



West Seattle and Ballard Link Extensions

Capital Committee | October 11, 2018

Agenda

- › *Project overview*
- › *Alternatives development process*
- › *Community engagement*
- › *Level 2 recommendations*

A photograph of a Sound Transit train at a station platform. The train is white with blue accents and has the number '139B' on its side. The text 'SOUND TRANSIT' is visible on the front and side of the train. The train is stopped at a platform with a yellow tactile strip. The background shows a station structure with overhead lighting. The text 'Project overview' is overlaid in a large, white, italicized font across the center of the image.

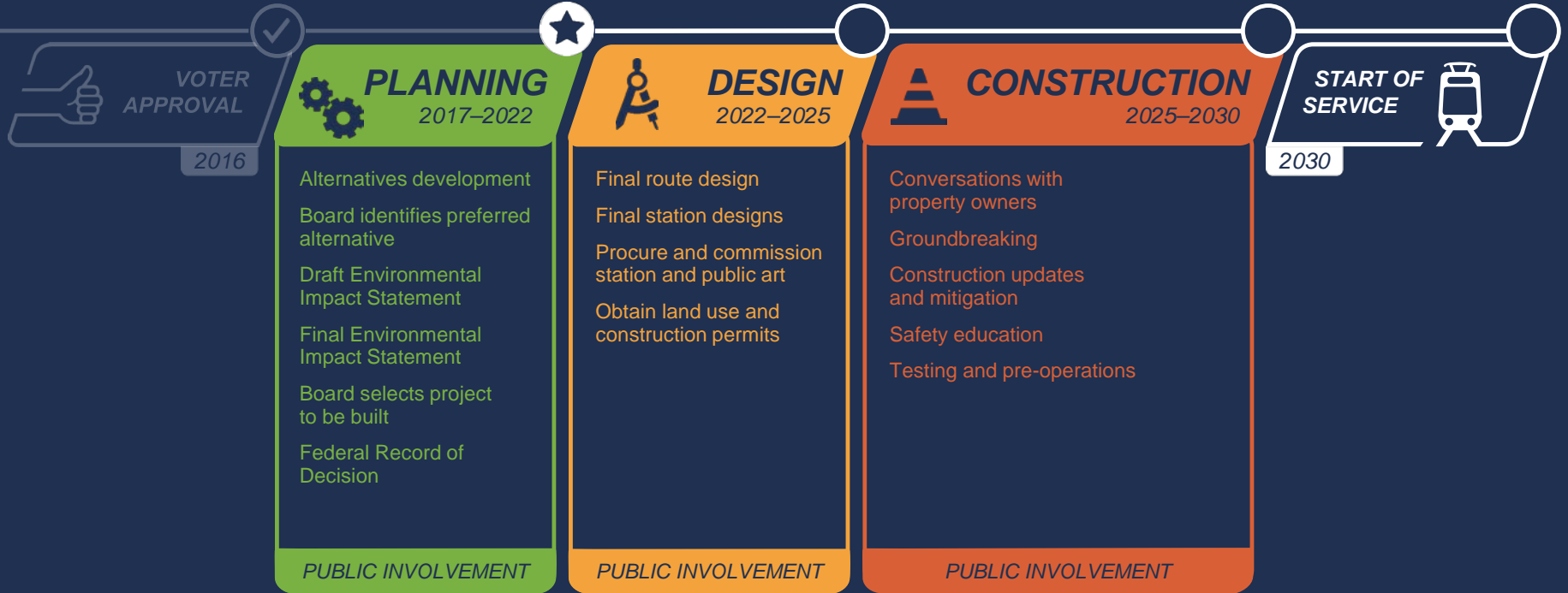
Project overview



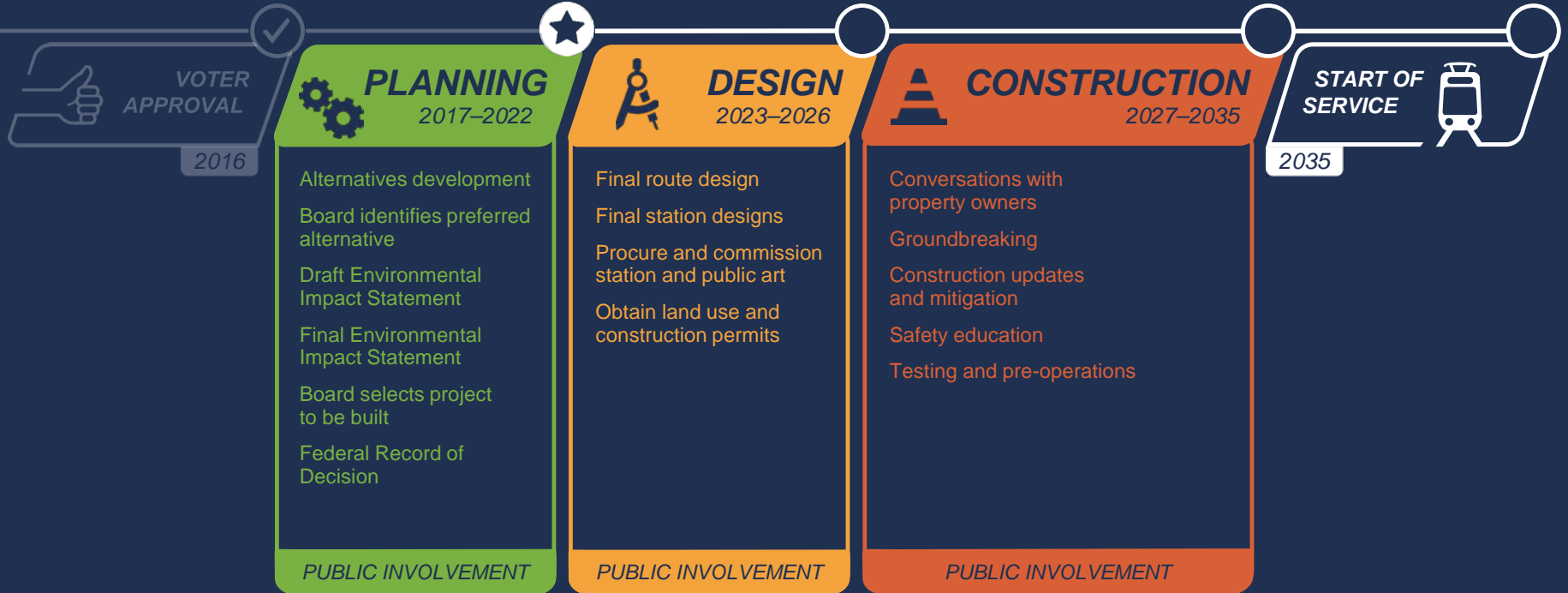
ST3 Representative project

- Identifies mode, corridor, number of stations, general station locations
- Informs cost, schedule, operating needs

West Seattle project timeline



Ballard project timeline





PLANNING



DESIGN

2017–2019

Alternatives
development

Board identifies
preferred alternative

2019–2022

Draft Environmental
Impact Statement

Final Environmental
Impact Statement

Board selects project
to be built

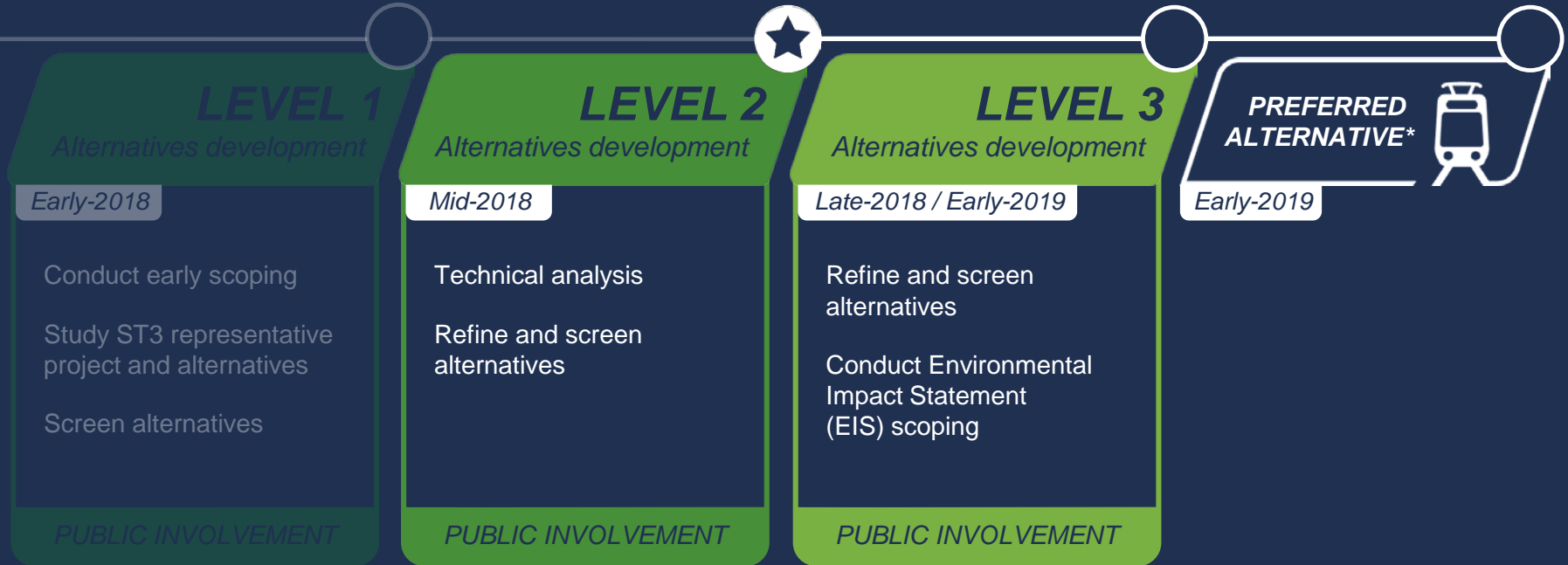
Federal Record of
Decision

PUBLIC INVOLVEMENT

A man with dark hair and a beard, wearing a maroon t-shirt, is leaning over a table. He is looking down at papers and sticky notes on the table, appearing to be in the middle of a project. The background is slightly blurred, showing another person sitting at a table. The overall scene suggests a collaborative work environment.

