



West Seattle and Ballard Link Extensions

Stakeholder Advisory Group | March 14, 2018

Agenda

- *Introductions*
- *What we heard during early scoping*
- *Alternatives evaluation framework*
- *Neighborhood Forums*
- *Next steps & Next Meeting*

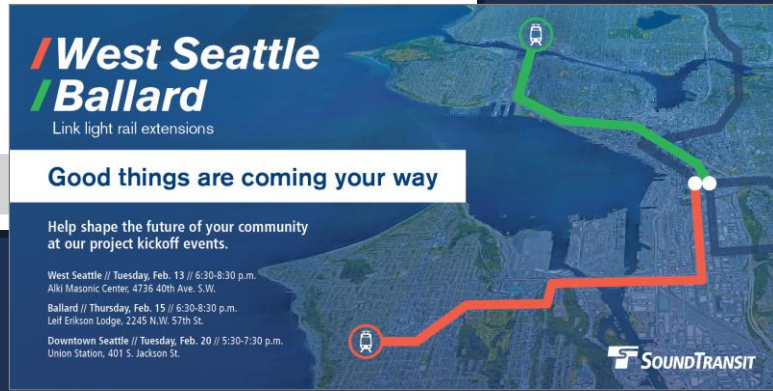
A photograph of a light rail train at a station platform. The train is white with blue and green decorative graphics. Several people are on the platform, some boarding the train. A man in a dark shirt is entering the train. A woman with a black bag is walking. A man in a grey shirt and a woman in a white shirt are also visible. In the background, there are buildings and a blue circular sign with a white train icon. The text "What we heard during early scoping" is overlaid in white, italicized font.

What we heard during early scoping



Early Scoping Information Report

February 2018



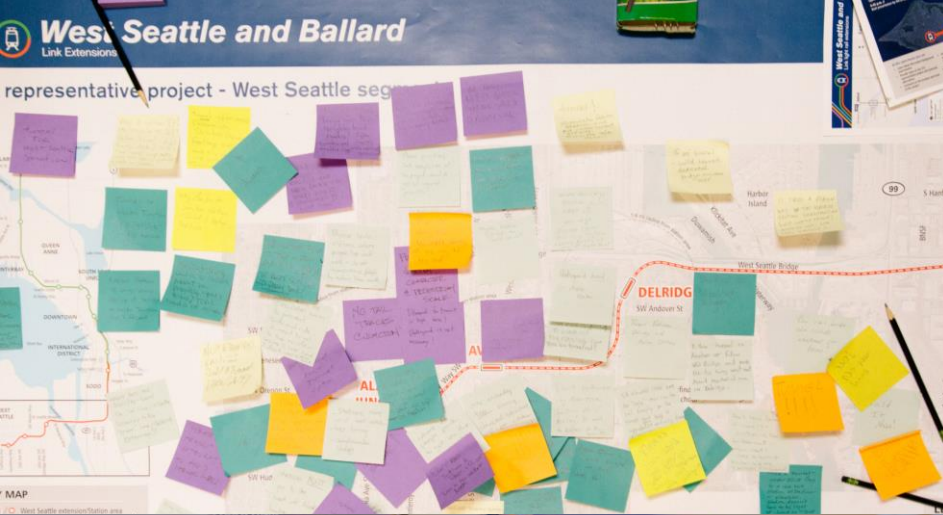
Overview

- Early scoping: Feb. 2 – March 5
- Notification via postcards, advertisements, project website, email updates, press releases, social media, agency invitation letters, etc.
- 3 public meetings in Feb.
- Online open house
- 1 agency meeting
- Other methods to comment



Highlights

- 700+ people attended three public meetings
- 5,000+ visited online open house
- 8 agencies and Muckleshoot Tribe participated in agency meeting
- 2,800+ total comments received via meetings and other methods
- All comments will be captured in *Early Scoping Summary Report*



Types of input

- Variations in route alignment and configuration
- Changes to station locations
- Need for good transit connections
- Potential impacts and benefits to community
- Operational efficiencies
- Build it faster

Purpose and need comments

- Sensitivity to communities
- Accessibility to stations
- Social equity
- Freight and industrial interests



Project Purpose and Need: Early Scoping

The purpose of the West Seattle and Ballard Link Extensions is to expand the Link light rail system from downtown Seattle to West Seattle and Ballard and to increase capacity and connectivity for regional connections in order to:

- Provide high-quality rapid, reliable, and efficient peak and off-peak light rail transit service to communities in the West Seattle and Ballard corridors.
- Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.
- Connect regional growth centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan.
- Implement a system that is consistent with the ST3 Plan that established transit mode, corridor, and station locations and that is technically feasible and financially sustainable to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit-dependent, low income and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access and modal integration in a manner that is consistent with local land use plans.
- Preserve and promote a healthy environment by minimizing adverse impacts on the natural and built environments through sustainable practices.

The project is needed because:

- Increasing roadway congestion on transit routes between downtown Seattle, West Seattle, and Ballard will continue to degrade transit performance and reliability.
- Regional population and employment growth will increase operational demands on the downtown Seattle transit tunnel.
- Regional and local plans call for High Capacity Transit (HCT) in the corridor consistent with PSRC's VISION 2040 and Sound Transit's Regional Transit Long-Range Plan.
- The region's citizens and communities, including travel-disadvantaged residents and low income and minority populations, need long-term regional mobility and multimodal connectivity.
- Regional and local plans call for increased residential and employment density at and around HCT stations and increased options for multimodal access.
- Environmental and sustainability goals of the state and region include reducing total vehicles miles traveled and greenhouse gas emissions.

Why do we consider purpose and need?

The purpose and need for a project establishes the basis for the development of the range of alternatives to study in an EIS.

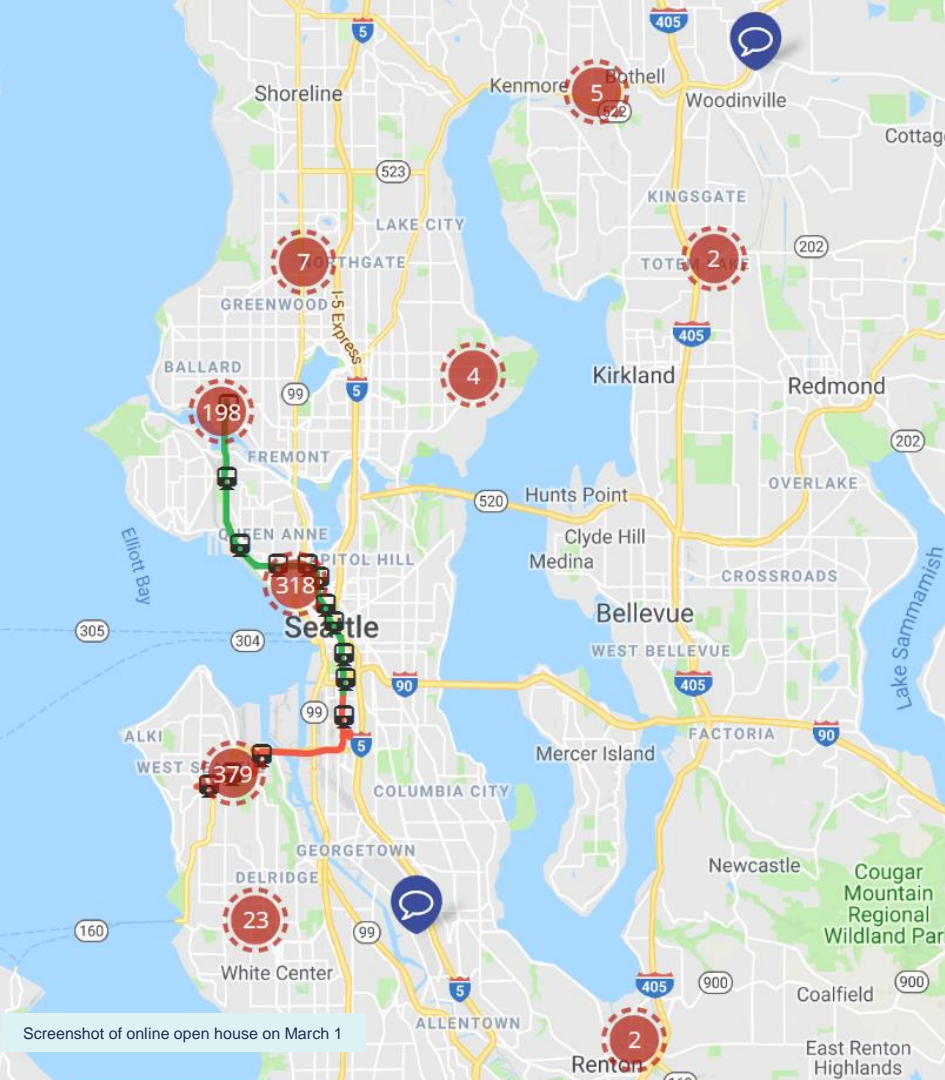


Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for Central Puget Sound.
401 S. Jackson St. | Seattle, WA 98104 | 1-800-201-4900 / TTY Relay: 711 | uslink@soundtransit.org | soundtransit.org



