

West Seattle and Ballard Link Extensions

*Seattle Design Commission
Briefing:
West Seattle Stations and
Guideway Structures*

April 7, 2022



Agenda

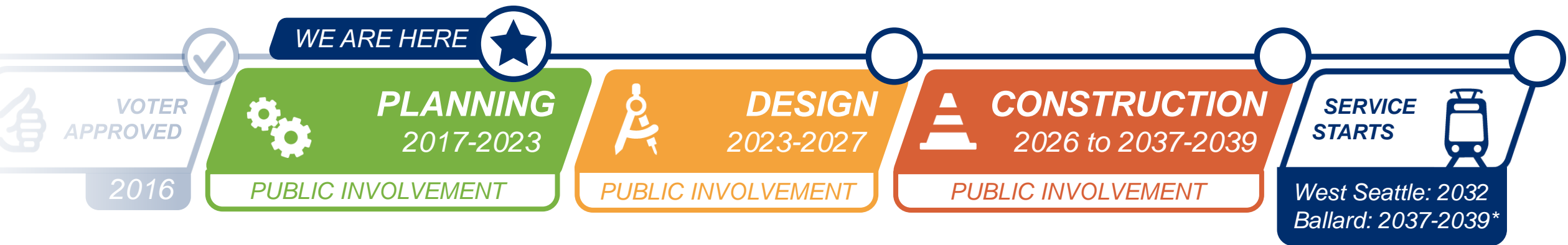
- Welcome and introductions
- Project orientation
- Duwamish crossing
- Delridge station and guideways

Agenda

- Welcome and introductions
- ***Project orientation***
- Duwamish crossing
- Delridge station and guideways

West Seattle and Ballard Link Extensions

Project timeline





ST3
APPROVED

2016



PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2023

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

Draft EIS alternatives

What we're studying in this phase

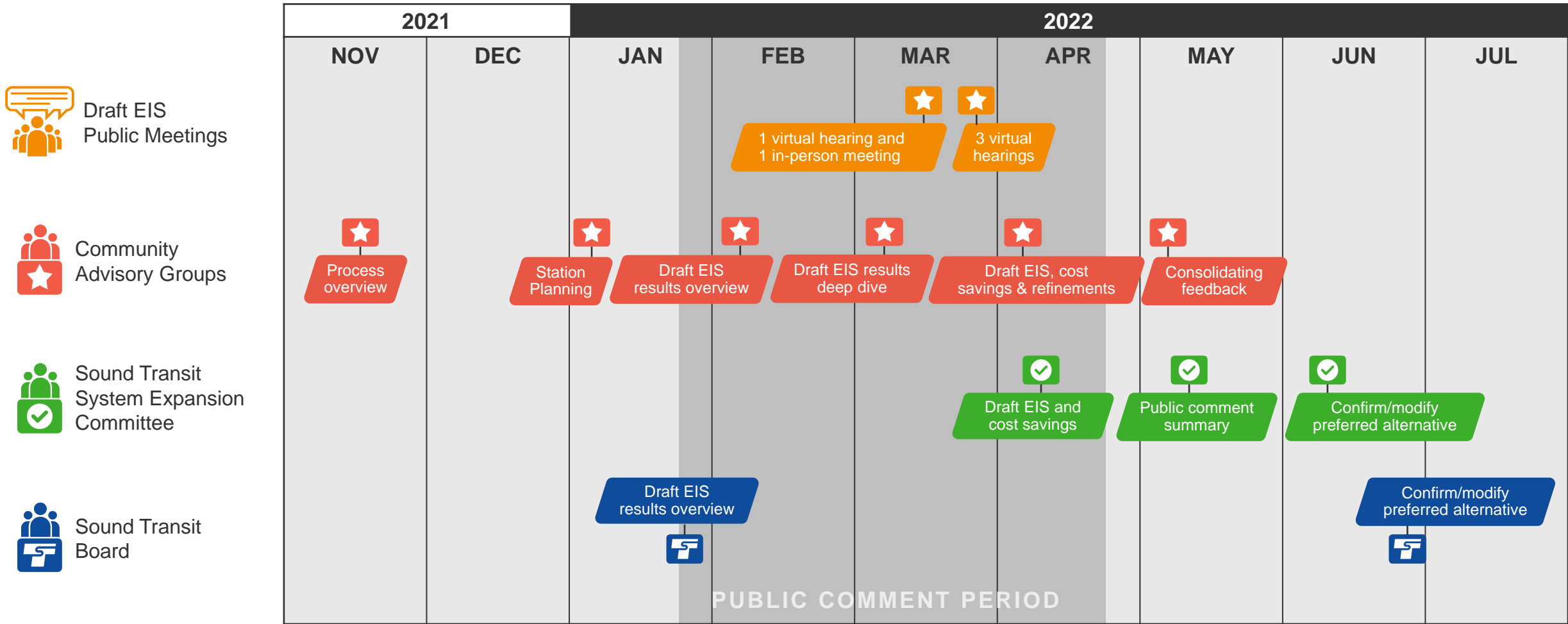
- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.



Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



RET Report: Environmental Review Phase

- *Released as a Draft*
- *Will be updated based on comments received on the Draft EIS*



Racial Equity Toolkit Report:
Environmental Review Phase



February 2022 | DRAFT

City of Seattle Initiatives

City initiatives

- *Longfellow creek SPU project*
- *Transit integration principles/guidelines (Delridge specifically)*
- *FTA grant/eTOD strategy related to Delridge*
 - *Delridge land use conditions (highlighting not yet “UV”, potential upcoming changes through Comp plan-SAP sequence)*
- *SODO/industrial lands considerations*

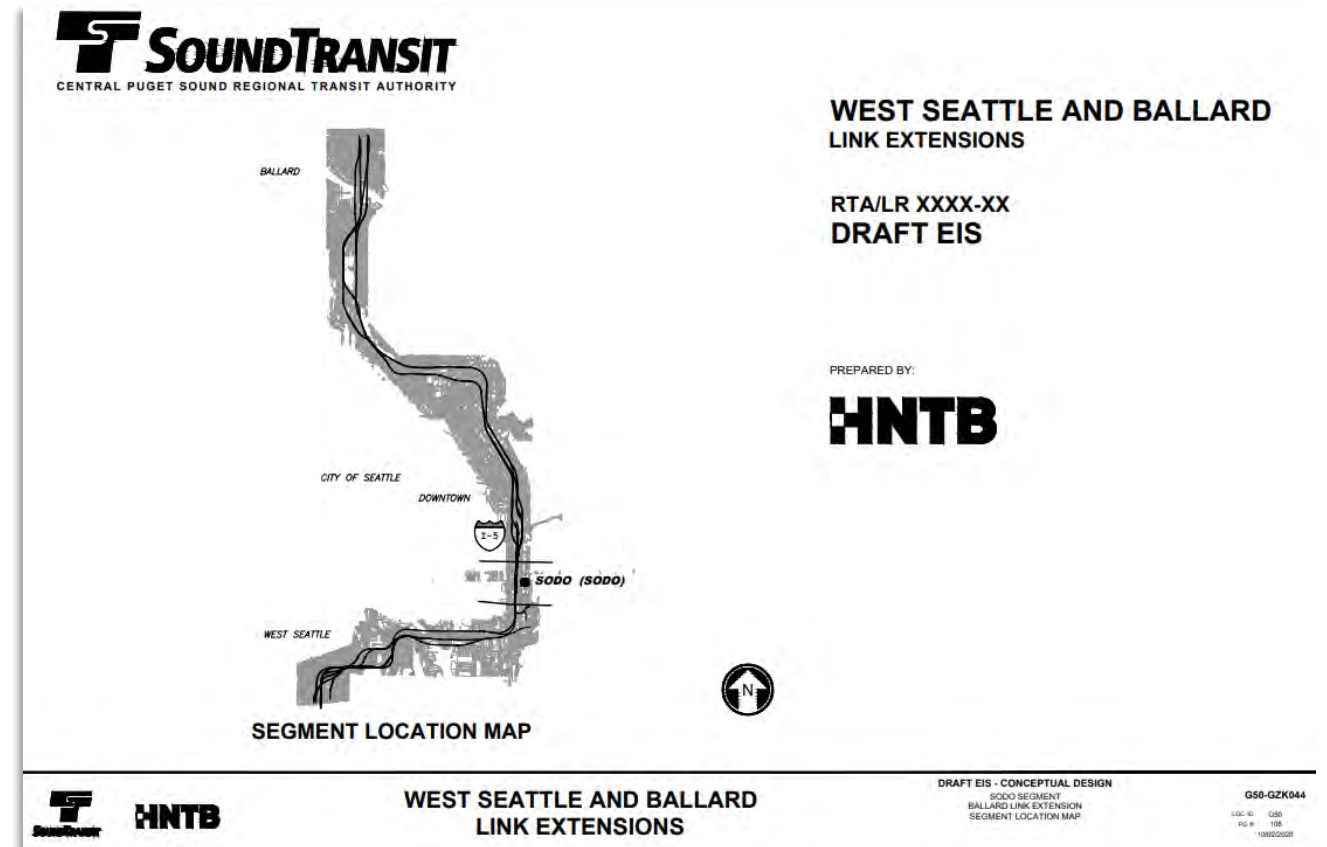
Q&A / Discussion

Agenda

- Welcome and introductions
- Project orientation
- ***Duwamish crossing***
- Delridge station and guideways

Draft EIS Drawings

- Appendix J of DEIS contains engineering drawings of stations, guideway structures
- Designs reflect 10% development



Visual in the Draft EIS

Chapter 4, section 4.2.5

- Duwamish: 4.2.5.3.3
- Delridge: 4.2.5.3.4
- West Seattle Junction: 4.2.5.3.5

Appendix N.2 Visual and Aesthetics Technical Report

- 2.1: Duwamish
- 2.2: Delridge
- 2.3: West Seattle Junction

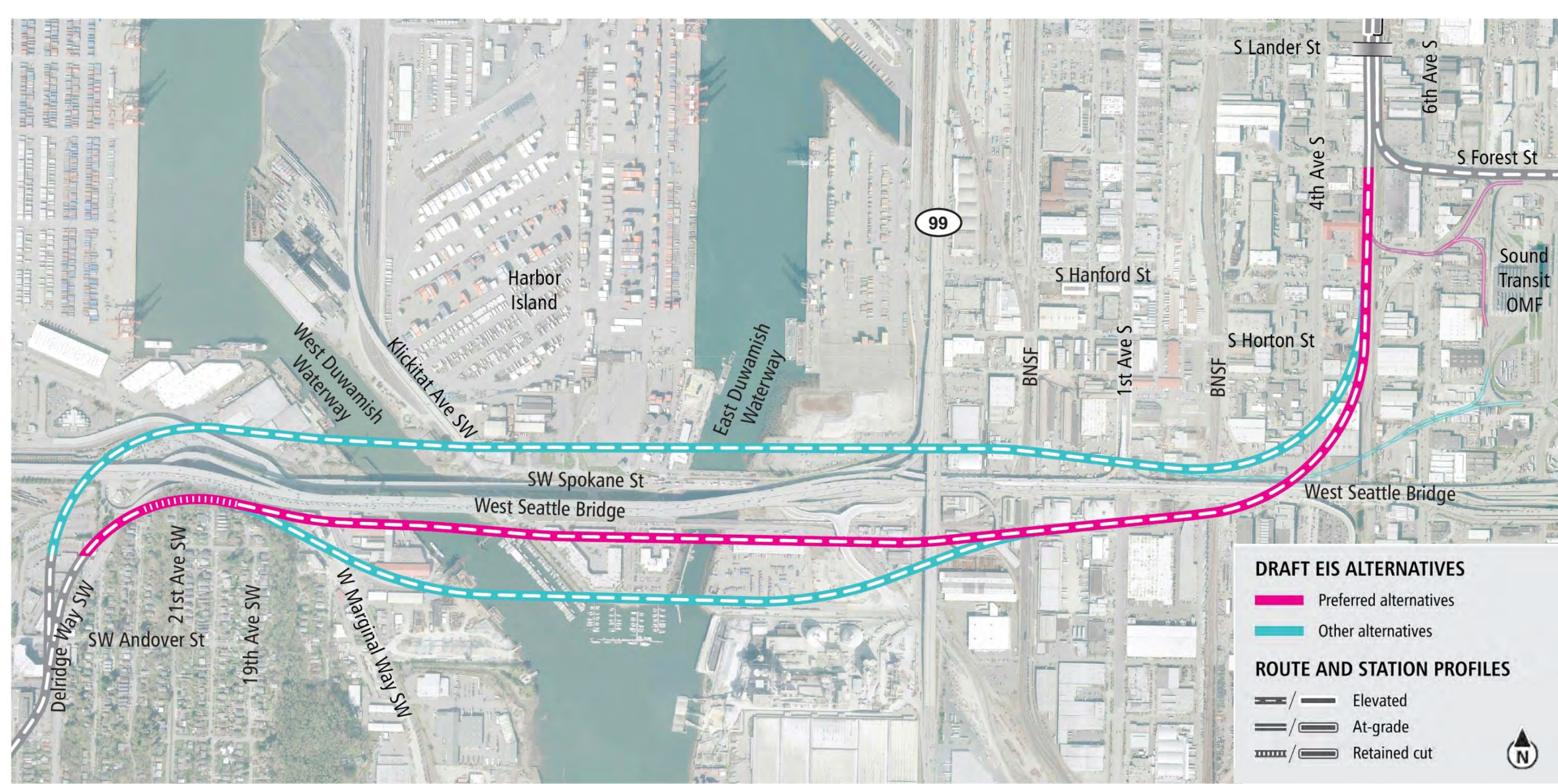
Visual in the Draft EIS

Key observation points/simulations

- The locations used for each simulation are called key observation points (KOPs). KOPs are used to depict current views toward a proposed project and how the views would change with the project.

Impact Assessment



- Impact assessment is for the entire corridor, regardless of whether a simulation is prepared.





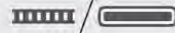
Preferred alternative

South Crossing Alternative

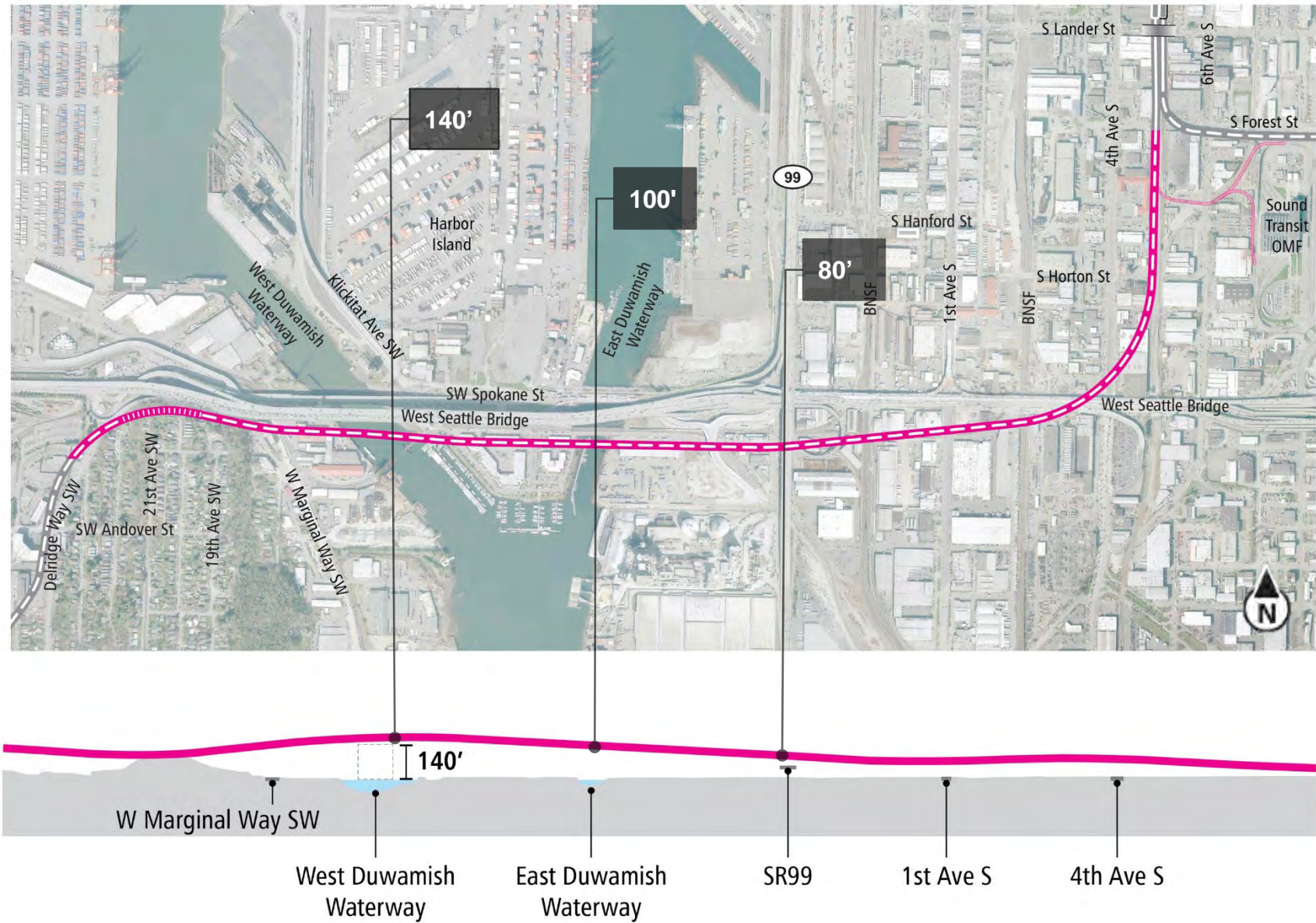
DRAFT EIS ALTERNATIVES

-  Preferred alternatives
-  Other alternatives

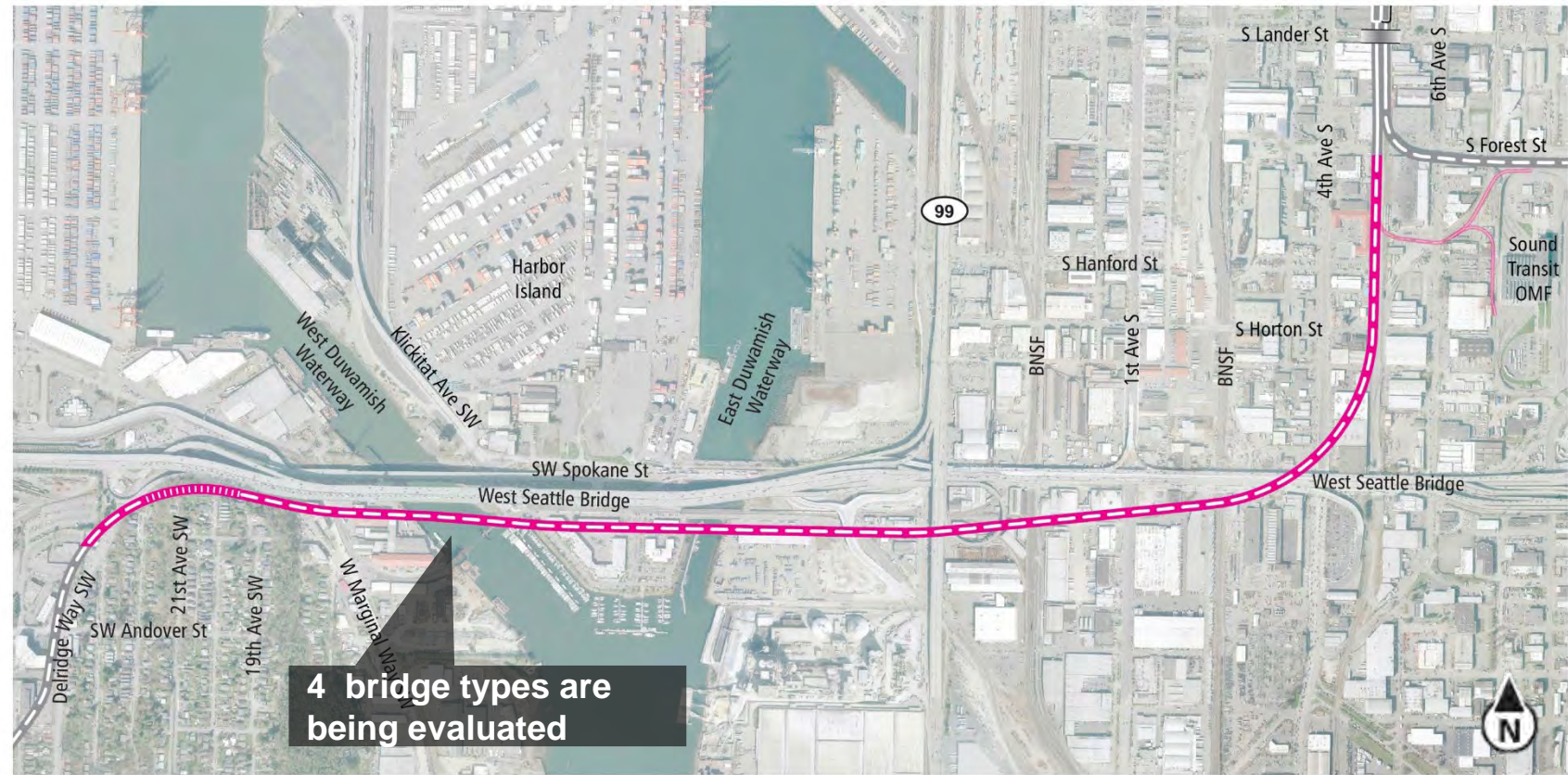
ROUTE AND STATION PROFILES

-  Elevated
-  At-grade
-  Retained cut

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.