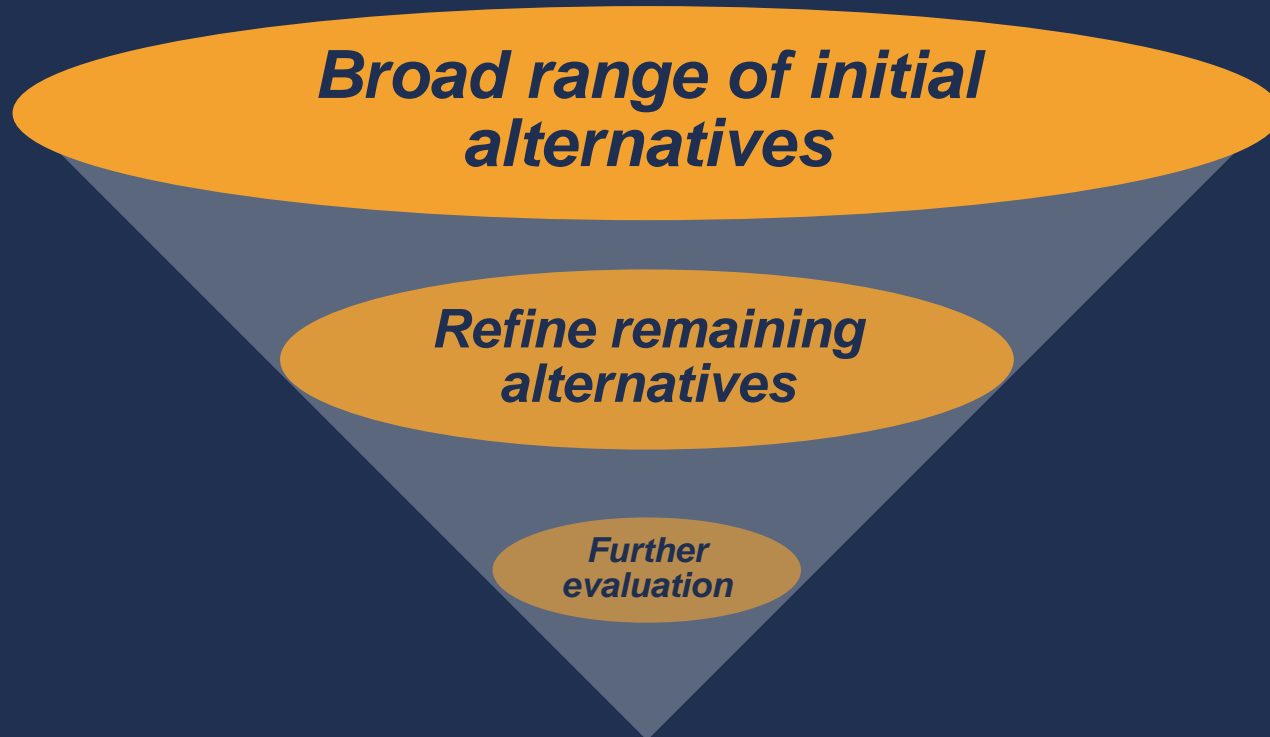
Alternatives development process

Alternatives development process










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

Screening process



Preferred Alternative and other EIS alternatives

Purpose and need

Purpose Statement	Symbol
Provide high quality rapid, reliable, and efficient peak and off-peak LRT service to communities in the project corridors as defined in ST3.	
Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet the projected transit demand.	
Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's <i>Regional Transit Long-Range Plan</i> .	
Implement a system that is consistent with the <i>ST3 Plan</i> 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 and policies.	
Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.	

Evaluation criteria

› 17 criteria consistent in all levels of evaluation

- Reliable service
- Travel times
- Regional connectivity
- Transit capacity
- Projected transit demand
- Regional centers served
- ST Long-Range Plan consistency
- ST3 consistency
- Technical feasibility
- Financial sustainability
- Historically underserved populations
- Station area local land use plan consistency
- Modal integration
- Station area development opportunities
- Environmental effects
- Traffic operations
- Economic effects

Measures and methods

- › *50+ quantitative and/or qualitative measures*
- › *Rating thresholds for High, Medium and Low*
- › *Key differentiators and findings*

**Lower
Performing**

**Medium
Performing**

**Higher
Performing**

Cost assessment

- Purpose: To **inform comparison** of Level 2 alternatives
- Comparative costs **by segment**
 - Consistent methodology (2017\$; construction, real estate, etc.)
 - Based on limited conceptual design (less than 5% design)
 - Final project budget established at 60% design (~ 2024)
- Costs for **end-to-end alternatives** in Level 3

WHO IS SOUND TRANSIT?

We plan, build and operate regional transit systems and services to improve mobility in urban areas of King, Pierce and Snohomish counties.

Sounder commuter rail

Sounder commuter rail provides a faster, more convenient and more reliable mode of public transit between Everett, Snohomish County, Tacoma, Pierce County, and Seattle. Sounder commuter rail provides a faster, more convenient and more reliable mode of public transit between Everett, Snohomish County, Tacoma, Pierce County, and Seattle.

Link light rail

Link light rail provides a faster, more convenient and more reliable mode of public transit between Everett, Snohomish County, Tacoma, Pierce County, and Seattle.

Punding

The system plan is paid for with a combination of state approved bond issues, federal grants, farebox recovery, commercial funds and interest payments. By 2026, system operating costs will be paid for with local taxes, farebox recovery, interest earnings, private sources and federal operating assistance.

SOUNDTRANSIT

FUTURE SERVICE

Sound Transit System Expansion will:

- Build a 116-mile light rail network extending from Everett to Tacoma and from Seattle neighborhoods to Renton and Issaquah.
- Establish Bus Rapid Transit (BRT) to the north, east and south of Lake Washington.
- Expand Sounder south line capacity and service adding two new stations.
- Improve accessibility and safety at stations.

SOUNDTRANSIT

Community engagement



Community engagement and collaboration



Meeting dates subject to change.

External Engagement Report: June-Sept. 2018



66 community briefings



3 neighborhood forums



11 festivals engaging more than 3,800 community members



1 online open house



4 Stakeholder Advisory Group meetings



9 email updates engaging more than 4,000 subscribers



1 Elected Leadership Group meeting

Neighborhood forums and open houses

West Seattle

Saturday, Sept. 8

→ 140 sign-ins

Downtown Seattle

Tuesday, Sept. 11

→ 75 sign-ins

Ballard

Monday, Sept. 17

→ 85 sign-ins



Online open house

OPEN

Sept. 6–23, 2018

TOTAL USERS

3,446

SURVEYS SUBMITTED

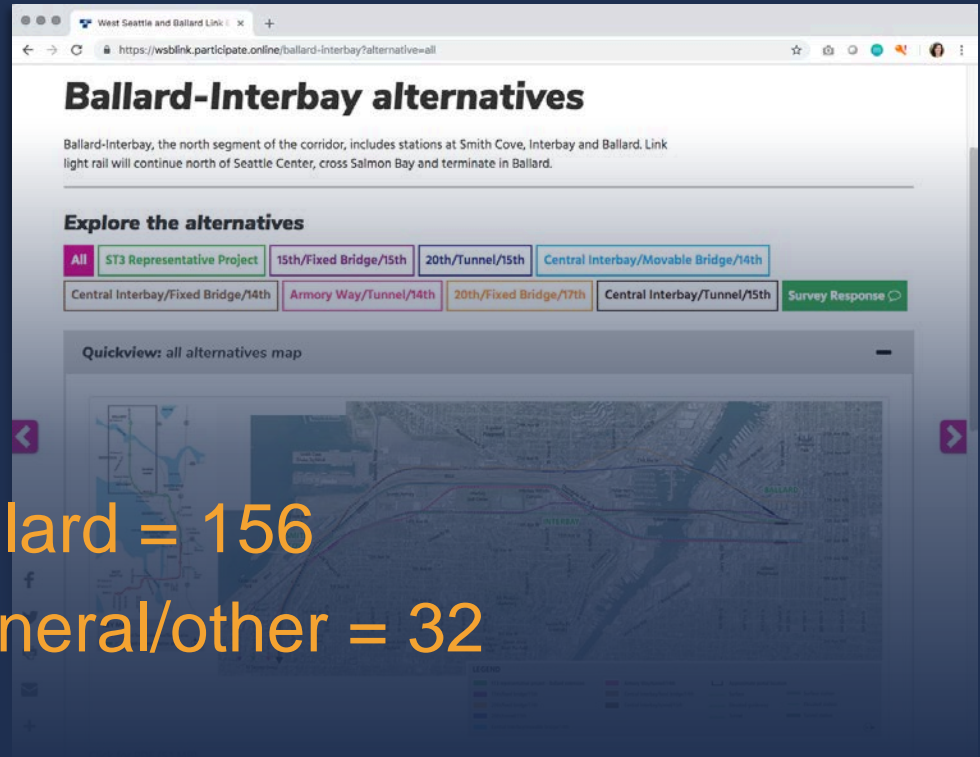
West Seattle = 140

SODO / CID = 49

Downtown = 65

Ballard = 156

General/other = 32



June briefings snapshot

- ✓ Chinatown-International District BIA (6/7)
- ✓ Seattle Design Commission (6/7)
- ✓ Pigeon Point Neighborhood Council (6/11)
- ✓ South downtown stakeholders (6/12)
- ✓ Seattle Planning Commission (6/14)
- ✓ Neighborcare Health Ballard (6/18)
- ✓ SODO BIA Transportation Committee (6/19)
- ✓ Ballard Food Bank (6/20)
- ✓ Sound Transit Citizen Oversight Panel (6/21)
- ✓ CID Framework Capital Projects Coordination Workgroup (6/22)
- ✓ UW Medicine (6/25)
- ✓ NSIA (6/26)
- ✓ Ethiopian Community in Seattle (6/26)
- ✓ West Seattle Food Bank (6/28)
- ✓ Southwest Youth & Family Services (6/29)



