



# *West Seattle and Ballard Link Extensions*

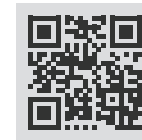
Routes and station alternatives — **Briefing Book 1**



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

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

Learn more about the project  
and comment on the Draft EIS:



***[wsblink.participate.online](https://wsblink.participate.online)***

# Operating plan: 2032



Lynnwood–Tacoma



Lynnwood–Redmond



West Seattle–SODO



Tacoma Dome–  
Hilltop



Transfer



# Operating plan: 2042



Ballard–Tacoma



Mariner–Redmond



Everett–West Seattle



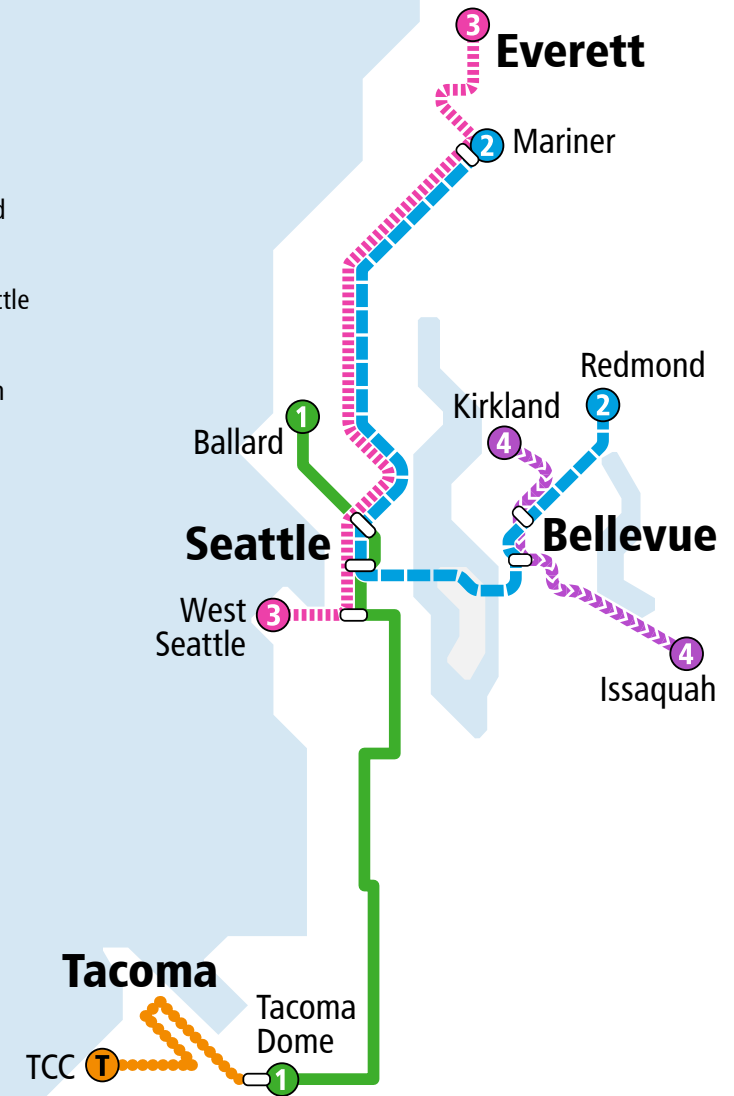
Kirkland–Issaquah



Tacoma Dome–  
Tacoma  
Community  
College



Transfer





**\*Smith Cove to Ballard:** Target delivery 2037 / affordable delivery 2039.  
Learn more at [soundtransit.org/realignment](https://soundtransit.org/realignment).