South Crossing Alternative



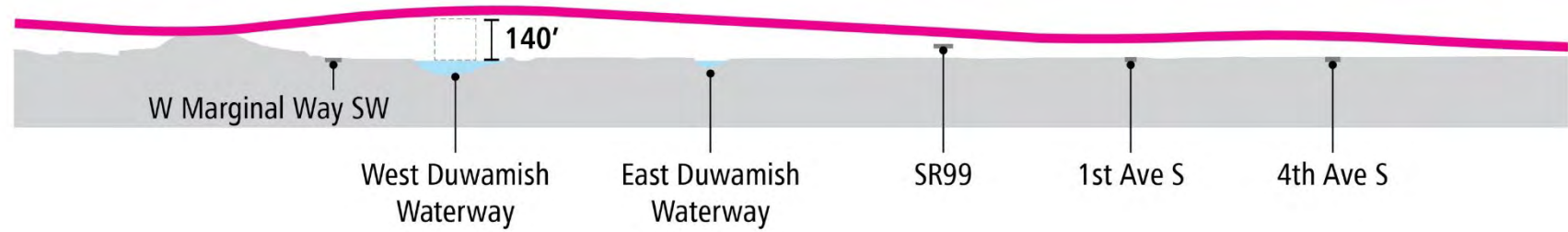
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Other alternatives

ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Retained cut

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.



Possible Bridge Types

Bridge types evaluated for West Waterway



Segmental Box Girder

Bridge types evaluated for West Waterway



Extradosed

Bridge types evaluated for West Waterway



Steel Continuous Truss

Bridge types evaluated for West Waterway



Cable Stayed

Existing Condition



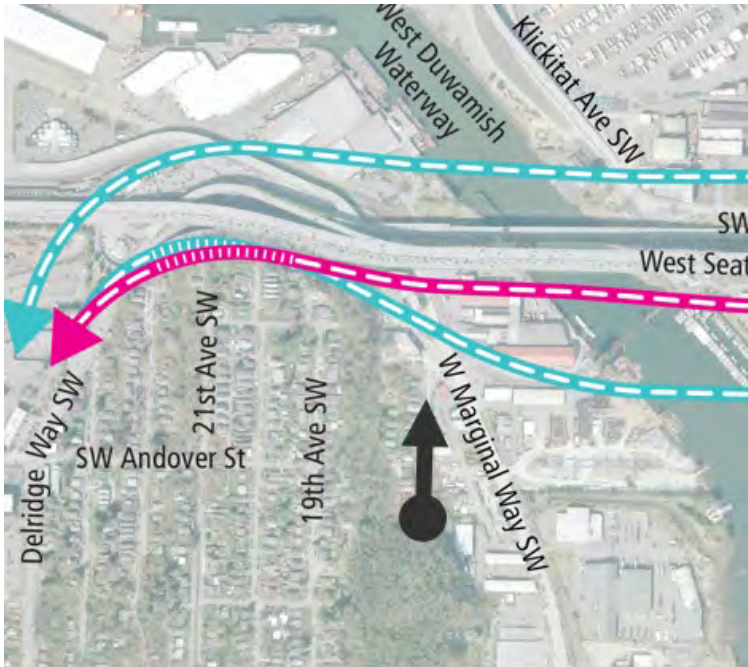
Viewpoint: West Seattle Bridge Westbound Looking South

South Crossing Alternative



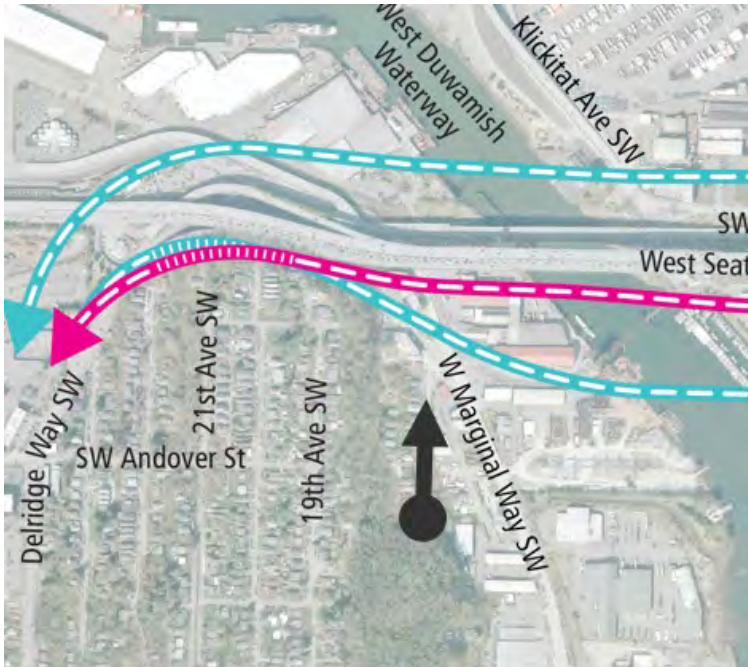
Viewpoint: West Seattle Bridge Westbound Looking South

Existing Condition



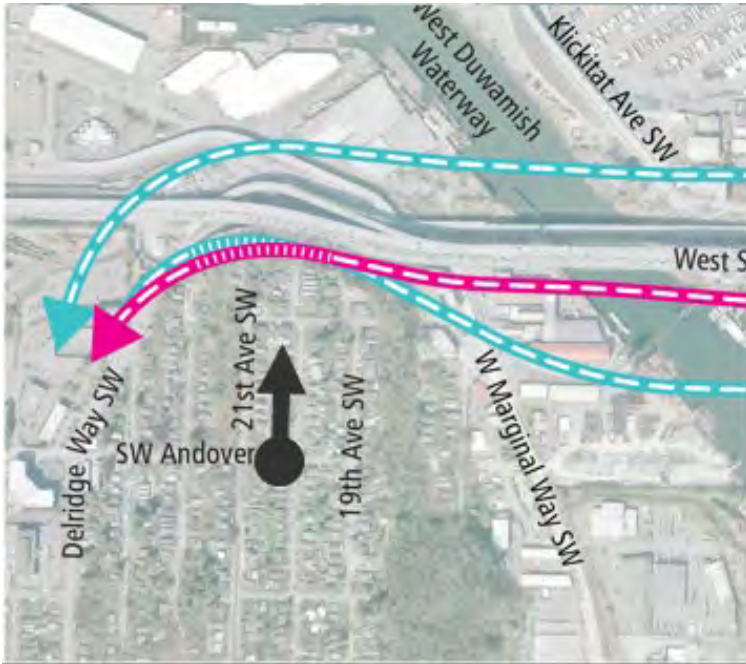
Viewpoint: 17th Avenue Southwest Looking North

South Crossing Alternative



Viewpoint: 17th Avenue Southwest Looking North

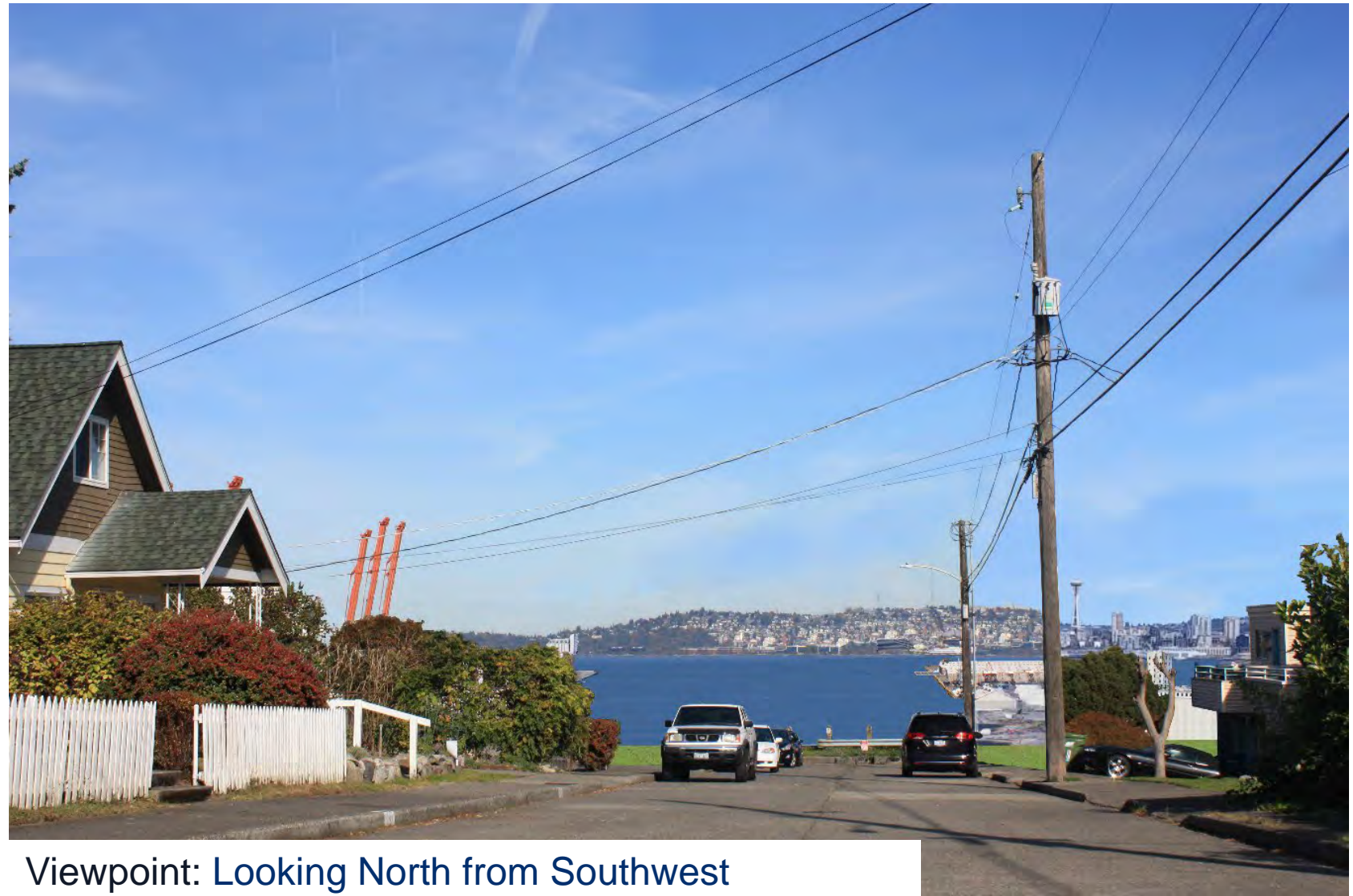
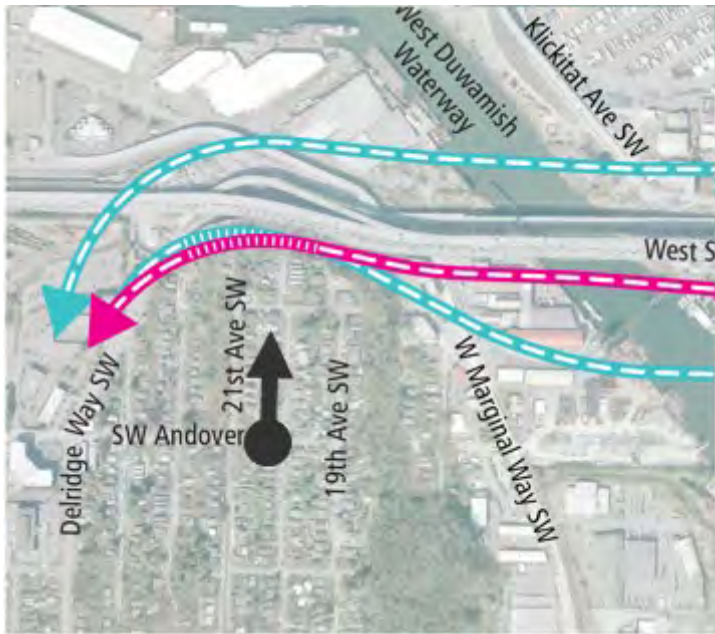
Existing Condition



Viewpoint: Looking North from Southwest Charlestown Street and 20th Avenue Southwest

South Crossing Alternative

South Edge Crossing Alignment Option



Viewpoint: Looking North from Southwest Charlestown Street and 20th Avenue Southwest

South Crossing Alternative

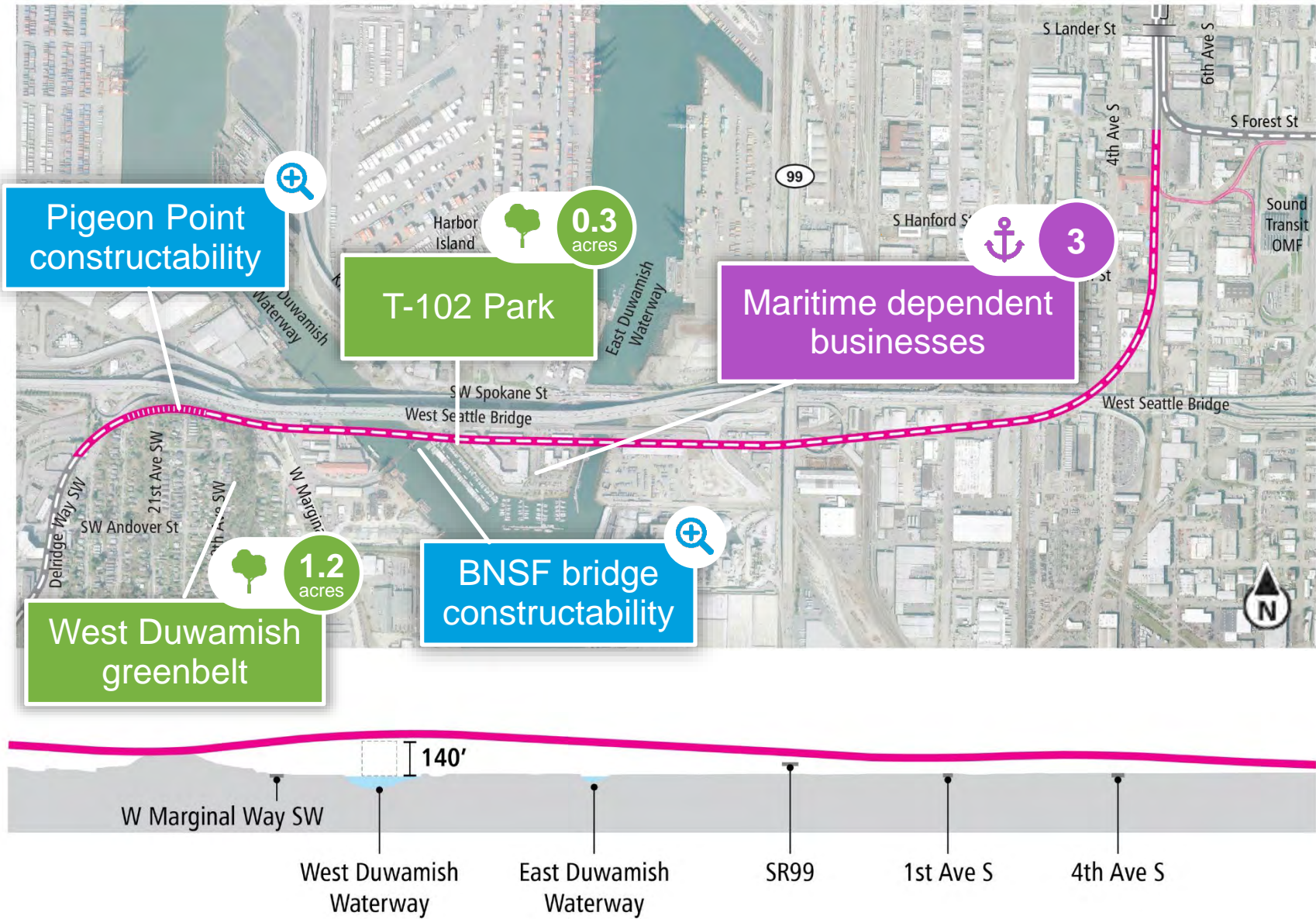
Project cost
(2019\$ in billions) **\$1.2B**

Residential displacements **26 units**

Business displacements **36**

Park effects (permanent) **1.5 acres**

Other considerations





Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.


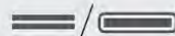
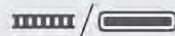
Other Draft EIS Alternatives

South Edge Crossing Alignment Option

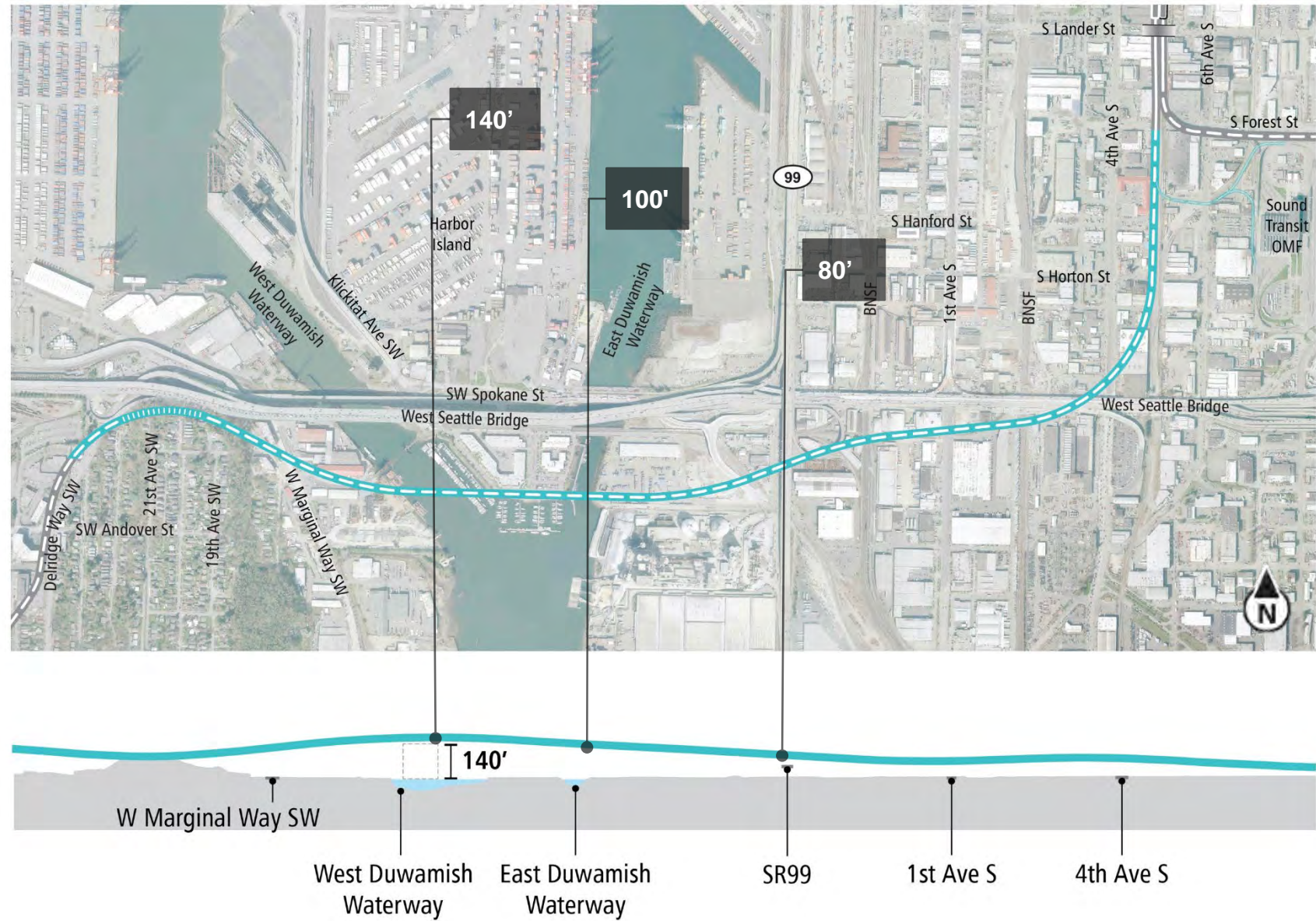
DRAFT EIS ALTERNATIVES

-  Preferred alternatives
-  Other alternatives

ROUTE AND STATION PROFILES

-  Elevated
-  At-grade
-  Retained cut

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.