July briefings snapshot

- ✓ WSB Station Access Discussion (7/6)
- ✓ Mary's Place (7/10)
- ✓ Central Ballard Residents Association (7/12)
- ✓ South downtown stakeholders (7/12)
- ✓ SODO BIA Transportation Committee (7/13)
- ✓ Ballard Mill Marina (7/16)
- ✓ Western Towboat & American Waterway Operators (7/18)
- ✓ Ferguson Terminal (7/18)
- ✓ Fremont Tugboat (7/19)
- ✓ Transit Access Coalition (7/25)
- ✓ Plymouth Housing Group (7/25)
- ✓ Coastal Transportation (7/25)
- ✓ CID Forum (7/25)
- ✓ Neighborhood House at High Point (7/26)
- ✓ Seattle Maritime Academy (7/26)
- ✓ West Seattle JuNO (7/26)
- ✓ Downtown Residents Council / DSA (7/27)
- ✓ Chinese Information & Service Center (7/30)
- ✓ Mercer Corridor Stakeholders Committee (7/31)



August briefings snapshot

- ✓ Seniors in Action Foundation (8/1)
- ✓ NW Marine Trade Association (8/3)
- ✓ Seattle Yacht Club (8/3)
- ✓ Bowman Refrigeration (8/7)
- ✓ Drink & Link in Delridge (8/8)
- ✓ Labor organizations (8/8)
- ✓ Tugboat tour with Western Towboat (8/10)
- ✓ The Salvation Army (8/20)
- ✓ Wing Luke Museum (8/21)
- ✓ Seahawks/Public Stadium Authority (8/22)
- ✓ Housing Development Consortium (8/23)
- ✓ Downtown Emergency Service Center (8/28)
- ✓ St. Luke's Episcopal Church (8/29)
- ✓ SLU Community Council, Transportation Committee (8/29)
- ✓ United Indians of All Tribes Foundation (8/29)



September briefings snapshot

- ✓ Ballard Alliance Ratepayer Advisory Board (9/6)
- ✓ South downtown stakeholders (9/10)
- ✓ Transit Access Stakeholders (9/13)
- ✓ Seattle Planning Commission (9/13)
- ✓ Real Change (9/14)
- ✓ Uwajimaya (9/17)
- ✓ Coastal Transportation (9/17)
- ✓ West Seattle JuNO (9/18)
- ✓ CID Forum (9/19)
- ✓ Boys and Girls Club of King County (9/20)
- ✓ Seattle Design Commission (9/20)
- ✓ Uptown Alliance (9/20)
- ✓ Bellwether Housing (9/21)
- ✓ North Seattle Industrial Association (9/12, 9/25)
- ✓ West Seattle Transportation Coalition (9/27)
- ✓ CID Framework Capital Projects Coordination Workgroup (9/30)



2018 Festivals

- ✓ Morgan Junction Festival (6/16)
- ✓ Festival Sundiata (6/16-6/17)
- ✓ West Seattle Summer Fest (7/13-7/15)
- ✓ Ballard Seafood Fest (7/13-7/15)
- ✓ Dragon Fest (7/14-7/15)
- ✓ South Lake Union Block Party (8/10)
- ✓ Delridge Day (8/11)
- ✓ Celebrate Little Saigon (8/26)
- ✓ Night Market (9/8)
- ✓ Fishermen's Fall Festival (9/15)
- ✓ Sustainable Ballard Festival (9/22)
- ✓ Magnolia Farmers Market (10/6)





Station Charrettes

Collaborative design sessions with agencies and community stakeholders

- ✓ 6/28: Ballard / Interbay
- ✓ 7/12: Seattle Center
- ✓ 7/20: Delridge
- ✓ 7/24: Alaska Junction / Avalon
- ✓ 7/31: Chinatown – International District
- ✓ 8/2: Denny / SLU
- ✓ 8/28: SODO/Stadium
- ✓ 9/13: Smith Cove

Equity & Inclusion

- › **Sound Transit & City of Seattle partnership** utilizing the Racial Equity Toolkit (RET)
- › Working group structure focused on engagement and data analysis
- › Collaboration to elevate issues and considerations to **better inform the alternatives development process**
- › Strive to **provide information** that data alone cannot provide
- › What's next?: Report back to stakeholders & expand engagement with the community at large

Racial Equity Toolkit
to Assess Policies, Initiatives, Programs, and Budget Issues

RACE & SOCIAL JUSTICE INITIATIVE

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending [individual racism](#), [institutional racism](#) and [structural racism](#). The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

How Do I Use This Toolkit?

With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:

- Step 1. Set Outcomes.**
Leadership communicates key community outcomes for racial equity to guide analysis.
- Step 2. Involve Stakeholders + Analyze Data.**
Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.
- Step 3. Determine Benefit and/or Burden.**
Analyze issue for impacts and alignment with racial equity outcomes.
- Step 4. Advance Opportunity or Minimize Harm.**
Develop strategies to create greater racial equity or minimize unintended consequences.
- Step 5. Evaluate. Raise Racial Awareness. Be Accountable.**
Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.
- Step 6. Report Back.**
Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

Level 2 recommendations

WHO IS SOUND TRANSIT?

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Link light rail

Link light rail connects Everett to Seattle, including stops in South Everett, Everett, Marysville, Everett Station, Everett East and Snohomish County Center.

ST Express bus

ST Express bus provides commuter bus service between Everett and Seattle, including stops in South Everett, Everett, Marysville, Everett Station, Everett East and Snohomish County Center.

Our Board
Sound Transit is governed by an 18-member Board made up of local elected officials and the Secretary of the Washington State Department of Transportation. The Board establishes policies and gives direction and oversight.

Funding
The system plan is paid for with a combination of voter-approved local taxes, federal grants, federal emissions, commercial funds and interest payments. By 2026, system operating costs will be paid for with local taxes, federal revenues, interest earnings, private sources and federal operating assistance.

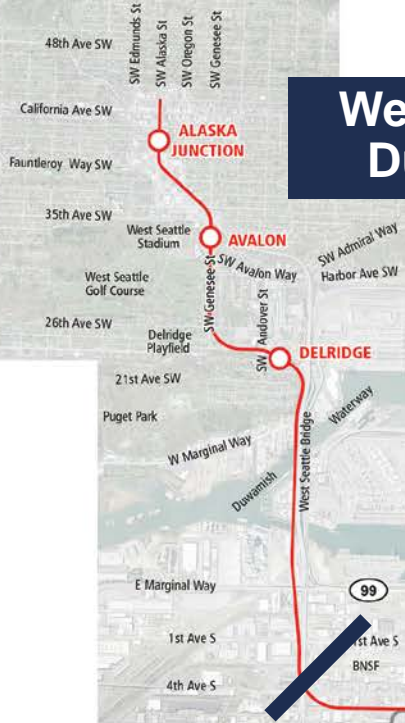
FUTURE SERVICE

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- Expand Sounder south line capacity and service adding two new stations
- Improve accessibility and waiting at stations

SOUND TRANSIT

West Seattle/ Duwamish



Interbay/Ballard



Downtown



SODO & Chinatown/ID

KEY MAP

- Red line / Red circle: West Seattle extension/Station area
- Green line / Green circle: Ballard extension/Station area
- Grey line / Grey circle: Existing Link/Station area