# Proposed routes and station locations

## 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.



## **Transportation**

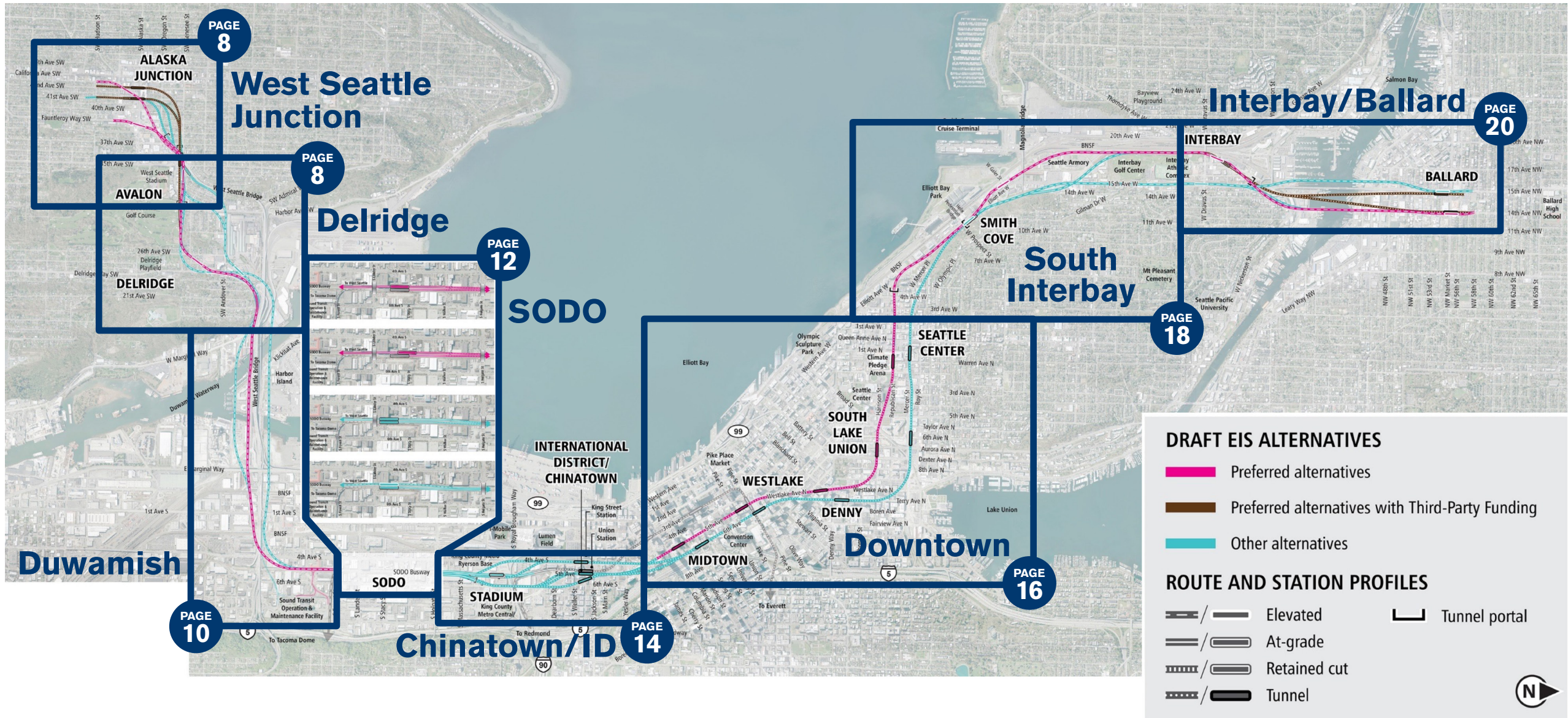
- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight

## **Natural environment**

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

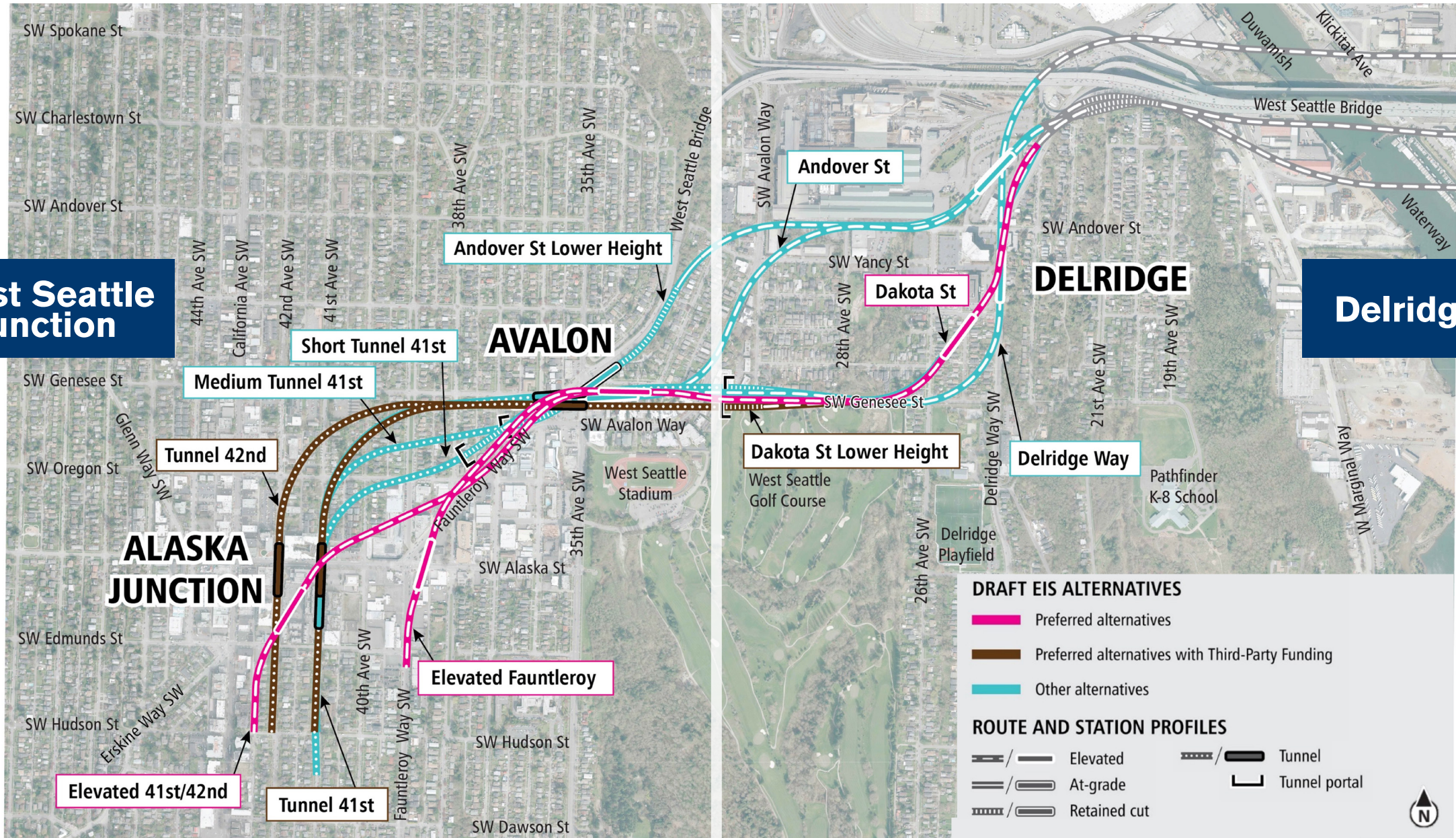
## **Built environment**

- 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








**West Seattle Junction**

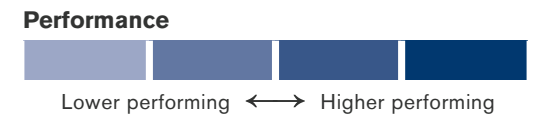
**Delridge**

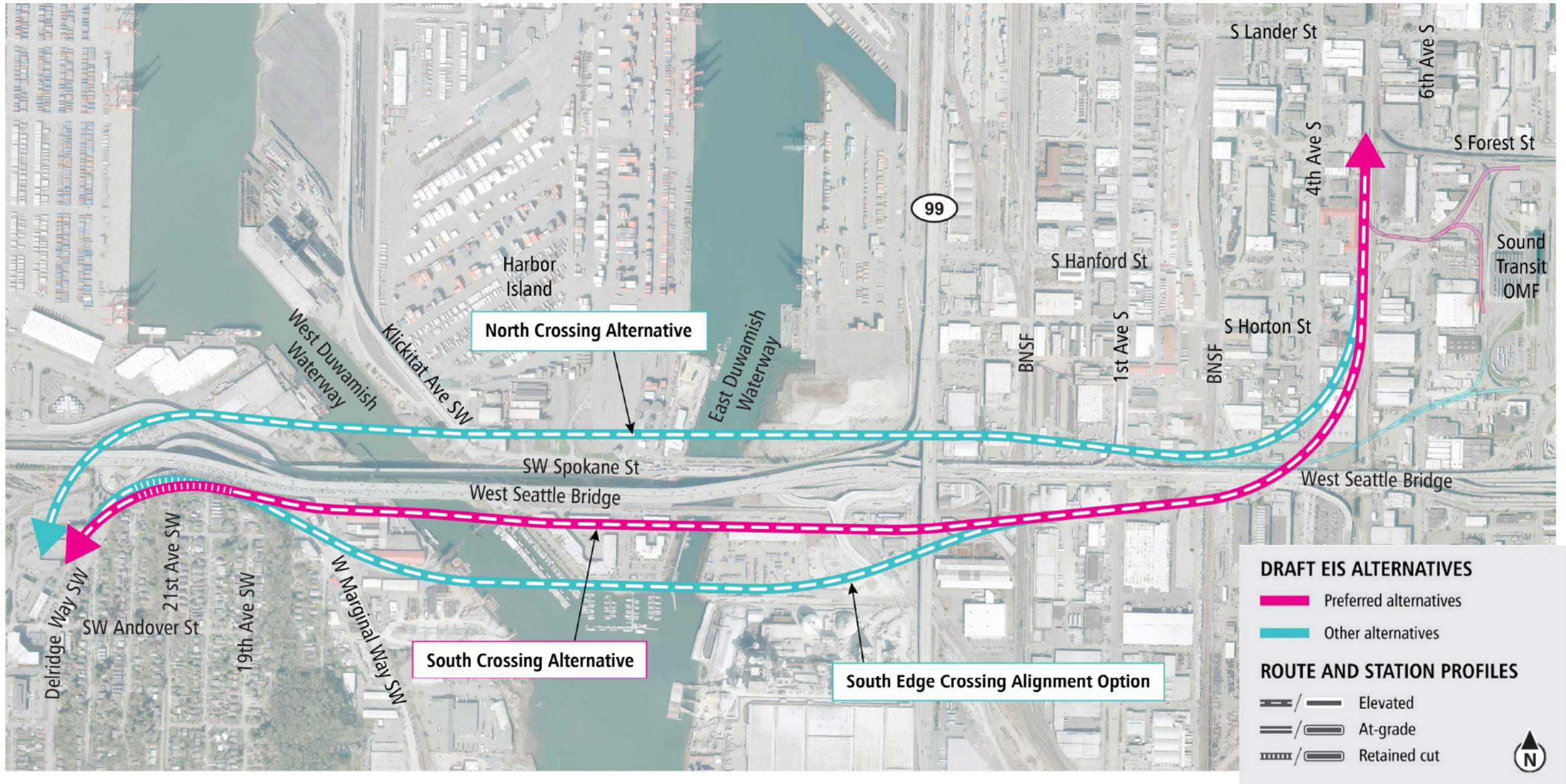




	<b>Elevated Fautleroy Dakota St</b>	<b>Elevated 41st/42nd Dakota St</b>	<b>Tunnel 41st Dakota St Lower Height</b>	<b>Tunnel 42nd Dakota St Lower Height</b>	<b>Short Tunnel 41st Dakota St</b>	<b>Medium Tunnel 41st Andover St Lower Height</b>	<b>Elevated Fautleroy Andover St</b>
<b>Project cost</b>  <i>(2019\$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