Existing Condition



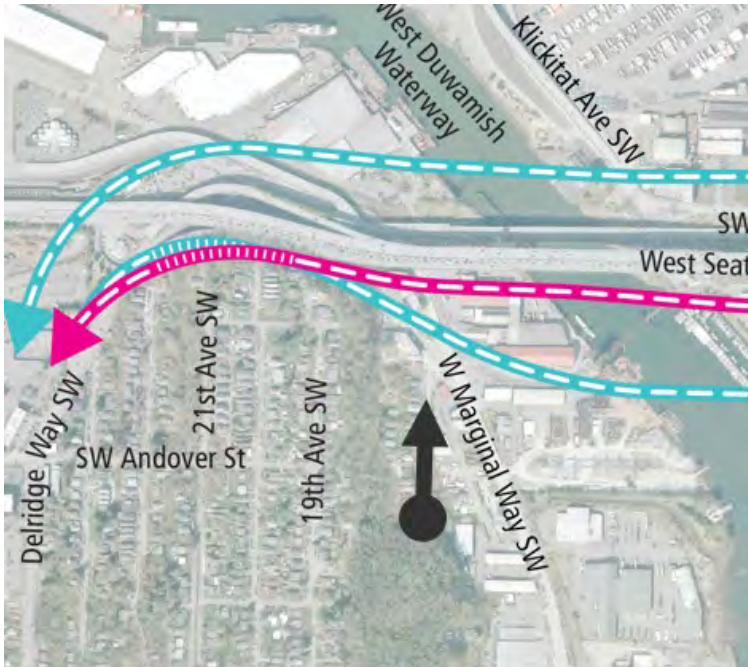
Viewpoint: West Seattle Bridge Westbound Looking South

South Edge Crossing Alignment Option



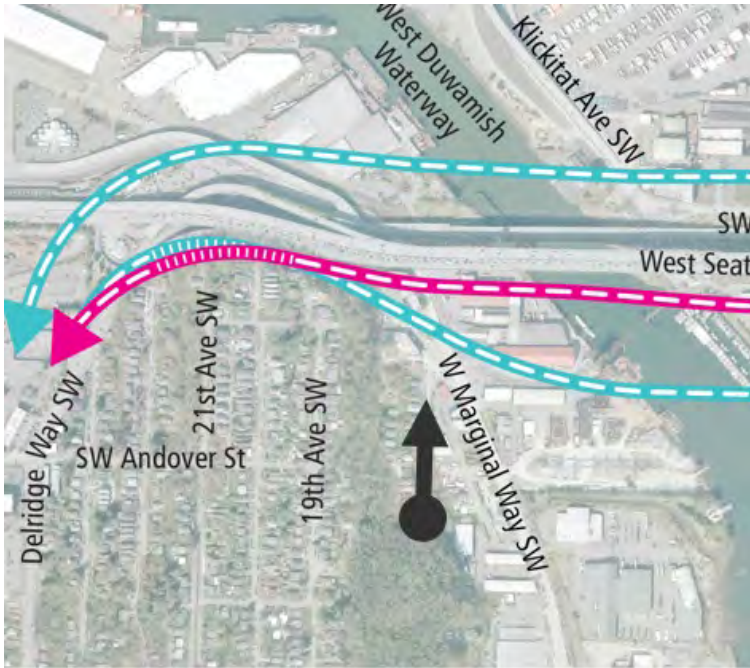
Viewpoint: West Seattle Bridge Westbound Looking South

Existing Condition



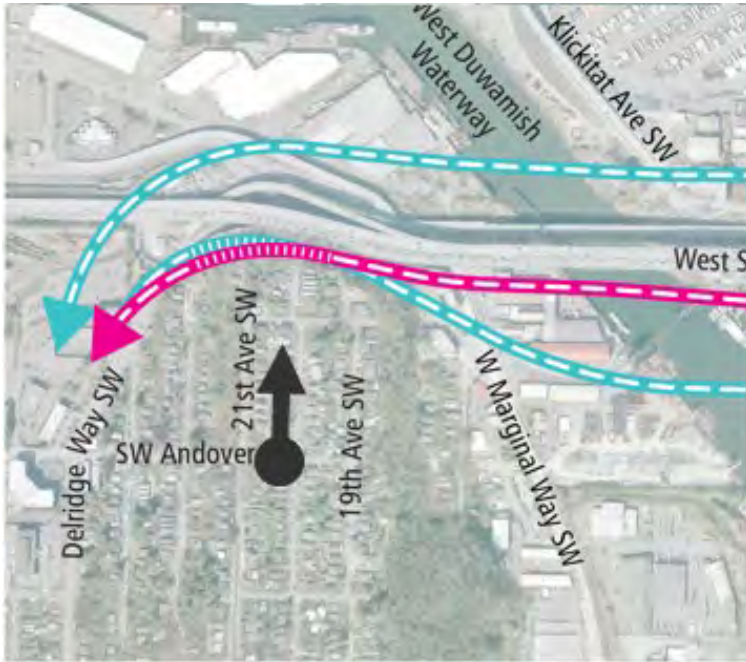
Viewpoint: 17th Avenue Southwest Looking North

South Edge Crossing Alignment Option



Viewpoint: 17th Avenue Southwest Looking North

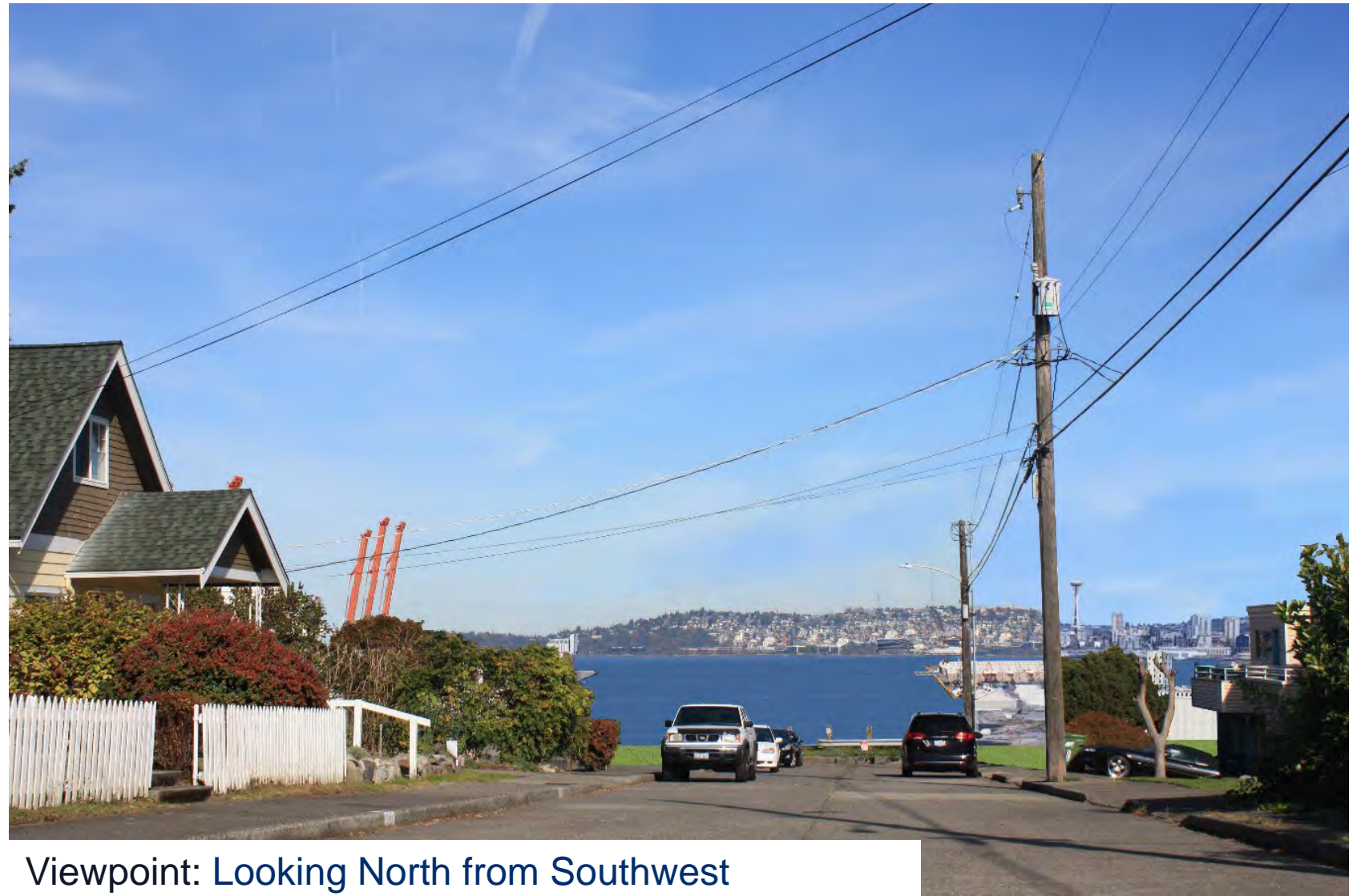
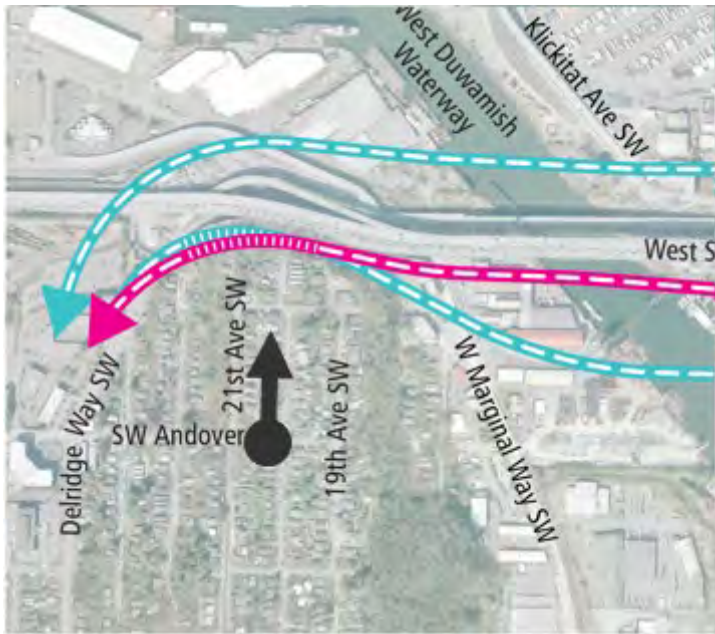
Existing Condition



Viewpoint: Looking North from Southwest Charlestown Street and 20th Avenue Southwest

South Crossing Alternative

South Edge Crossing Alignment Option



Viewpoint: Looking North from Southwest Charlestown Street and 20th Avenue Southwest

South Edge Crossing Alignment Option

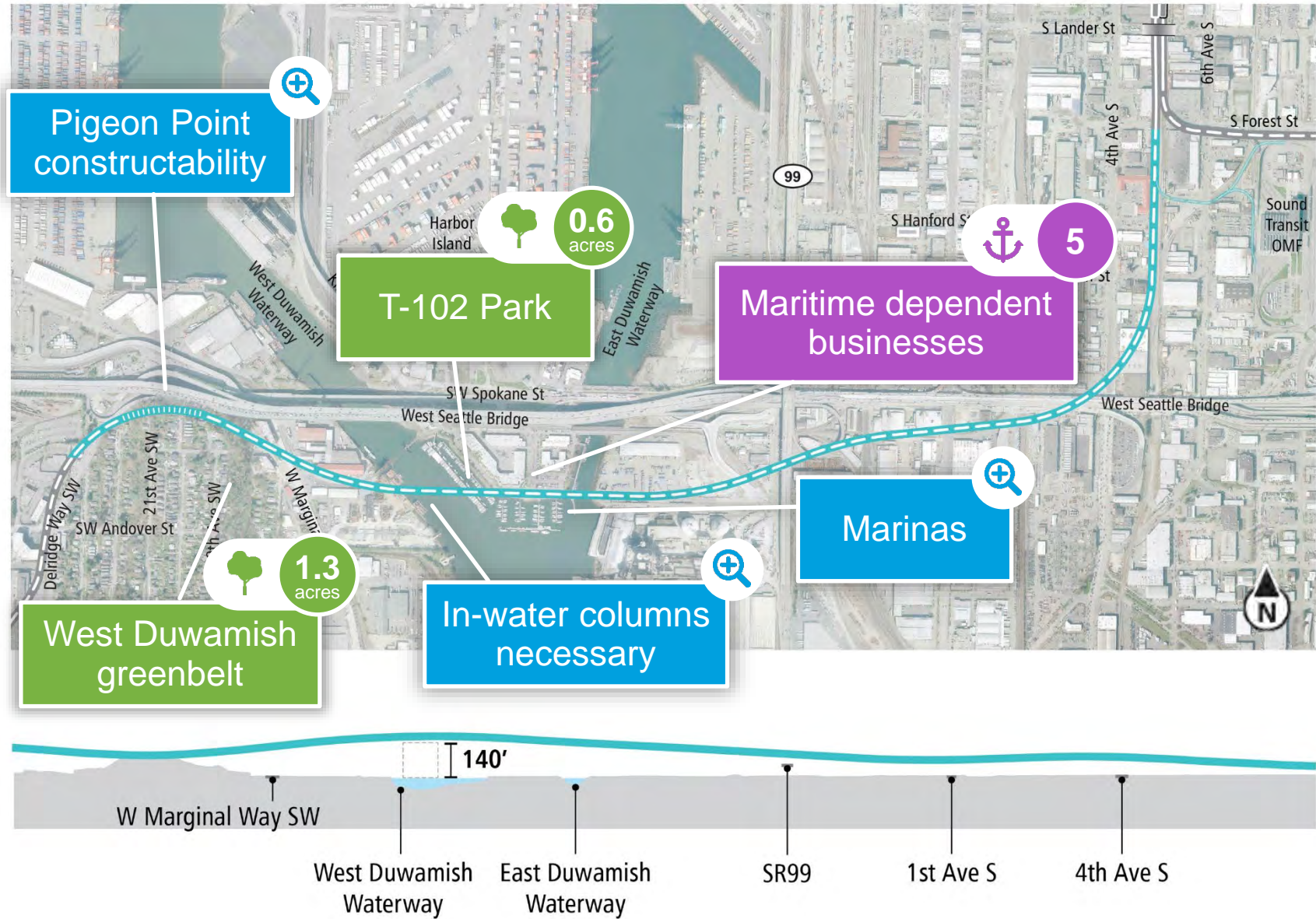
Project cost
(2019\$ in billions) **\$1.3B**

Residential displacements **26 units**

Business displacements **29**

Park effects (permanent) **1.9 acres**

Other considerations






Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.

North Crossing Alternative

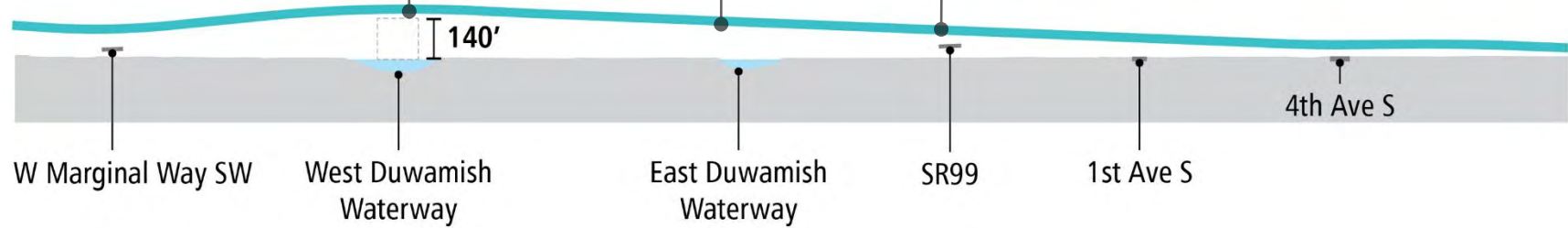
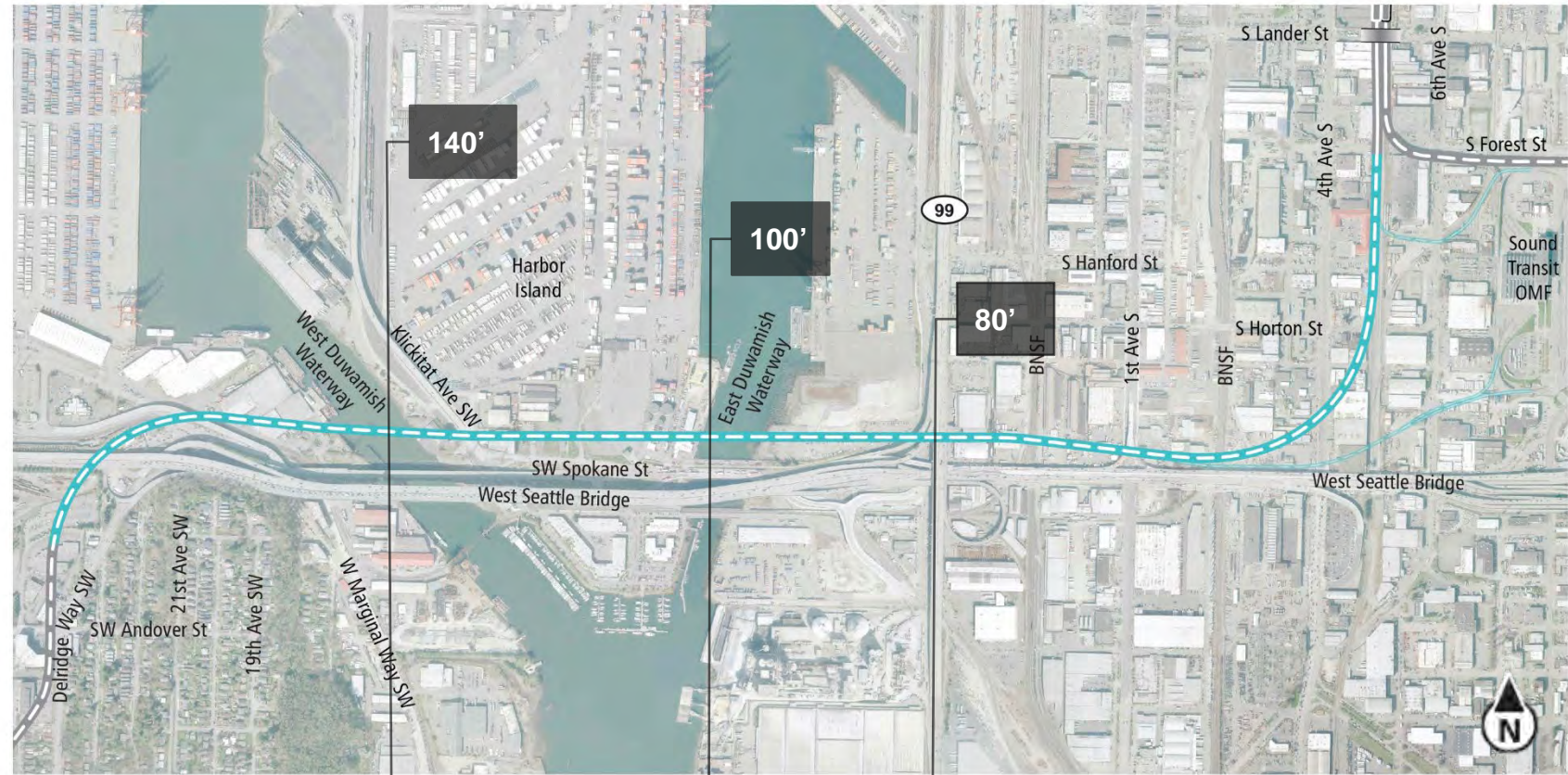
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Other alternatives

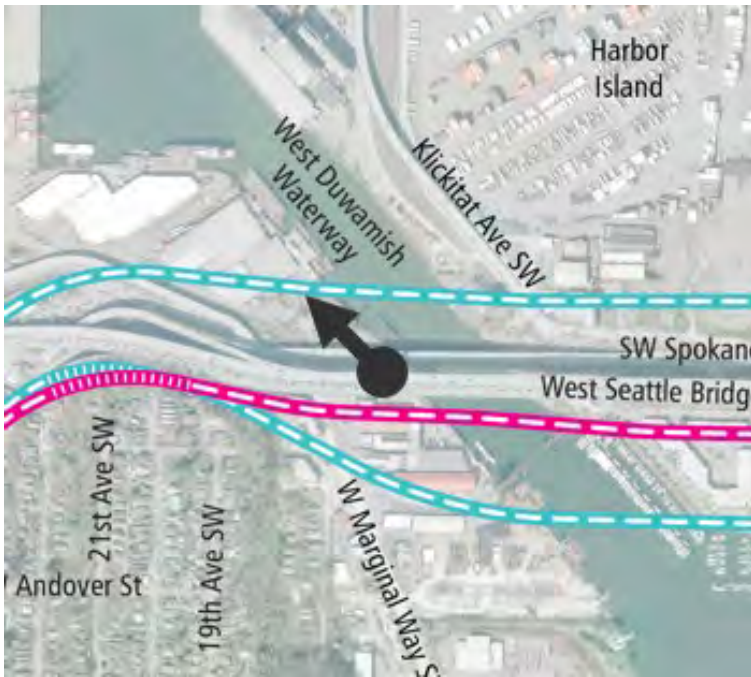
ROUTE AND STATION PROFILES

-  Elevated
-  At-grade
-  Retained cut

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.