Study segments



Level 2 alternatives

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

Results summary



Public feedback - common themes

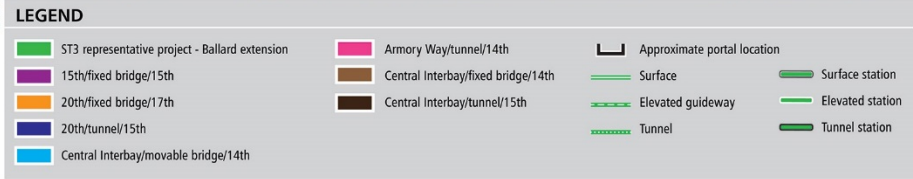
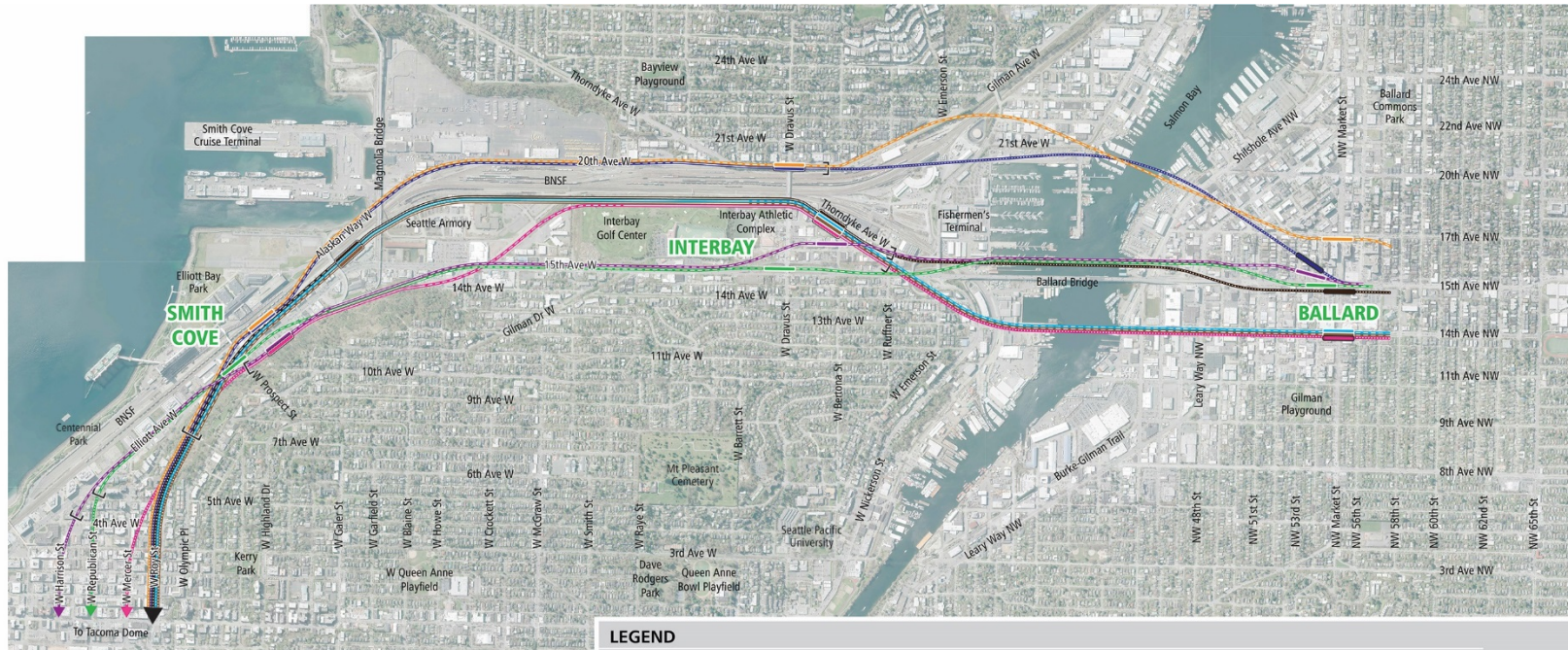
	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	W/suggested refinements?
Representative				
Alternative 1	<ul style="list-style-type: none"> No support for this alternative 			
Alternative 2	<ul style="list-style-type: none"> Support for this alternative 			
Alternative 3	<ul style="list-style-type: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

ELG recommendations

Level 2 alternatives

Interbay/Ballard






- ST3 Representative Project
- 15th/Fixed Bridge/15th
- 20th/Fixed Bridge/17th
- 20th/Tunnel/15th
- Armory Way/Tunnel/14th
- Central Interbay/Movable Bridge/14th
- Central Interbay/Fixed Bridge/14th
- Central Interbay/Tunnel/15th



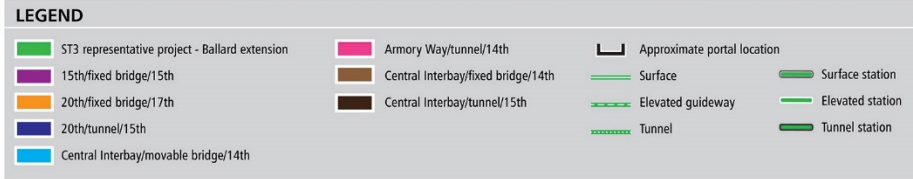
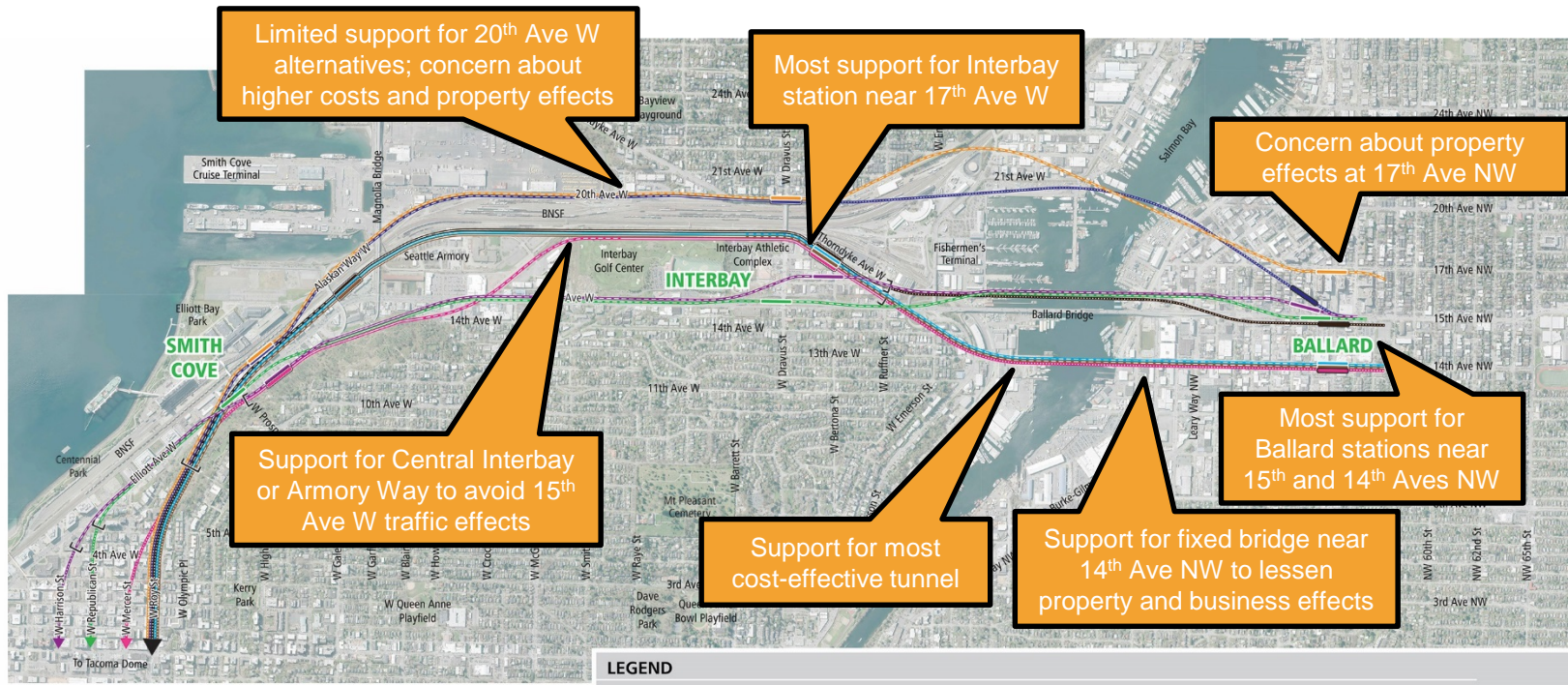
Interbay / Ballard

Level 2 alternatives

Interbay / Ballard Results summary

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









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



Interbay / Ballard

Public feedback - common themes

Interbay / Ballard *ELG recommendations*

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Central Interbay/ Fixed Bridge/14 th 	<ul style="list-style-type: none"> Some support for fixed bridge and Ballard station with fewer property effects 		✓	
Central Interbay/ Movable Bridge/14 th 	<ul style="list-style-type: none"> Concern about movable bridges 	✓		
15 th /Fixed Bridge/15 th 	<ul style="list-style-type: none"> Concern about Fishermen's Terminal effects 	✓		
Armory Way/ Tunnel/14 th 	<ul style="list-style-type: none"> General support for more cost-effective tunnel crossing Support for Ballard station with fewer property effects <i>Explore Ballard Station access at 15th Ave NW, closer to center of urban village</i> 		✓	Explore Ballard Station access at 15 th Ave NW, closer to center of urban village
Central Interbay/ Tunnel/15 th 	<ul style="list-style-type: none"> Concern about tunnel cost vs. Armory Way/Tunnel/14th Support for 15th Ave NW station 	✓		
20 th /Fixed Bridge/17 th 	<ul style="list-style-type: none"> Concern about overall cost Concern about Ballard Station property, construction and visual effects, though support for location 	✓		
20 th /Tunnel/15 th 	<ul style="list-style-type: none"> Concern about tunnel cost vs. Armory Way/Tunnel/14th 	✓		

ELG Discussion – Interbay / Ballard

- *Concern with Representative Project, movable bridge and anything on 15th Ave*
- *Consider pedestrian bridge if Smith Cove Station located east of 15th Ave*
- *Concern with effects on Fishermen's Terminal*