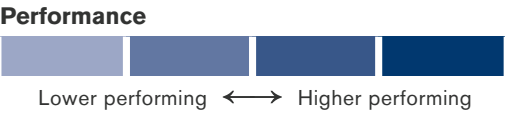
The above information is for illustration only. Please refer to DEIS for further detail.



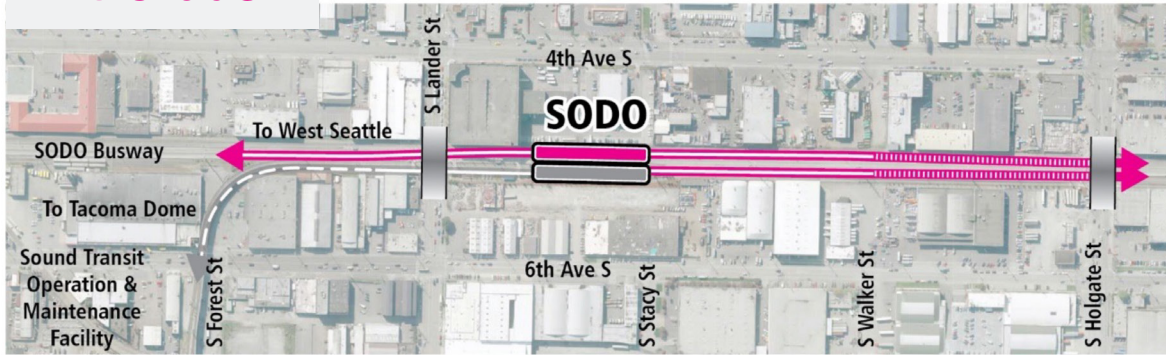


	South Crossing Alternative	South Edge Crossing Alignment Option	North Crossing Alternative
<b>Project cost</b>  <i>(2019\$ in billions)</i>	\$1.2B	\$1.3B	\$1.5B
<b>Residential displacements</b> 	26 units	26 units	none
<b>Business displacements</b> 	36	29	38
<b>Maritime Business displacements</b> 	3	5	10
<b>Park effects</b>  <i>(permanent)</i>	1.5 acres	1.9 acres	none
<b>Other considerations</b> 	Pigeon Point constructability BNSF bridge constructability	Pigeon Point constructability In-water columns necessary Marinas	Queen Anne hillside steep slopes