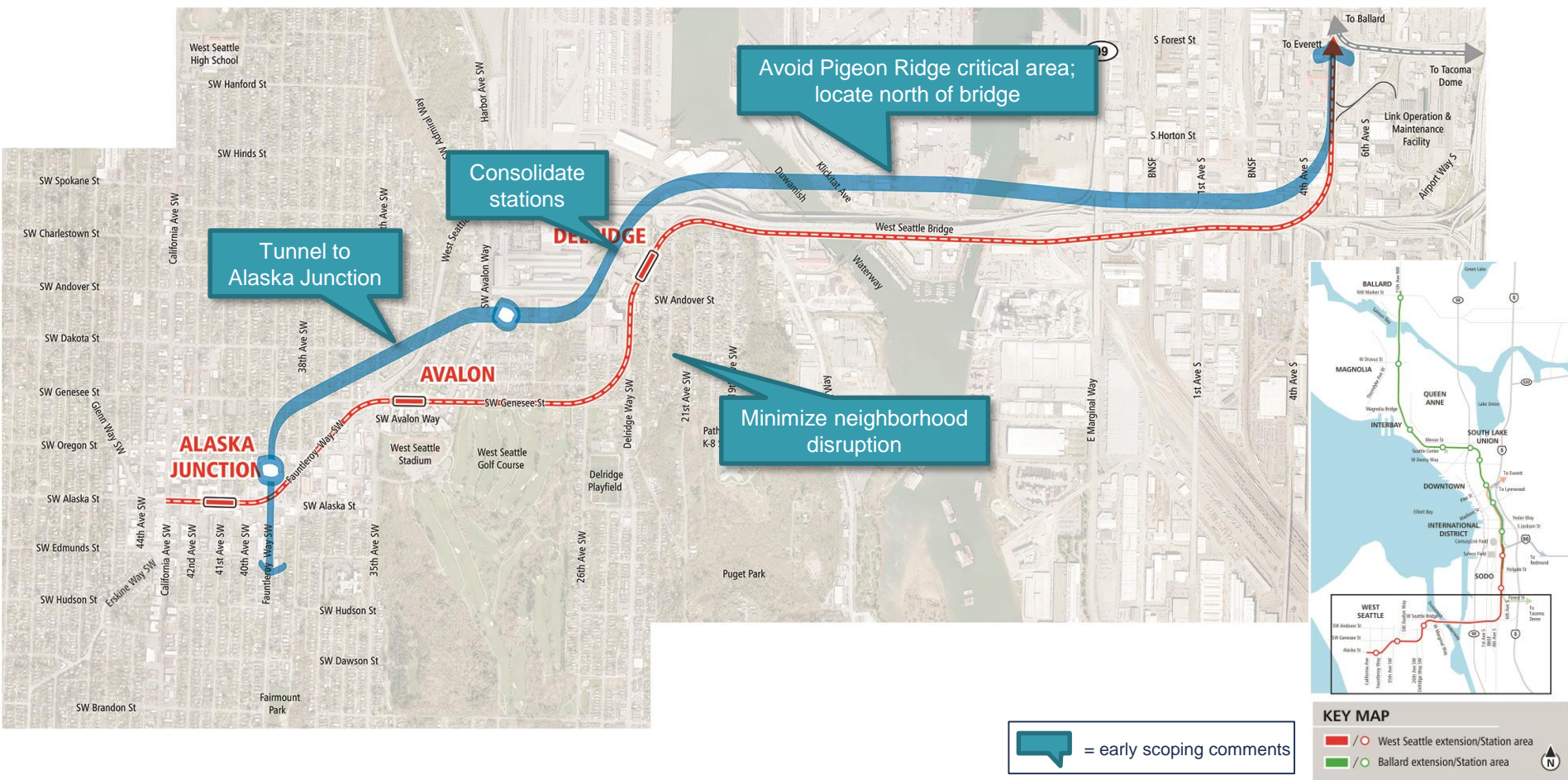
Other comments

- Bus Rapid Transit or gondola modes in West Seattle
- Routes outside ST3 scope:
 - Admiral, Alki, Westwood Village, White Center, etc.
 - Greenwood, Crown Hill, UW, etc.
- Future design considerations for later phases of project

