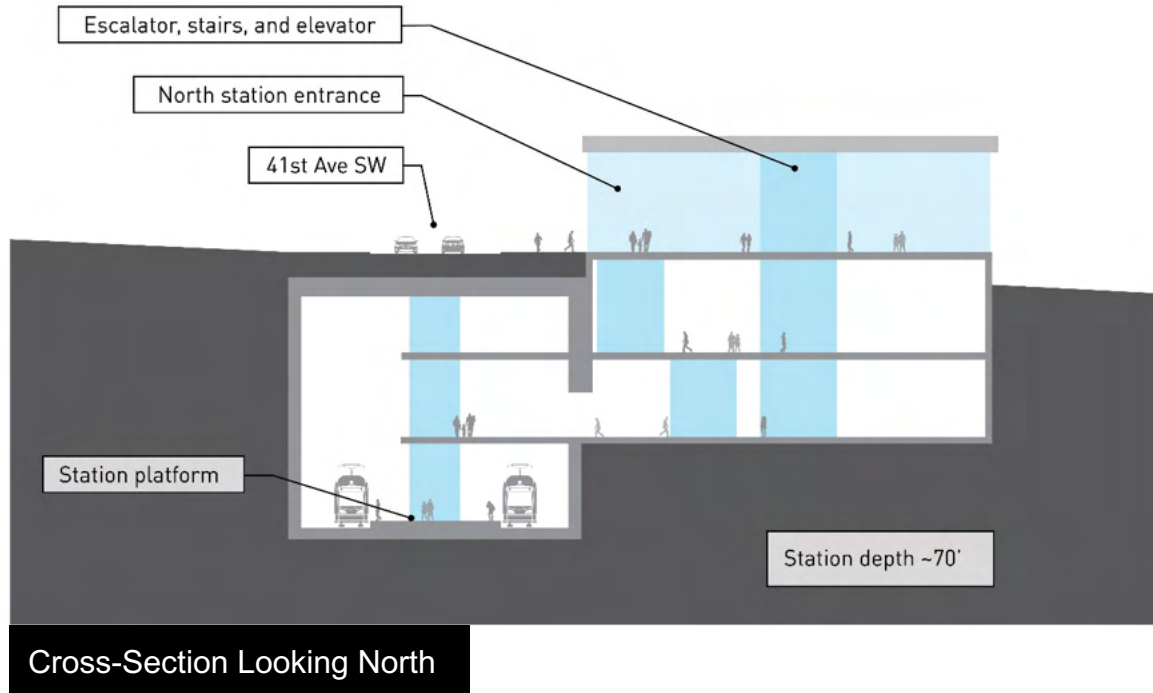
***Preferred alternatives with
third party funding***

Tunnel 41st Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

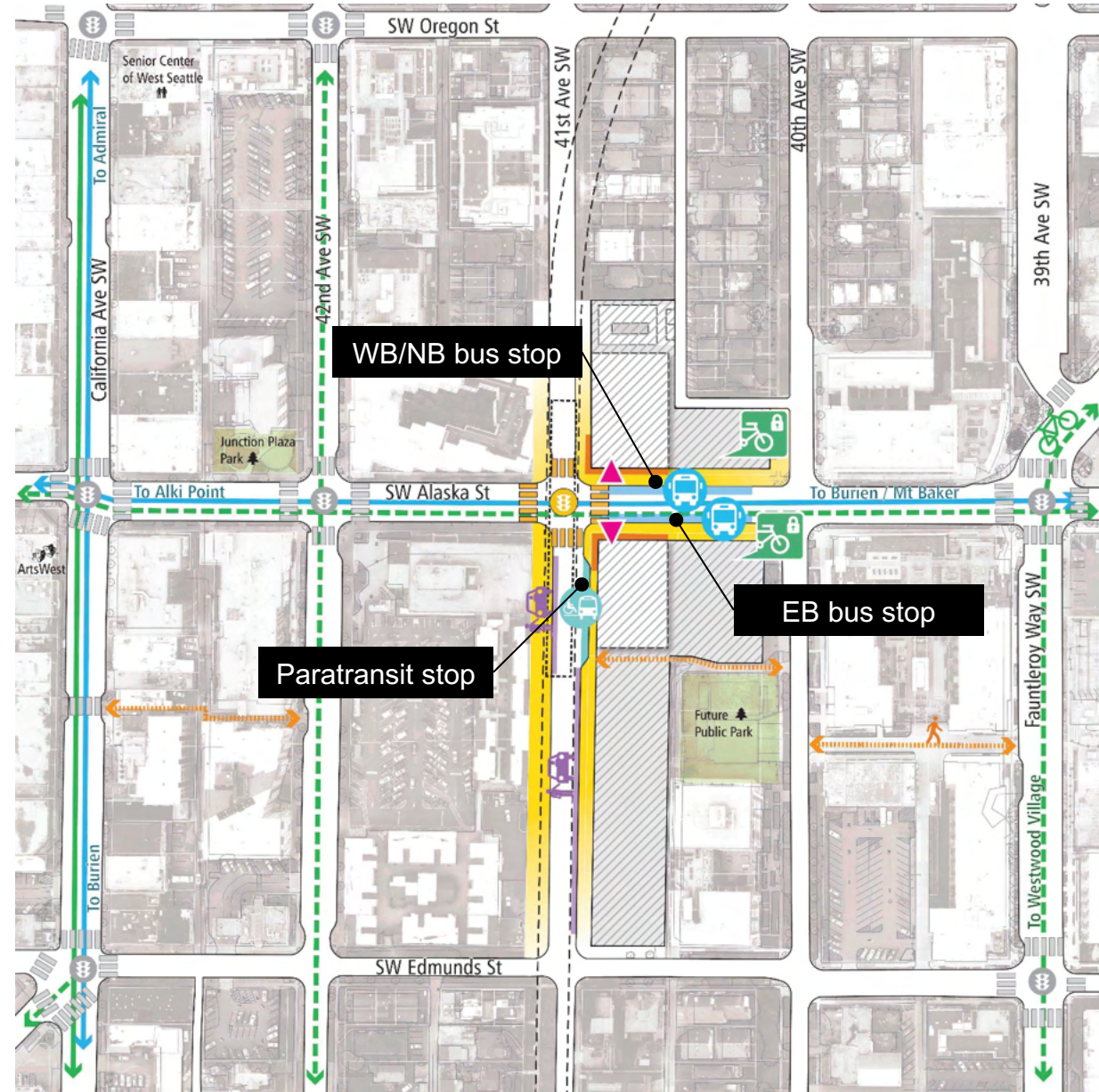
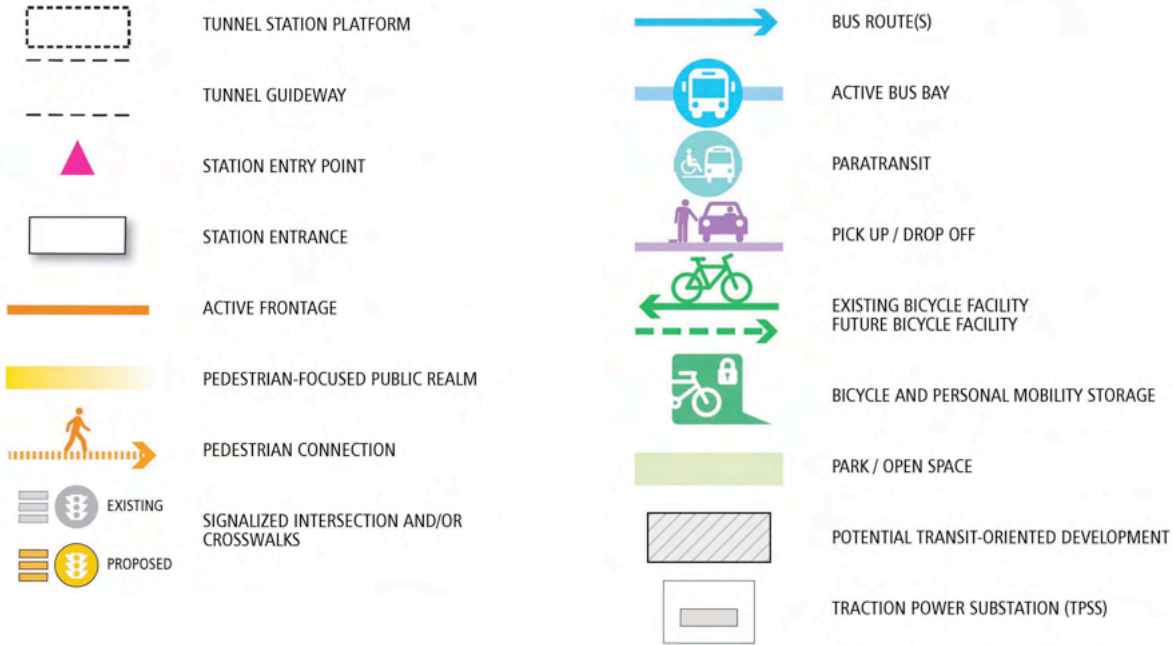
Tunnel 41st Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