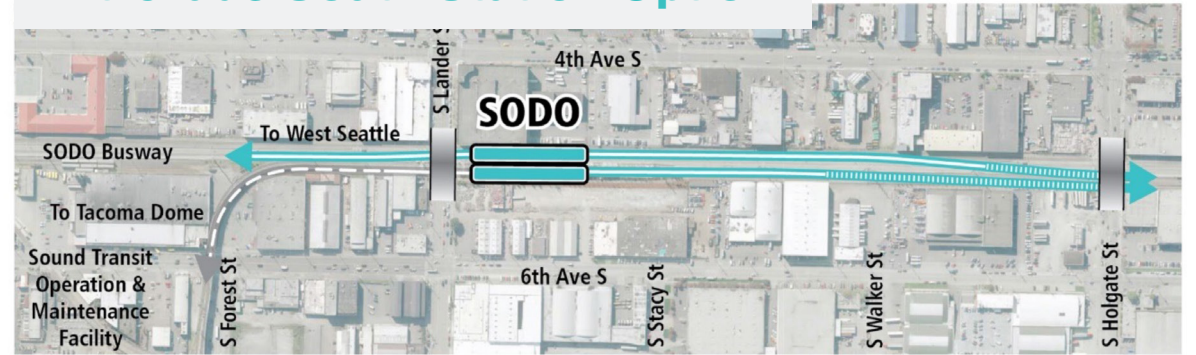
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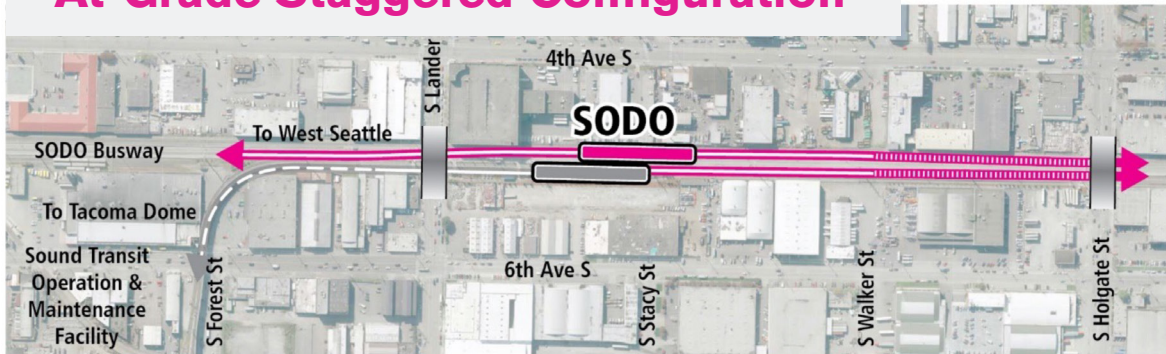
### At-Grade