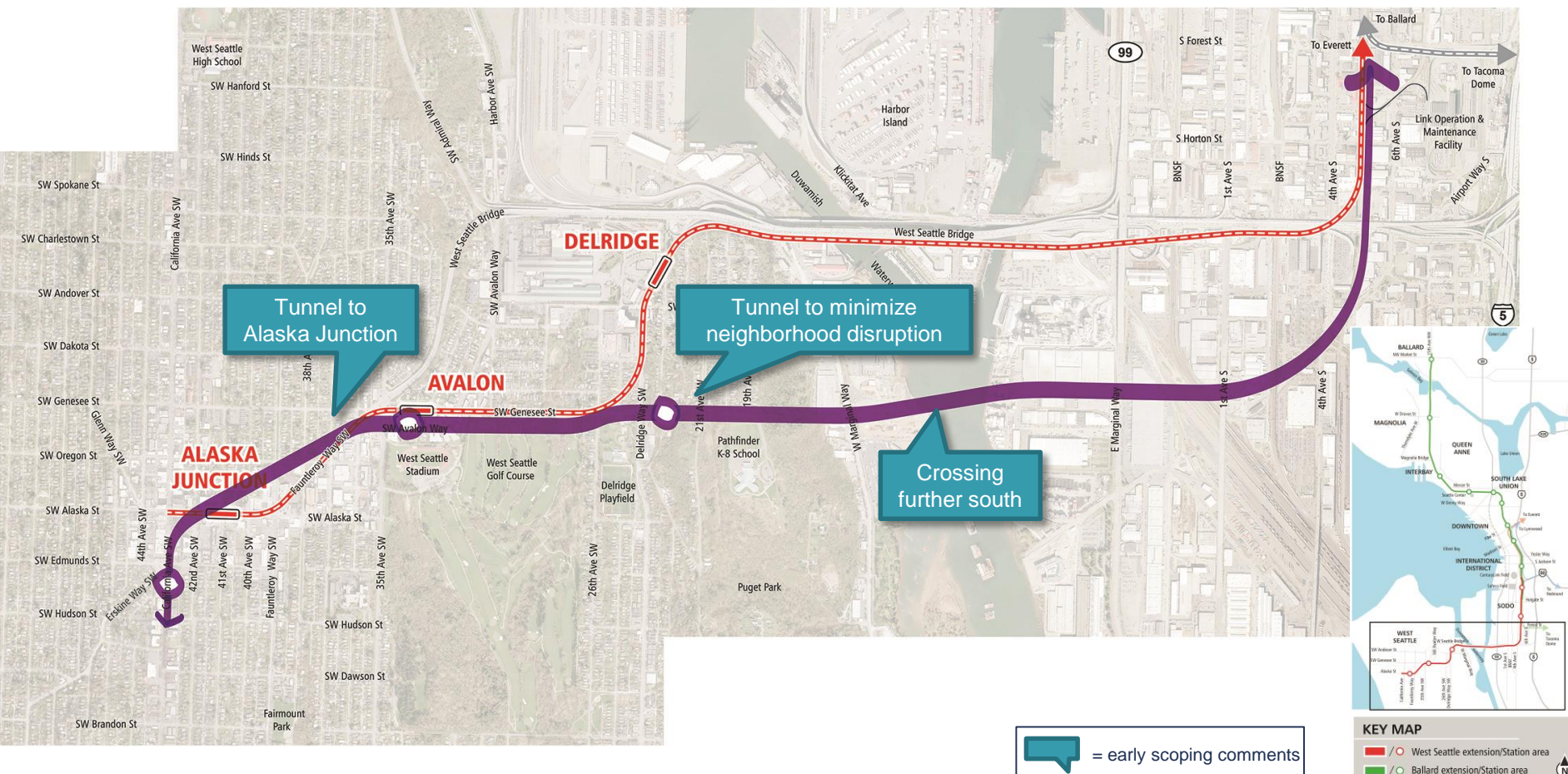




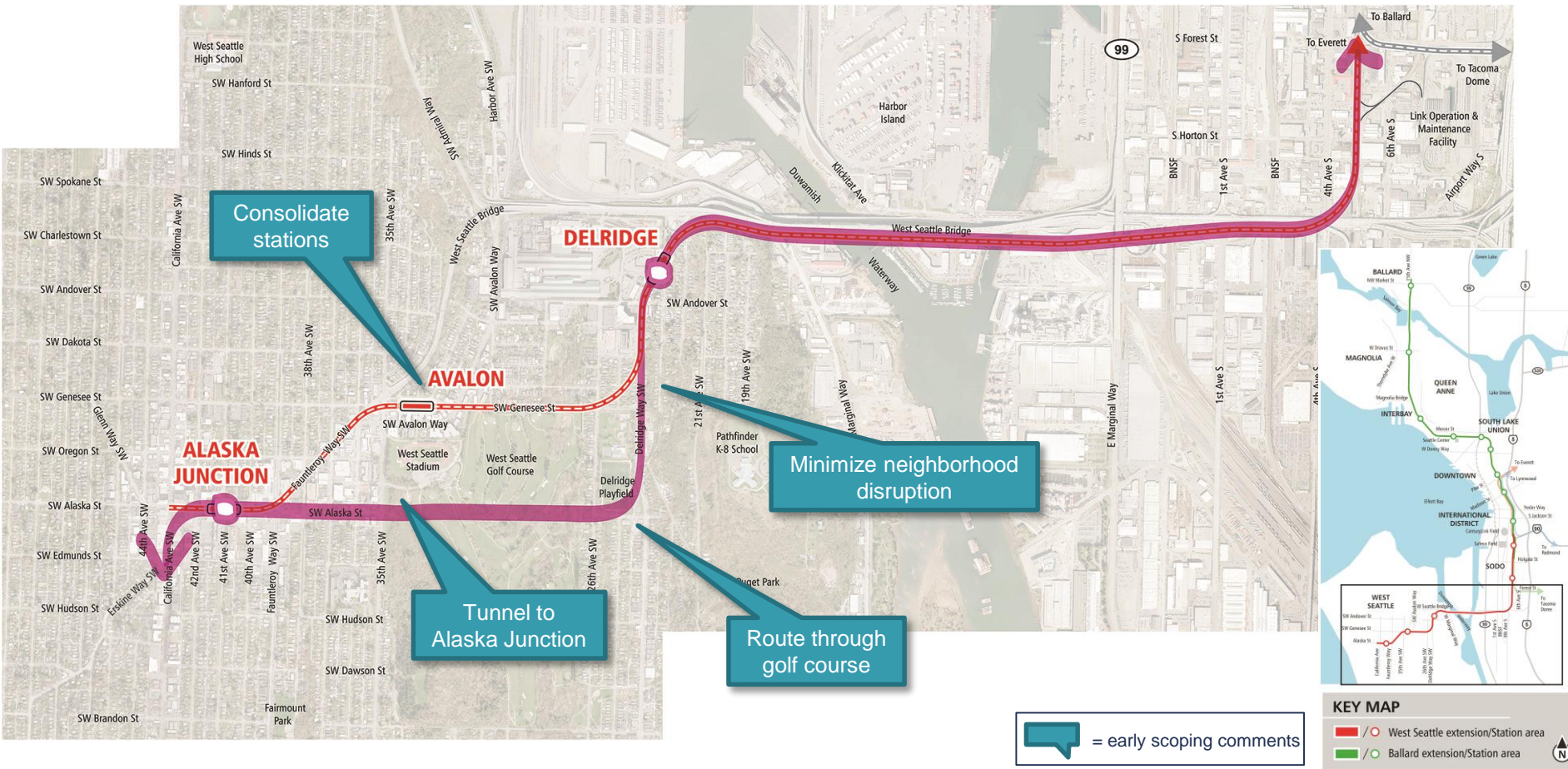
ST3 Representative project



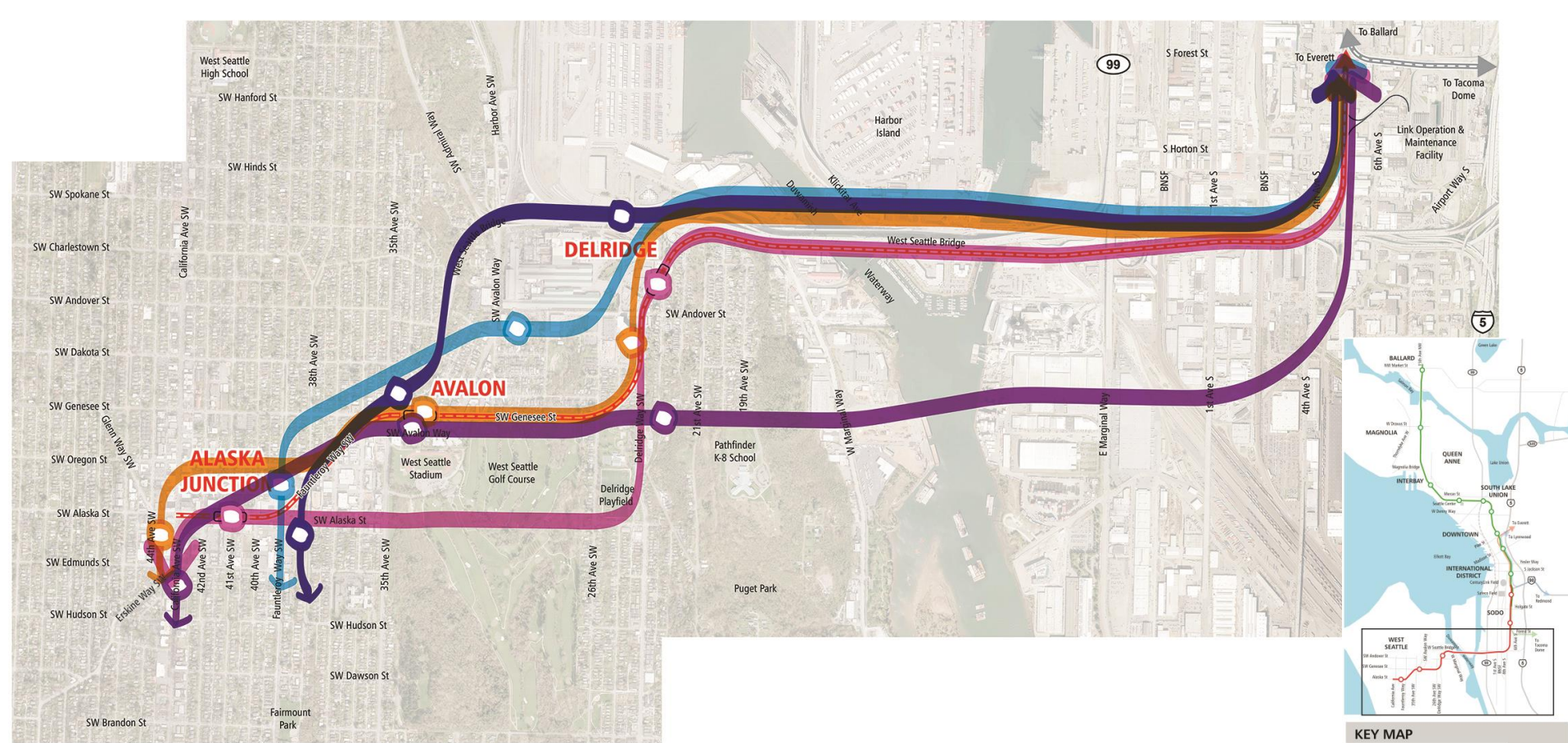
West Seattle/Duwamish



West Seattle/Duwamish



West Seattle/Duwamish




West Seattle/Duwamish



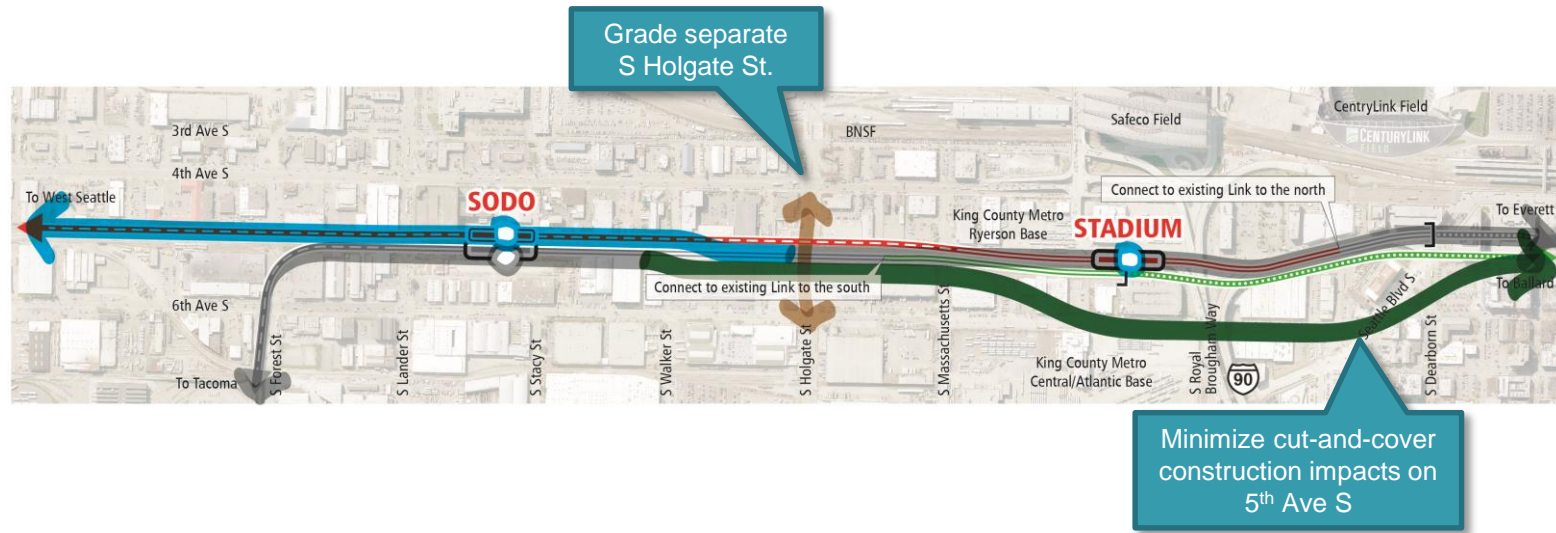
KEY MAP

- Red line with circle: West Seattle extension/Station area
- Green line with circle: Ballard extension/Station area