Level 2 alternatives

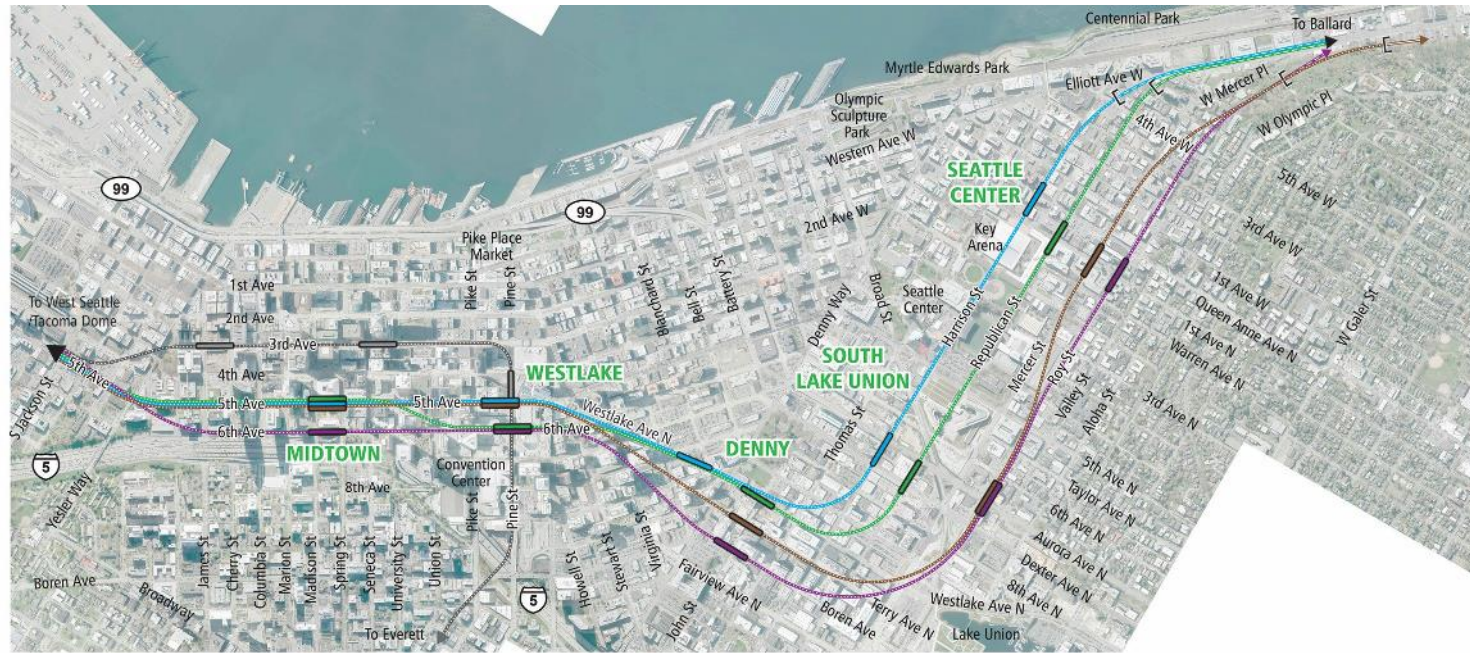
Downtown

- ST3 Representative Project
- 5th/Harrison
- 5th/Terry/Roy/Mercer
- 6th/Boren/Roy



KEY MAP

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



LEGEND





- ST3 representative project - Ballard extension
- 5th/Harrison
- 5th/Terry/Roy/Mercer
- 6th/Boren/Roy
- Existing Link light rail
- Approximate portal location
- Surface
- - - Tunnel
- - - Elevated
- Tunnel station



Downtown

Level 2 alternatives

Downtown Results summary

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
6th/Boren/Roy 	<ul style="list-style-type: none"> Avoids building tie-backs on 5th Ave, SR 99 portal and sewer More constrained Denny station location on Boren Seattle Center station location on Roy, two blocks from Key Arena Lower bus/rail integration opportunity at Seattle Center station on Roy 	Similar	Higher Performing
5 th /Harrison 	<ul style="list-style-type: none"> Better bus/rail integration opportunity at SLU station on Harrison Higher property effects due to tunnel portal location on Harrison west of Seattle Center Engineering challenges with tunneling under Key Arena 	+\$200M	Higher Performing
5 th /Terry/Roy/Mercer 	<ul style="list-style-type: none"> Avoids SR 99 portal and sewer Seattle Center station location on Mercer, one block from Key Arena 	+\$200M	Higher Performing

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



KEY MAP

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

Interest in further study of both 5th Ave and 6th Ave routes in Downtown

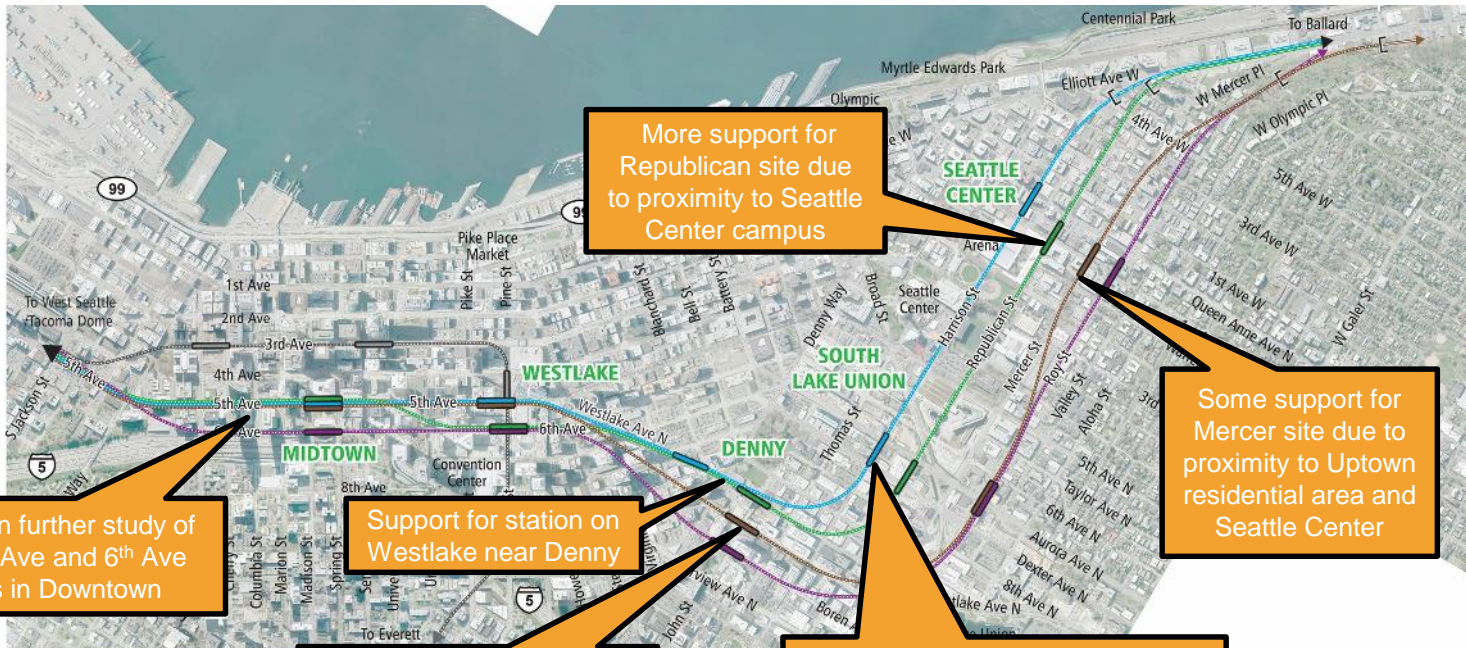
Support for station on Westlake near Denny

Interest in further study of Terry station site

More support for Republican site due to proximity to Seattle Center campus

Some support for Mercer site due to proximity to Uptown residential area and Seattle Center

More support for Harrison site due to proximity to employment centers and ped/bike connections across Aurora Ave







- ST3 represents
- 5th/Harrison
- 5th/Terry/Roy/Mercer
- 6th/Boren/Roy
- Approximate portal location
- - - Surface
- - - Elevated
- - - Tunnel
- Tunnel station

Downtown

Public feedback - common themes

Downtown *ELG* recommendations

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
6th/Boren/Roy 	<ul style="list-style-type: none"> Limited support for Denny station at Boren (due to steep grade) and South Lake Union station at Roy, but interest in maintaining 6th Ave route through Downtown 	✓		
5th/Harrison 	<ul style="list-style-type: none"> Support for this alternative with Seattle Center station located at Republican 		✓	With Seattle Center station located at Republican
5th/Terry/Roy/Mercer 	<ul style="list-style-type: none"> Some support for Denny station at Terry, with interest in 6th Ave route through Downtown 		✓	With 6th Ave route through Downtown

ELG Discussion – Downtown







- *Transfers at Westlake Station will be critical to serve region well*
- *Consider pedestrian safety upgrades, especially at South Lake Union station near Mercer*

Level 2 alternatives

● SODO/Chinatown-ID ●

- ST3 Representative Project
- Surface E-3
- Massachusetts Tunnel Portal
- 5th Avenue Mined C-ID
- 4th Avenue Mined C-ID
- 4th Avenue Cut-and-Cover C-ID
- Occidental Avenue