Existing Condition



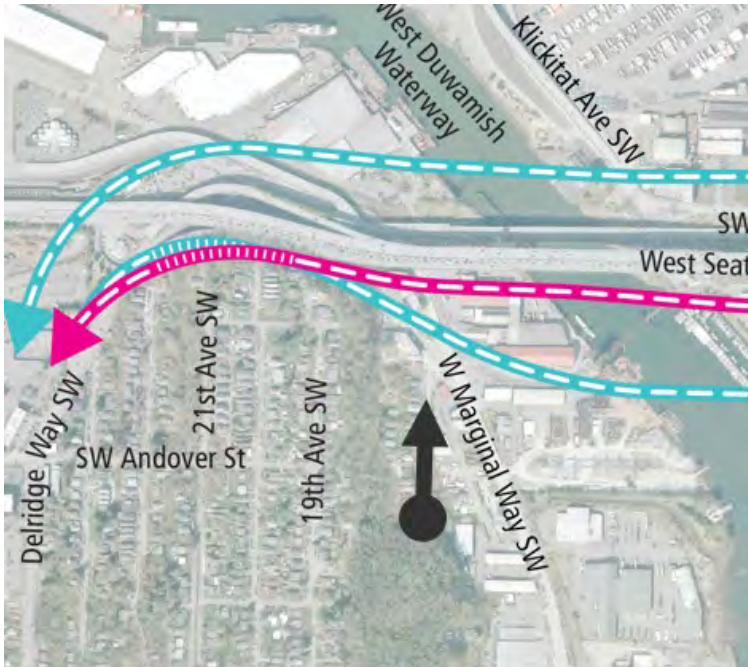
Viewpoint: West Seattle Bridge Westbound Looking North

North Crossing Alignment Alternative



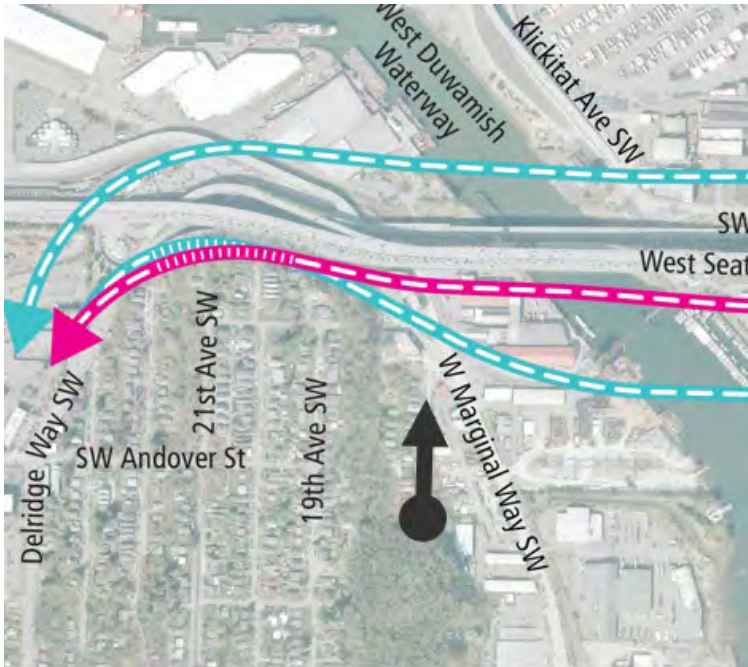
Viewpoint: West Seattle Bridge Westbound Looking North

Existing Condition



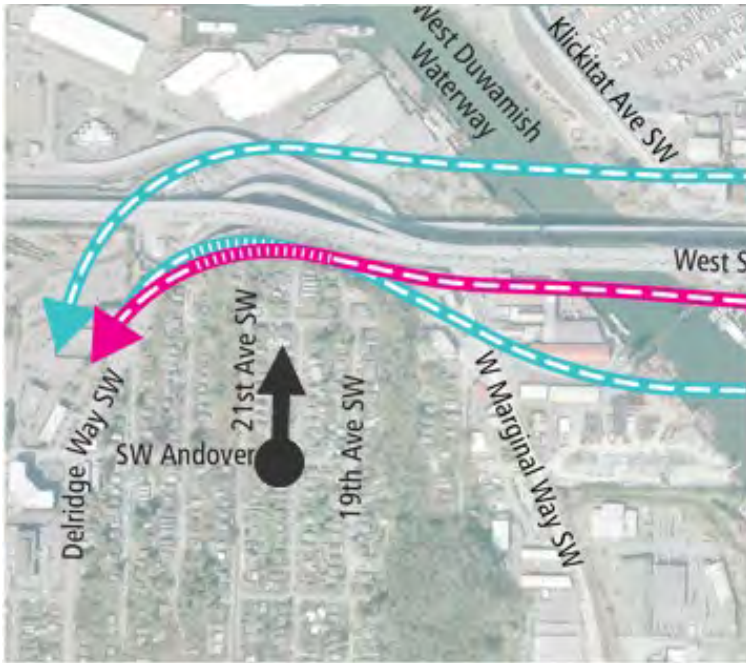
Viewpoint: 17th Avenue Southwest Looking North

North Crossing Alignment Alternative



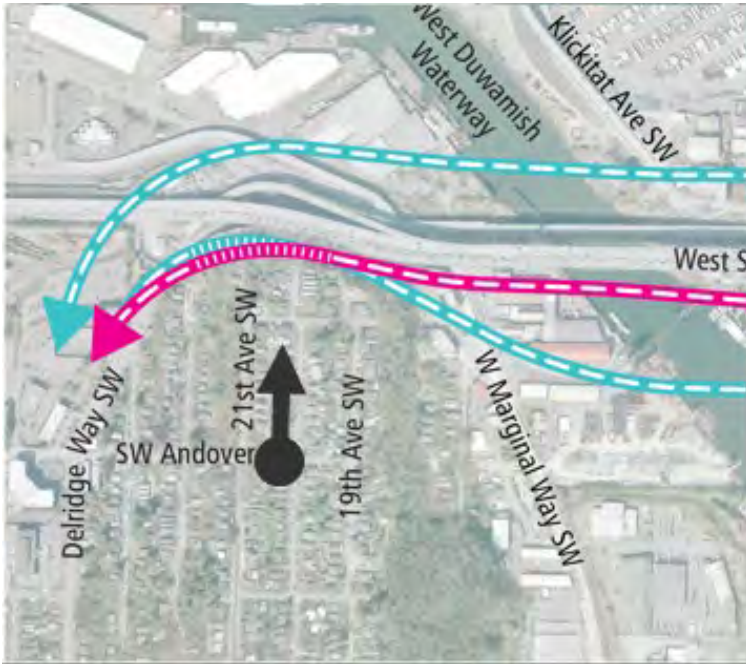
Viewpoint: 17th Avenue Southwest Looking North

Existing Condition



Viewpoint: Looking North from Southwest Charlestown Street and 20th Avenue Southwest

North Crossing Alignment Alternative



Viewpoint: Looking North from Southwest
Charlestown Street and 20th Avenue Southwest

North Crossing Alternative

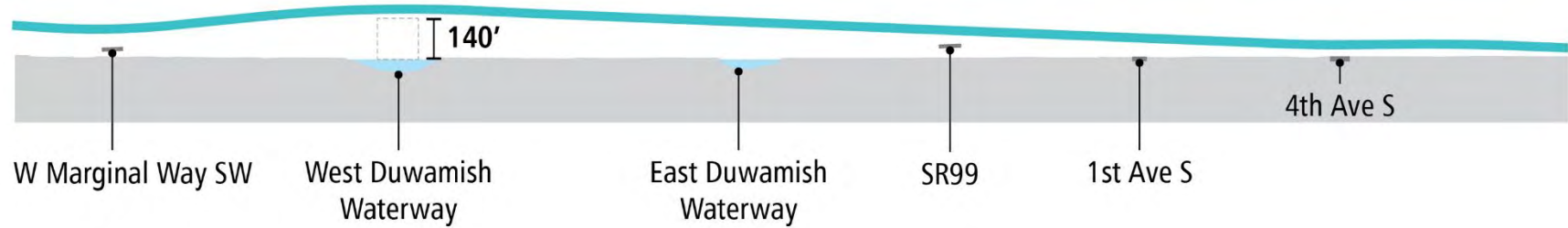
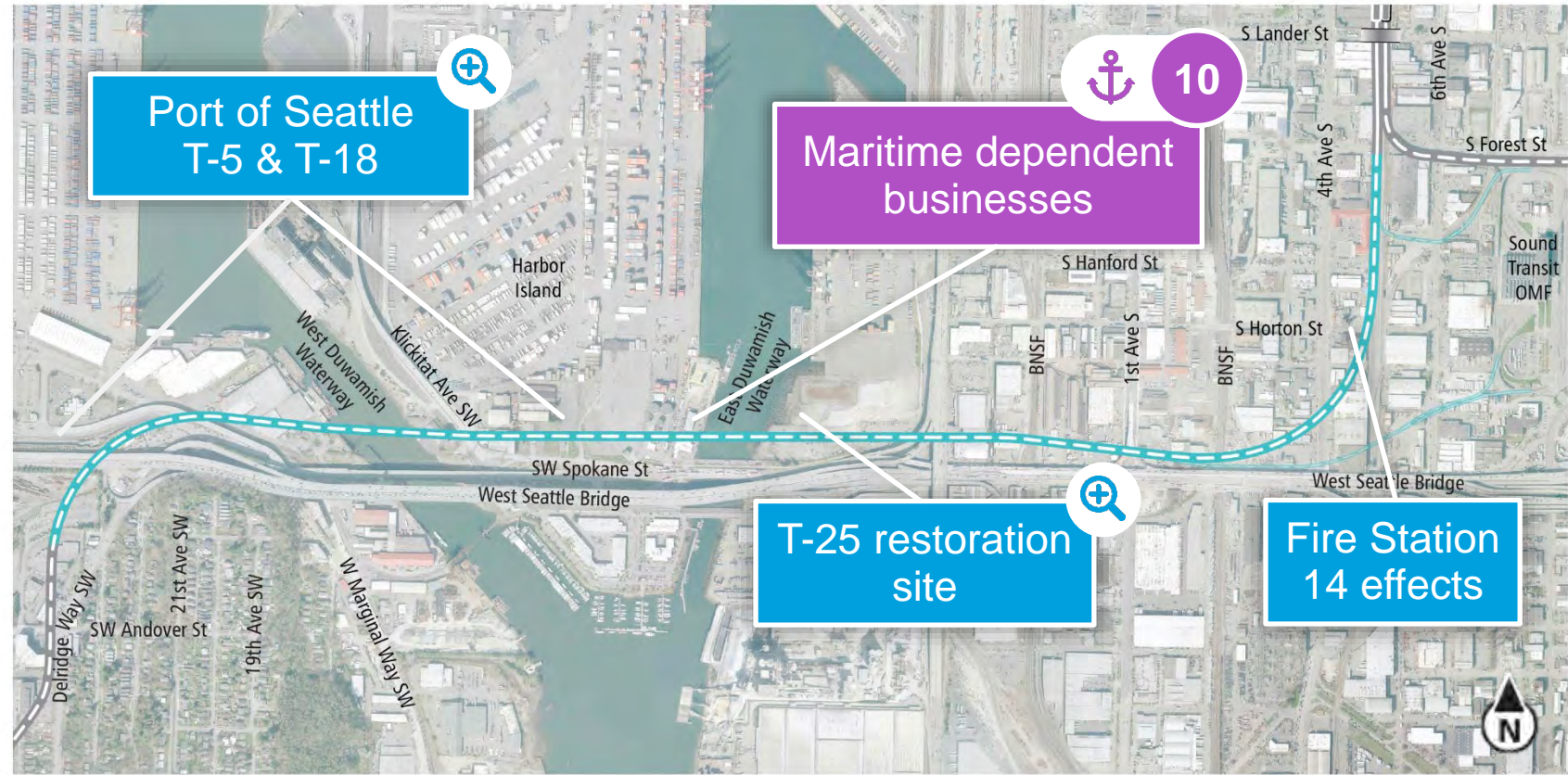
Project cost
(2019\$ in billions) **\$1.5B**

Residential displacements **none**

Business displacements **38**

Park effects (permanent) **none**

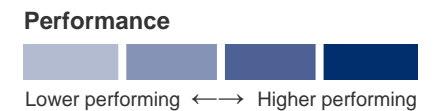
Other considerations



Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.

| | South Crossing Alternative | South Edge Crossing Alignment Option | North Crossing Alternative |
|---|---|--|--|
| Project cost (2019\$ in billions)  | \$1.2B | \$1.3B | \$1.5B |
| Residential displacements  | 26 units | 26 units | none |
| Business displacements  | 36 | 29 | 38 |
| Maritime Business displacements  | 3 | 5 | 10 |
| Park effects (permanent)  | 1.5 acres | 1.9 acres | none |
| Other considerations  | Pigeon Point constructability BNSF bridge constructability | Pigeon Point constructability In-water columns necessary Marinas | Port of Seattle T-5 & T-18 T-25 restoration site Fire Station 14 effects |

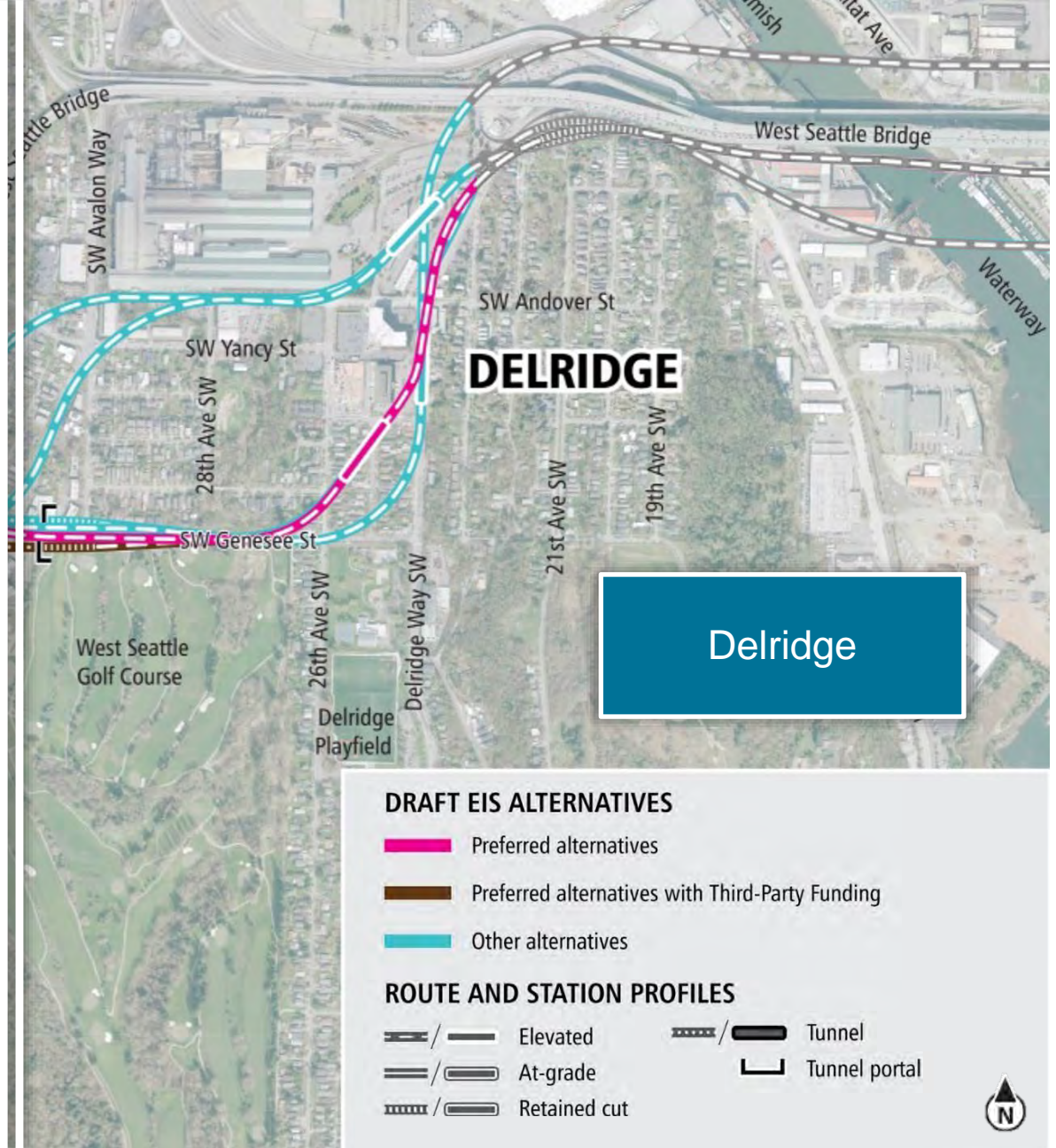
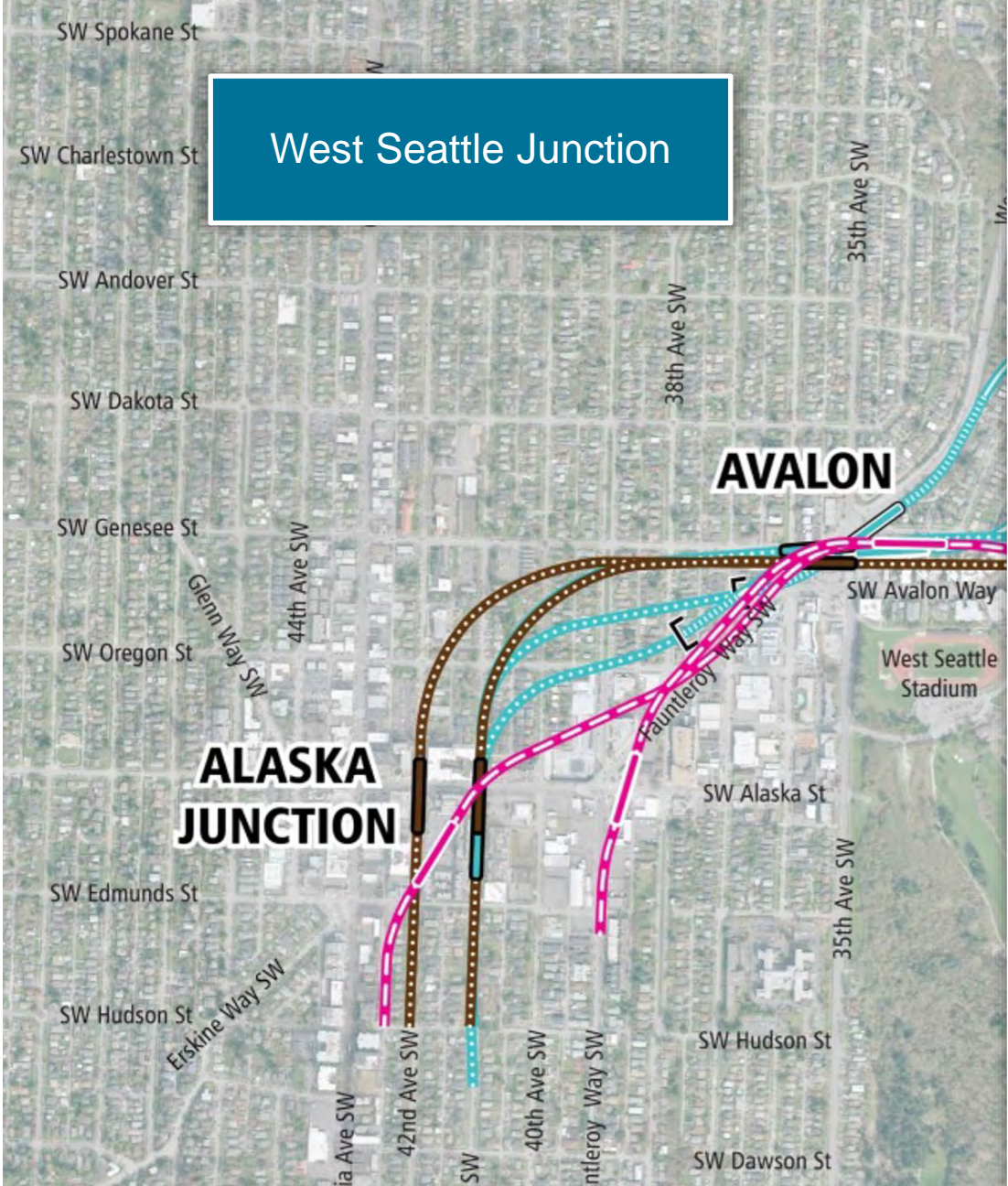
The above information is for illustration only. Please refer to DEIS for further detail.