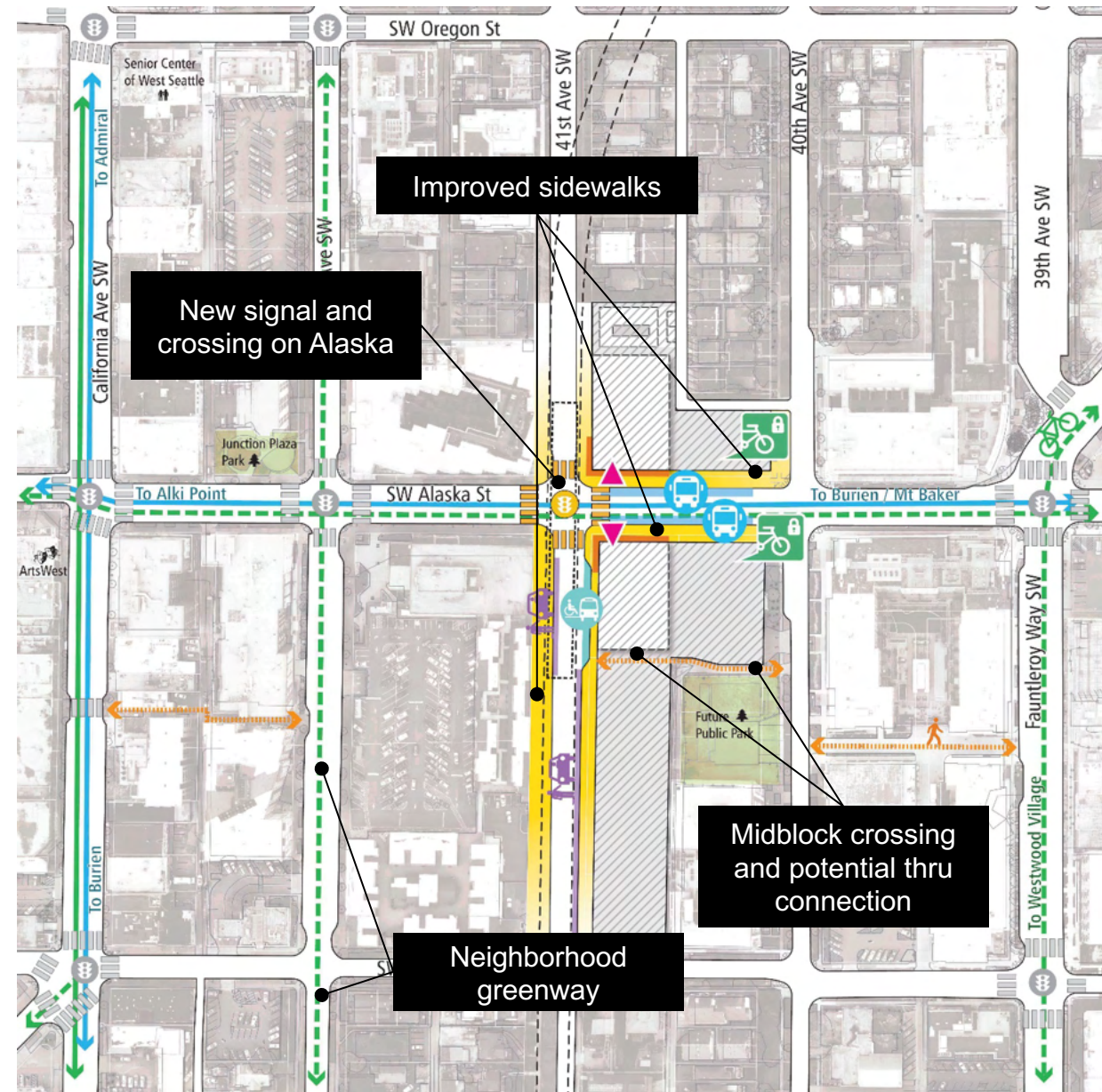
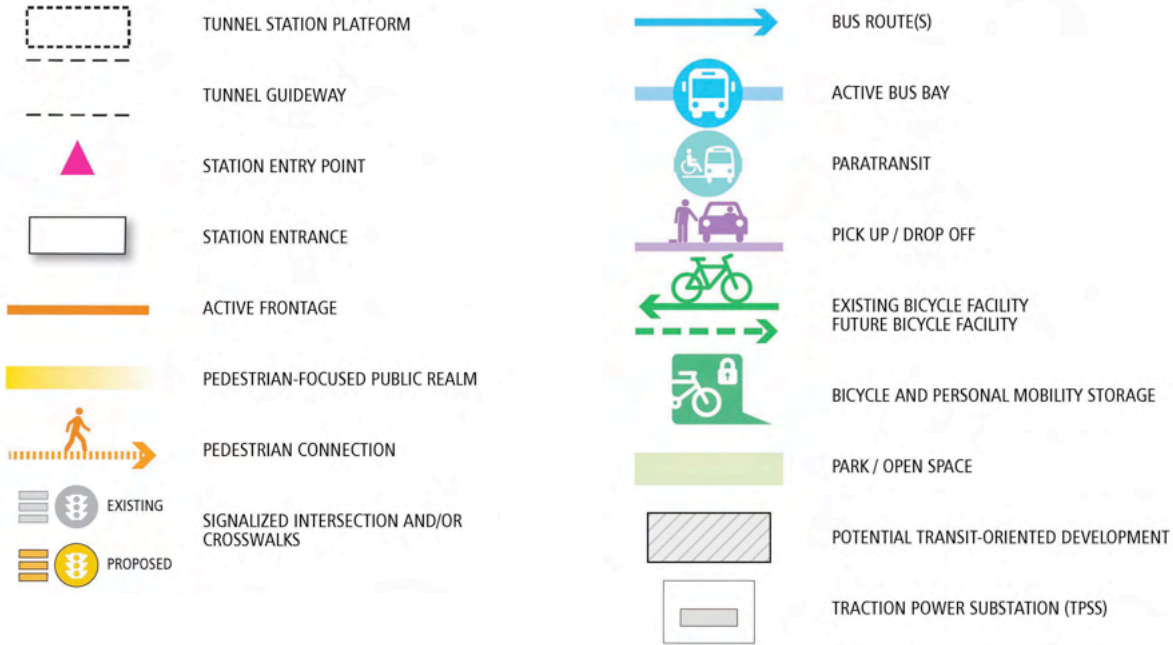
Tunnel 41st Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



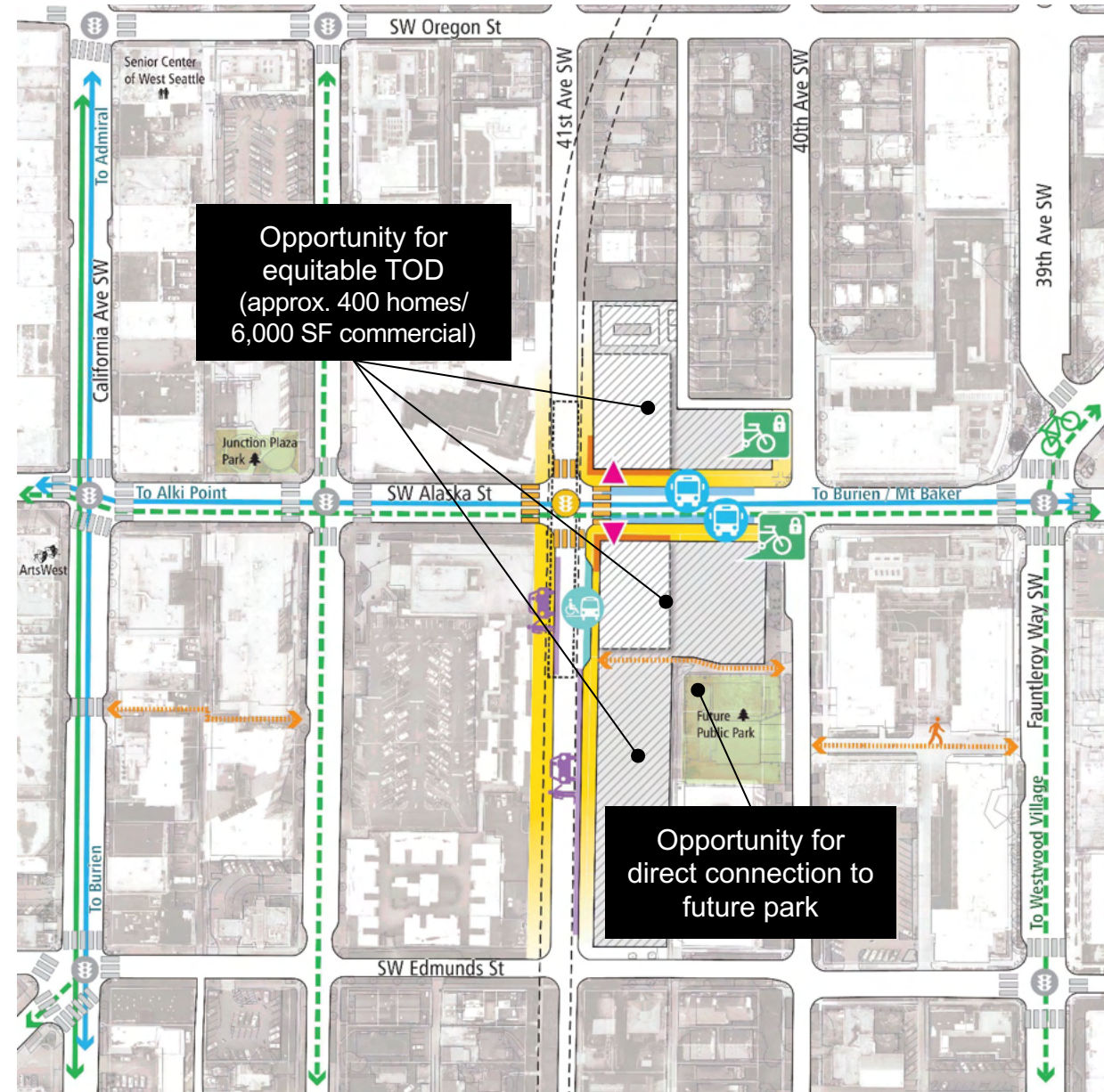
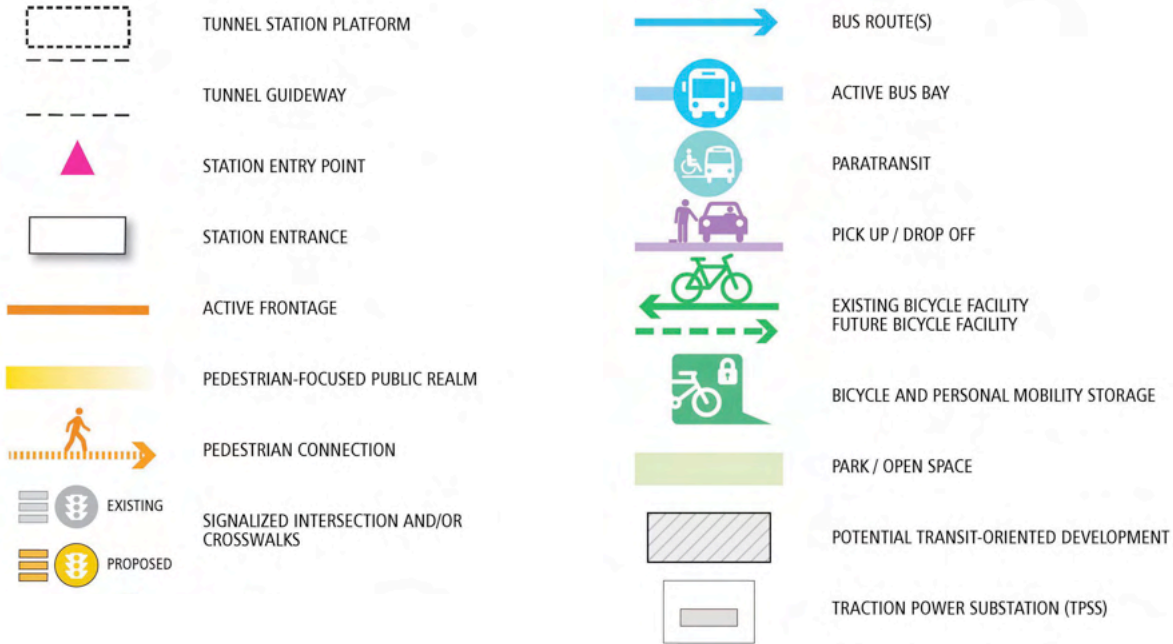
Tunnel 41st Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