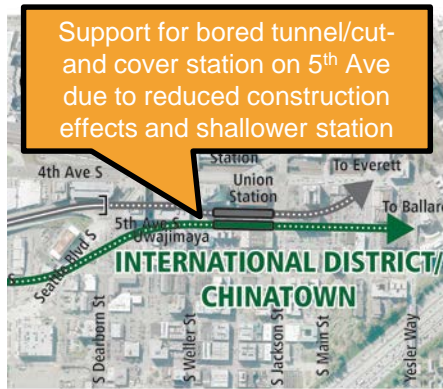
Chinatown-ID Results summary

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
Surface E-3 (shorter 5 th Ave Cut-and-Cover Tunnel) 	<ul style="list-style-type: none"> Shallow cut-and-cover station under 5th Ave; easy rider access/transfers Construction effects, parking lane closures on 5th Ave in station area 	- \$300M**	Higher Performing
Massachusetts Tunnel Portal (5 th Ave Bored Tunnel) 	<ul style="list-style-type: none"> Shallow cut-and-cover station under 5th Ave; easy rider access/transfers Construction effects, parking lane closures on 5th Ave in station area 	- \$200M	Higher Performing
5 th Ave Mined C-ID 	<ul style="list-style-type: none"> Deep mined station (~200') under 5th Ave; poor rider access/transfers Less construction effects, parking closures on 5th Ave with mined station Some property effects (for mined station access shaft) Results in very deep Midtown Station (~250') 	Similar	Medium Performing
4 th Ave Mined C-ID 	<ul style="list-style-type: none"> Deep mined station (~200') under 4th Ave, poor rider access/transfers Major engineering/constructability constraints (4th Ave viaduct demolition/rebuild, active BNSF railway, existing transit tunnel, etc.) Large property effects (Ryerson Base for tunnel portal site) Requires 3rd party funding of 4th Ave Viaduct re-build costs Results in very deep Midtown Station (~250') 	+ \$500M	Lower Performing
4 th Ave Cut-and-Cover C-ID 	<ul style="list-style-type: none"> Shallow cut-and-cover station under 4th Ave; easy rider access/transfers Major engineering/constructability constraints (4th Ave viaduct demolition/rebuild, active BNSF railway, existing transit tunnel, etc.) Large property effects (King County Admin Building) Requires 3rd party funding of 4th Ave Viaduct re-build costs 	+ \$600M	Lower Performing

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

**Cost comparison for Chinatown/ID sub-segment only; total SODO/C-ID segment cost difference is - \$400M compared to ST3 Representative Project.

Representative Project and Surface E-3



Massachusetts Tunnel Portal (5th Ave Bored Tunnel)



5th Ave Mined C-ID

4th Ave Mined C-ID

4th Ave Cut-and-Cover

Chinatown-ID

Public feedback - common themes

Chinatown-International District

RET – Community Input







- **Inclusive, ongoing engagement** is imperative to outcomes that benefit CID communities
- **Construction impacts are a top concern** to CID communities
- Support from the CID and Pioneer Square communities for leveraging a new station to **improve connections** between transit modes, **activate Union Station** and improve the existing Chinatown/International District station and plaza

Chinatown-International District

RET – Community Input

- Support for continued exploration of **both 4th and 5th Avenue** South alternatives
- The **user experience** and **comfort using light rail** is fundamental to understanding whether alternatives enhance mobility and access
- Strong interest in a comprehensive and coordinated **cross-agency strategy** to address **displacement and gentrification** in the CID

Chinatown-ID *ELG recommendations*

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Surface E-3 (shorter 5 th Ave Cut-and-Cover Tunnel) 	<ul style="list-style-type: none"> Concern about cut-and-cover tunnel construction effects 	✓		
Massachusetts Tunnel Portal (5 th Ave Bored Tunnel) 	<ul style="list-style-type: none"> Support for reduced construction effects and shallower station 		✓	
5 th Ave Mined C-ID 	<ul style="list-style-type: none"> Support for reduced construction effects Concern about access due to deep station 		✓	
4 th Ave Mined C-ID 	<ul style="list-style-type: none"> Support for closer proximity to King Street Station and reduced CID effects along 5th Ave Concern about traffic detours and access due to deep station 		✓	
4 th Ave Cut-and-Cover C-ID 	<ul style="list-style-type: none"> Support for closer proximity to King Street Station, reduced CID effects along 5th Ave and shallower station Concern about traffic detours 		✓	

ELG Discussion – Chinatown-ID

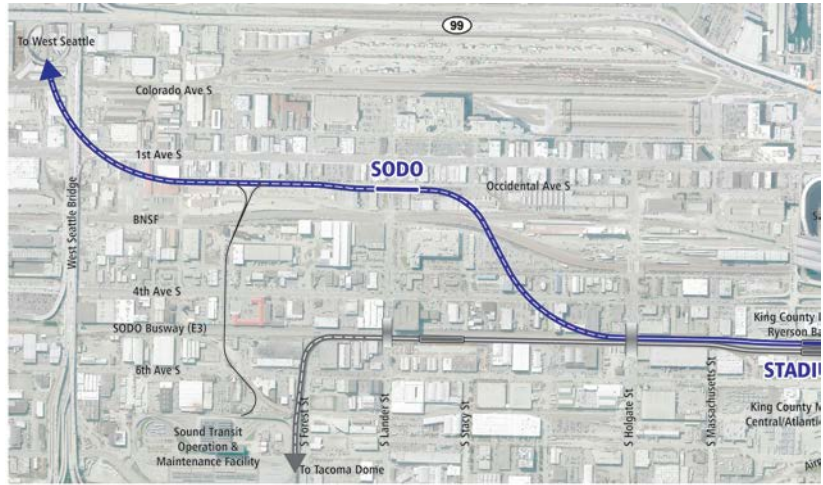
- *Must recognize historical context of impacts to community*
- *Need to interact with community about short term vs. long term impacts and benefits*
- *Interest in activating Union Station*
- *Concern with effects of displacing Ryerson bus base and effects on bus use of E-3 Transitway*
- *Concern with poor transfer environment and customer experience with deep mined stations*
- *Need more time to engage with community on options*



Surface E-3



Massachusetts Tunnel Portal



Occidental Ave.





KEY MAP

- West Seattle extension/station area
- Ballard extension/station area

LEGEND

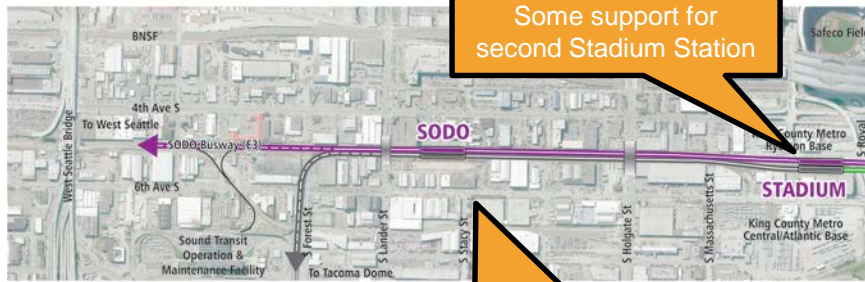
- S13 representative project
- Massachusetts tunnel portal
- Surface E-3
- 4th Avenue cut-and-cover tunnel/station
- 4th Avenue tunnel station
- 5th Avenue tunnel station
- Occidental Avenue
- Existing Link light rail
- Approximate portal location
- New roadway crossing
- Surface
- Elevated guideway
- Tunnel
- Elevated station
- Tunnel station
- Surface station

SODO Results summary

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
Surface E-3 	<ul style="list-style-type: none"> New at-grade SODO Station on E-3 transitway at Lander Transfer at existing SODO Station Bus operations on E-3 transitway displaced New grade-separated roadway crossings (Lander, Holgate) improve existing rail/traffic/freight operations Property effects at tunnel portal site (for Massachusetts Tunnel Portal alternative only) Massachusetts Tunnel Portal alternative avoids impacts to Ryerson Base 	-\$100M	Higher Performing
Massachusetts Tunnel Portal 		**	Higher Performing
Occidental Ave. 	<ul style="list-style-type: none"> New elevated SODO Station on Occidental Ave at Lander Transfer at existing Stadium Station Long span bridges over BNSF tracks and longer track connection to maintenance facility Bus operations on E-3 transitway partially displaced Property effects along Occidental, BNSF crossings and maintenance facility connection 	+\$200M	Higher Performing

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

**Cost comparison reflected in Chinatown/ID summary table.



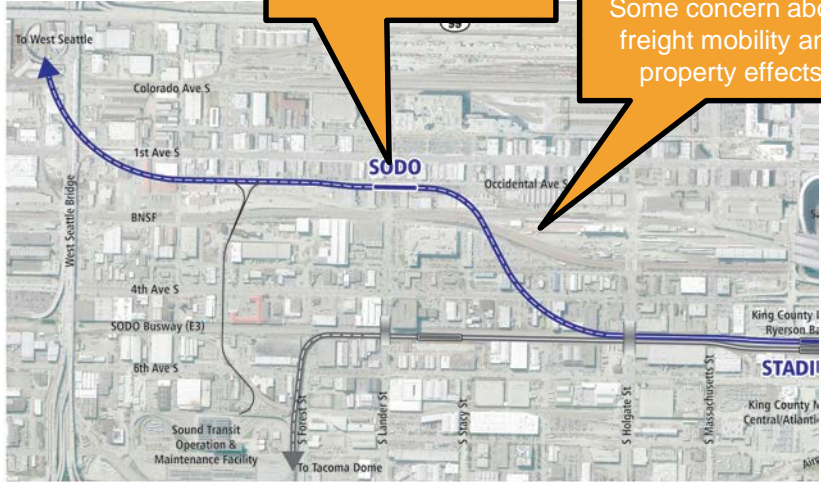
Some support for second Stadium Station

Surface E-3

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



Massachusetts Tunnel Portal










Some support for locating new SODO station further west

Some concern about freight mobility and property effects

Occidental Ave.