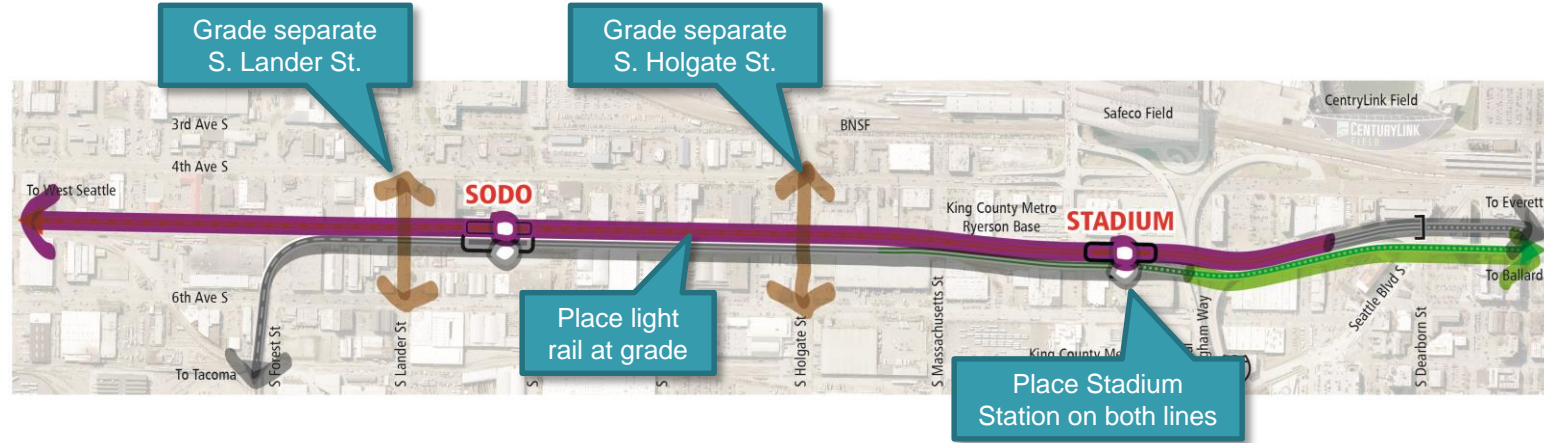


 = early scoping comments

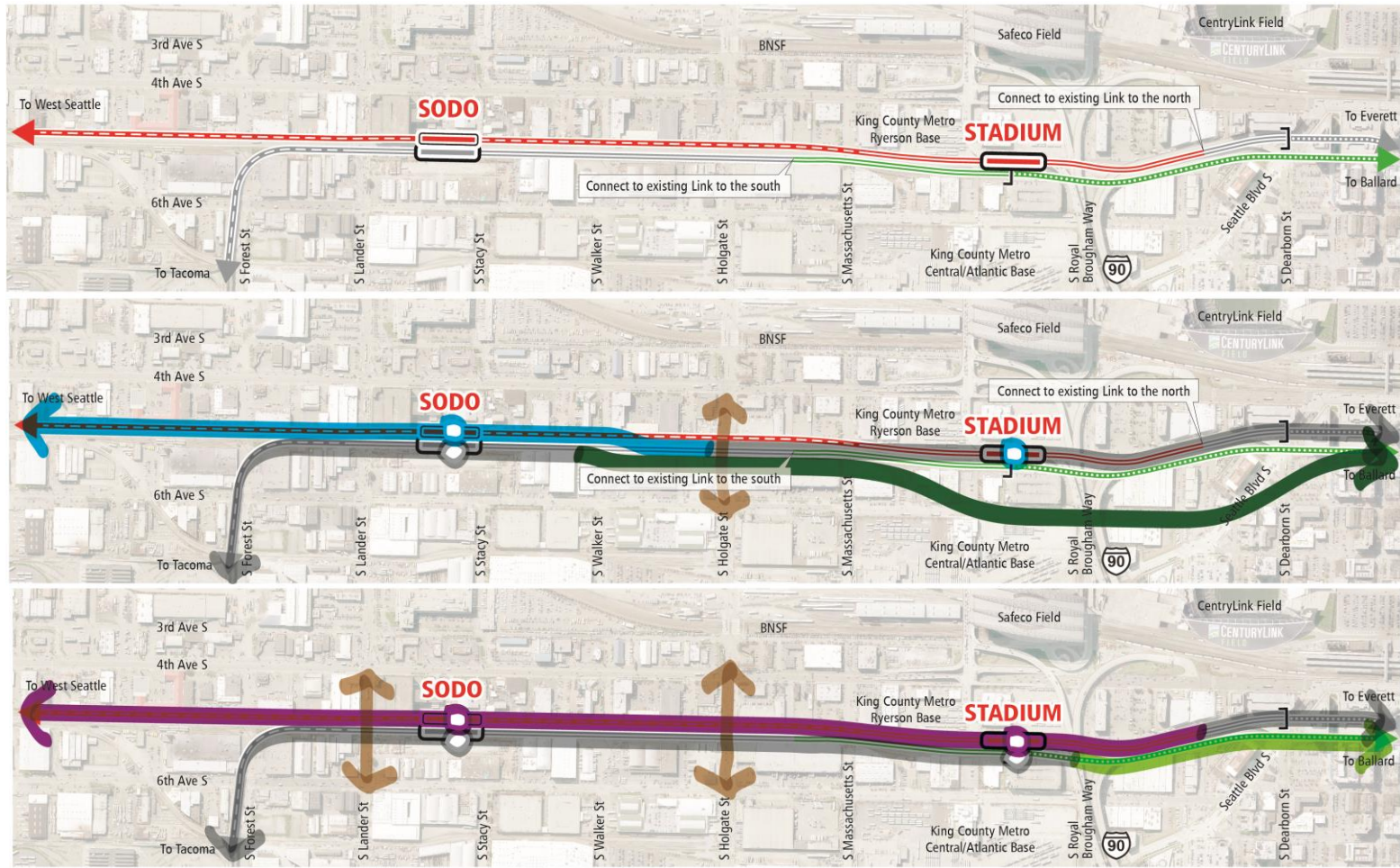
SODO



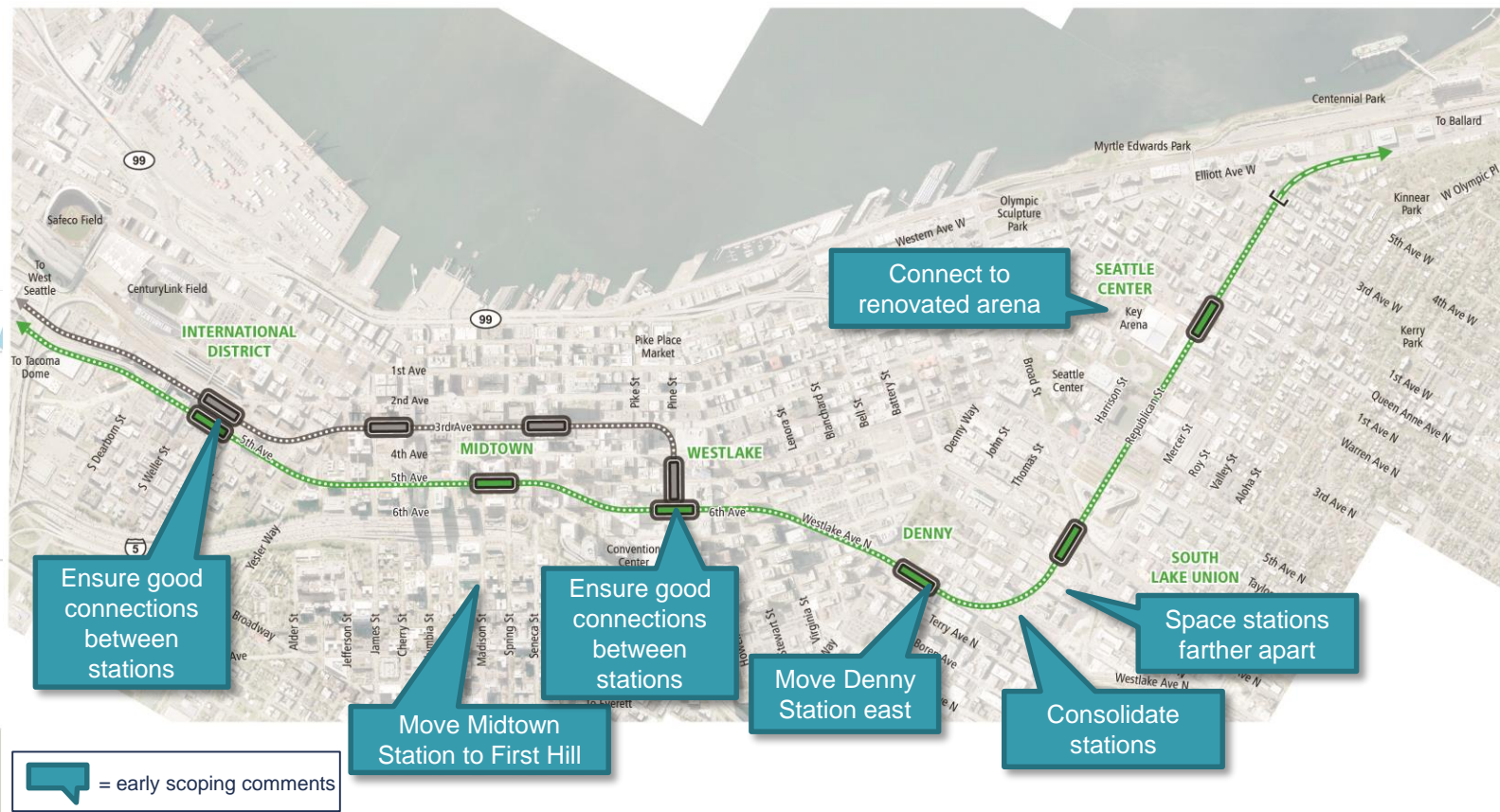
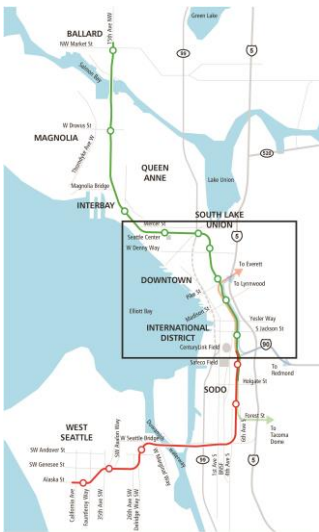
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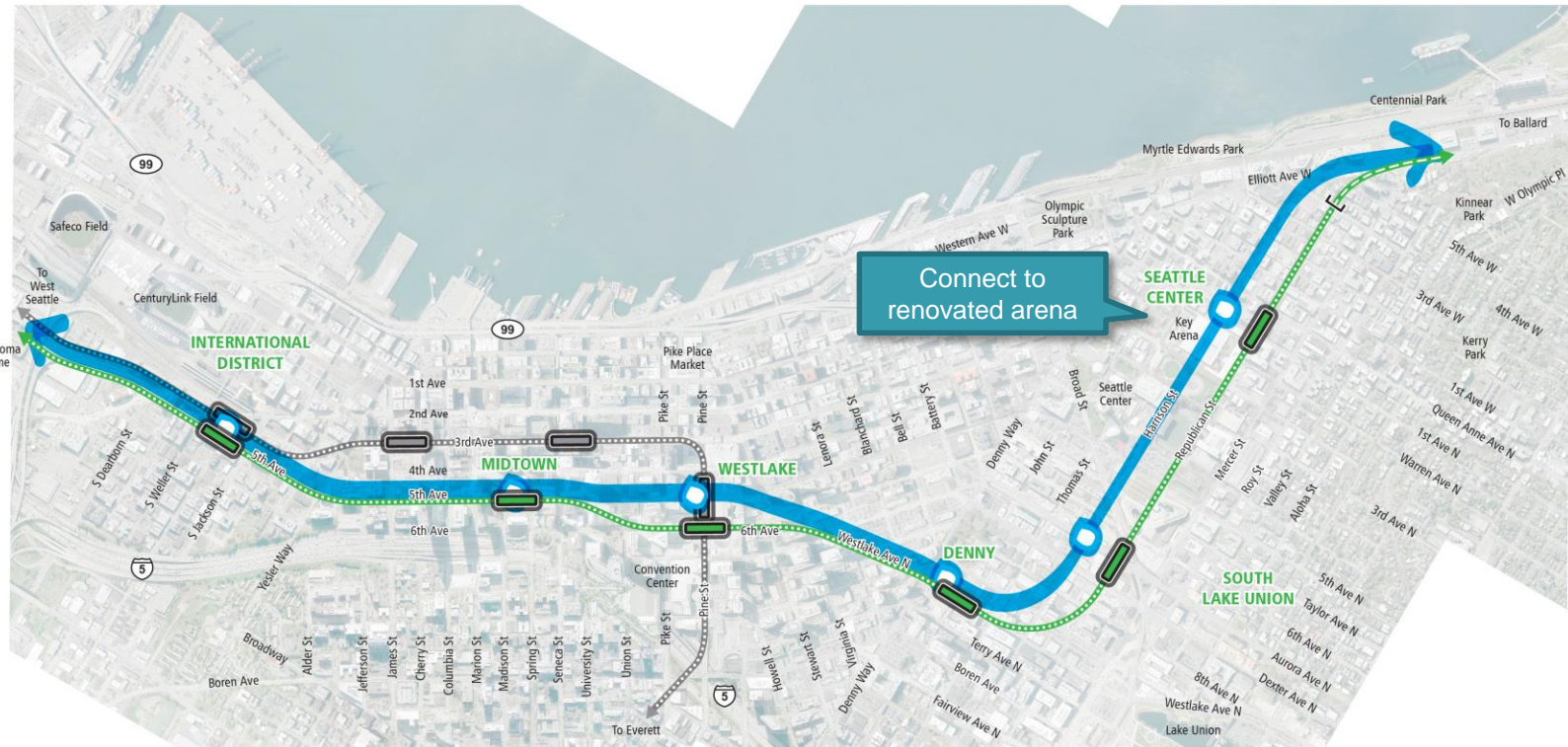
SODO