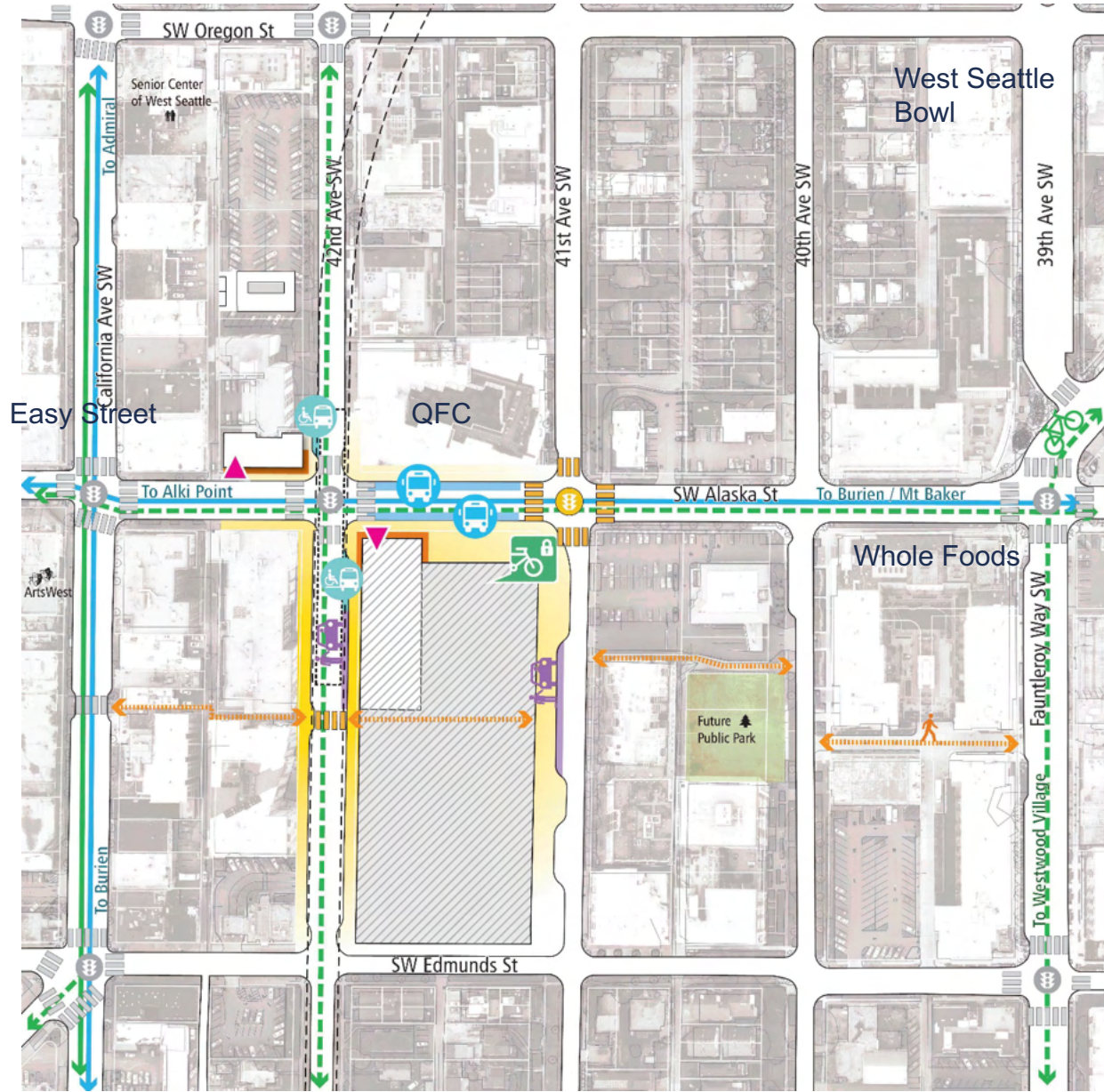
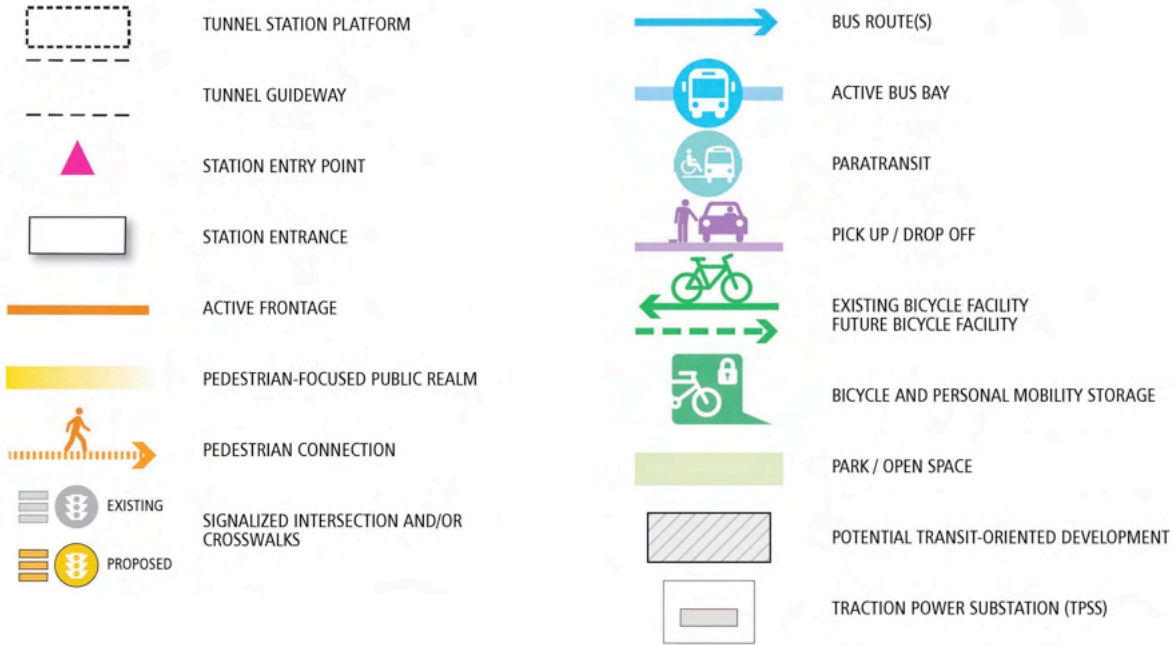
Tunnel 41st Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

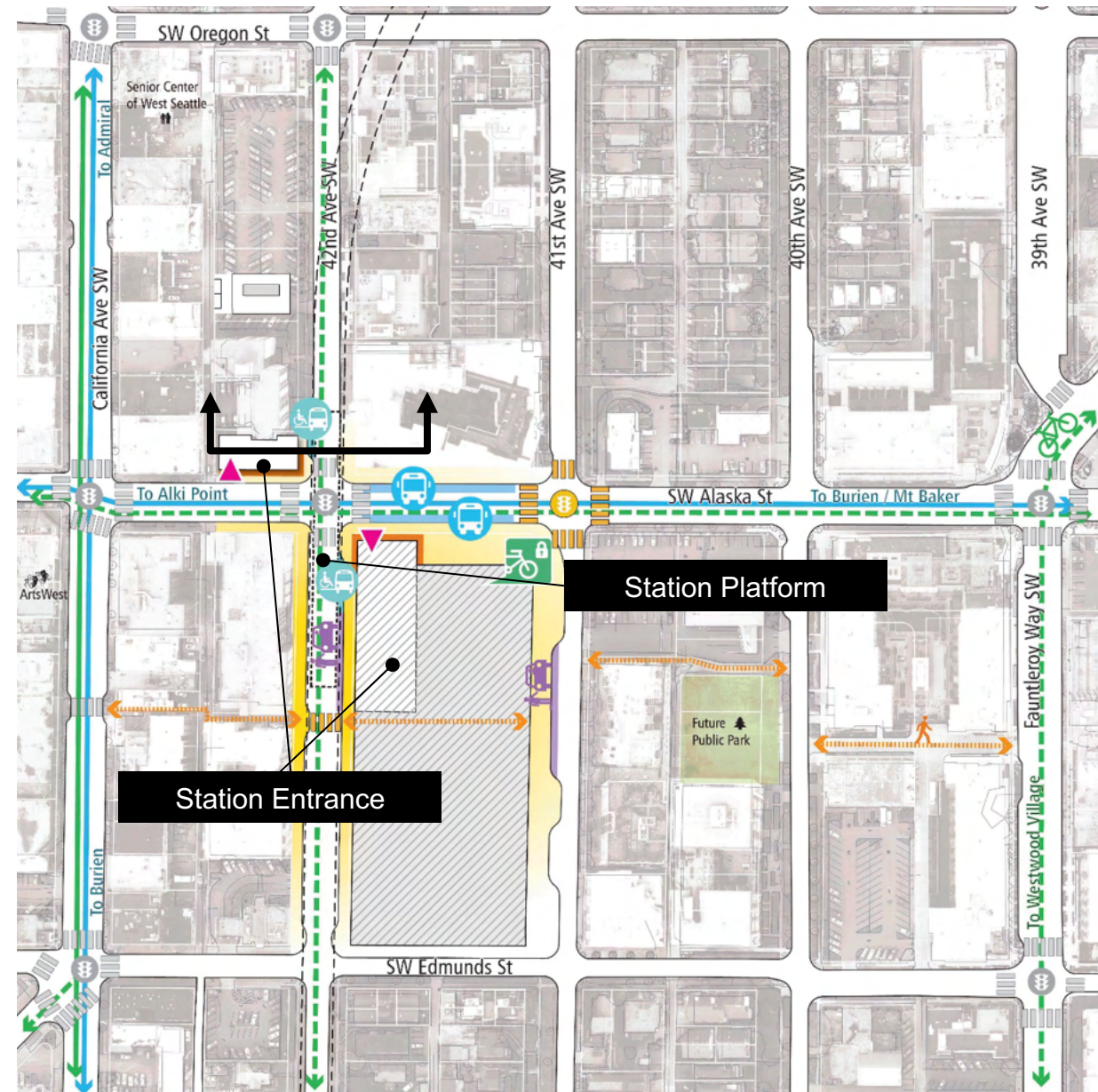
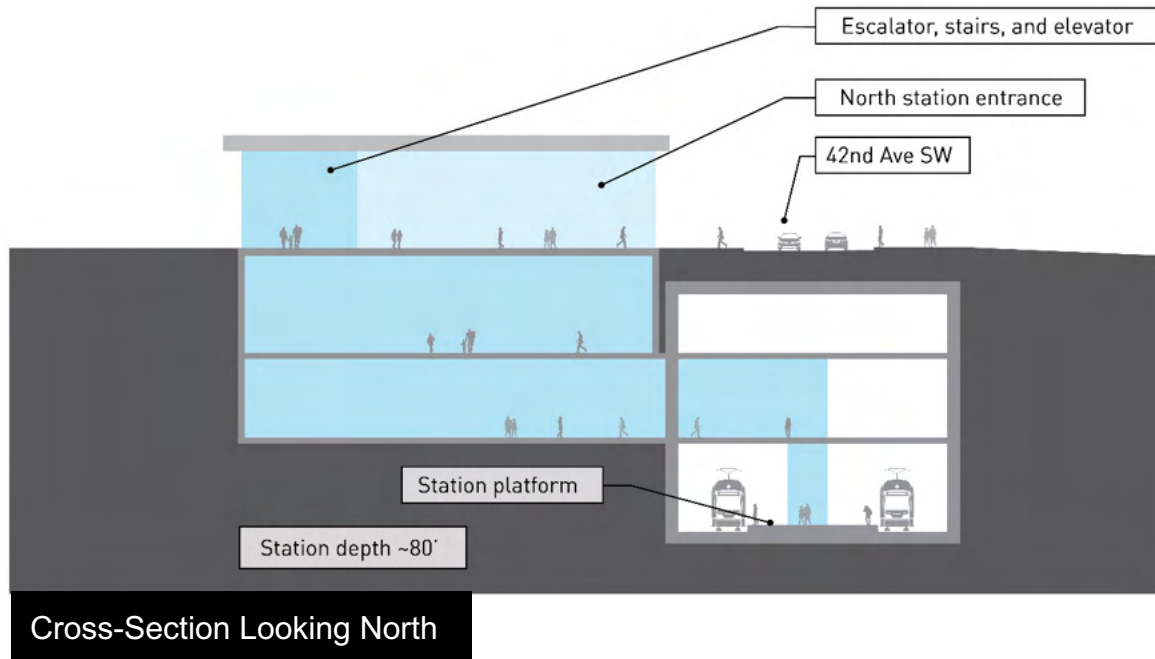