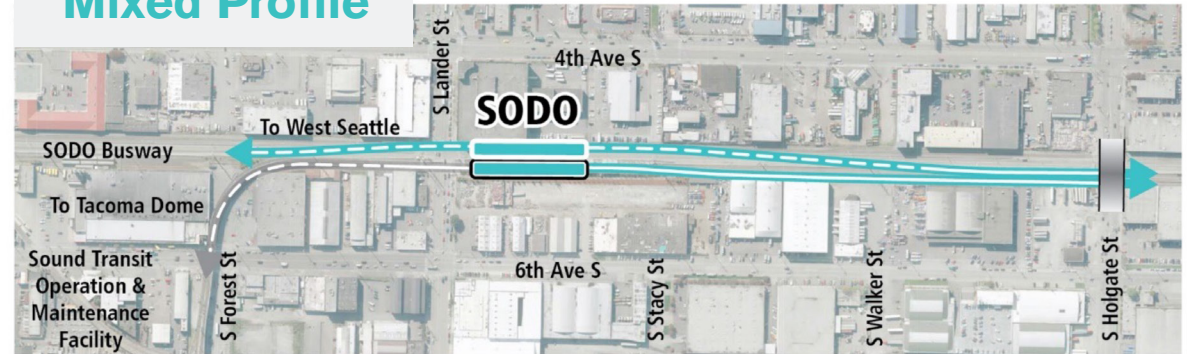
### At-Grade South Station Option



### At-Grade Staggered Configuration



### Mixed Profile








**DRAFT EIS ALTERNATIVES**

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

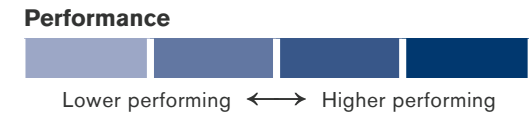
**ROUTE AND STATION PROFILES**

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









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

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

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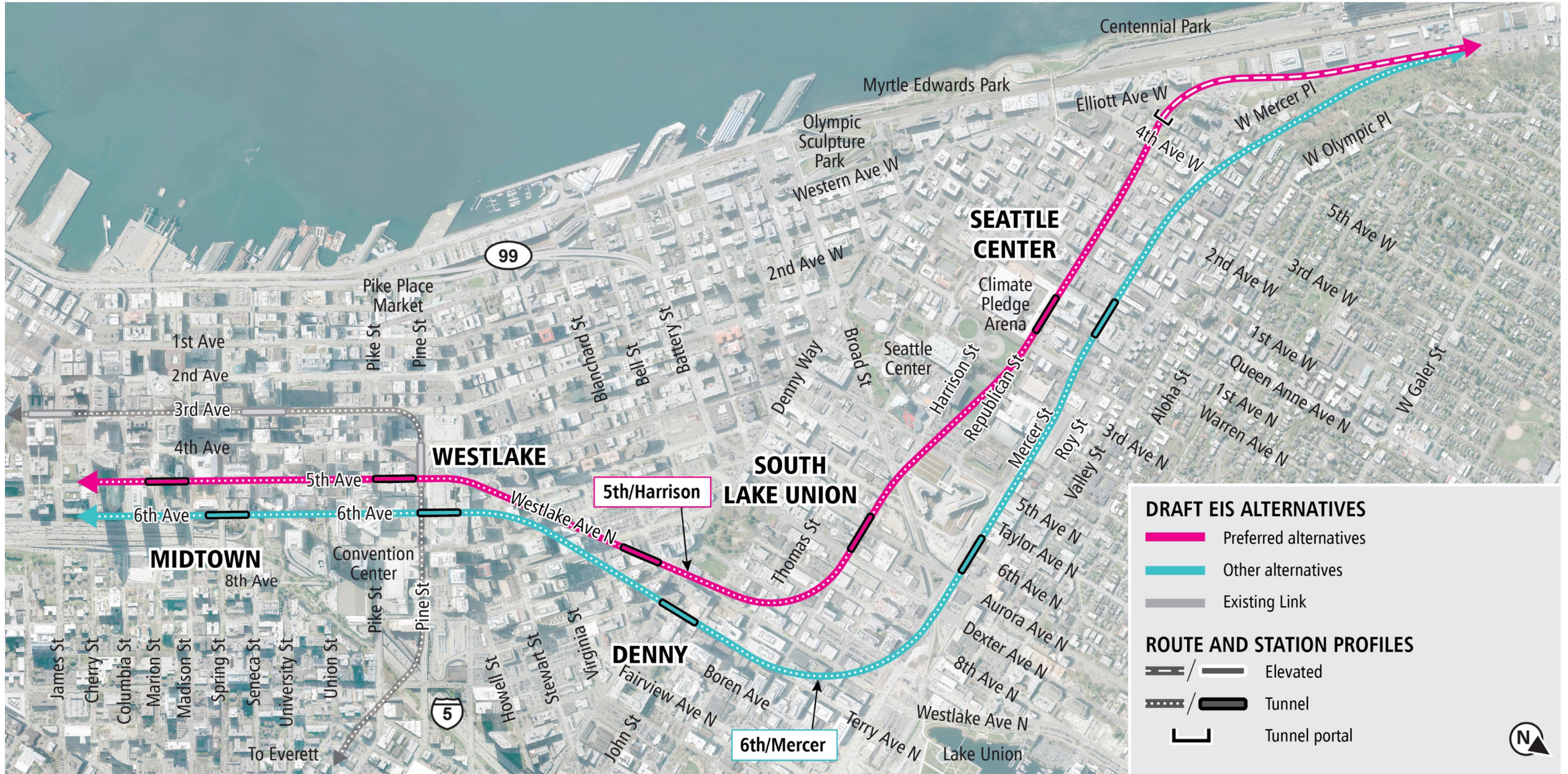
**Performance**










Lower performing ←→ Higher performing

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

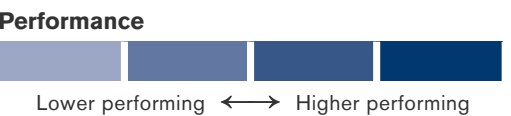
\*\*Between SODO and International District/Chinatown stations