SODO



Downtown



Connect to renovated arena

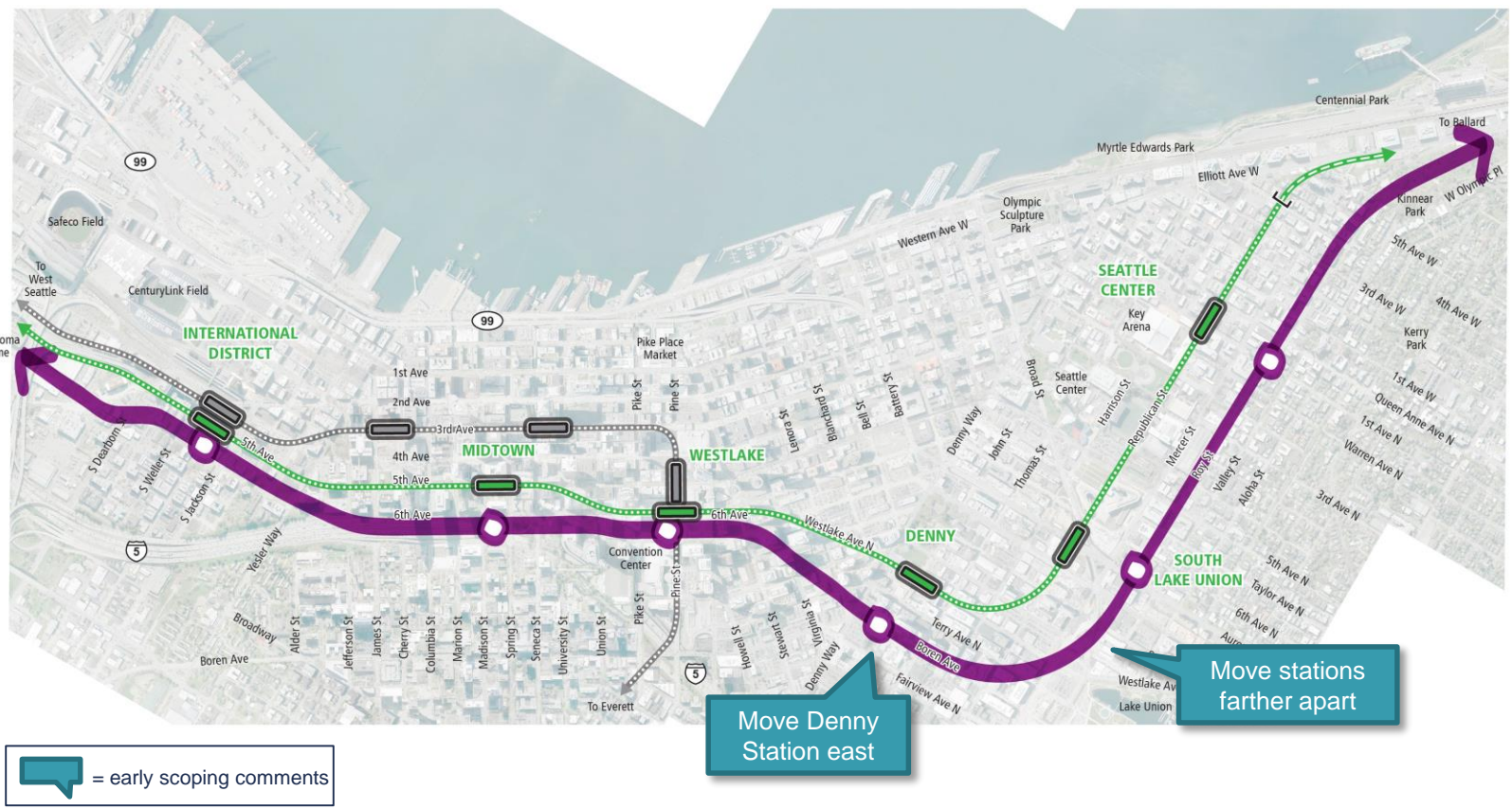
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KEY MAP