Tunnel 42nd Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

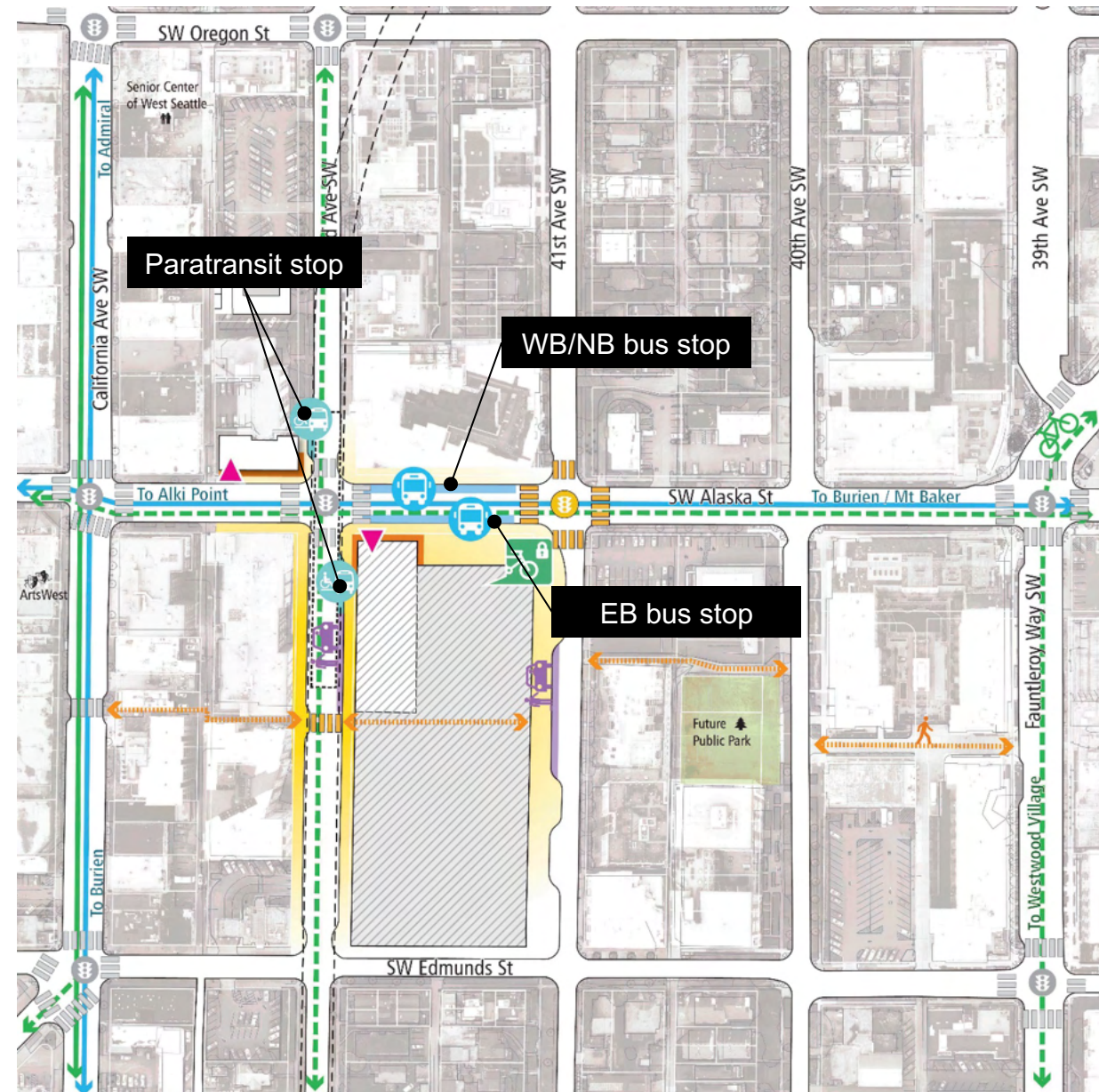
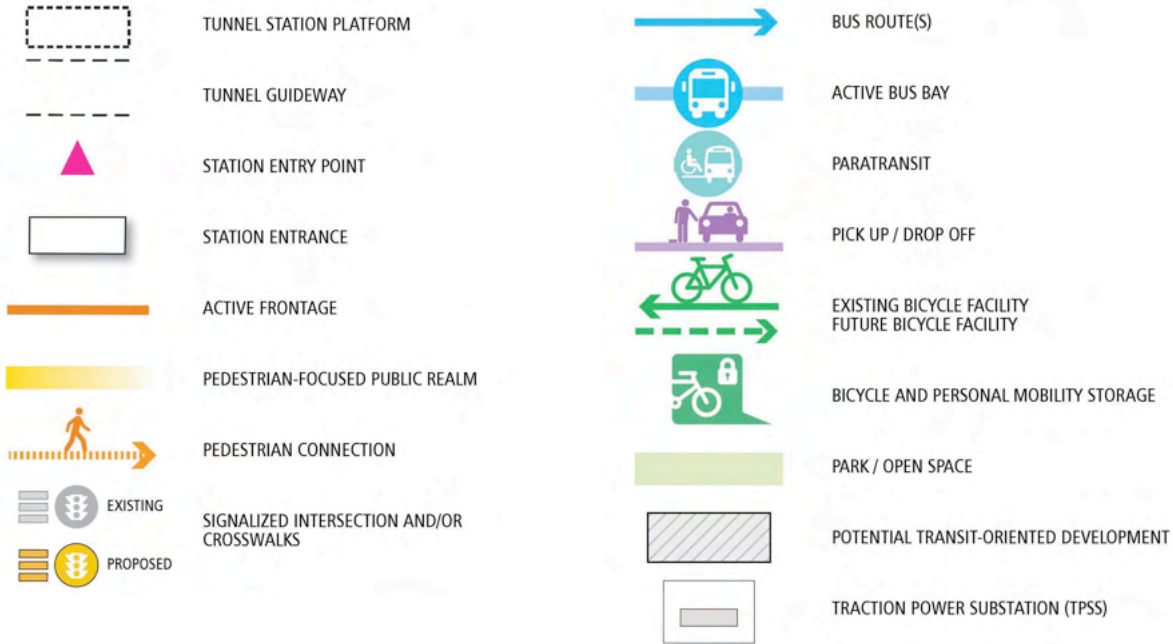
Tunnel 42nd Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