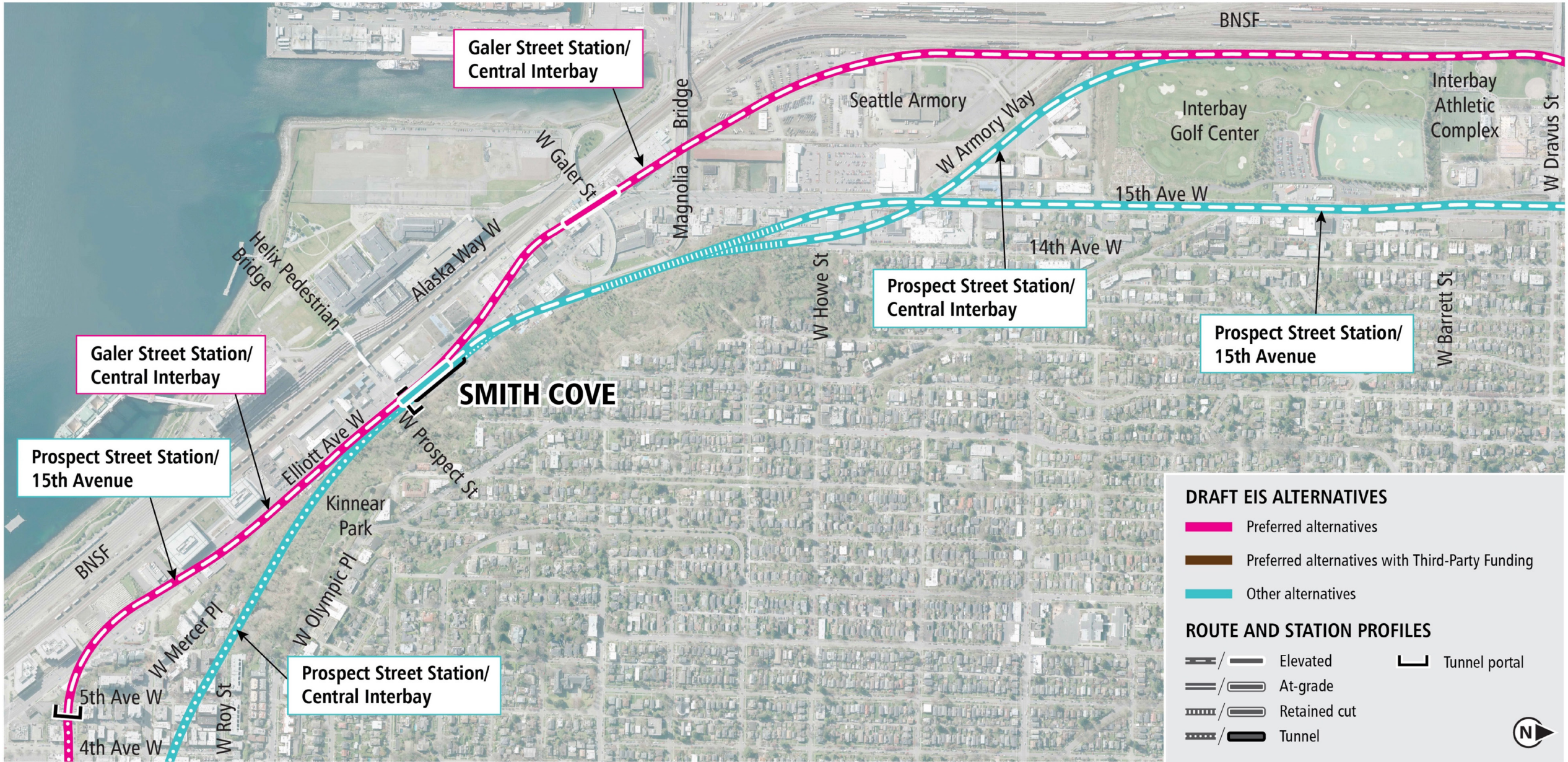




	5th/Harrison	6th/Mercer
<b>Project cost</b>  <i>(2019\$ in billions)</i>	\$4.7-4.9B	\$4.9-5.0B
<b>Residential displacements</b> 	26 units	167 units
<b>Business displacements</b> 	44 to 46	47
<b>Historic property effects</b> 	3	9
<b>Park effects</b>  <i>(permanent)</i>	1 park (0.4 acres)	2 parks (0.6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