- West Seattle extension/Station area
- Ballard extension/Station area

Downtown









Downtown



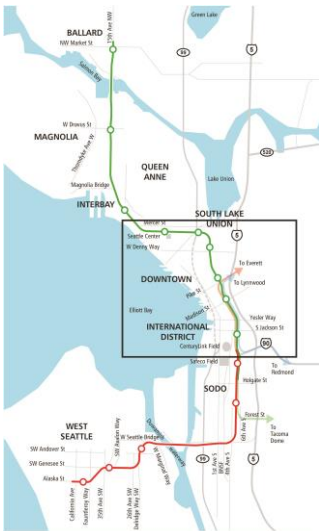
Consolidate stations


 = early scoping comments

KEY MAP

-  /  West Seattle extension/Station area
-  /  Ballard extension/Station area









 = early scoping comments

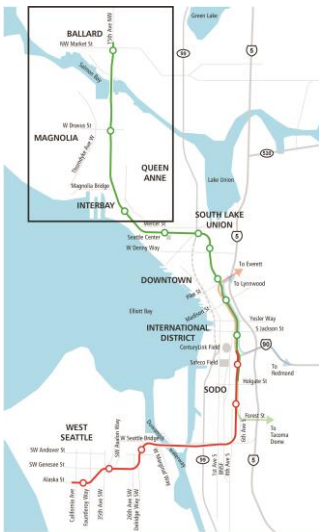
Move Midtown Station to First Hill

KEY MAP

 /  West Seattle extension/Station area
 /  Ballard extension/Station area

Downtown




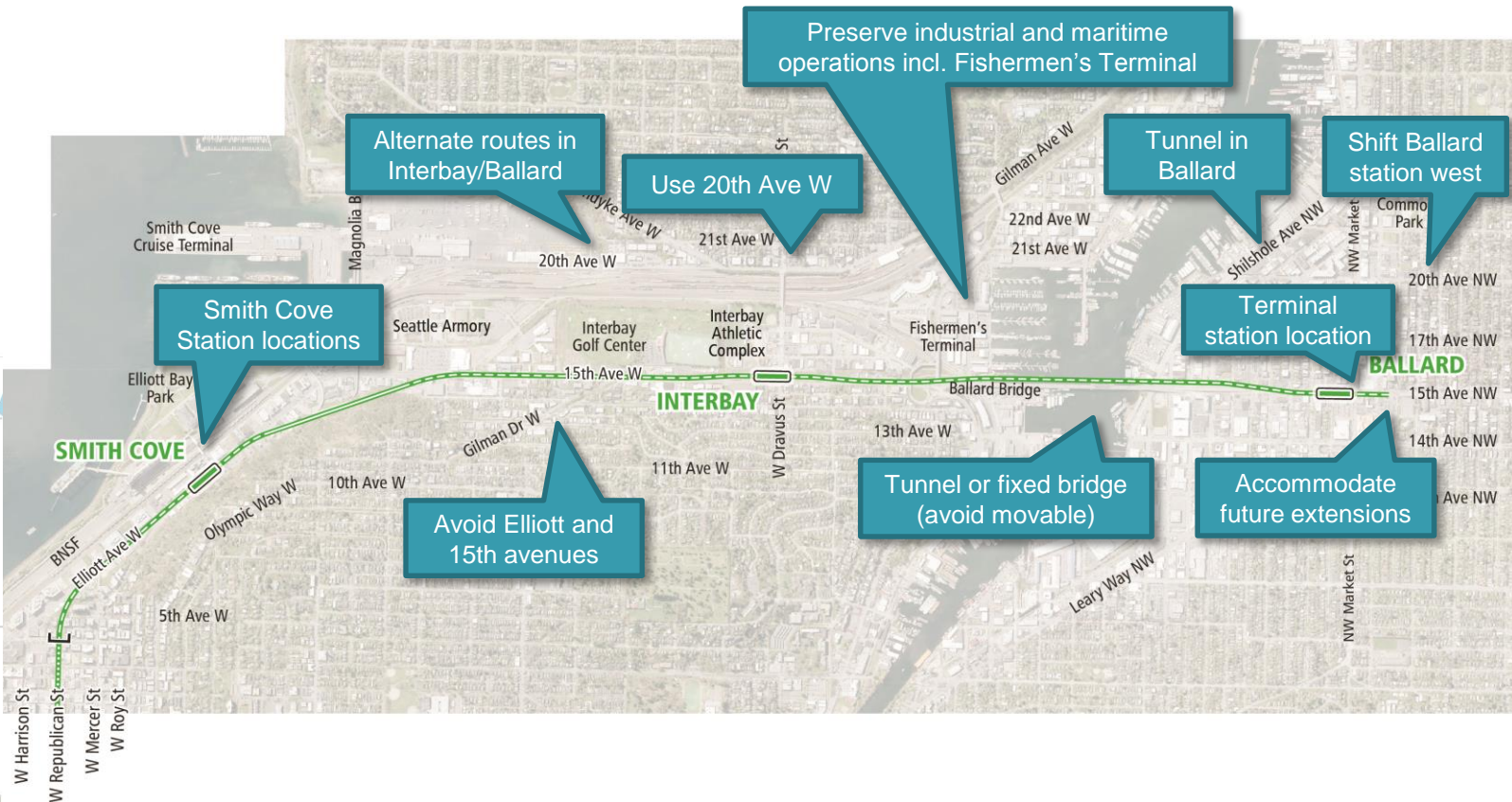


KEY MAP

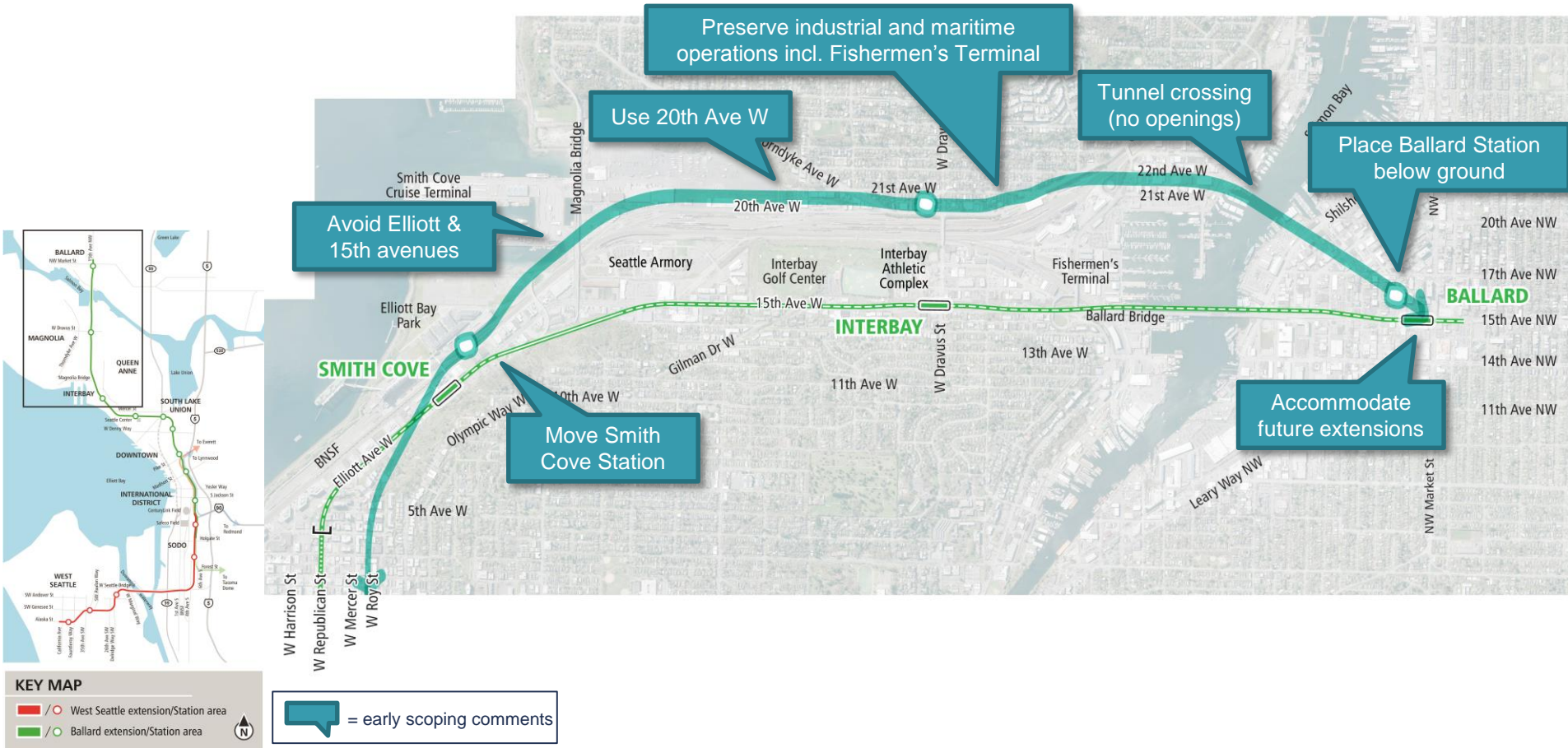
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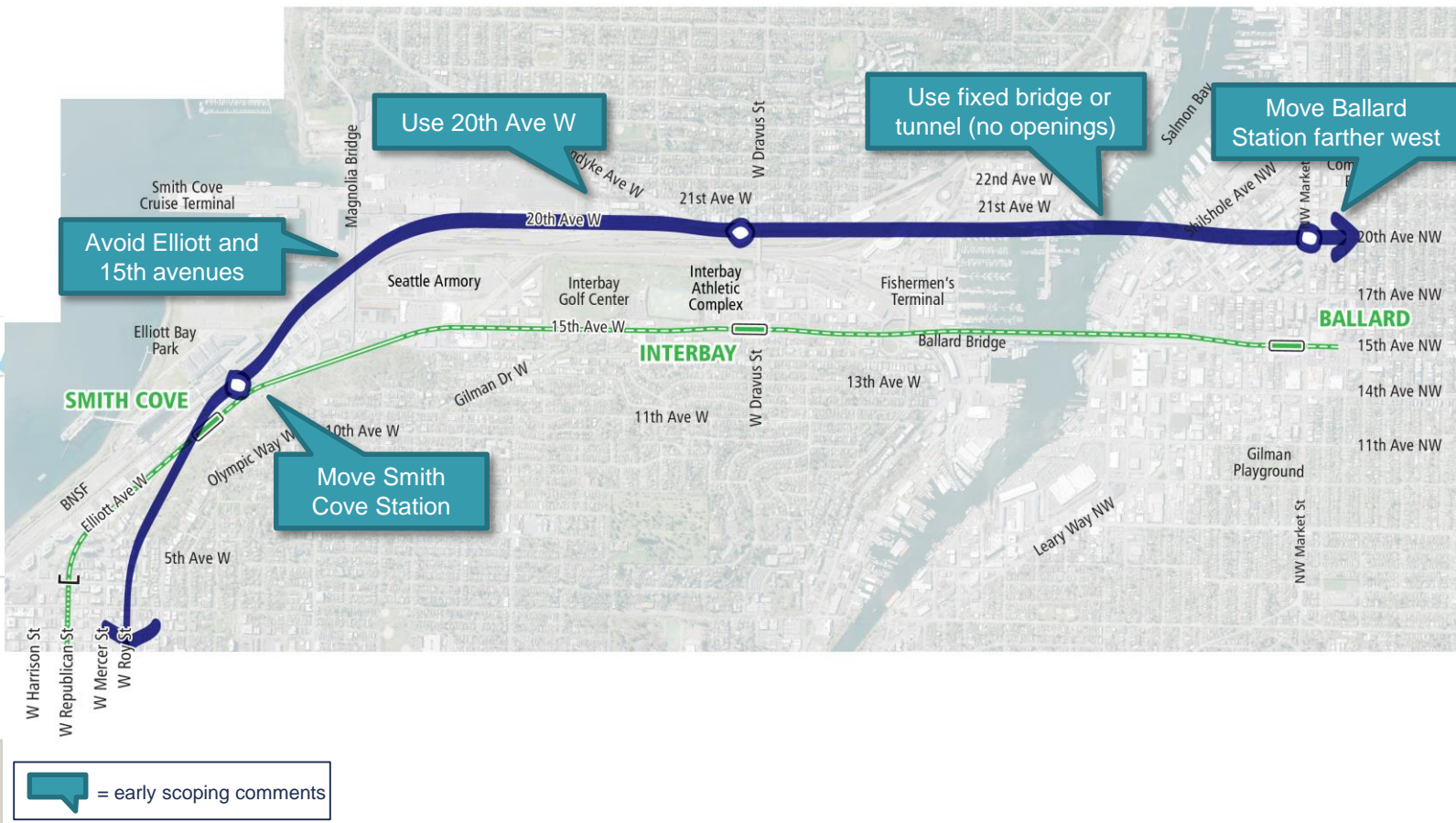
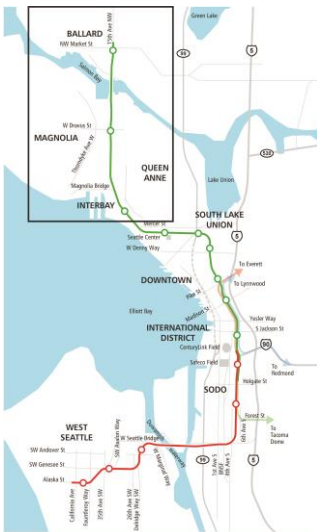
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Interbay/Ballard



Interbay/Ballard



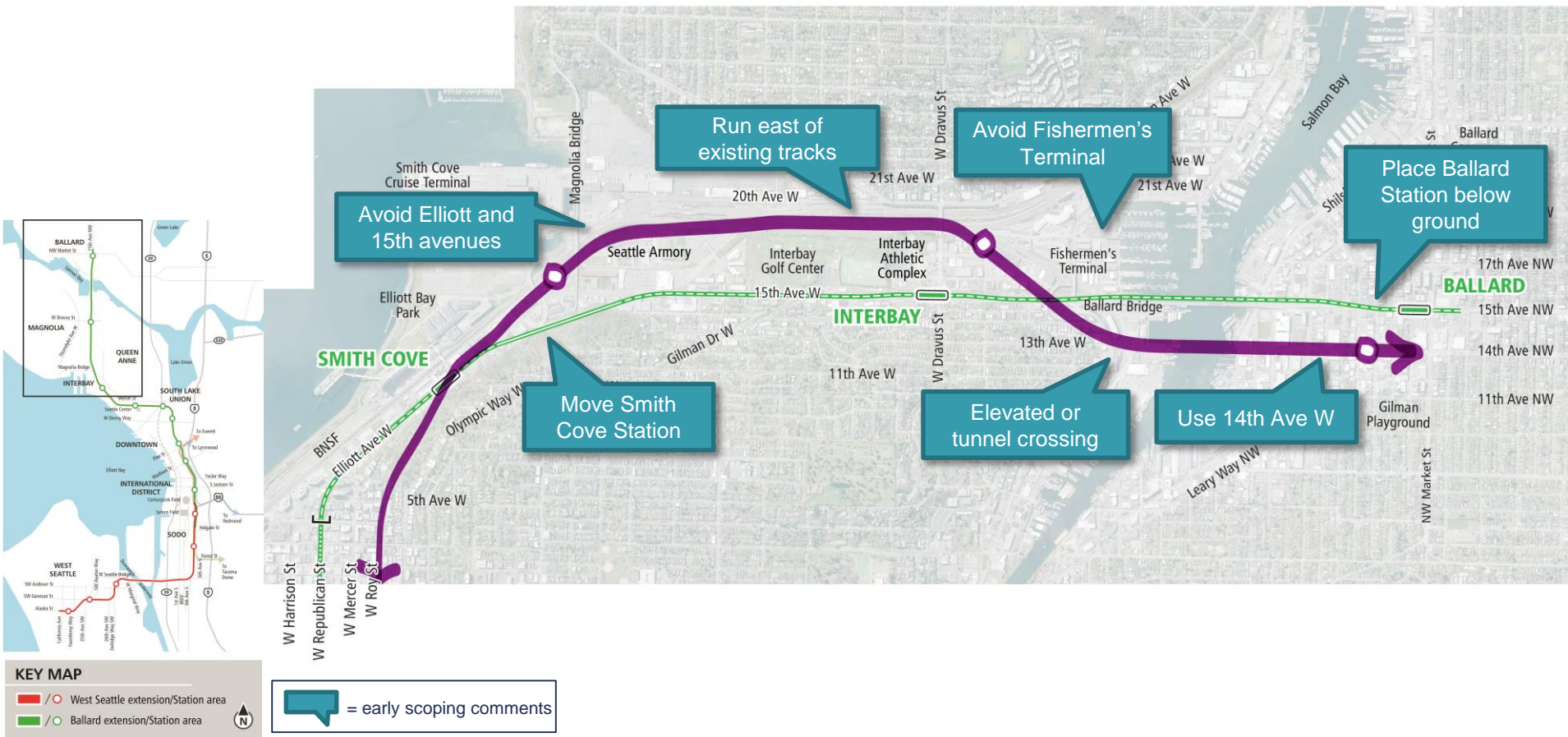
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- / ○ Ballard extension/Station area