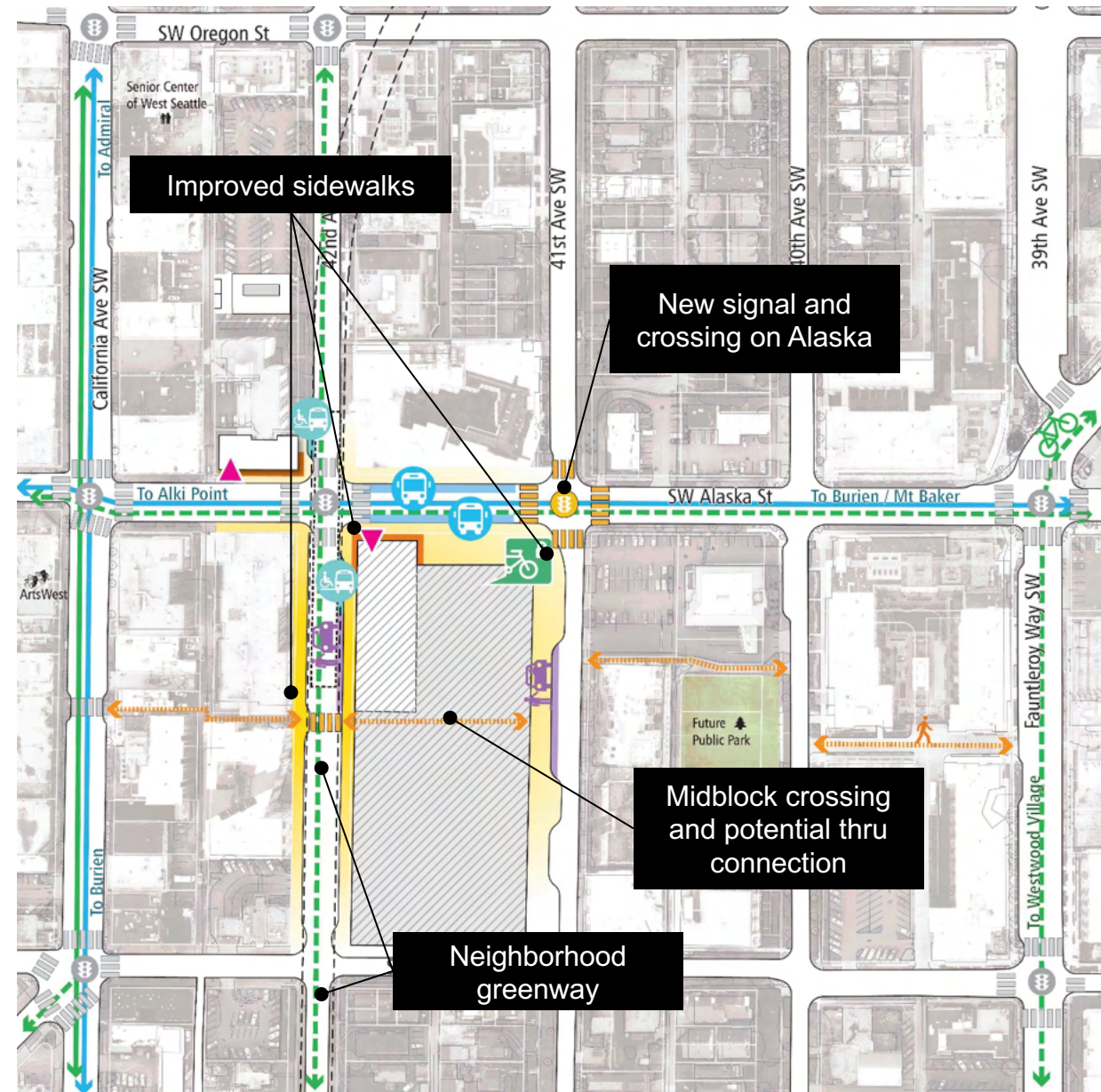
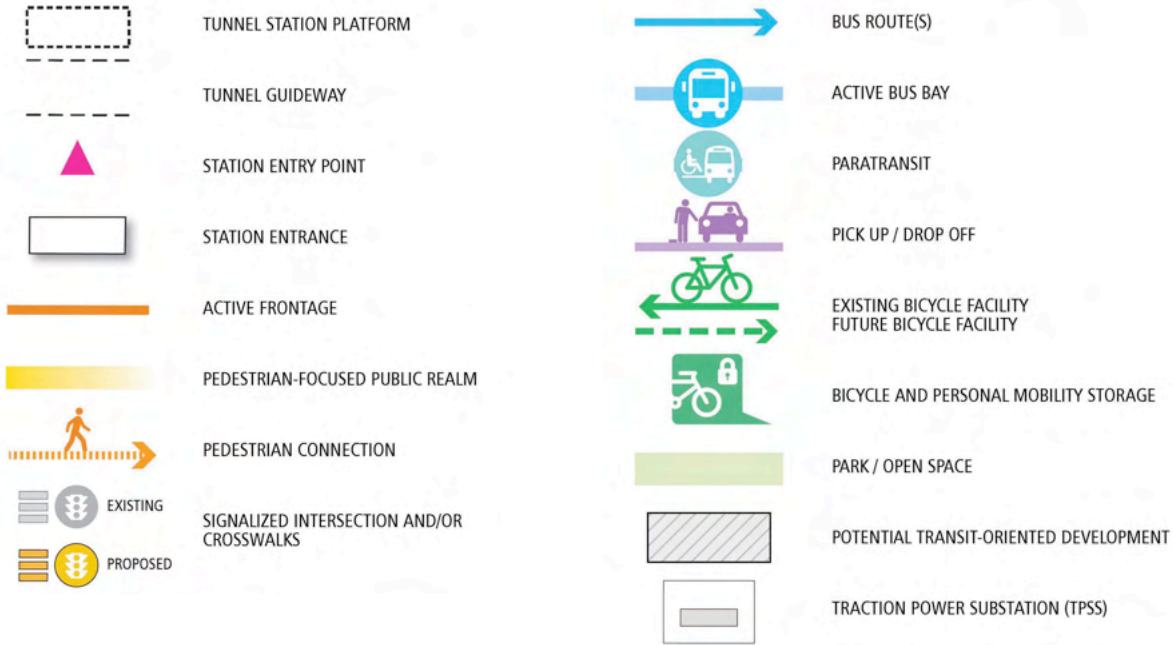


Tunnel 42nd Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

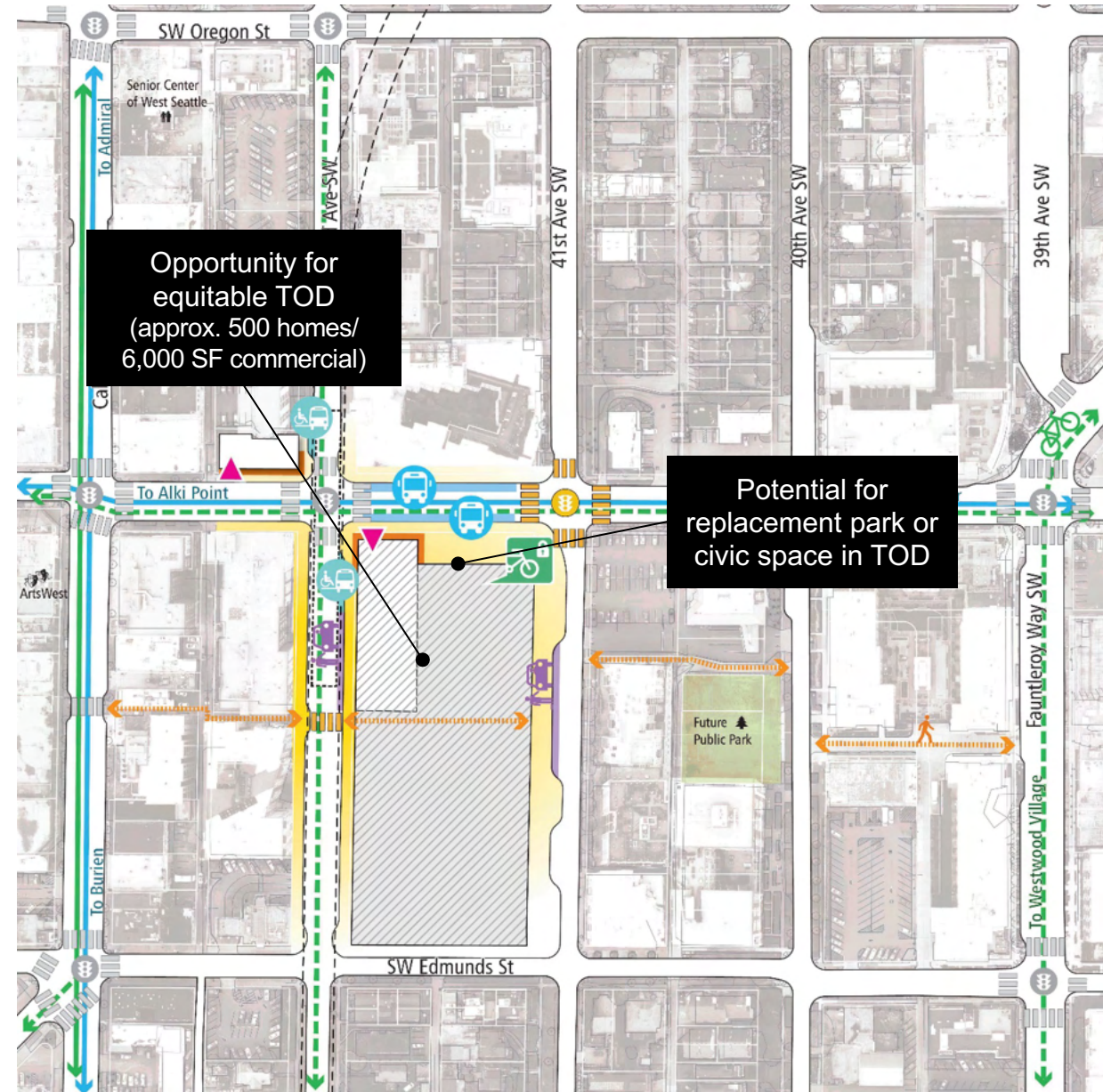
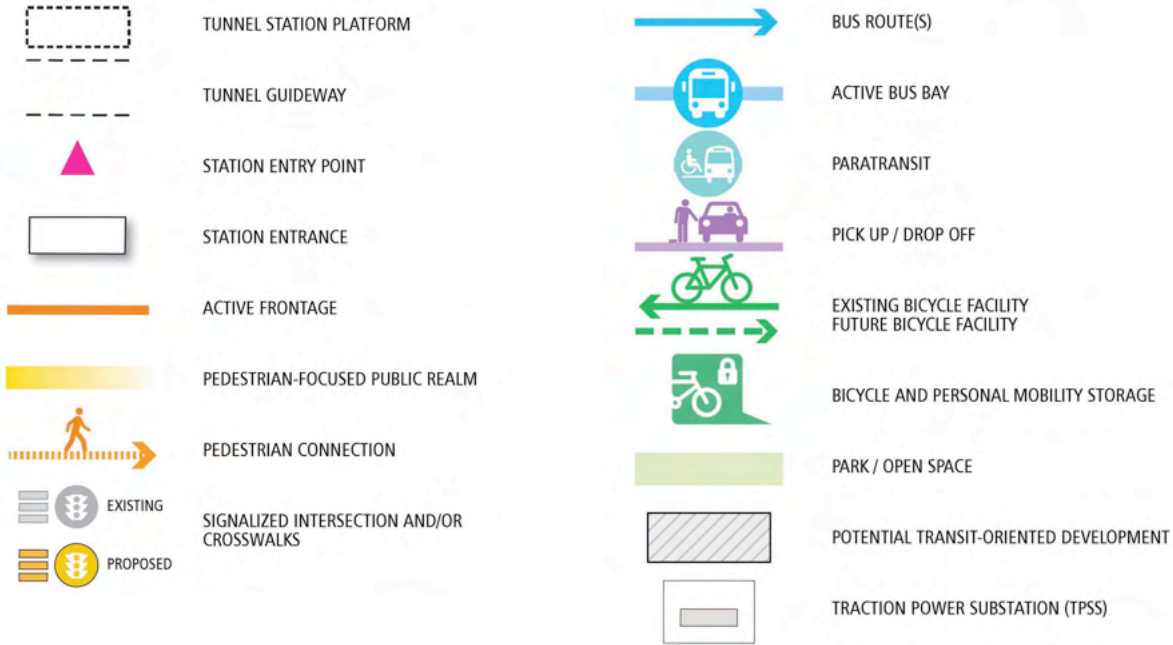
Tunnel 42nd Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Tunnel 42nd Ave Station