Q&A / Discussion

Agenda

- Welcome and introductions
- Project orientation
- Duwamish crossing
- ***Delridge station and guideways***








DRAFT EIS ALTERNATIVES

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

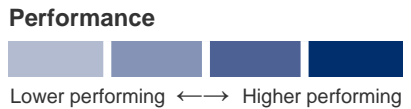
ROUTE AND STATION PROFILES






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



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

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

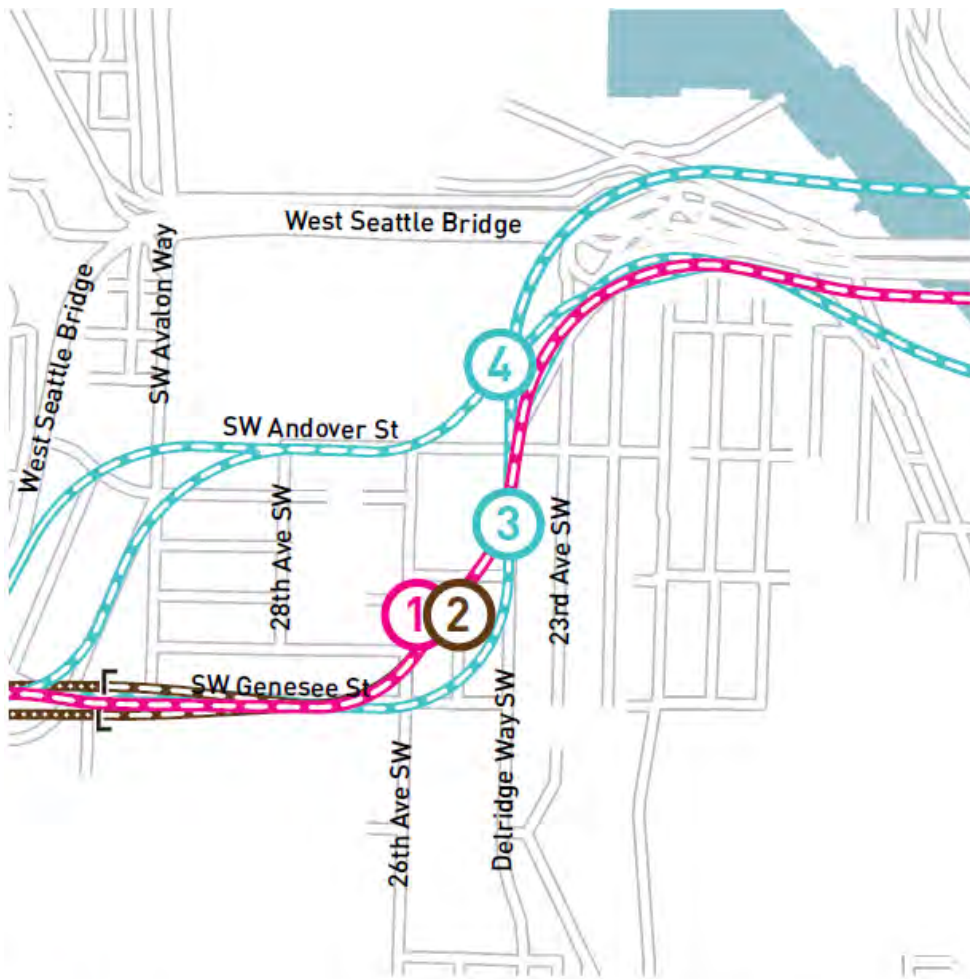


| | Elevated Fauntleroy Dakota St | Elevated 41st /42nd Dakota St | Tunnel 41st Dakota St Lower Height | Tunnel 42nd Dakota St Lower Height | Elevated Fauntleroy Delridge Way | Tunnel 41st Delridge Way Lower Height |
|---|--|--|---|---|---|--|
| Project cost (2019\$ in billions)  | \$1.6B | \$2.0B | \$2.1B | \$2.2B | \$1.5B | \$2.1B |
| Residential displacements  | 607 units | 551 units | 364 units | 321 units | 586 units | 341 units |
| Business displacements  | 32 | 77 | 31 | 60 | 32 | 31 |
| Park effects (permanent)  | 0.6 acres | 0.6 acres | 1.4 acres | 1.6 acres | 0.7 acres | 1.3 acres |
| Other considerations  | Taller guideway/ Delridge Station Social service provider | Taller guideway/ Delridge Station Social service provider | Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jnct. stations Social service provider | Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jnct. stations Social service provider | Taller guideway/ Delridge Station Social service provider Fire Station 36 | Lower guideway Social Servicer Provider Fire Station 36 |

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

Performance


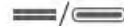
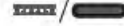





DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

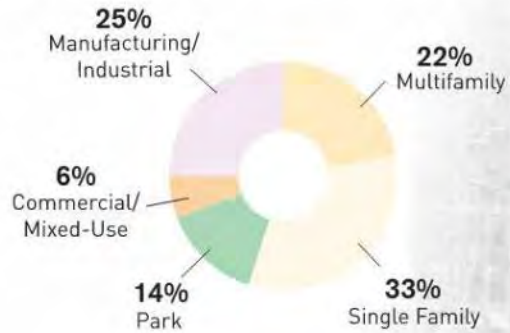
-  Elevated
-  At-grade
-  Tunnel
-  Tunnel portal



- ***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***



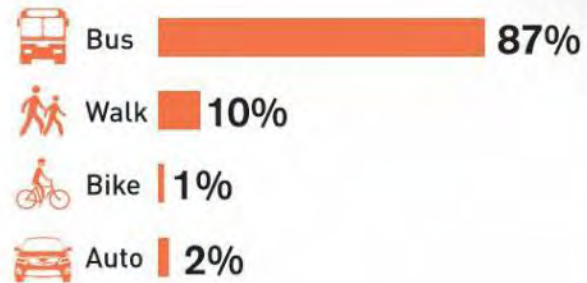
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



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



What we heard so far

NEIGHBORHOOD FEEDBACK

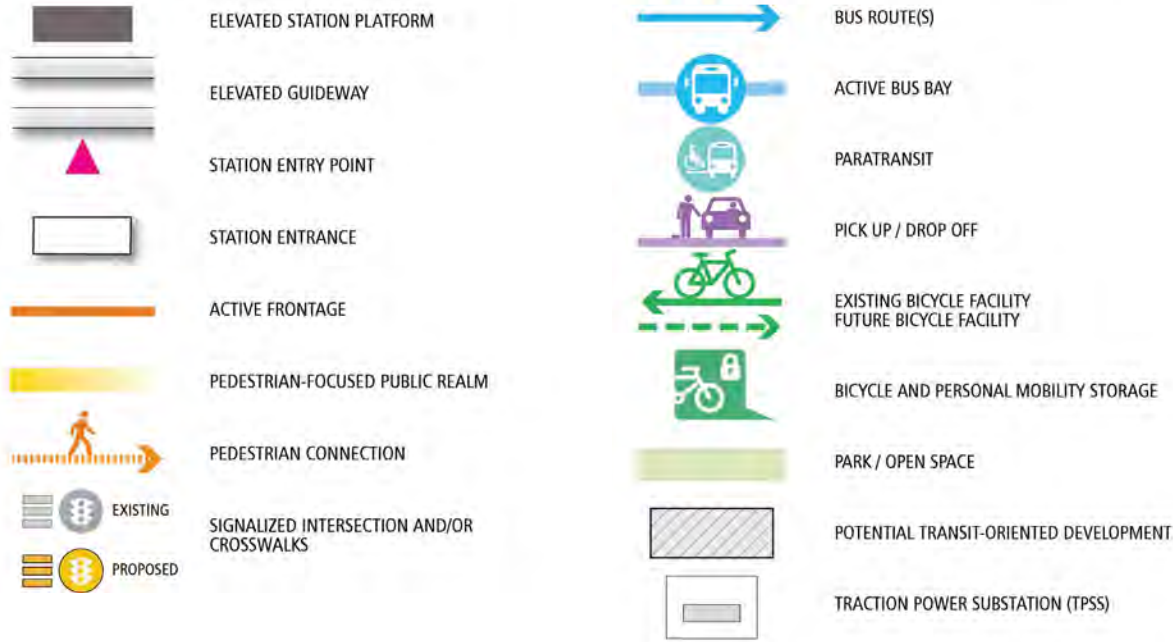
- 1 Include mixed-use development with groceries and fresh food retail to serve the neighborhood
- 2 Optimize the light rail experience and community amenities while minimizing displacement of existing uses
- 3 Walking and biking connections are important, but bus transfers should be prioritized
- 4 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



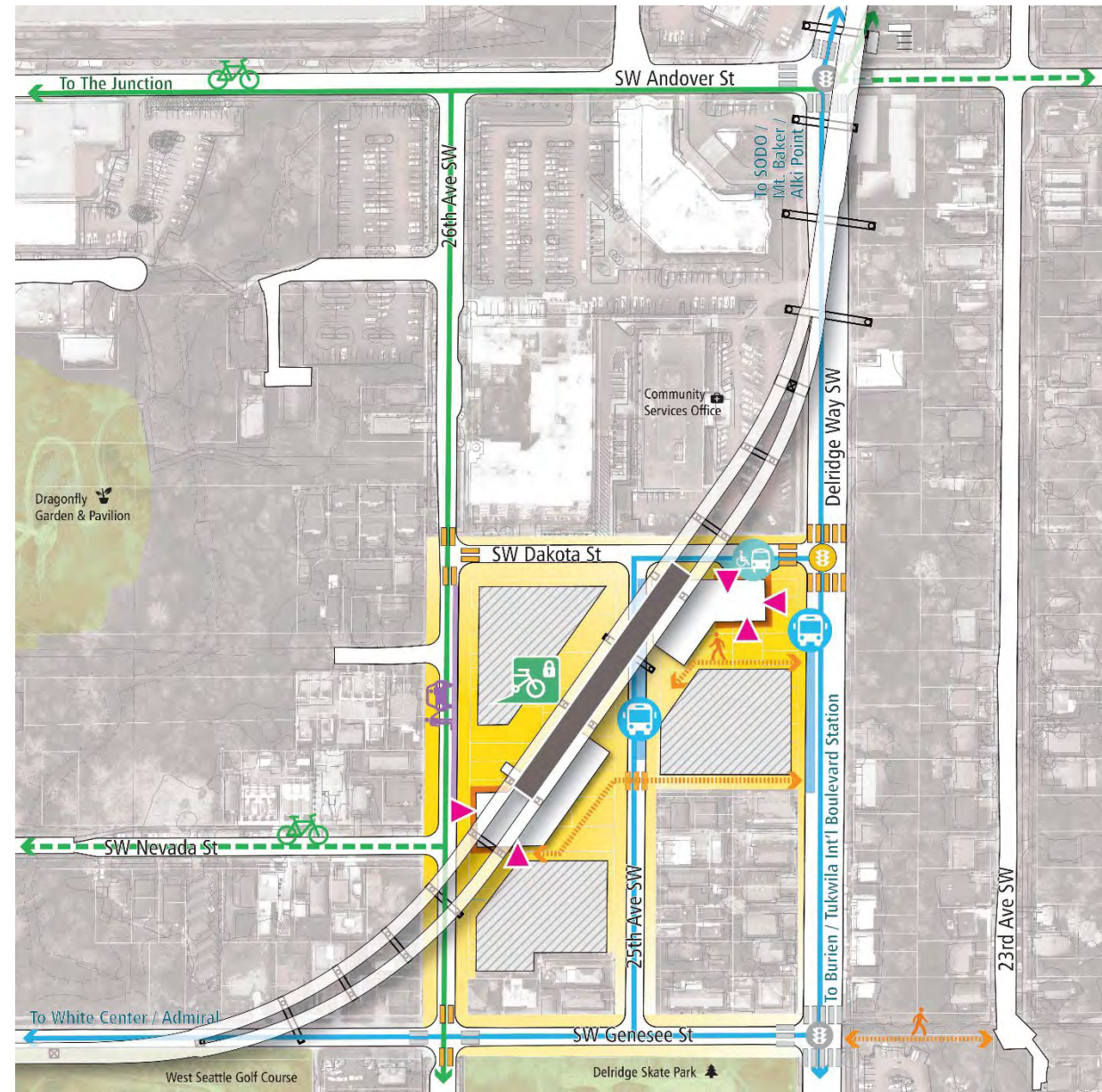
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Preferred alternative

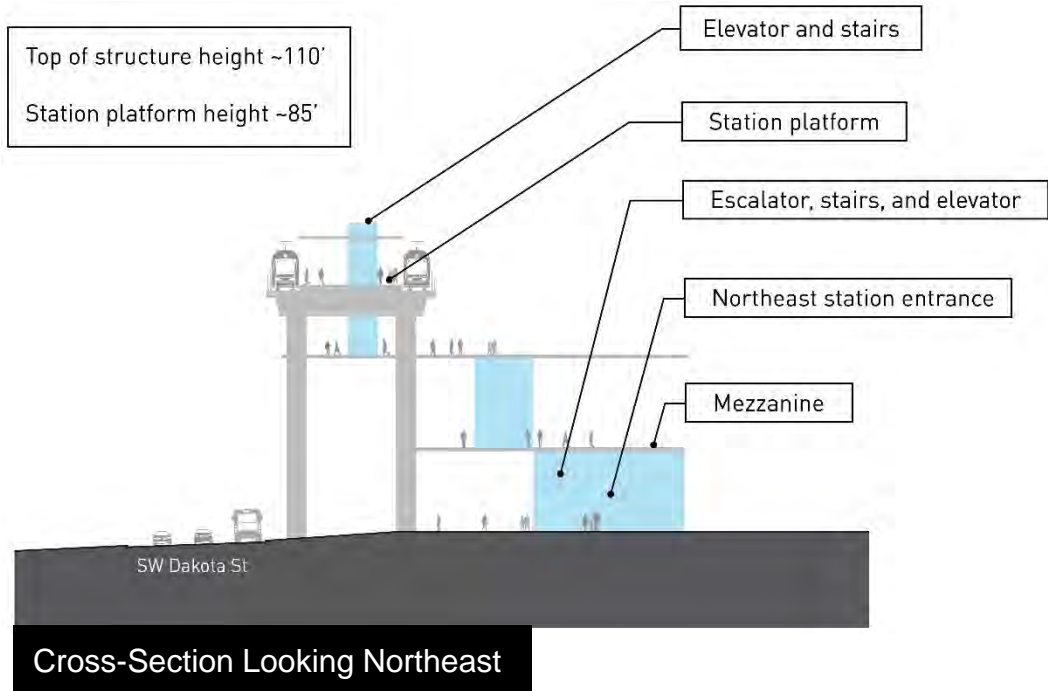
Elevated Dakota Street Station



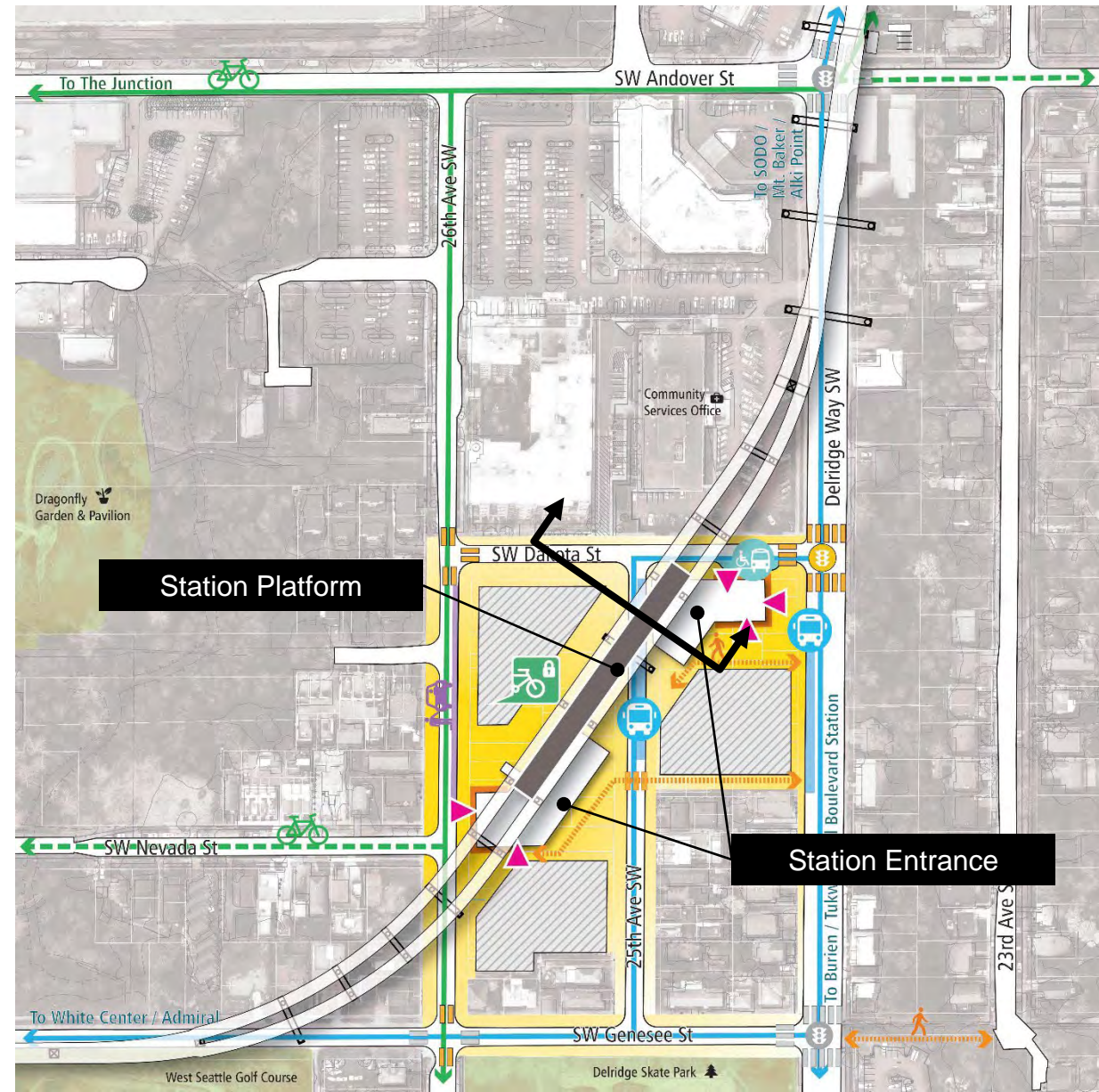
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