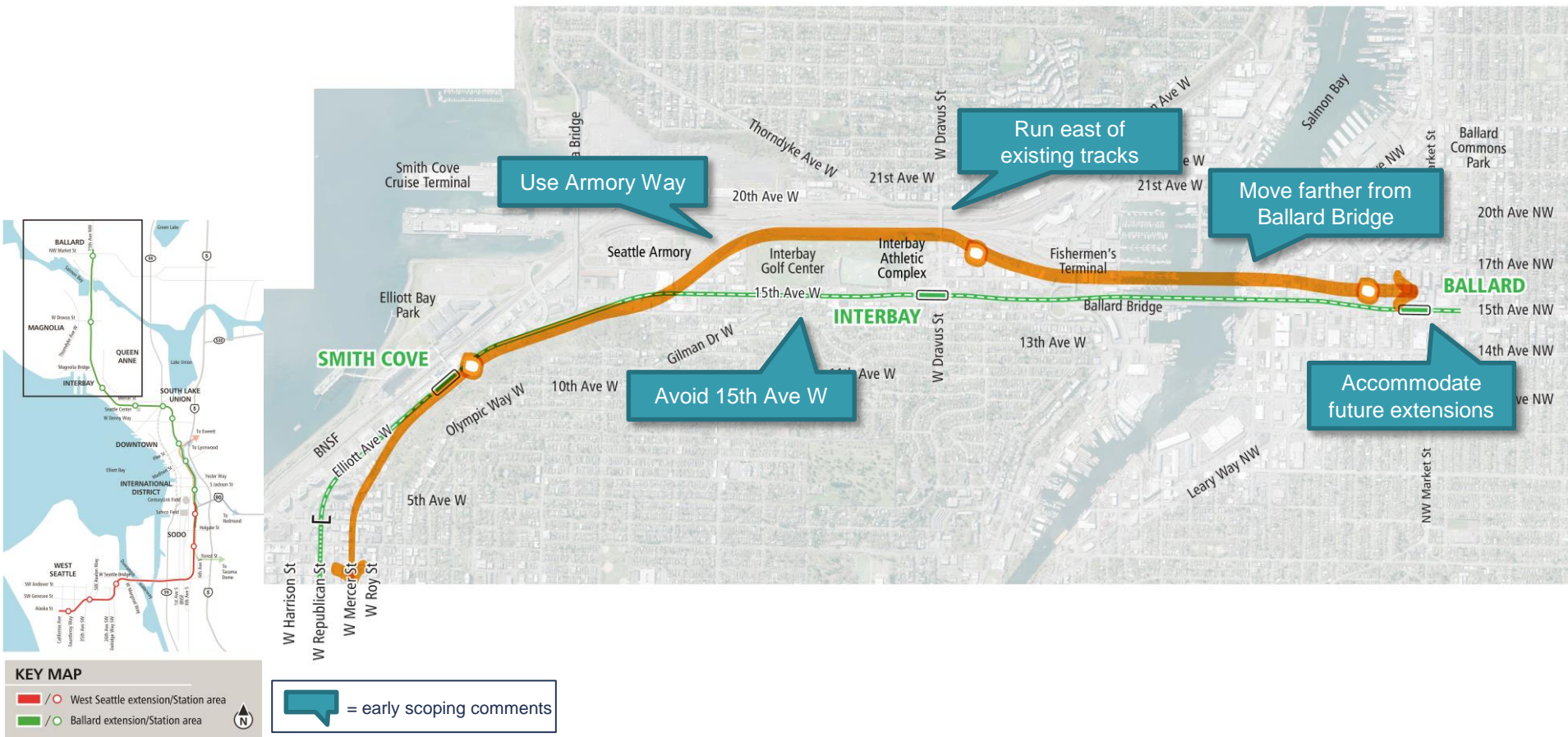


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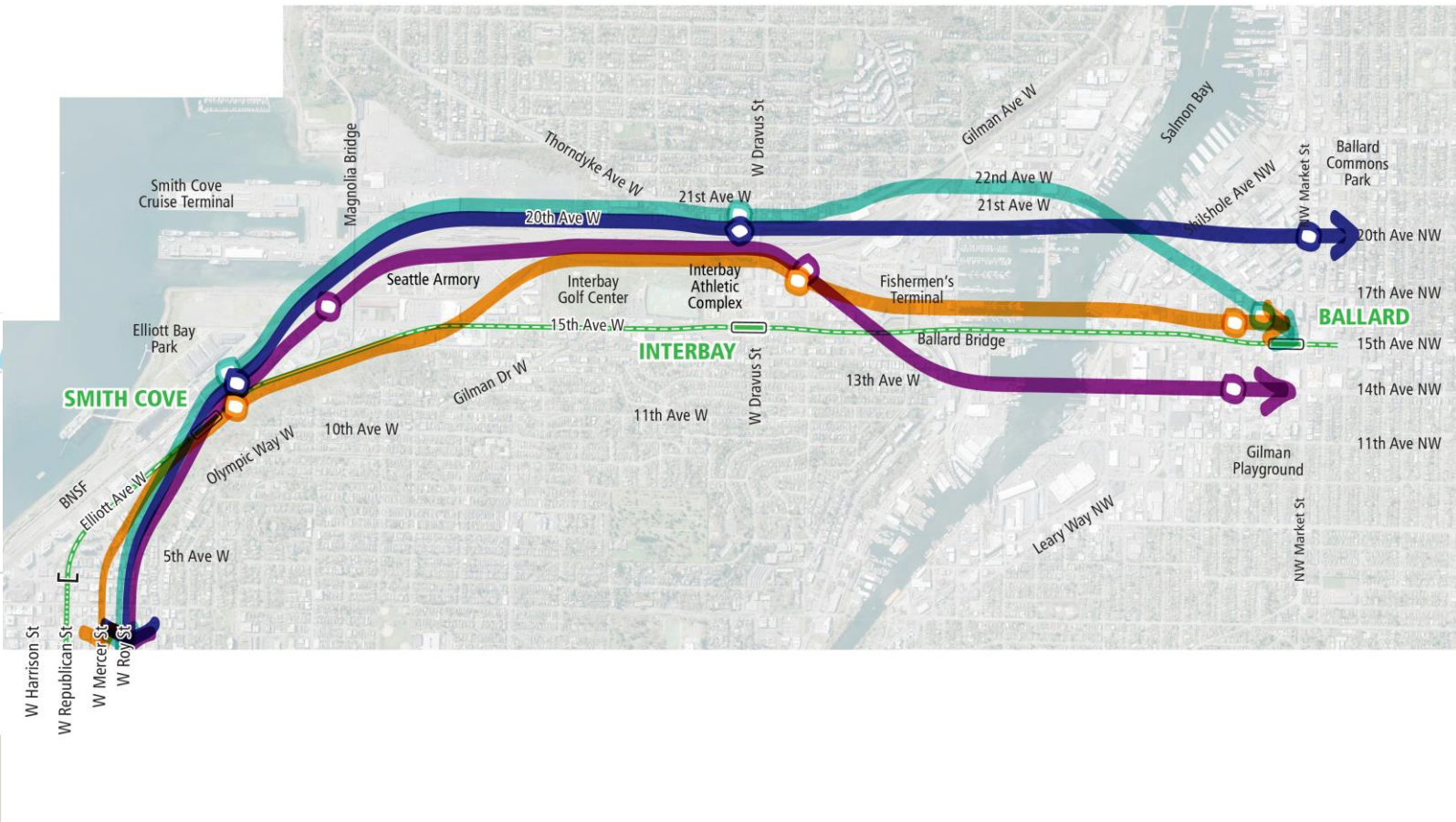
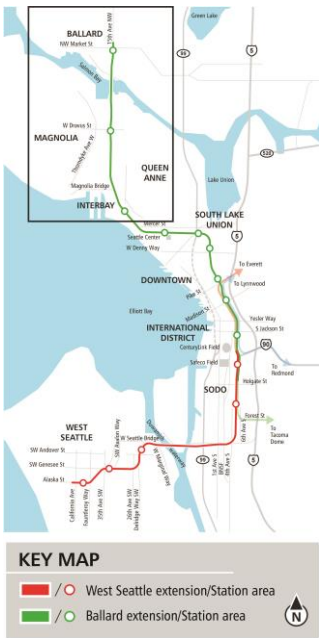
Interbay/Ballard