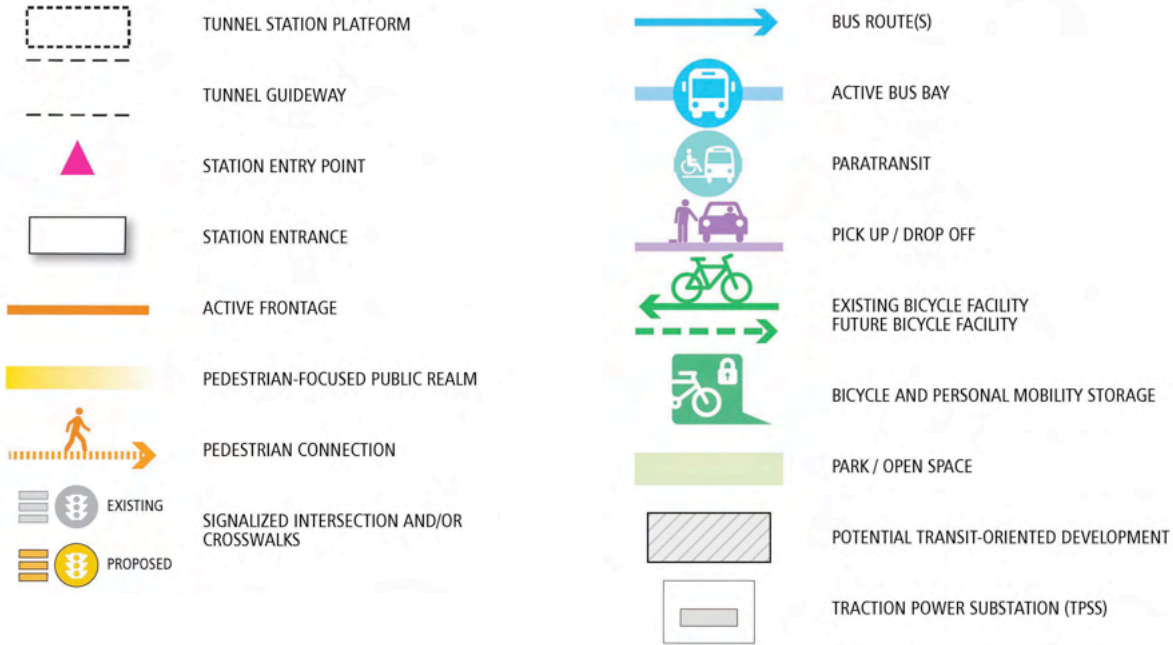


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



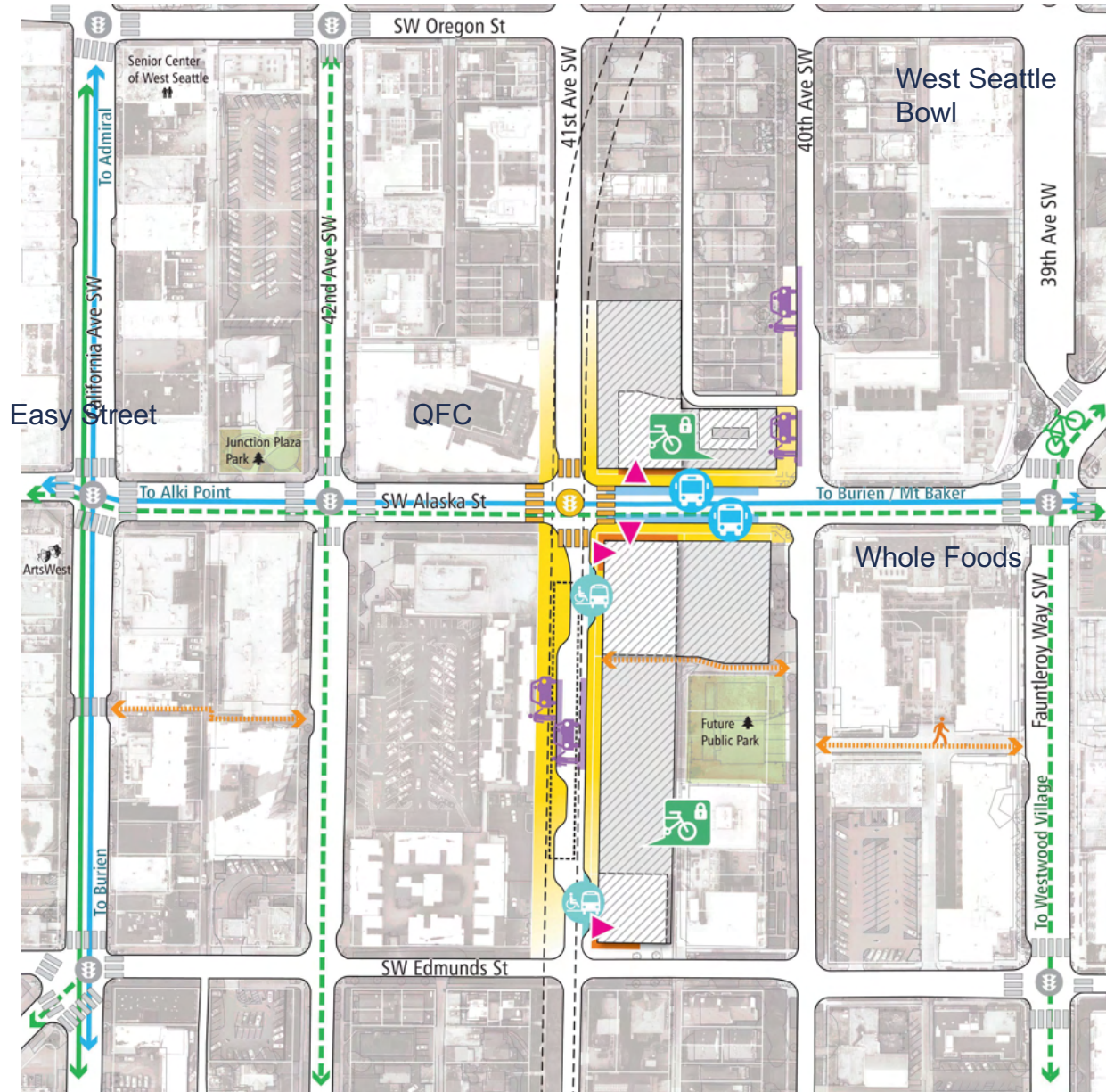
Other Draft EIS alternatives

Short Tunnel 41st Ave Station

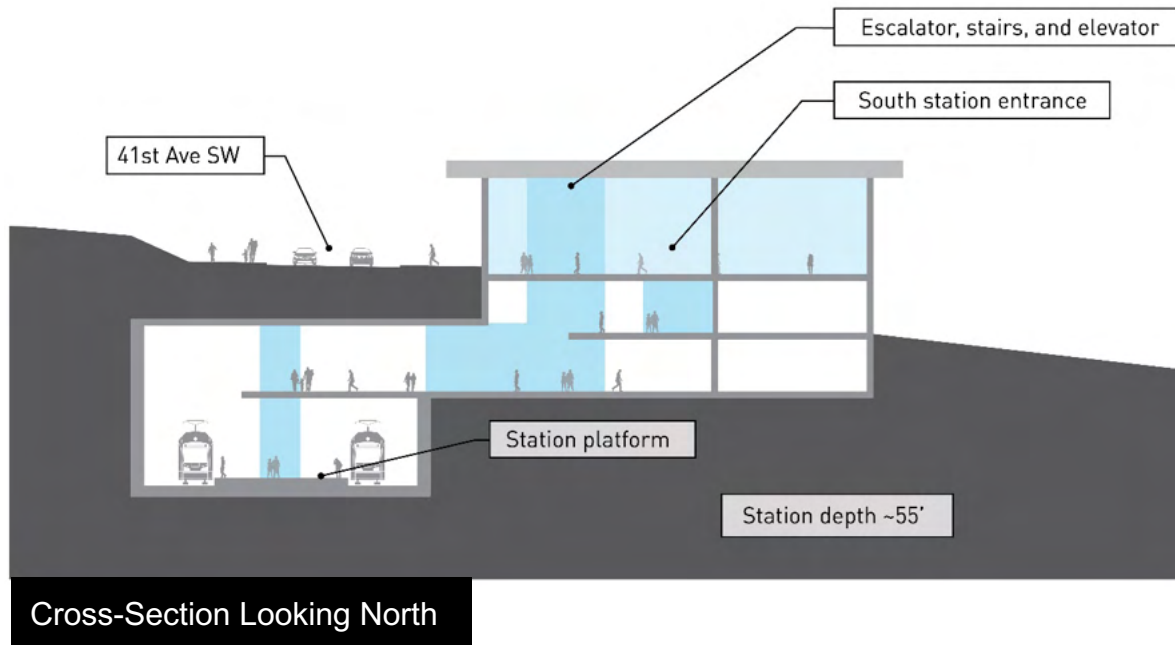


NOTE: This alternative has similar transit integration, walk/roll/bike, and TOD opportunities as the Preferred Alternative with Third Party Funding Tunnel 41st Ave Station (WSJ-3a)