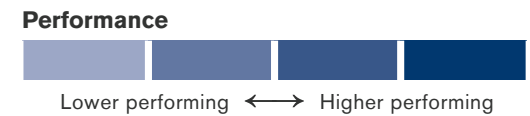
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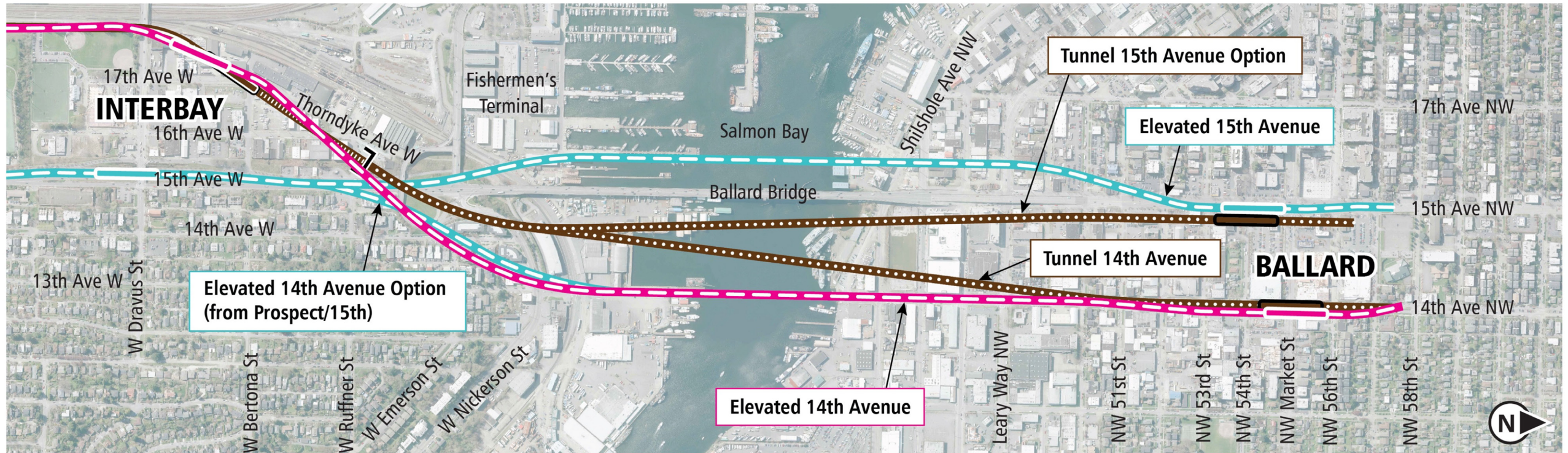




	Galer Street Station/ Central Interbay	Prospect Street Station/ 15th Avenue	Prospect Street Station/ Central Interbay
<b>Project cost</b>  <i>(2019\$ in billions)</i>	\$1.3B	\$1.4-1.5B	\$1.5-1.6B
<b>Residential displacements</b> 	174 units	123 units	5 units
<b>Historic property effects</b> 	7	8	2
<b>Park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

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**DRAFT EIS ALTERNATIVES**

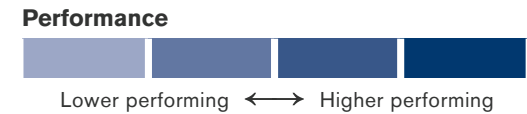
- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

**ROUTE AND STATION PROFILES**

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

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

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





# Review the Draft EIS

Online: [wsblink.participate.online](https://wsblink.participate.online)

**Draft EIS**  
Full document



**Executive Summary**  
Key information and takeaways



## In print:

The Executive Summary and a thumb drive of the complete Draft EIS documents are free. Printed copies of the Draft EIS are available for \$25. Printed copies of Technical Reports are available for \$15 each.

## At Sound Transit Headquarters:

Sound Transit, 401 S. Jackson St., Seattle, WA 98104  
Call 206-398-5344 from 8 a.m. to 5 p.m., Monday – Friday to arrange an appointment.



**To request printed copies or a thumb drive:**  
Contact Dominique Jones at 206-689-4783 or [dominique.jones@soundtransit.org](mailto:dominique.jones@soundtransit.org).



# How to comment

[wsblink.participate.online/#comment-now](https://wsblink.participate.online/#comment-now)

## Virtual public meetings

Each public hearing will include a brief presentation, Q&A session and oral testimony captured by a court reporter. Find meeting links at [wsblink.participate.online](https://wsblink.participate.online).

### Interbay/Ballard stations:

Tuesday, March 15, 5:30-7:30 PM

### Downtown stations:

Tuesday, March 22, 5:30-7:30 PM

### Chinatown-International District and SODO stations:

Thursday, March 24, 5:30-7:30 PM

### West Seattle/Duwamish stations:

Wednesday, March 30, 5:30-7:30 PM

## Drop-in open house\*

### Full project and all proposed stations:

Thursday, March 17, 12-7 PM  
Union Station, 401 S Jackson St., Seattle WA 98104

\*The in-person event is subject to state and local guidelines regarding social distancing due to COVID-19. If the in-person event cannot be held due to COVID-19 concerns, a virtual event will be held in its place. Hours may differ if this becomes a virtual event. To confirm, call 206-903-7229 or visit [wsblink.participate.online](https://wsblink.participate.online) for updates.

**Email:** [WSBLEDEIScomments@soundtransit.org](mailto:WSBLEDEIScomments@soundtransit.org)

**Voicemail:** 800-471-0879

**Mail:** West Seattle and Ballard Link Extensions,  
Attn: Lauren Swift, Sound Transit  
401 S. Jackson St, Seattle, WA 98104

*Written or emailed comments should include the name of the person submitting the comment and a return address.*



**Comments can be made in any language.**  
We will translate in-language comments received via any of the formats listed above.

# Comment by April 28, 2022

## Questions?

Contact Community Engagement:  
206-903-7229 or [wsblink@soundtransit.org](mailto:wsblink@soundtransit.org)