Interbay/Ballard



Interbay/Ballard

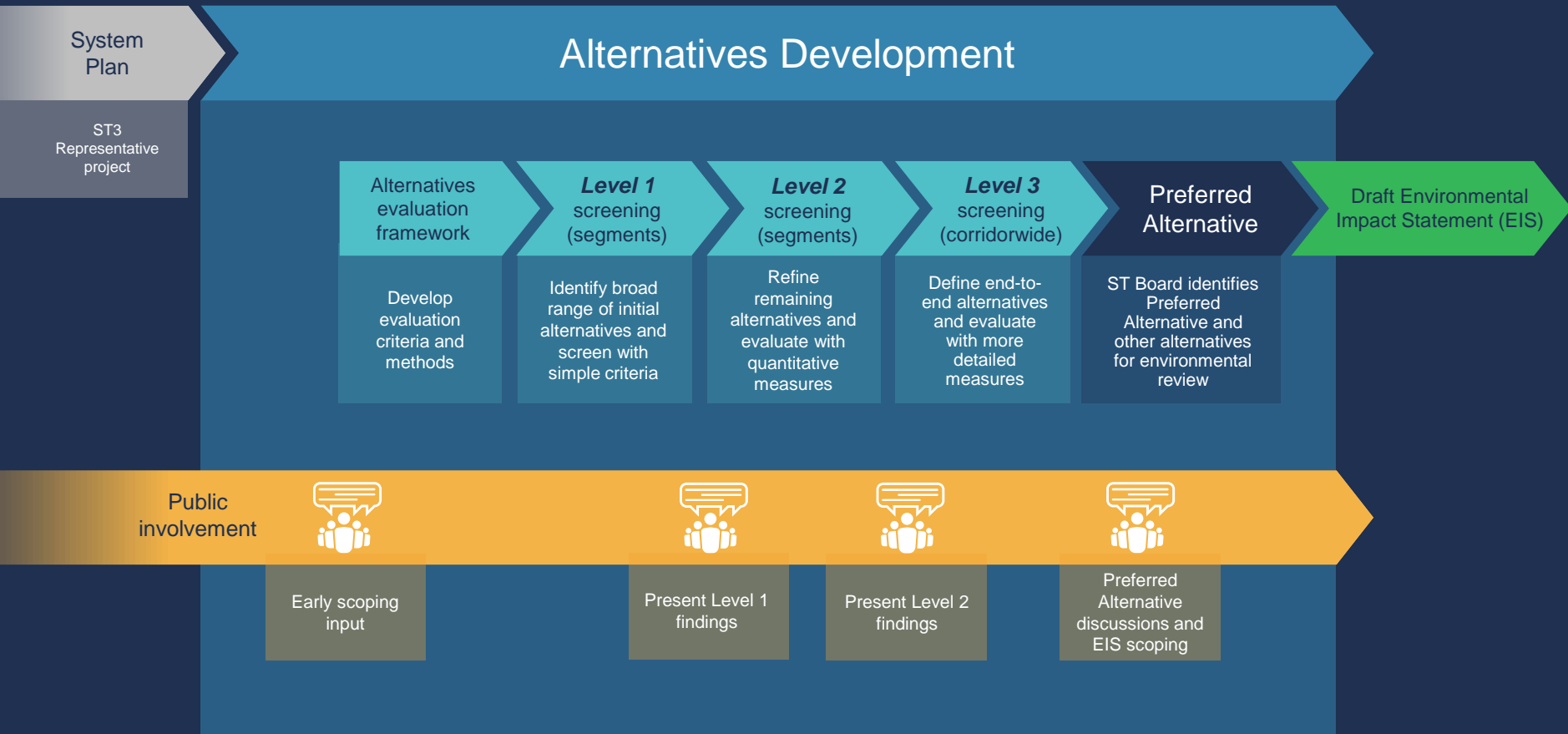


Interbay/Ballard

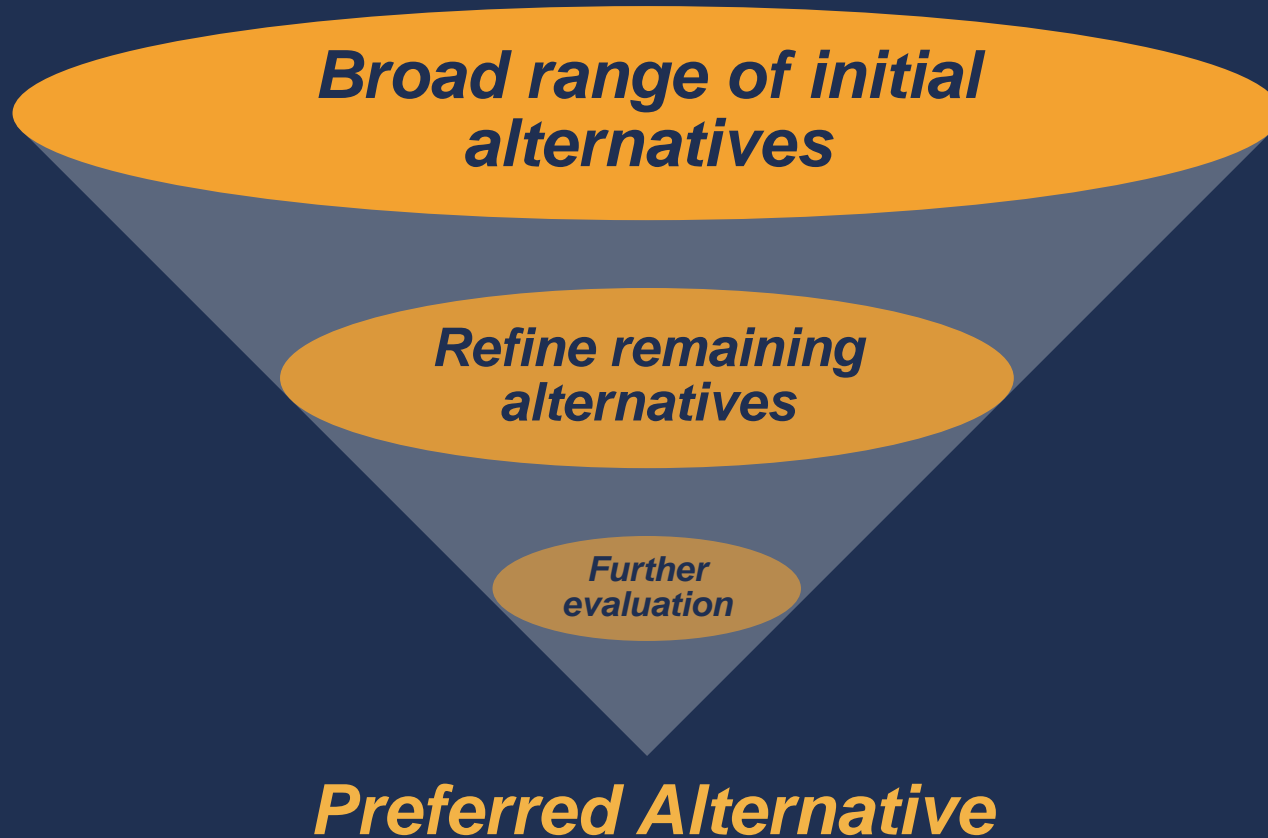
A man with dark hair and a beard, wearing a maroon polo shirt, is leaning over a table. He is focused on his work, with his hands near some papers and colorful sticky notes. The background is slightly blurred, showing other people in a meeting or workshop setting. The overall tone is professional and collaborative.

Alternatives evaluation framework

Alternatives development process



Screening process



Evaluation criteria, measures and methods



Evaluation criteria, measures and methods

Level 1 is more **qualitative**; Levels 2 and 3 are more **quantitative**. For example:

Level 1

Evaluation Criteria	Measure	Quantitative/Qualitative	Methods
Environmental Effects	Natural and built environment	Qualitative	Impacts to known natural and built resources

Level 2

Environmental Effects	Historic properties	Quantitative	Number of adjacent historic property impacts
	Parks and recreational resources	Quantitative	Number of adjacent parks and recreational resource impacts
	Water resources	Quantitative	Estimated square feet of in-water impacts
	Hazardous materials	Quantitative	Number of adjacent listed hazardous material site impacts
	Visual	Quantitative	Proximity to residential areas or protected views
	Noise and vibration	Quantitative	Number of potentially affected sensitive receivers
	Property acquisitions and displacements	Quantitative	Number of potentially affected properties, including potential residential and business displacements
	Burden on historically underserved populations	Qualitative	Assessment of how potential acquisitions/displacements would affect historically underserved populations relative to other communities
	Construction impacts	Qualitative	Assessment of temporary construction impacts to community, including potential for transportation, noise, vibration, and visual effects that could disrupt community

Level 3

Environmental Effects	Same measures and methods as Level 2, but for more defined and refined corridorwide alternatives		
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Purpose and Need



Provide **high quality rapid, reliable and efficient peak and off-peak light rail transit service** to communities in the West Seattle and Ballard corridors

Level 1 criteria and measure

Reliable service

- *Potential service disruptions and recoverability*

Travel times

- *Estimated light rail travel times*

Purpose and Need



Improve regional mobility by increasing **connectivity** and **capacity** through **downtown Seattle** to meet projected transit demand

Level 1 criteria and measure

Regional Connectivity

- *Network integration and operational flexibility to meet future demand*

Projected Transit Demand

- *Ridership potential*

Transit Capacity

- *Passenger carrying capacity in downtown*

Purpose and Need



Connect regional growth centers as described in adopted regional and local land use, transportation and economic development plans and Sound Transit's Long-Range Plan

Level 1 criteria and measure

Regional growth centers served

- *Station proximity to PSRC growth centers*

Sound Transit Long-Range Plan consistency

- *Accommodates future light rail extensions*

Purpose and Need



Implement a system that is **consistent with the ST3 Plan** that established transit mode, corridor and station locations and that is **technically feasible and financially sustainable** to build, operate and maintain

Level 1 criteria and measures

ST3 consistency

- *Mode, route and general station locations per ST3*
- *Potential operating plan effects*

Financial sustainability

- *ST3 cost consistency*

Technical feasibility

- *Engineering compliance / constraints*
- *Constructability issues*
- *Operational constraints*

Purpose and Need



Expand mobility for the corridor and region's residents, which include **transit dependent, low income and minority populations**

Level 1 criteria and measure

Historically underserved populations

- *Access to opportunities within station areas and frequent transit network*

Purpose and Need



Encourage equitable and sustainable urban growth in station areas through support of **transit-oriented development, station access and modal integration** in a manner that is consistent with local land use plans

Level 1 criteria and measures

Local land use plan consistency

- *Compatibility and consistency of station locations*
- *Proximity to urban centers / villages*

Modal integration

- *Bus / rail and rail / rail integration; ease of transfers*
- *Bicycle, pedestrian and persons with limited mobility connectivity*

Station area development opportunities

- *Development potential within station areas*

Purpose and Need



Preserve and promote a healthy environment by minimizing adverse impacts on the **natural and built environments** through sustainable practices

Level 1 criteria and measure

Environmental Effects

- *Protected natural resources*
- *Protected built environment*

Traffic Operations

- *Traffic circulation and access*

Neighborhood Forums

Community engagement and collaboration



Meeting dates subject to change.



Neighborhood forums

Late April through early May

- Delridge / Avalon / Alaska Junction
- SODO / Stadium
- Chinatown / Int'l District
- Midtown / Westlake
- Denny / SLU / Seattle Center
- Ballard / Interbay / Smith Cove



Neighborhood forums

Agenda

- Project overview
- Group discussions on:
 - Neighborhood values
 - Future vision for light rail integration
 - Alternatives and screening




Neighborhood forums

Goals for feedback

- Help refine alternatives
- Share with the Stakeholder Advisory Group, Elected Leadership Group and Sound Transit Board



Next steps



soundtransit.org/wsblink ➔