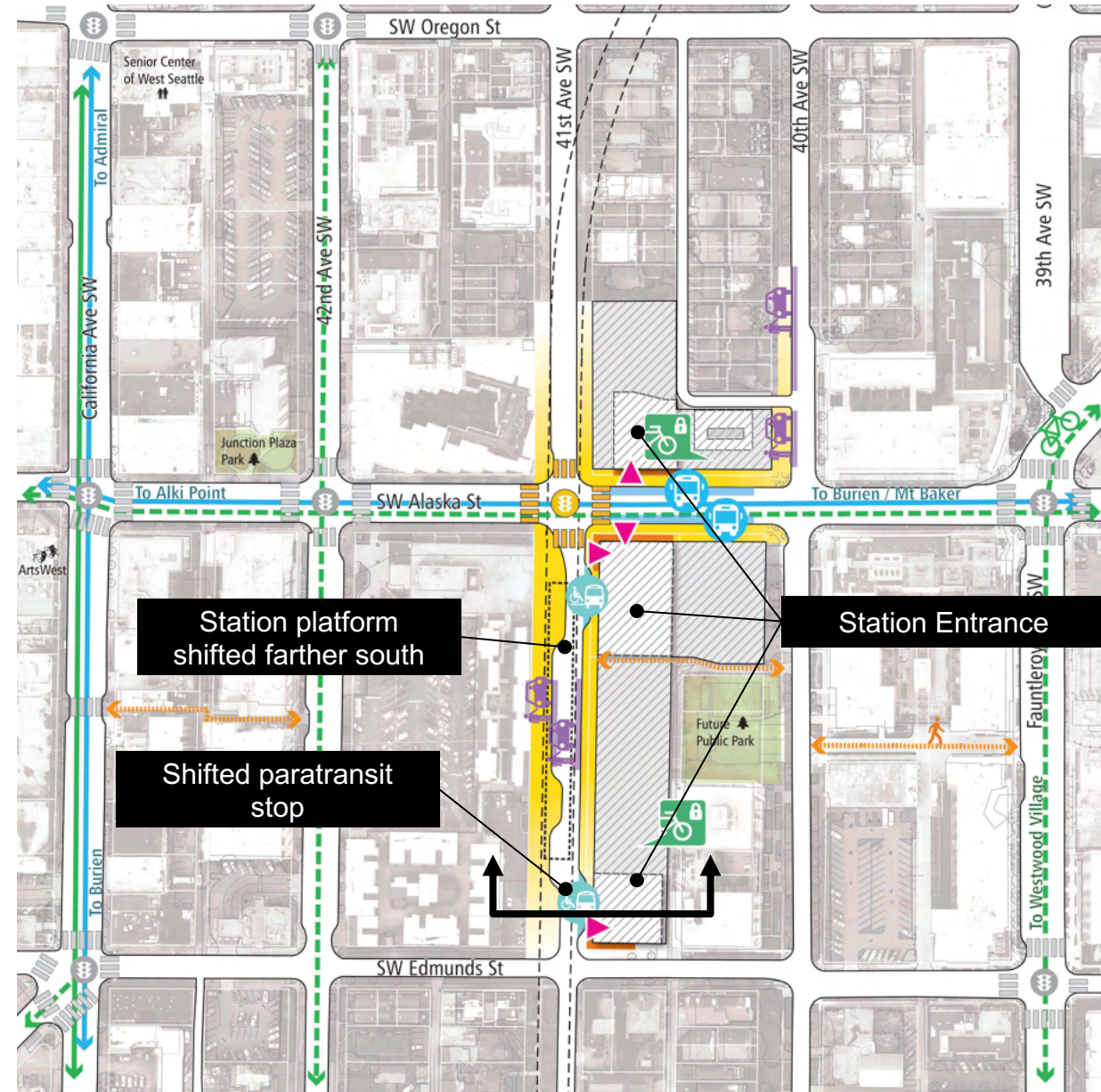
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



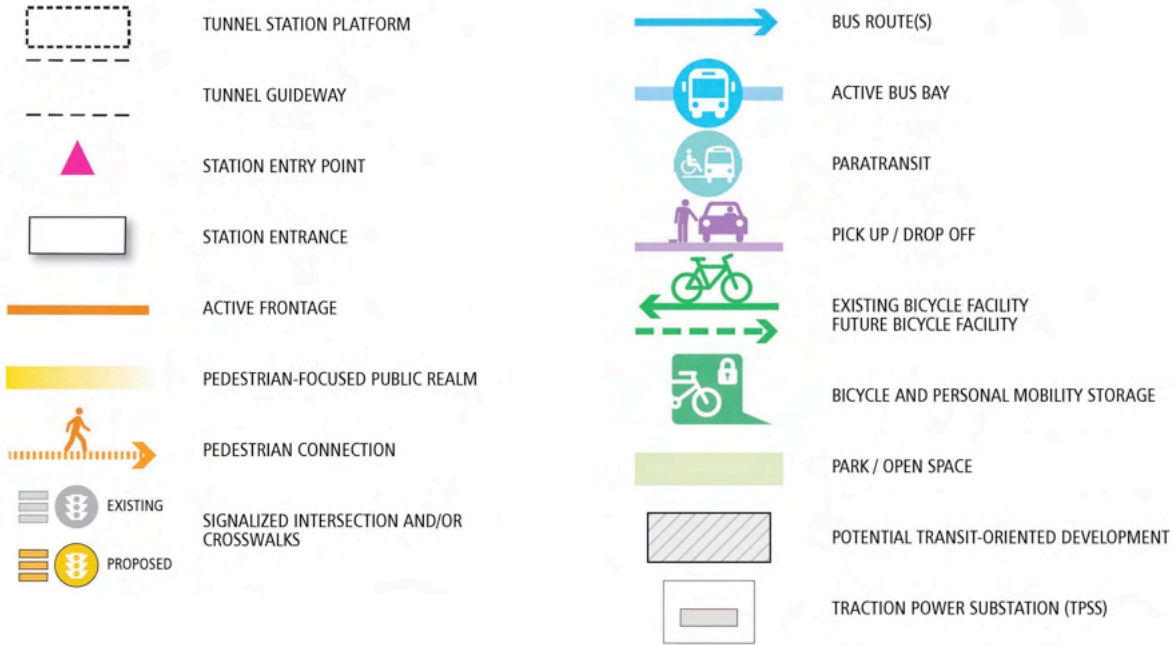
Short Tunnel 41st Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