SODO ELG recommendations

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Surface E-3 	<ul style="list-style-type: none"> • General support for surface alignment • Support for new roadway overpasses at Lander and Holgate • Some support for second Stadium station • <i>Explore shifting existing and new SODO stations closer to Lander</i> 			
Massachusetts Tunnel Portal 	<ul style="list-style-type: none"> • General support for surface alignment • Support for new roadway overpasses at Lander and Holgate • <i>Explore shifting existing and new SODO stations closer to Lander</i> 			
Occidental Ave. 	<ul style="list-style-type: none"> • Some support for locating new SODO station further west • Some concern about freight mobility and property effects 			

ELG Discussion – SODO

- *Need to continue analysis on interim terminus options to avoid short-term forced transfer at SODO Station if possible*
- *Need improved mobility options in SODO*
- *Strong interest in resolving limited bus base capacity*

Level 2 alternatives

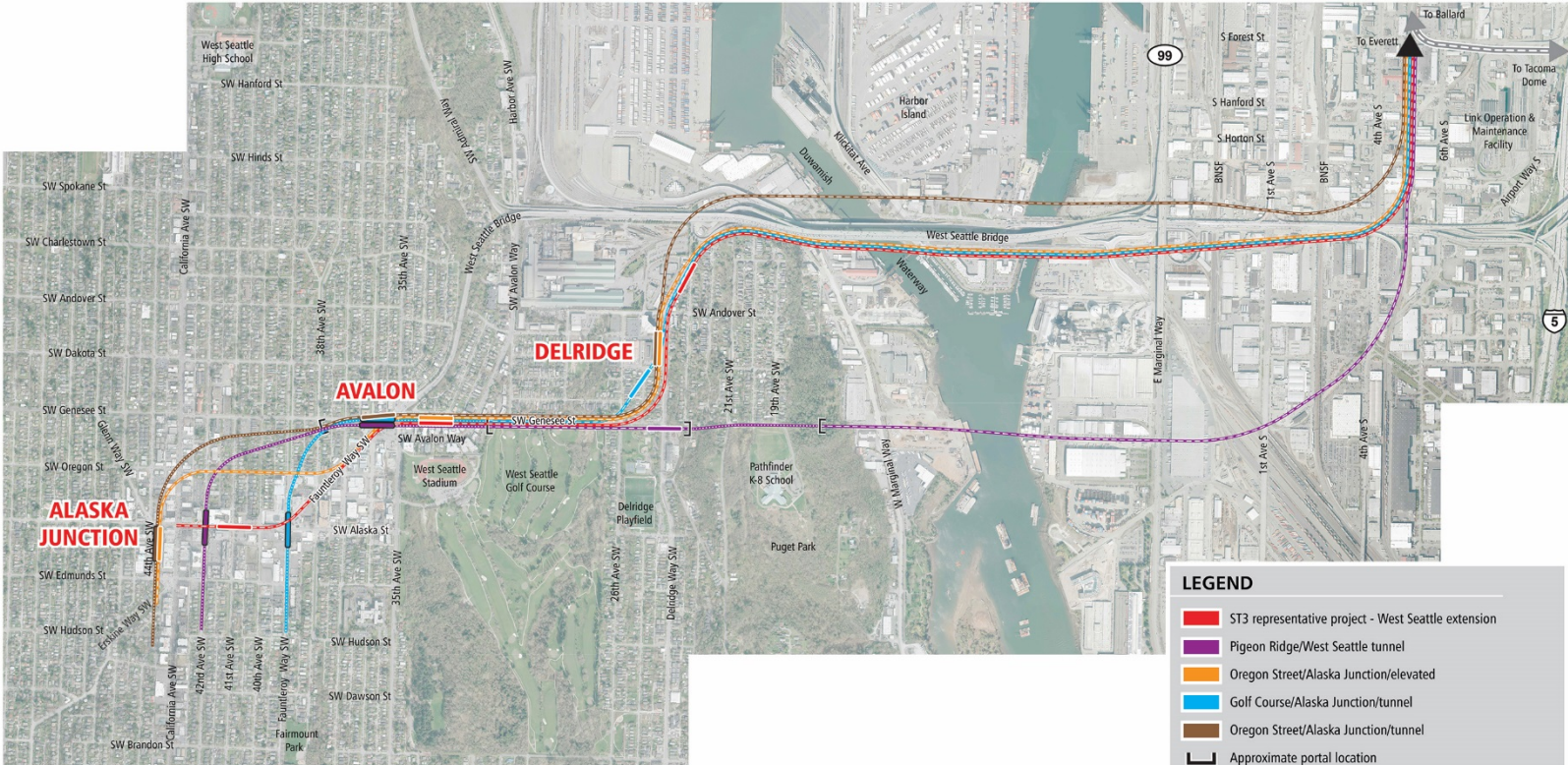
West Seattle/Duwamish

- ST3 Representative Project
- Pigeon Ridge/West Seattle Tunnel
- Oregon Street/Alaska Junction/Elevated
- Golf Course/Alaska Junction/Tunnel
- Oregon Street/Alaska Junction/Tunnel



KEY MAP

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








LEGEND

- ST3 representative project - West Seattle extension
- Pigeon Ridge/West Seattle tunnel
- Oregon Street/Alaska Junction/elevated
- Golf Course/Alaska Junction/tunnel
- Oregon Street/Alaska Junction/tunnel
- Approximate portal location
- Elevated
- Tunnel
- Elevated station
- Tunnel station

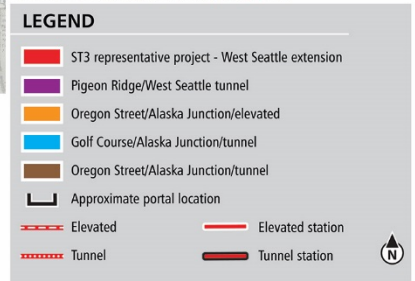
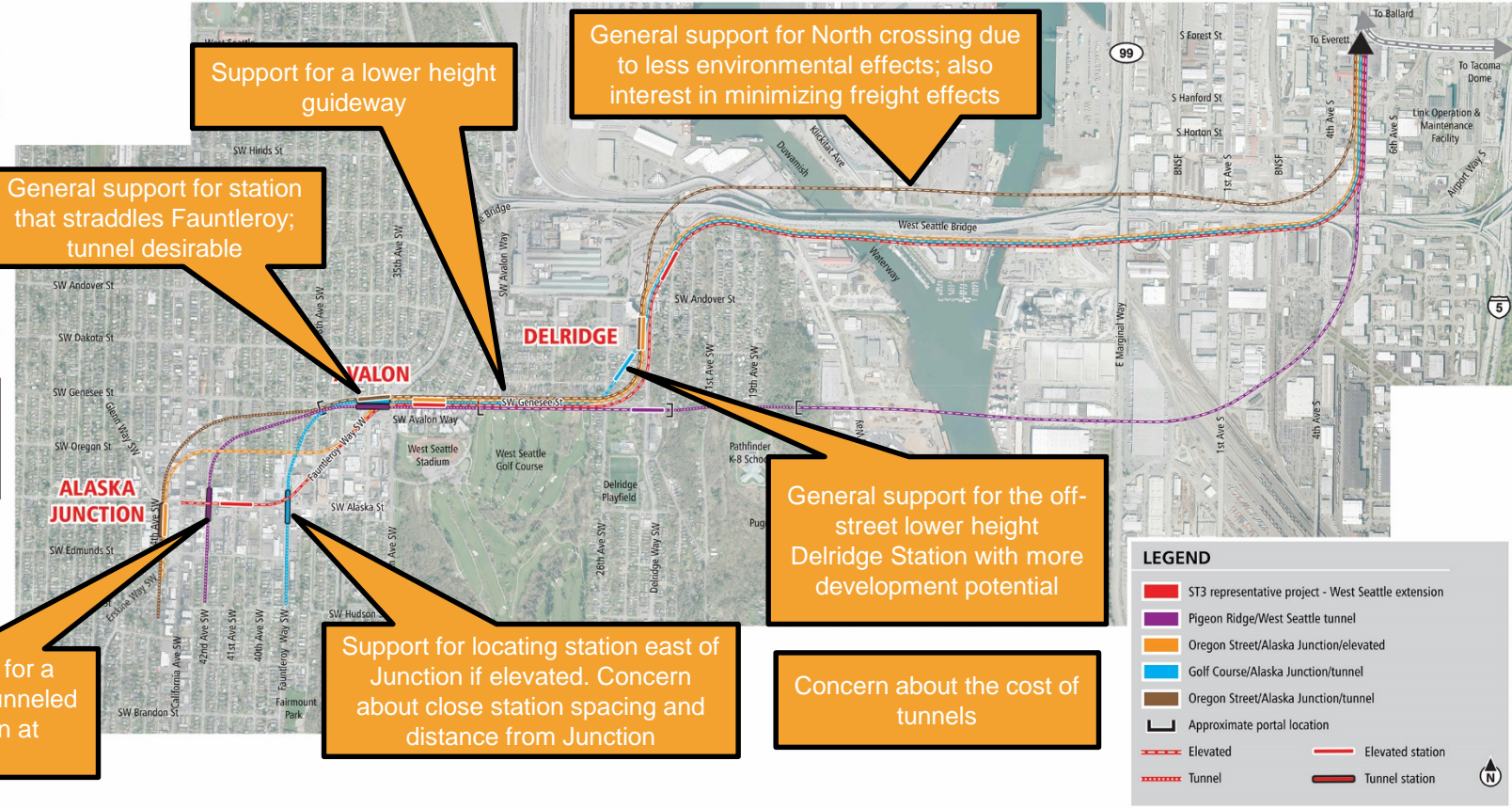
West Seattle / Duwamish