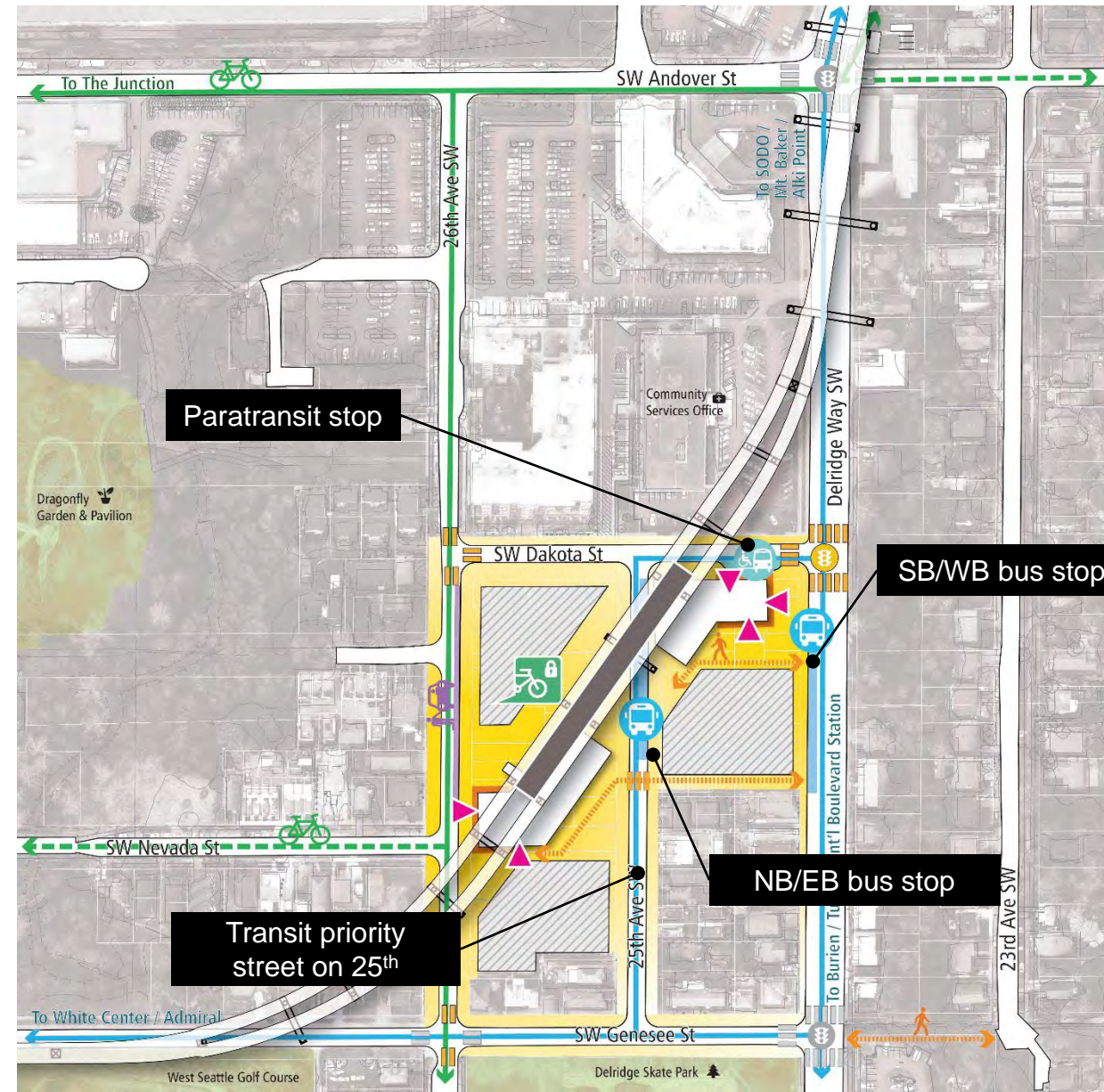
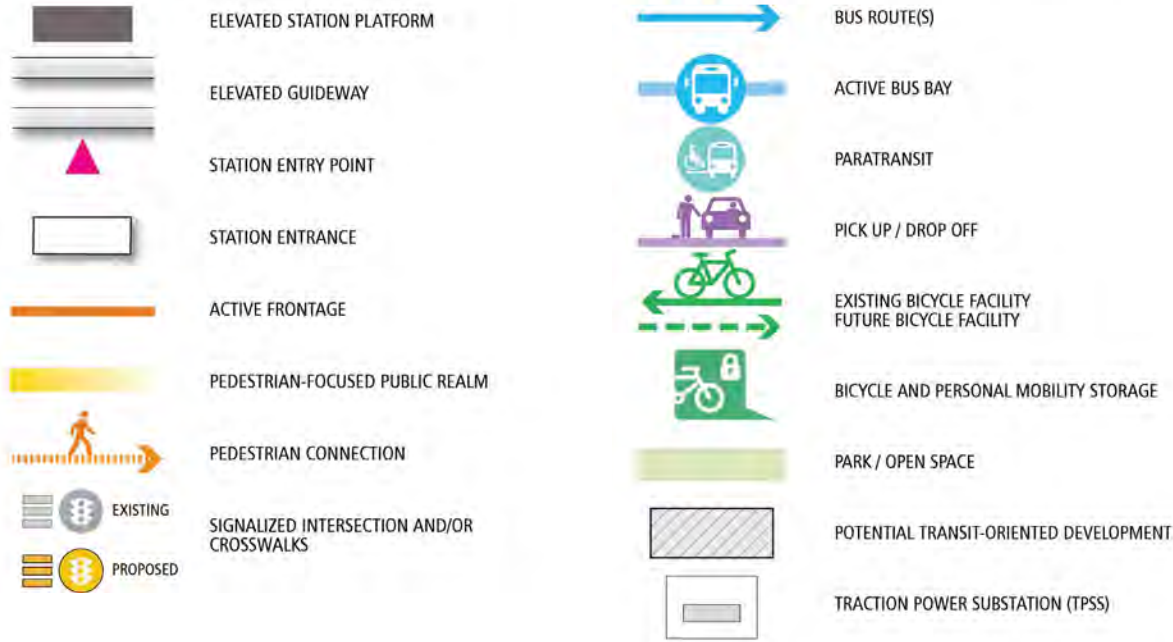
Elevated Dakota Street Station



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

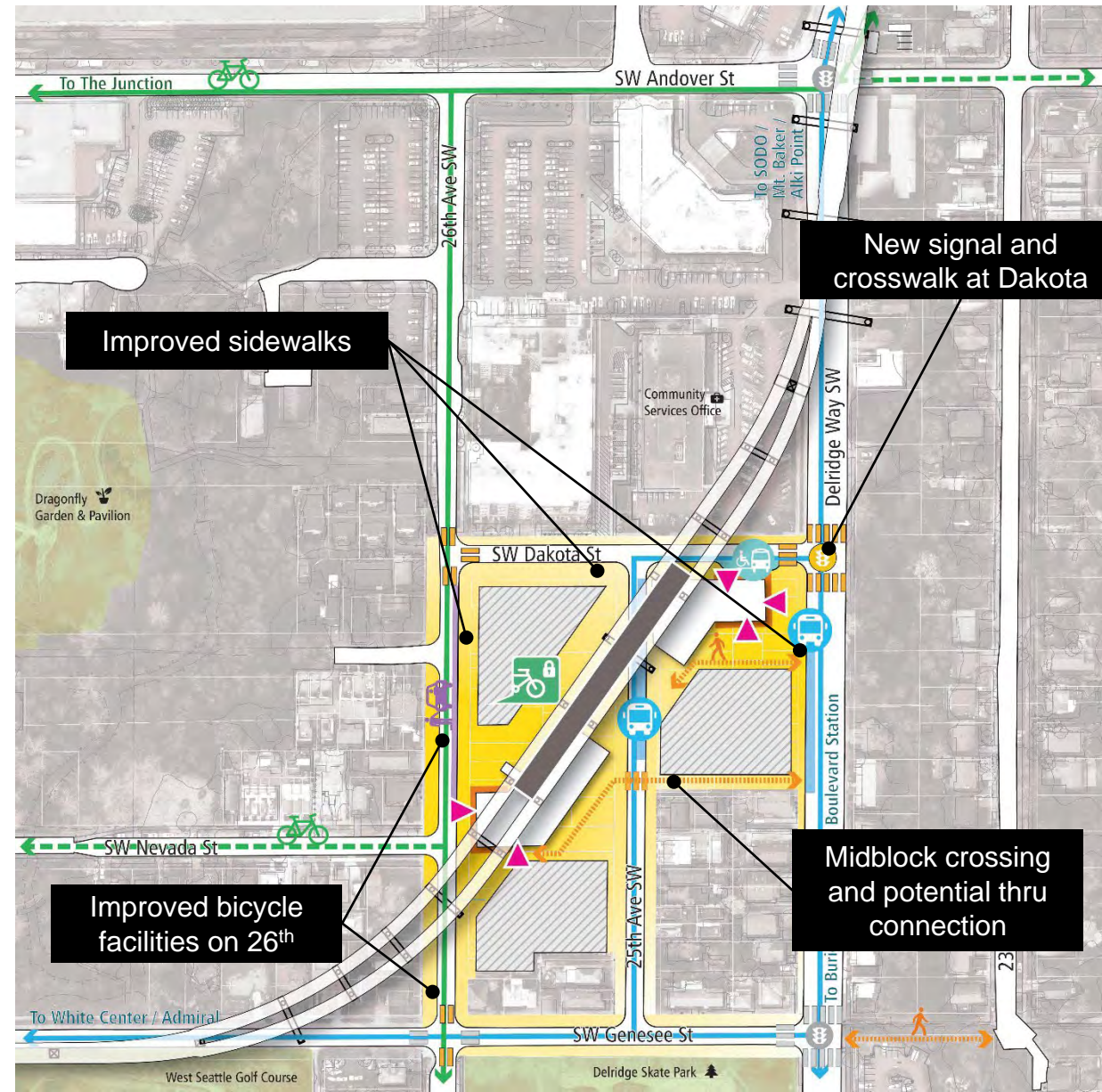
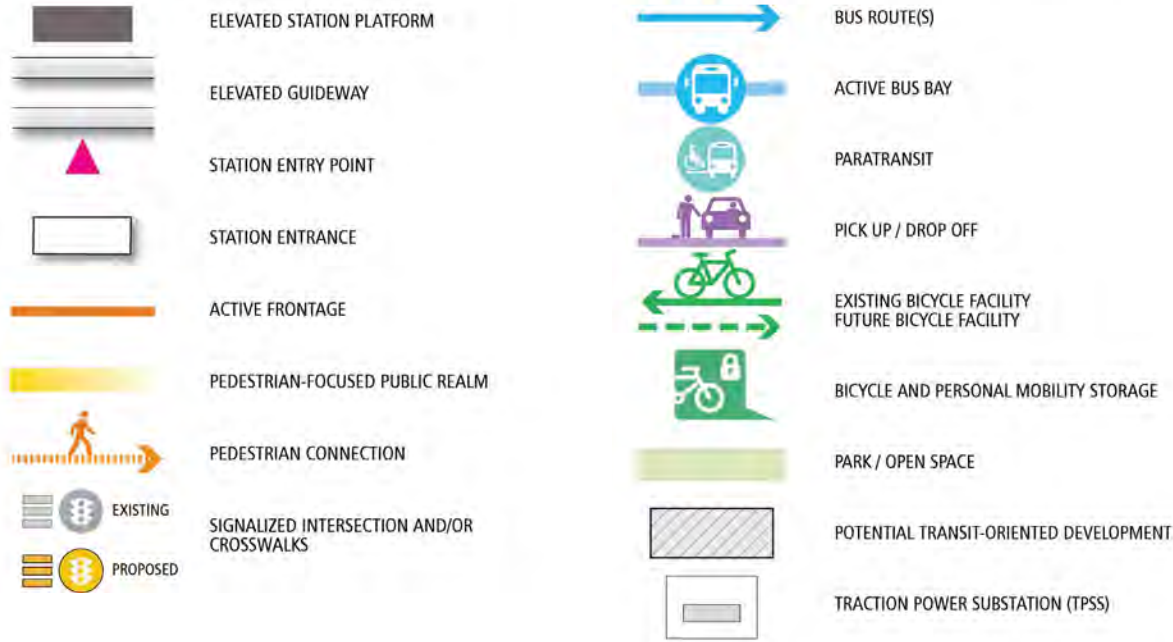


Elevated Dakota Street Station



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

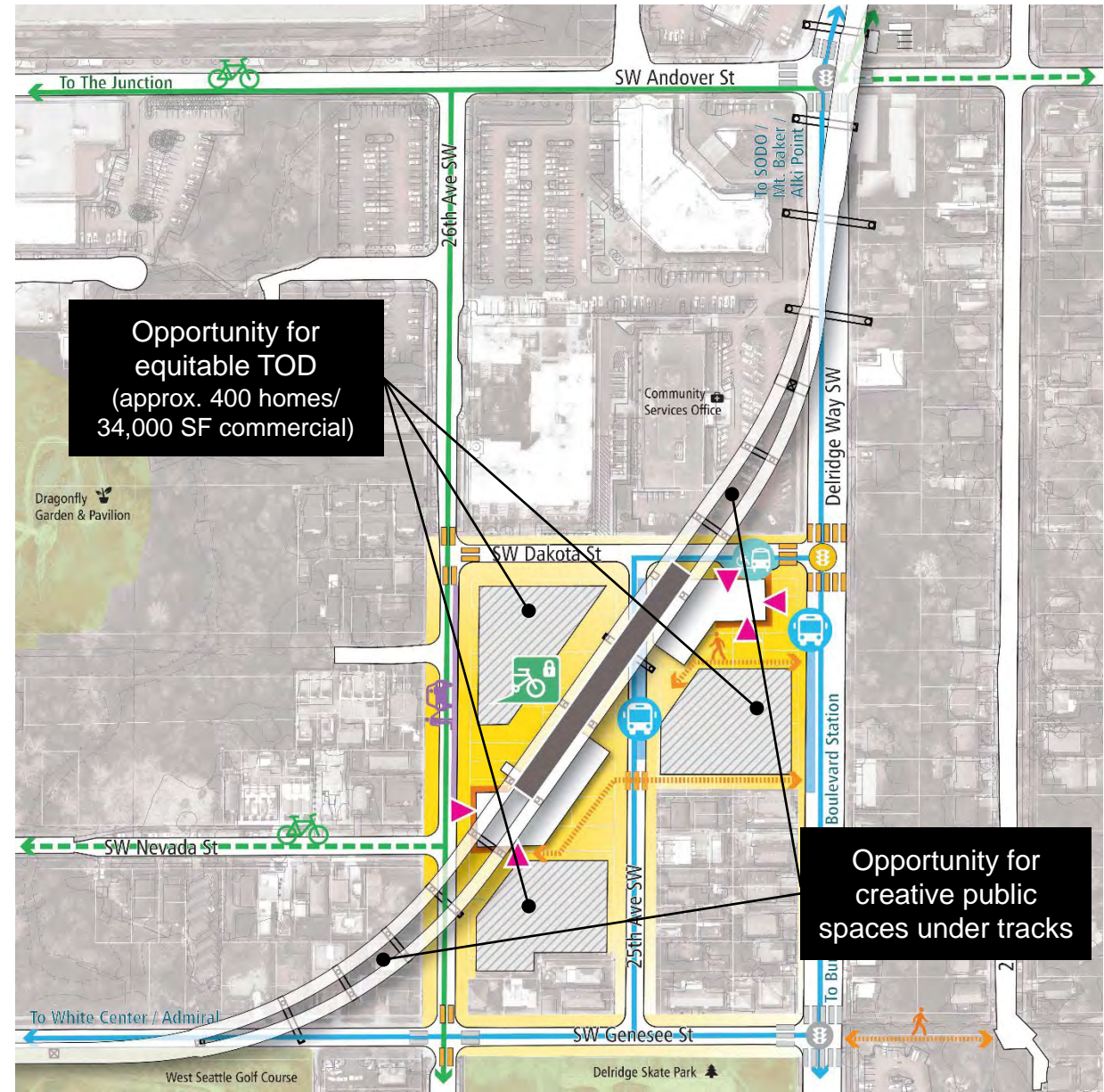
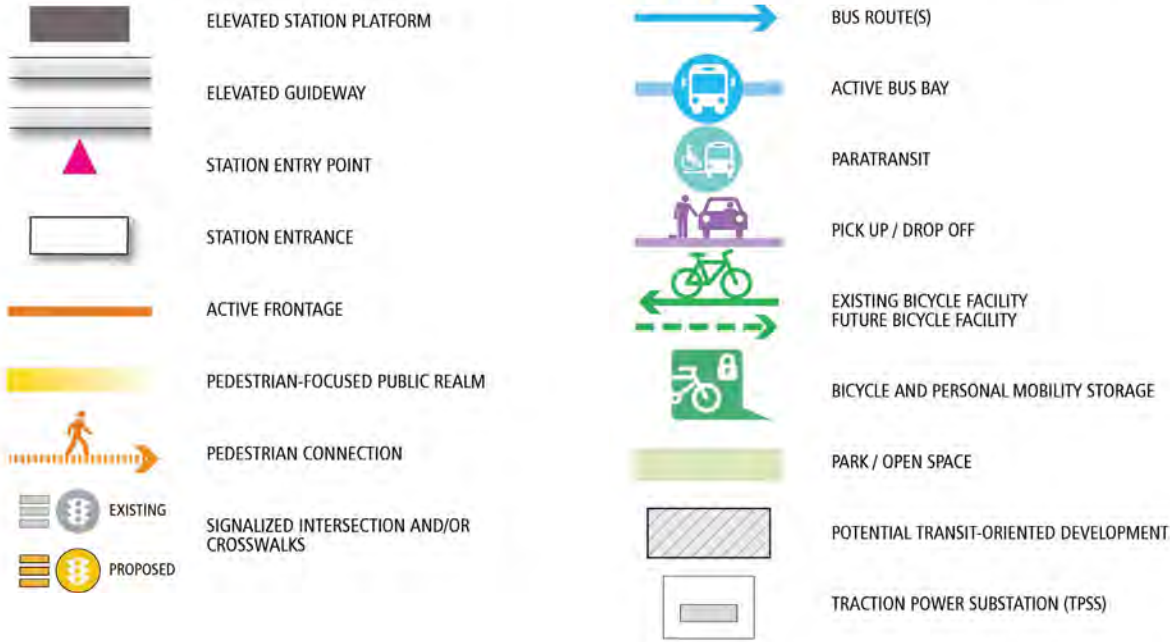
Elevated Dakota Street Station



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.



Elevated Fauntleroy Way Station

Dakota Street Station

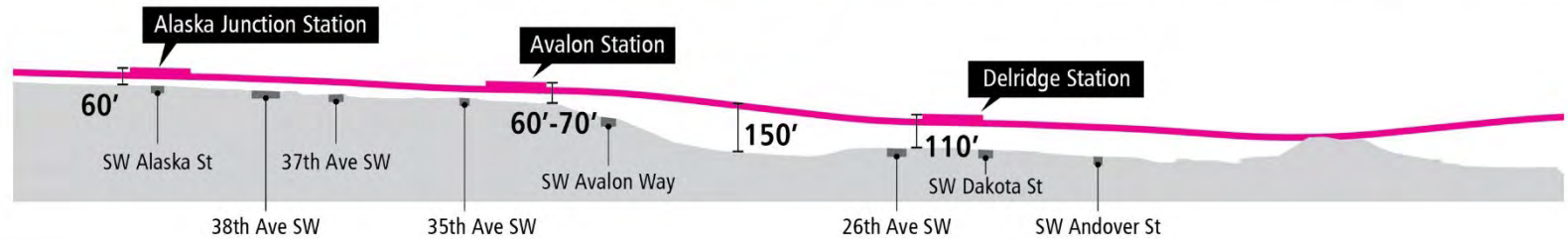
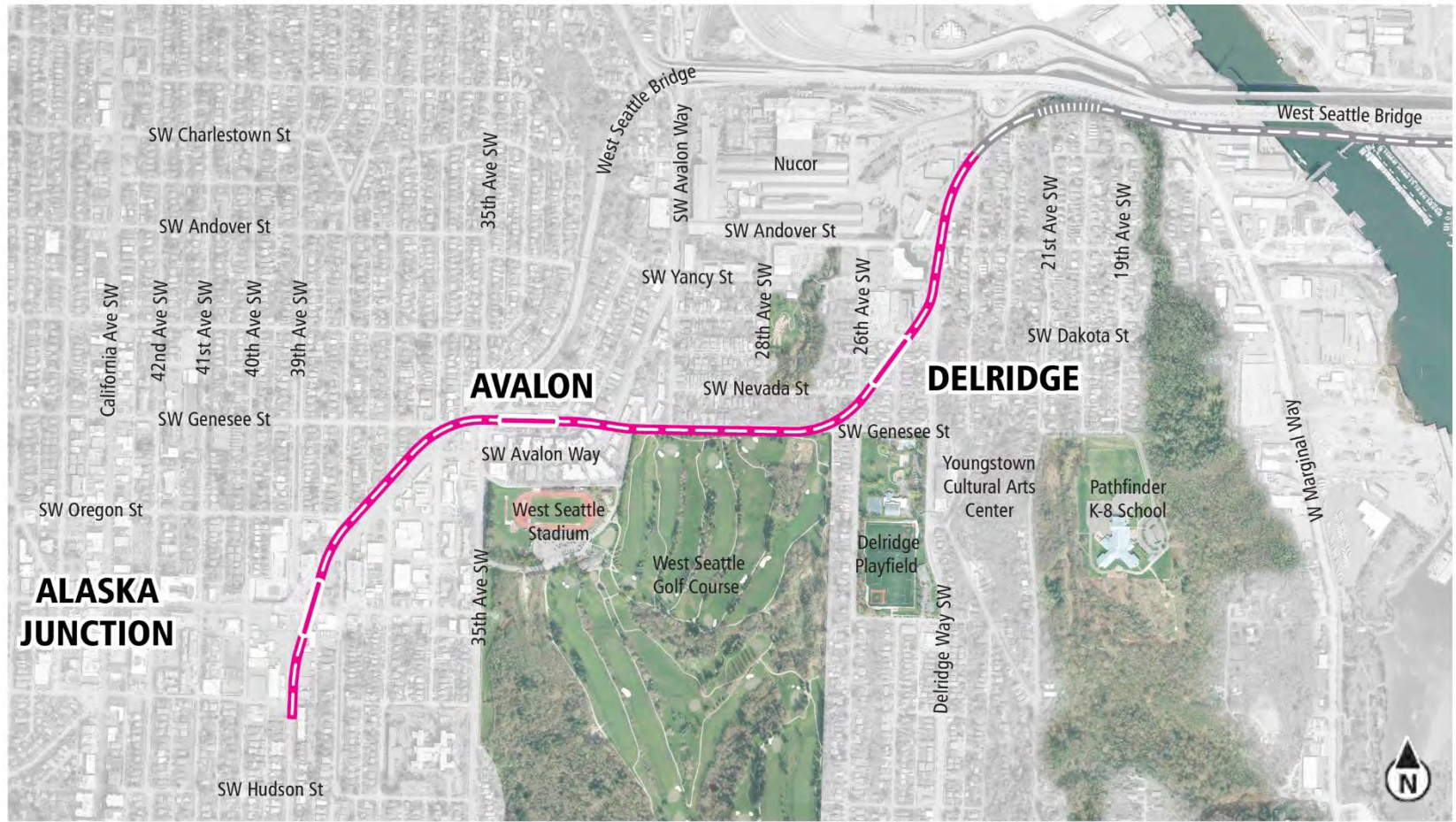
DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Elevated Fauntleroy Way Station