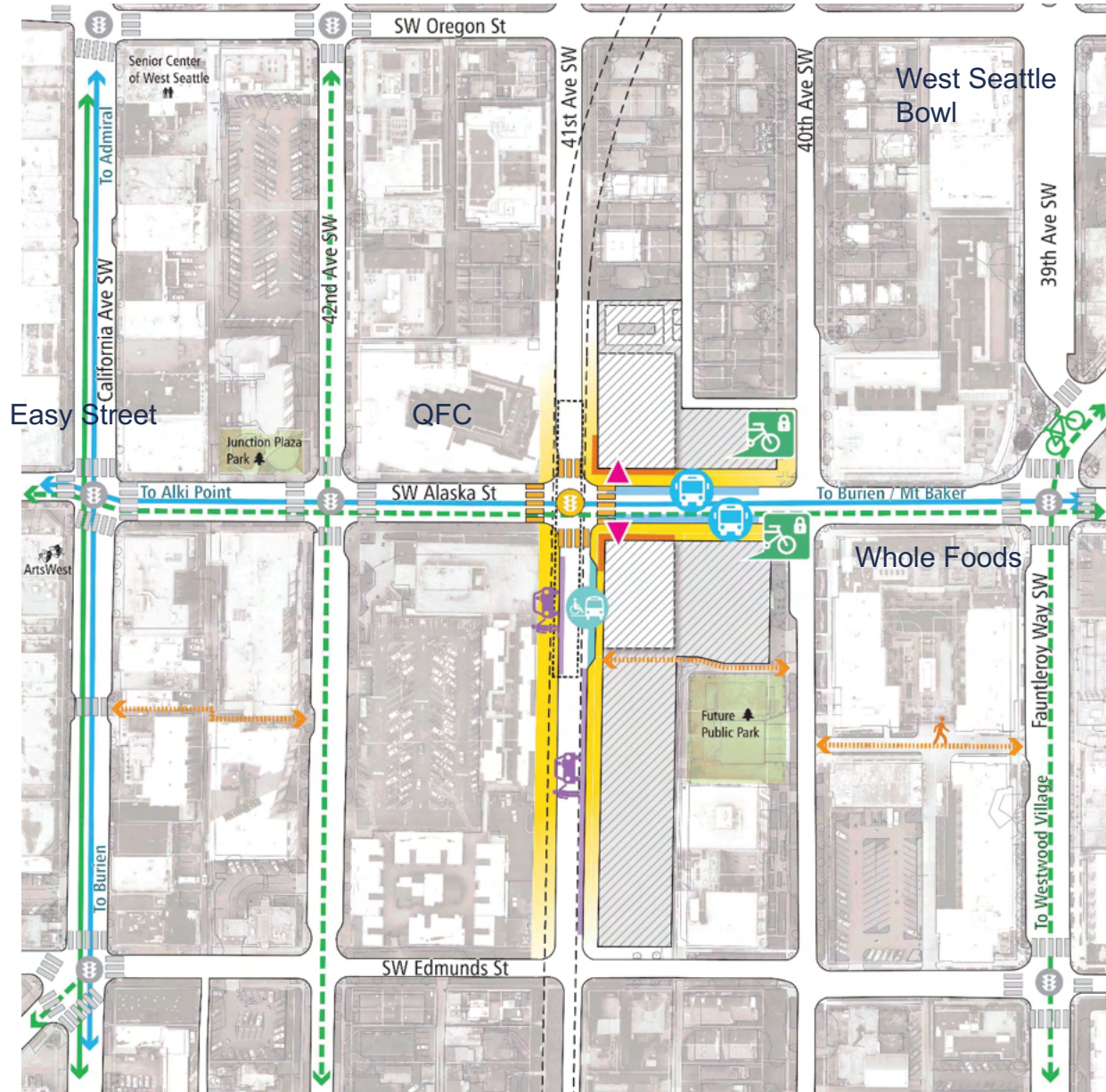


Medium Tunnel 41st Ave Station

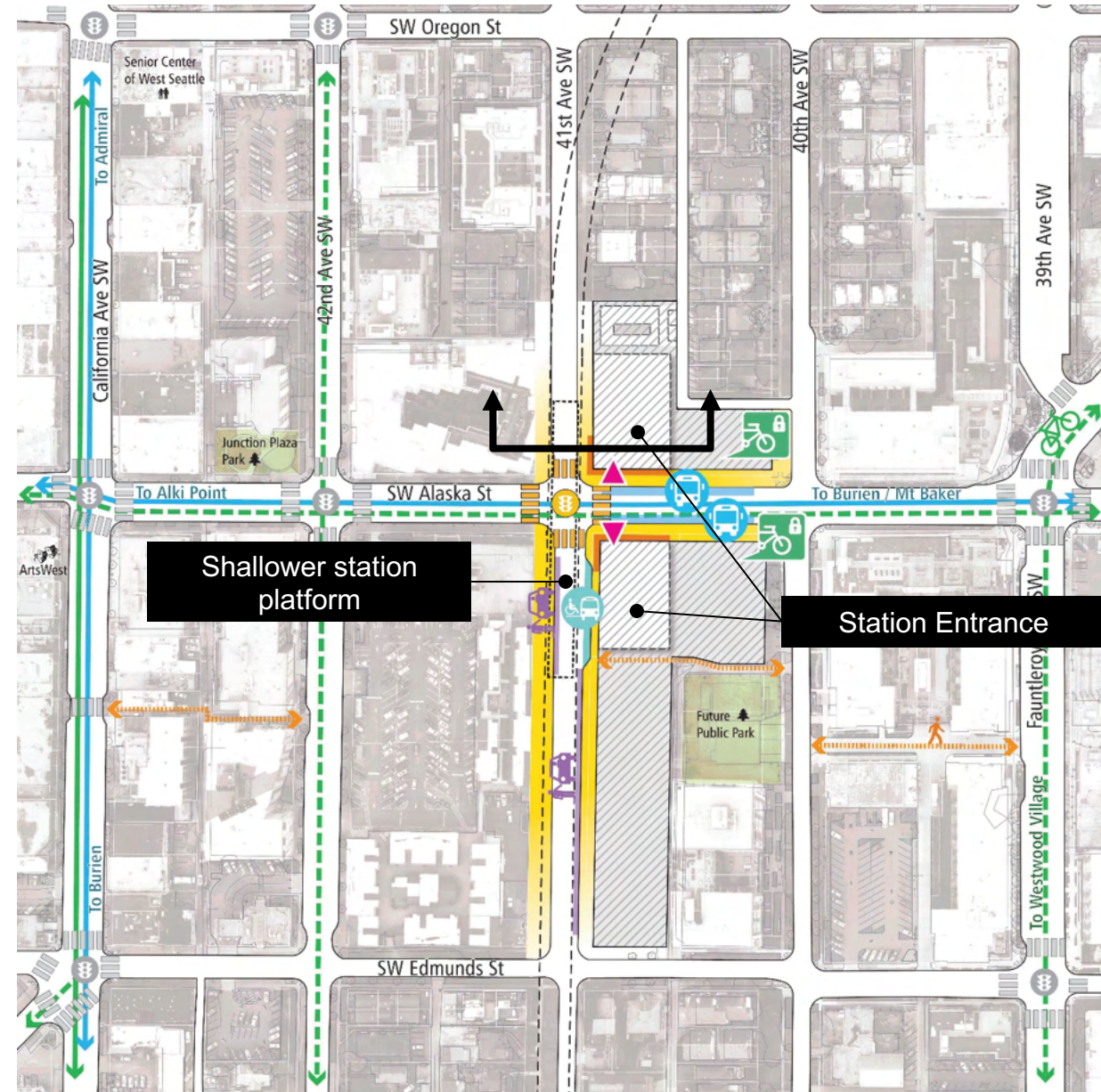
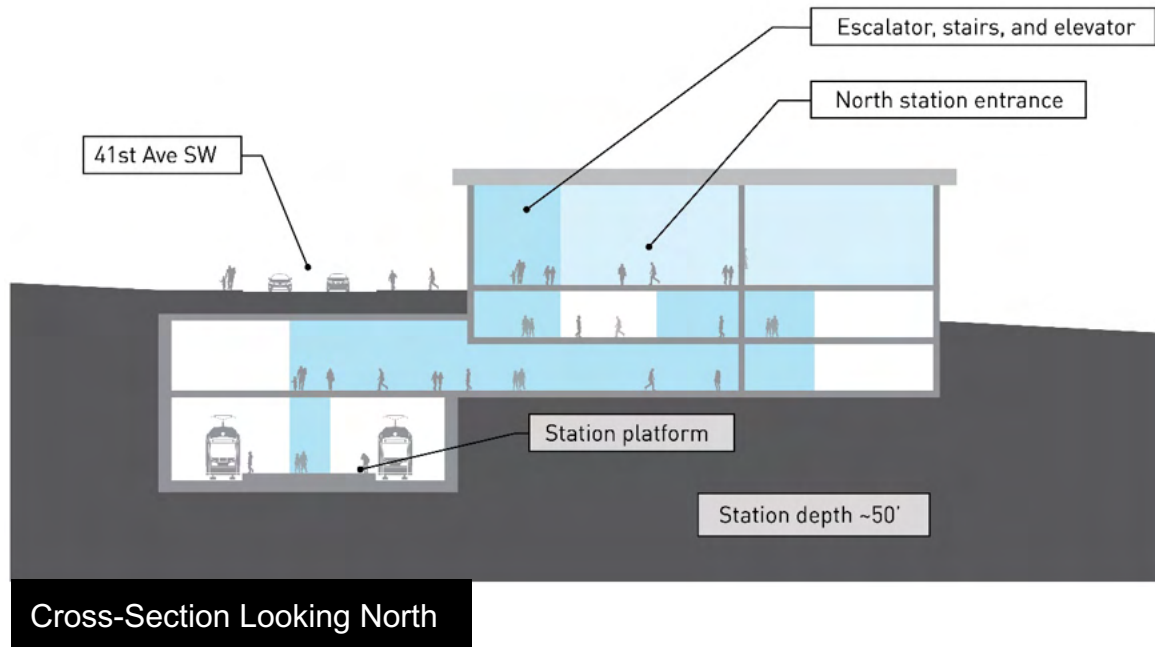


NOTE: This alternative has similar transit integration, walk/roll/bike, and TOD opportunities as the Preferred Alternative with Third Party Funding Tunnel 41st Ave Station (WSJ-3a)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Medium Tunnel 41st Ave Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Questions for Discussion

What are your thoughts/questions about:

- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*

Agenda

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- Alaska Junction Station
- ***Next steps and next meeting***

Upcoming engagement



Publish Draft EIS

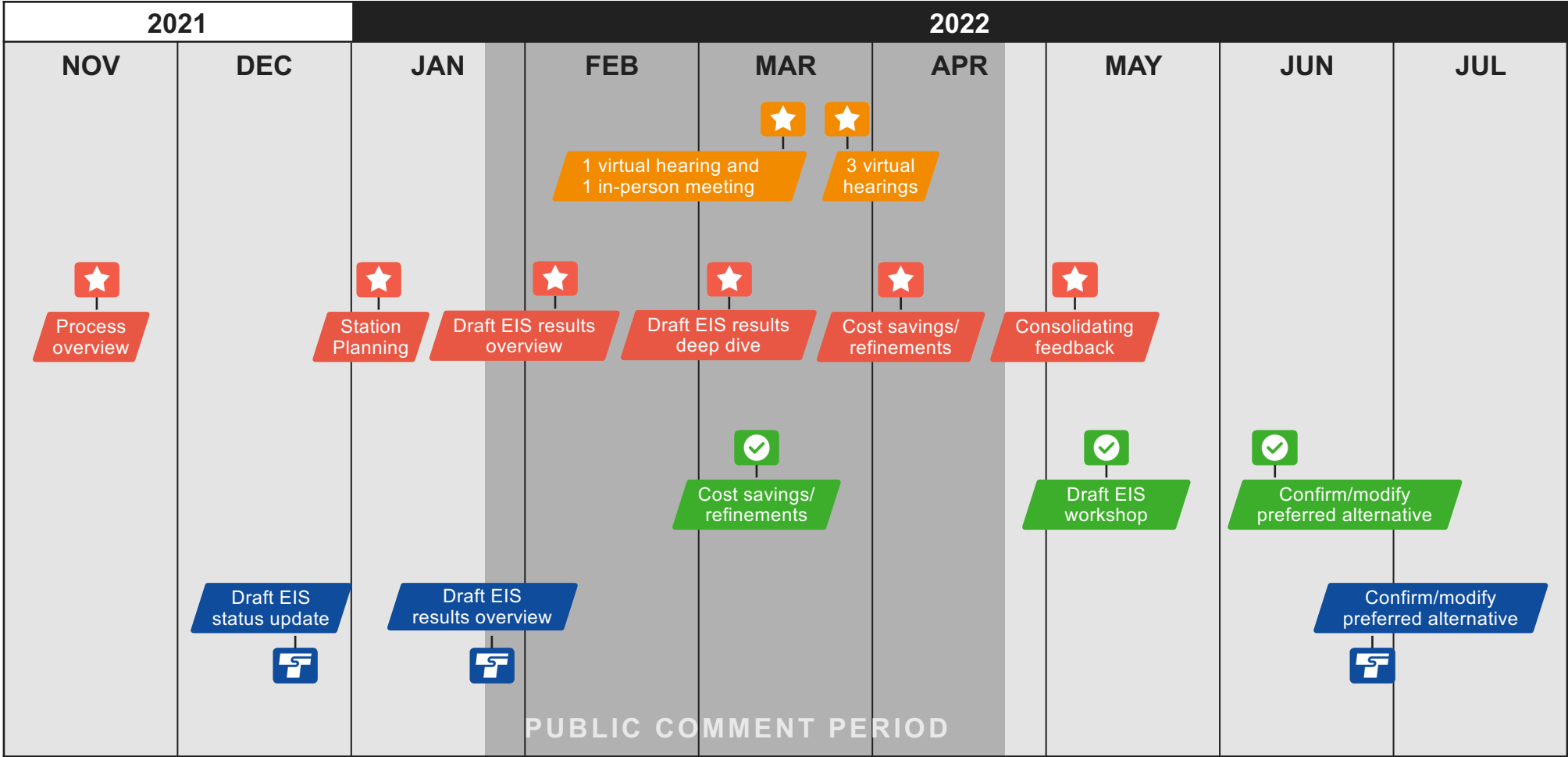
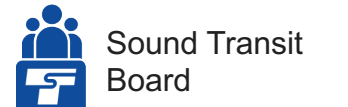
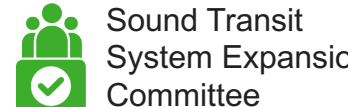
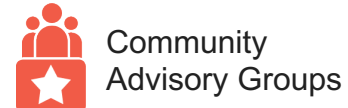
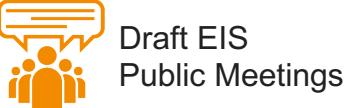
➤ *Friday, January 28th*



Collect public feedback

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



What's next?

Date	Meeting	Time
Thurs. Jan. 13	CID/ SODO CAG <i>Station Planning</i>	5pm – 7pm
Fri. Jan. 28	Draft EIS Publication	
Wed. Feb 2	Interbay/ Ballard CAG <i>Draft EIS results overview</i>	5pm – 7pm
Thurs. Feb. 3	Downtown CAG <i>Draft EIS results overview</i>	5pm – 7pm
Tues. Feb. 8	West Seattle/ Duwamish CAG <i>Draft EIS results overview</i>	5pm – 7pm

Questions?

Contact Leda Chahim:

leda.chahim@soundtransit.org

 ***wsblink.participate.online***

 *wsblink@soundtransit.org*
(206) 903-7229



soundtransit.org/wsblink