Level 2 alternatives

West Seattle / Duwamish Results summary

Alternative	Key findings	Cost comparison*	Schedule comparison*
ST3 Representative Project 			
Oregon Street / Alaska Junction / Elevated 	<ul style="list-style-type: none"> • 3 elevated stations • Increases residential/business effects at Junction • Complicates future extension south • High guideway along Genesee 	Similar	Higher Performing
Oregon Street / Alaska Junction / Tunnel 	<ul style="list-style-type: none"> • 1 tunnel station; 2 elevated stations • High guideway along Genesee • Fewer engineering constraints • Affects freight, port terminal facilities during construction • Includes tunnel; requires 3rd Party funding 	+\$500M	Lower Performing
Golf Course / Alaska Junction/ Tunnel 	<ul style="list-style-type: none"> • 2 tunnel stations; 1 elevated station • Lessens residential/business effects at Junction • Low guideway along Genesee • Includes tunnel; requires 3rd Party funding 	+\$700M	Lower Performing
Pigeon Ridge / West Seattle Tunnel 	<ul style="list-style-type: none"> • 2 tunnels; 2 tunnel stations; 1 elevated station • Most engineering constraints • Most effects to Duwamish Greenbelt • Low guideway along Genesee • Lessens residential and business effects in Delridge • Includes two tunnels; requires 3rd Party funding 	+\$1,200M	Lower Performing






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



West Seattle / Duwamish

Public feedback - common themes

West Seattle / Duwamish *ELG recommendations*

Alternative	Public feedback - common themes	Do Not Carry Forward?	Carry Forward?	w/suggested refinements?
ST3 Representative Project 				
Oregon Street / Alaska Junction / Elevated 	<ul style="list-style-type: none"> Concern about elevated guideway across California Ave <i>If elevated, explore locating terminus station east of Junction</i> 	✓		
Oregon Street / Alaska Junction / Tunnel 	<ul style="list-style-type: none"> General support for north crossing of Duwamish due to less environmental effects; but interest in minimizing freight effects Concern about Junction station location at 44th Concern with higher guideway along Genesee <i>Explore Junction station location at 41st/42nd</i> 	✓		
Golf Course / Alaska Junction / Tunnel 	<ul style="list-style-type: none"> General support for this alternative, with development opportunities at Delridge station location to serve neighborhood Support for lower guideway along Genesee <i>Explore Junction station location at 41st/42nd</i> <i>Explore north crossing of Duwamish</i> 		✓	<p>Explore Junction station location at 41st/42nd</p> <p>Explore north crossing of Duwamish</p>
Pigeon Ridge / West Seattle Tunnel 	<ul style="list-style-type: none"> Concern about overall cost and environmental effects Support for lower guideway along Genesee and support for fewer residential effects in Delridge Support for Junction station location at 42nd 	✓		

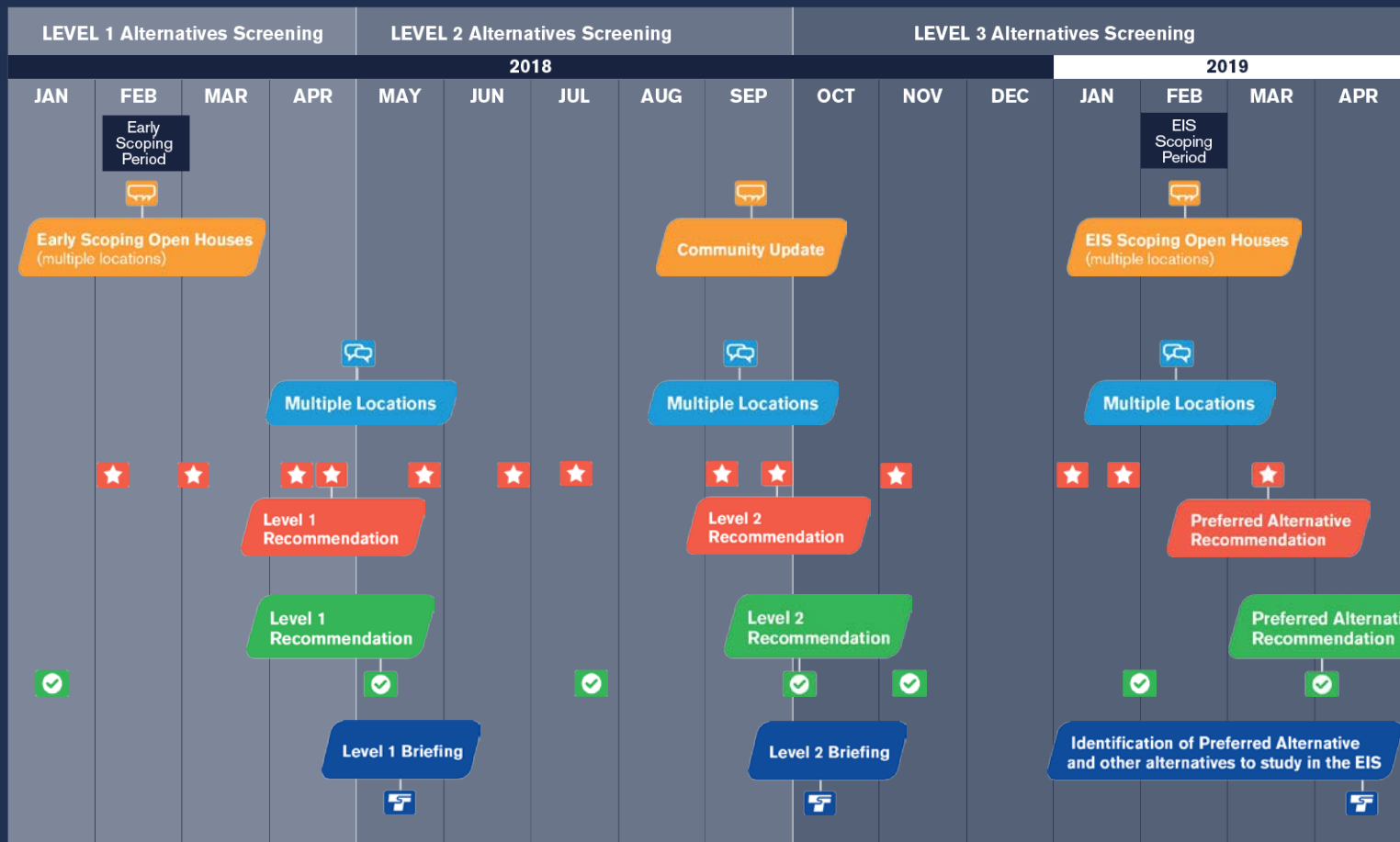
ELG Discussion – West Seattle / Duwamish

- *Interest in good transfer environment and TOD opportunities at Delridge Station*
- *Concern with location of station on Fauntleroy; does not serve Alaska Junction well and too close to Avalon Station*
- *Concern with state freight mobility impacts of construction of Duwamish crossing north of West Seattle Bridge*
- *Adopt SAG recommendations on modifying ST3 Representative Project*
- *Explore tradeoffs with 44th Ave station location*
- *Continued interest in Junction station at 42nd Ave*

A light rail train is stopped at a station platform. The train is white with blue and green wavy patterns on its side. A man in a dark shirt and grey pants is boarding the train through an open door. Several other people are standing on the platform, some looking towards the train. In the background, there are buildings, trees, and a blue sign with a white train icon. The overall scene is a busy urban transit station.

Next steps

Community engagement and collaboration



Meeting dates subject to change.



soundtransit.org/wsblink 

 **SOUNDTRANSIT**

Chinatown-International District

RET – Level 2 Evaluation Summary

- CID alternatives present varying degrees of potential construction impacts, with **more proximate potential impacts** to property and the right of way along the western edge of this community for **5th Avenue S alternatives**, and **more potential traffic impacts** for the **4th Avenue S alternatives**
- **Station access** opportunities are **better for shallow stations** than for deep stations
- Based on the Level 2 evaluation measures, it is **unclear which alternative(s) would pose the greatest net benefit** for the **unique multicultural communities of color** that live in the CID today

Delridge

RET – Level 2 Evaluation Summary

- Key drivers of differentiation between alternatives with respect to racial and social equity include **bus-rail integration**, opportunities for **equitable development**, residential unit **displacements** and business and commerce effects
- Alternatives that provide the **best transfer environment** from other modes would best **serve communities of color living further south** and reliant on transfers at the Delridge Station
- Alternatives that result in **more predictable redevelopment** scenarios provide the highest potential for **equitable transit-oriented development**

Delridge

RET – Community Input

- **Enhancing access** to opportunity for communities of color would benefit from **experiential improvements** and **educational efforts**, together with increased transit service
- **Equitable development** opportunities that benefit communities of color could assist in addressing **displacement pressures** and providing sorely needed **neighborhood amenities**