Dakota Street Station

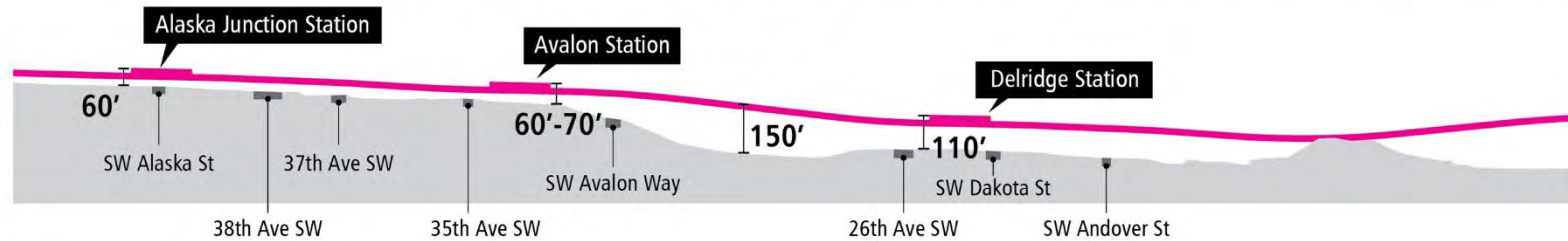
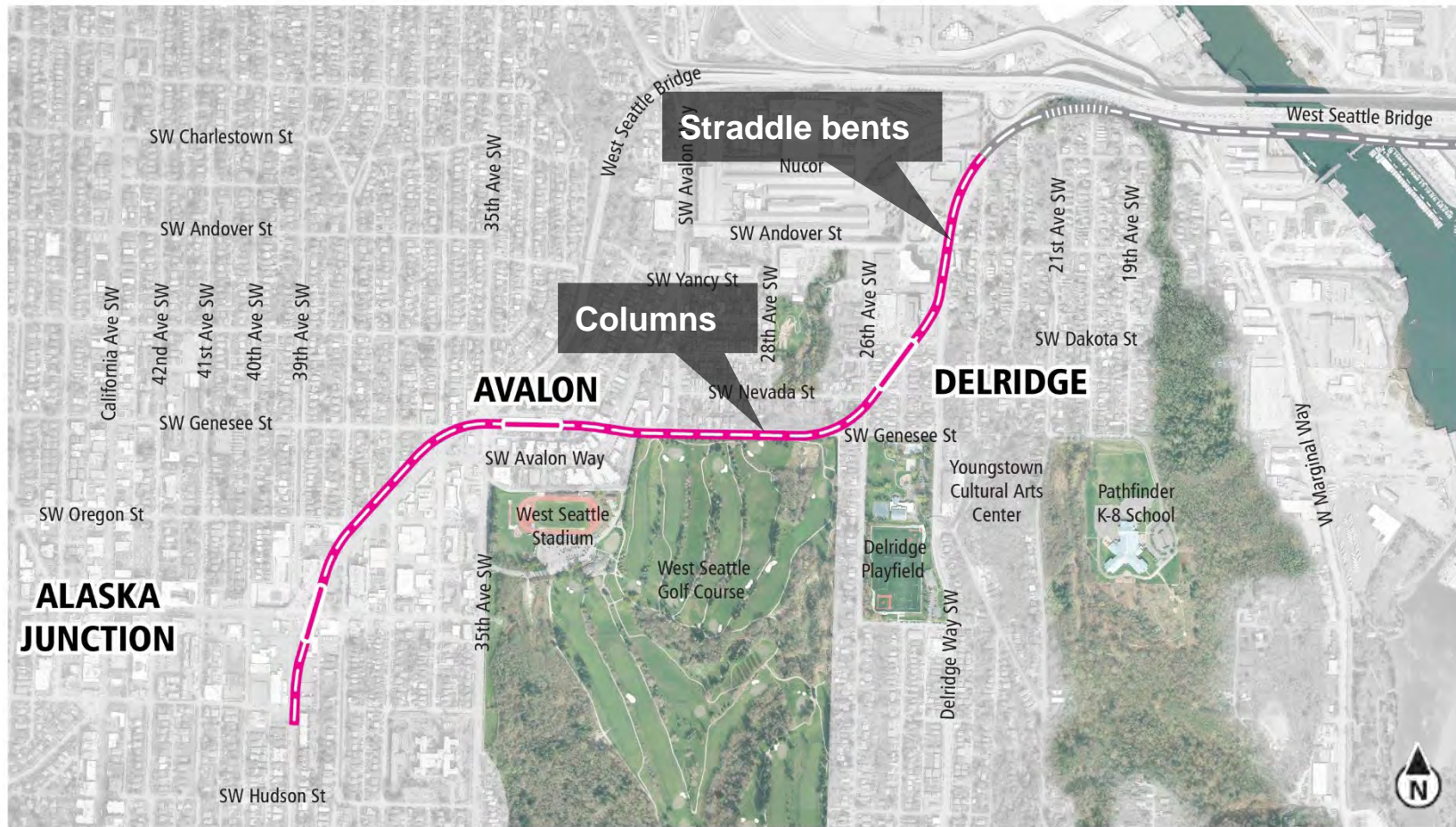
DRAFT EIS ALTERNATIVES

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

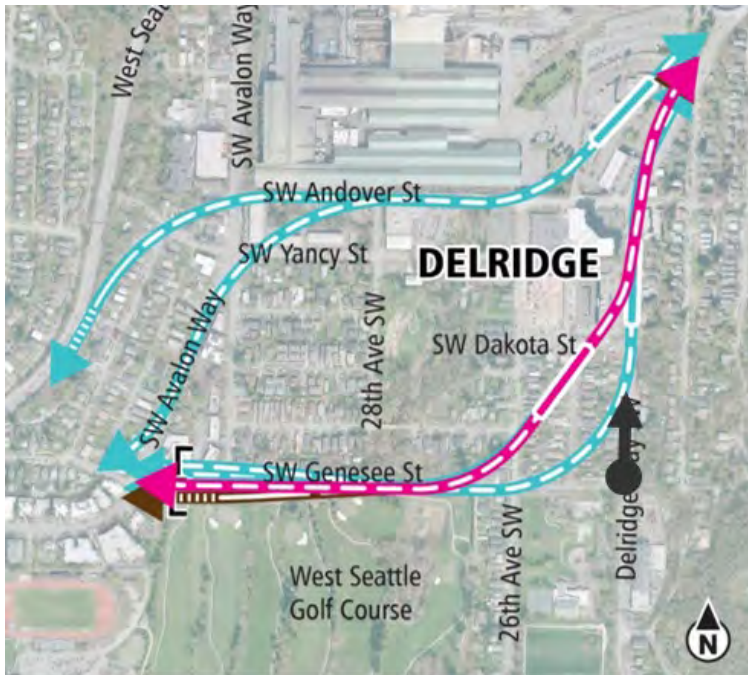
ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.

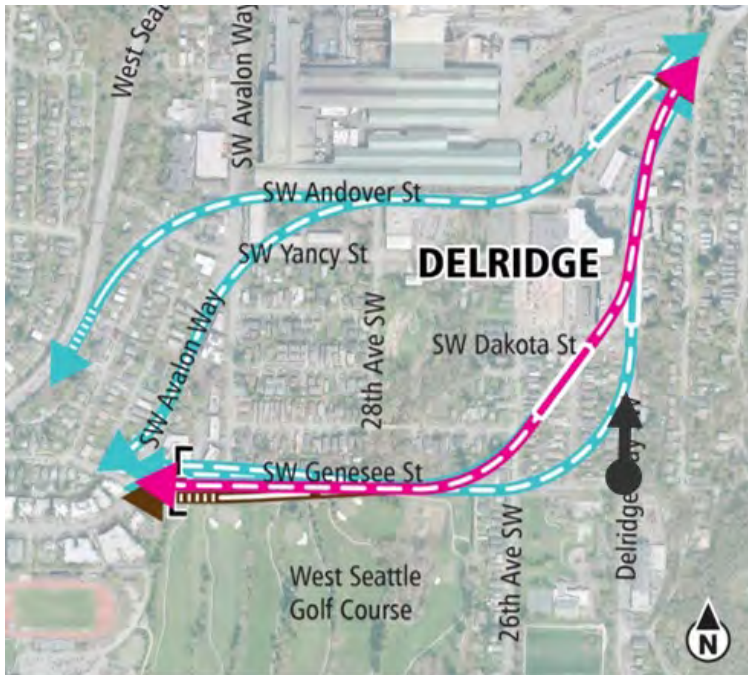


Existing Condition



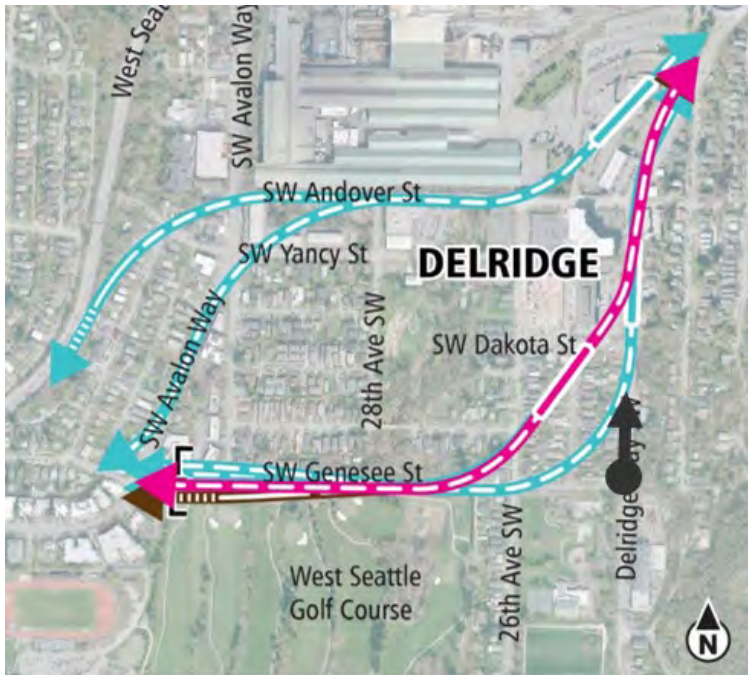
Viewpoint: Looking North along Delridge Way Southwest

Dakota Street Station Alternative



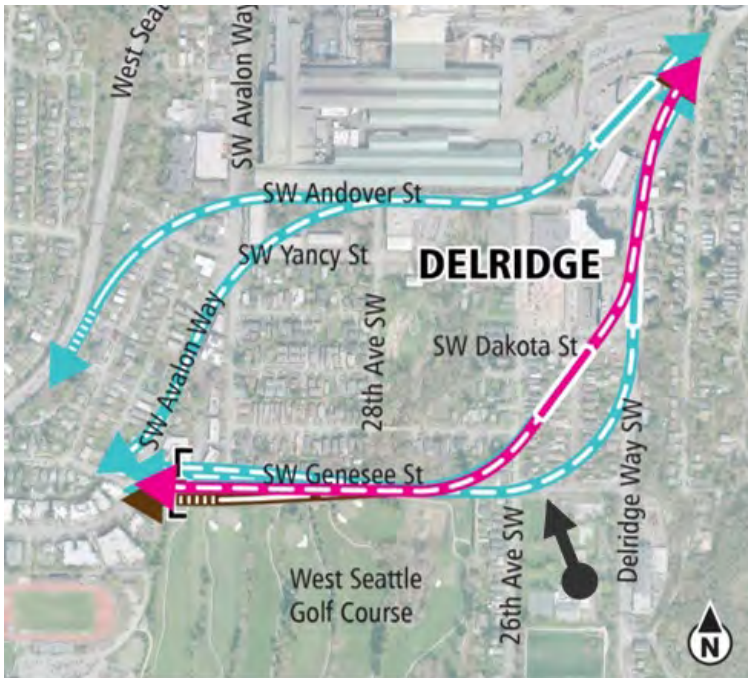
Viewpoint: Looking North along Delridge Way Southwest

Dakota Street Station Alternative North Alignment



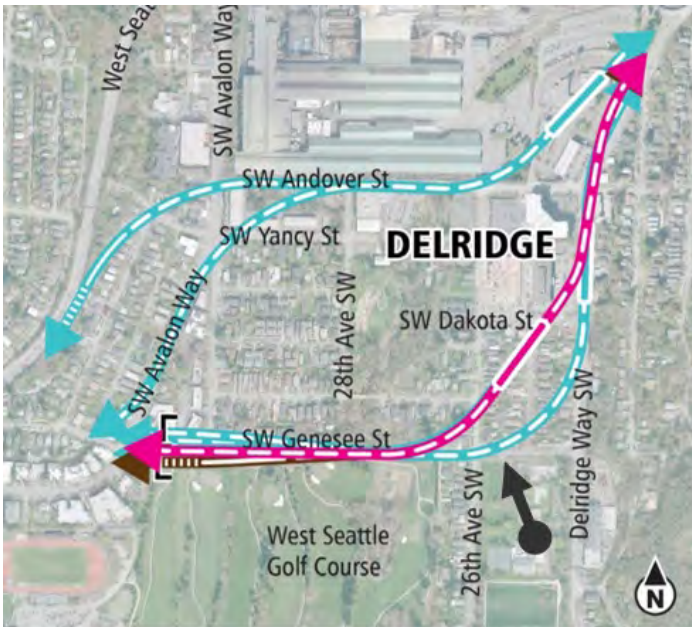
Viewpoint: Looking North along Delridge Way Southwest

Existing Condition



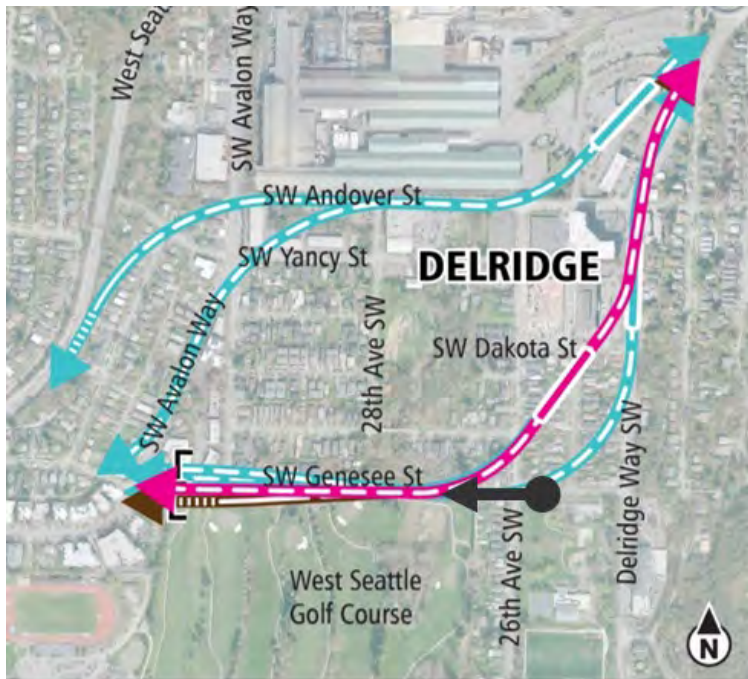
Viewpoint: Looking Northwest from Delridge Playfield

Dakota Street Station Alternative



Viewpoint: Looking Northwest from Delridge Playfield

Existing Condition



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Dakota Street Station Alternative



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Dakota Street Station North Alignment Alternative



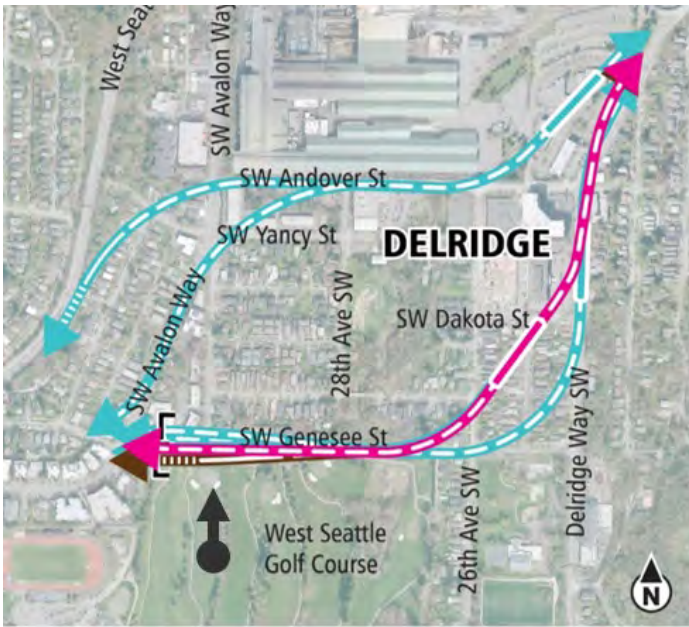
Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Existing Condition



Viewpoint: Looking Past the North End of the West Seattle Golf Course

Dakota Street Station Alternative



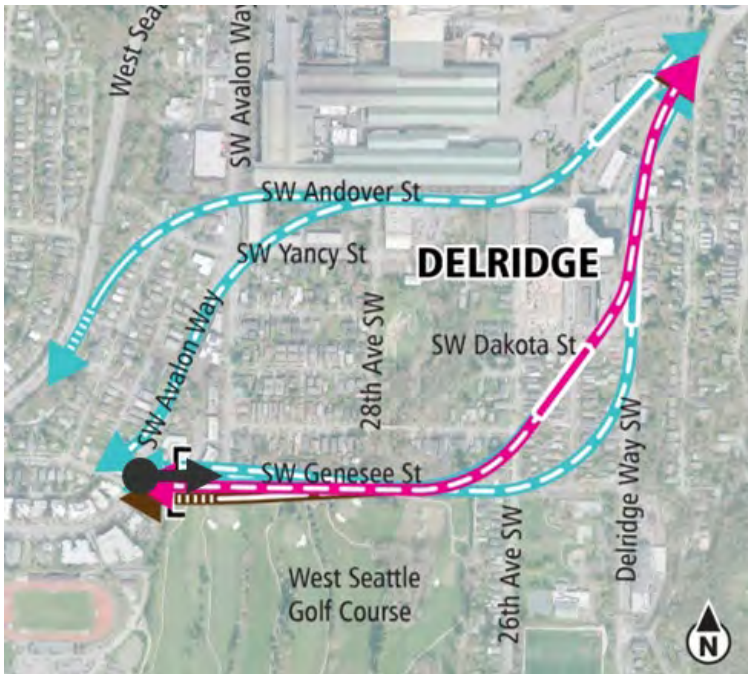
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Dakota Street Station North Alignment Alternative



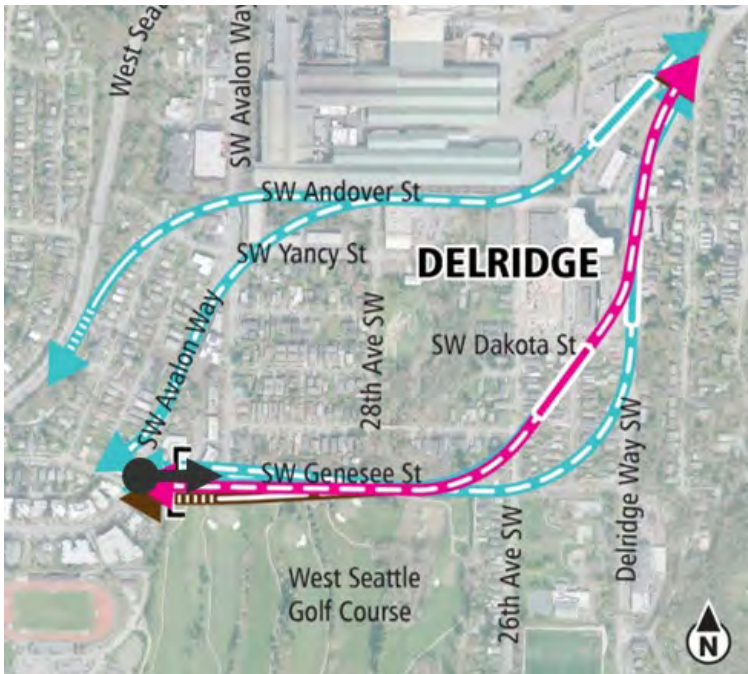
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Existing Condition



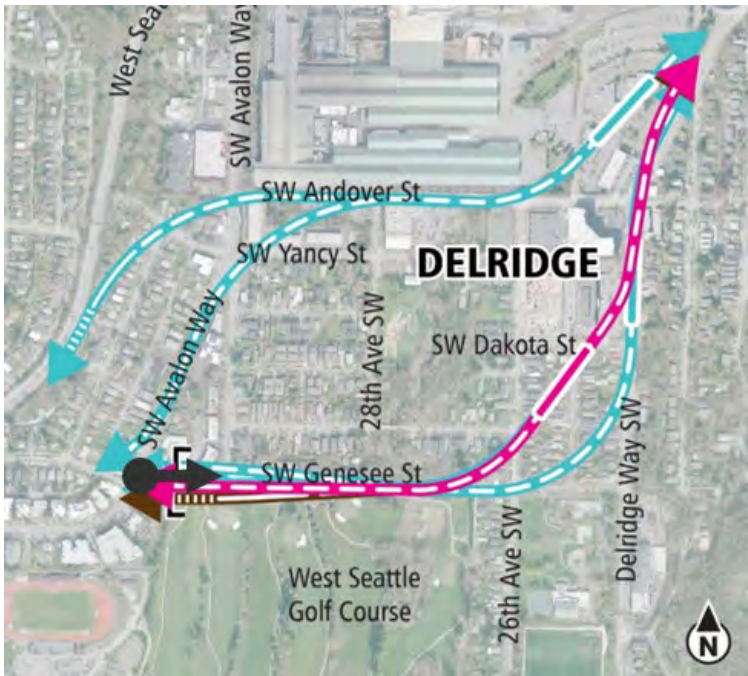
Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Dakota Street Station Alternative



Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Dakota Street Station North Alignment Alternative



Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Elevated 41st/42nd Ave Station

Dakota Street Station

Project cost
(2019\$ in billions) **\$2.0B**

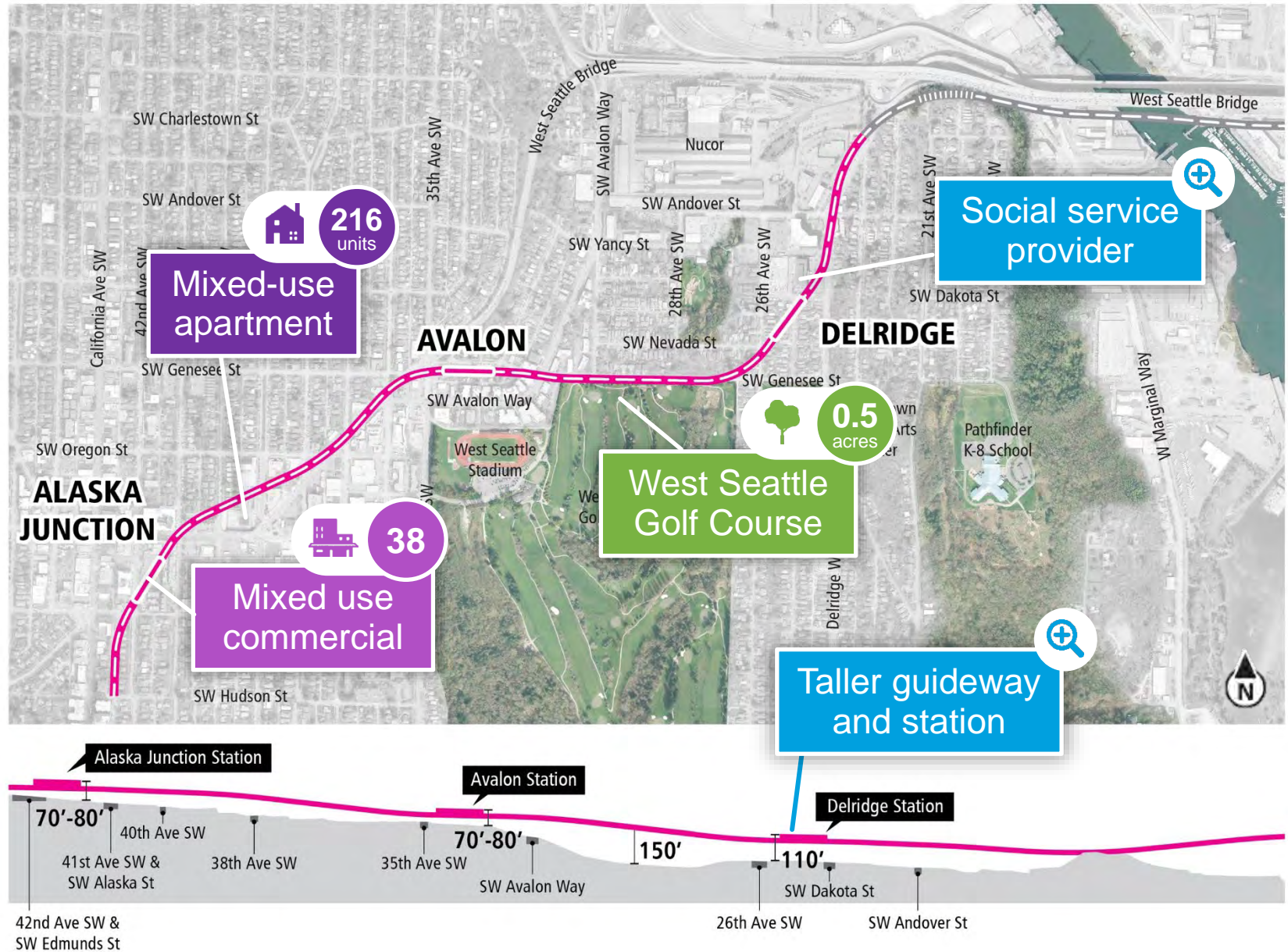
Residential displacements **551 units**

Business displacements **77**

Park effects (permanent) **0.6 acres**

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Elevated Fauntleroy Way Station

Dakota Street Station

Project cost (2019\$ in billions) **\$1.6B**

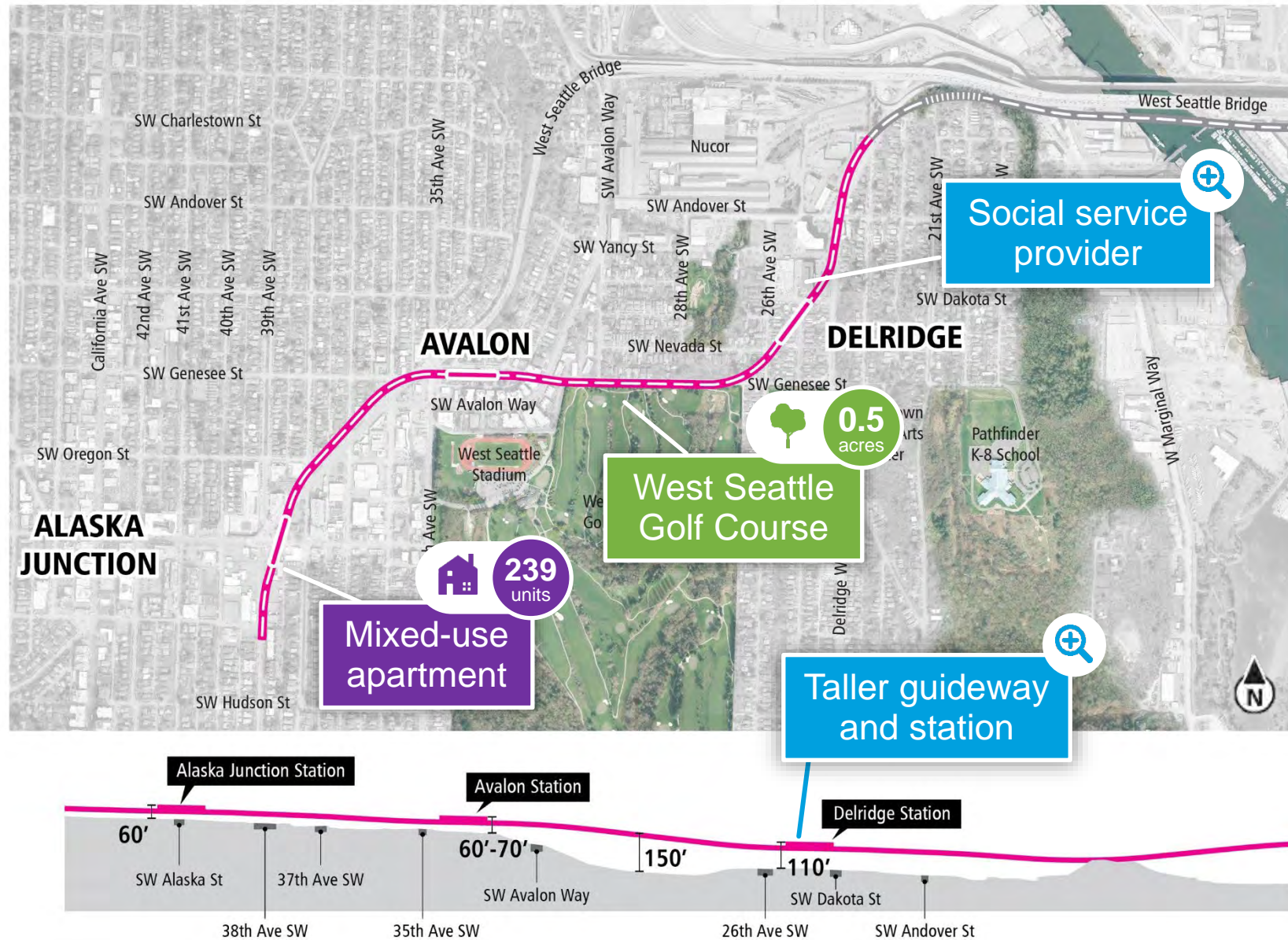
Residential displacements **607 units**

Business displacements **32**

Park effects (permanent) **0.6 acres**

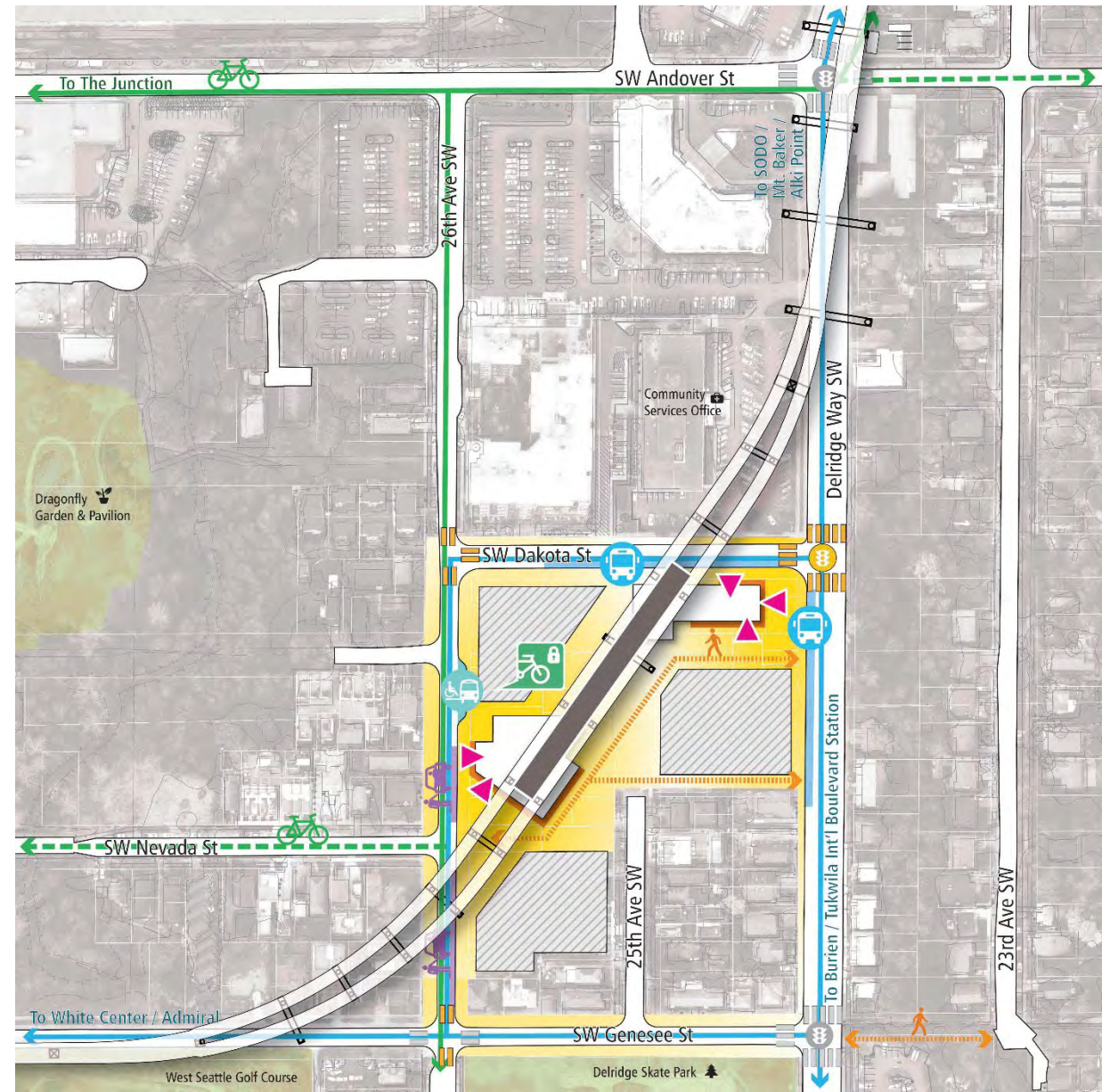
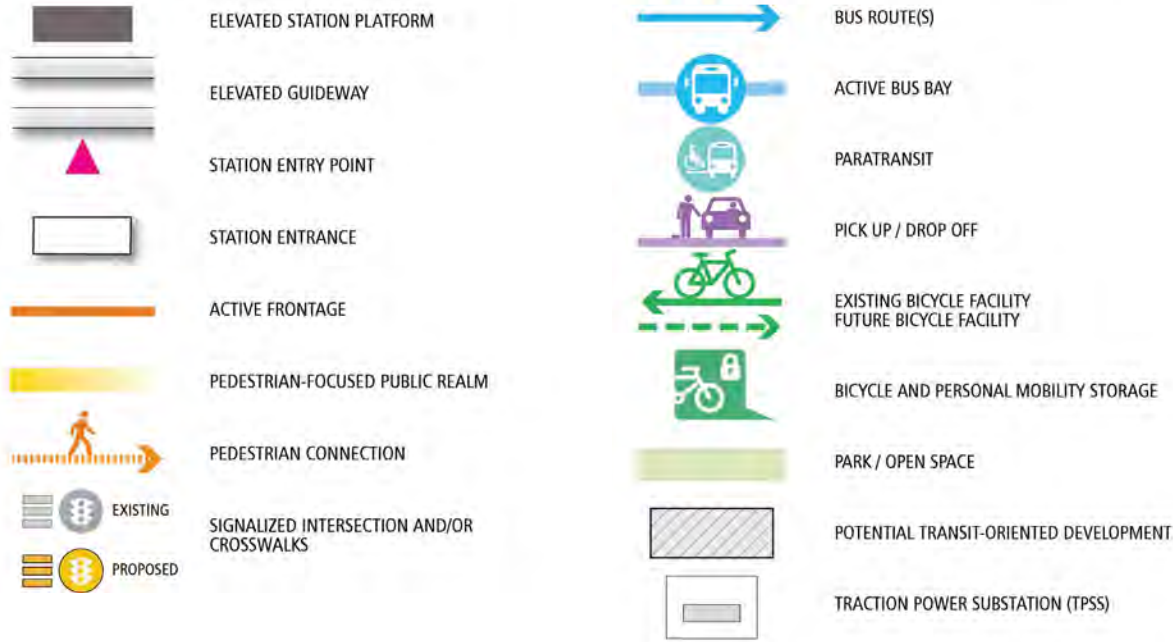
Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.



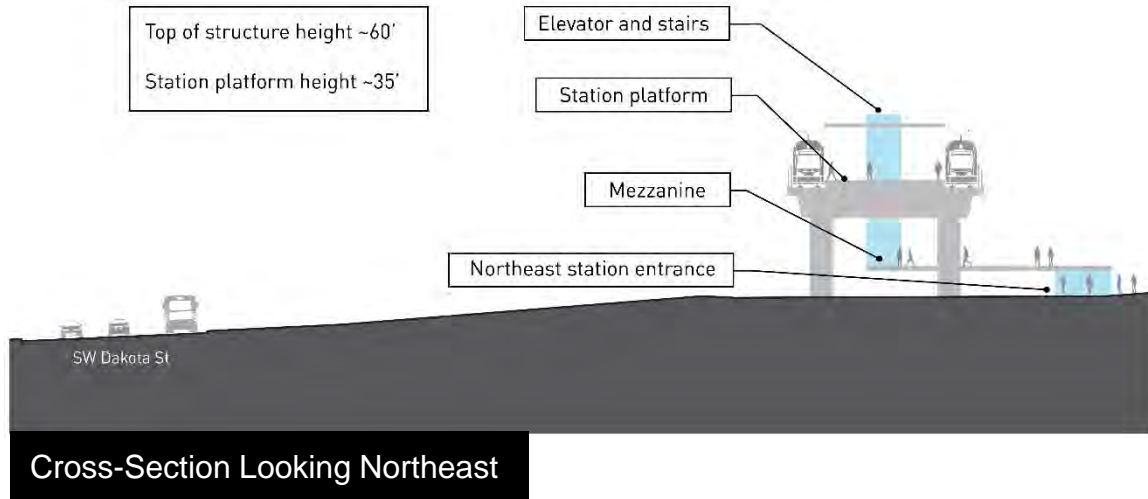
***Preferred alternative with
third party funding***

Elevated Dakota Street Station Lower Height

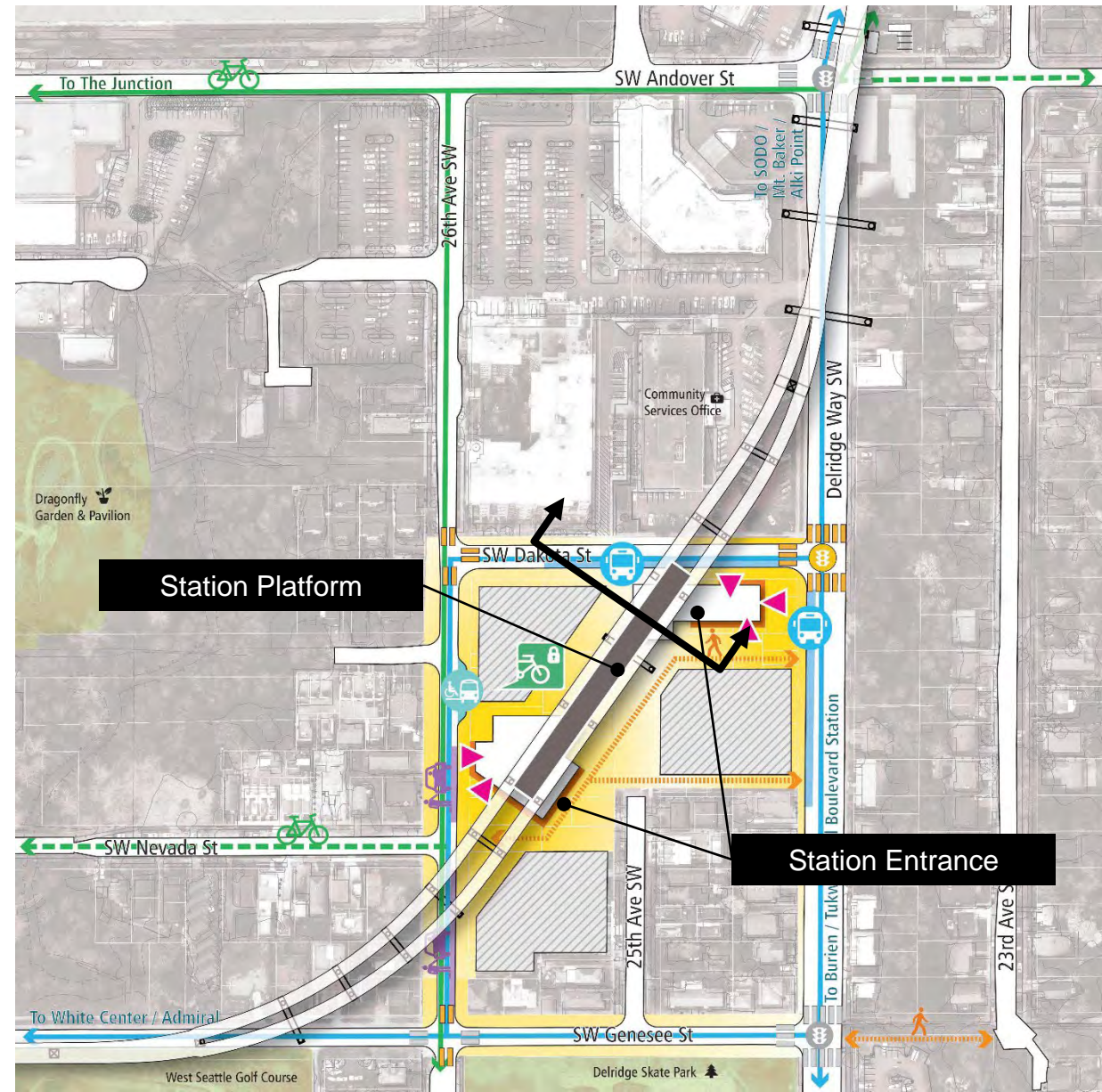


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

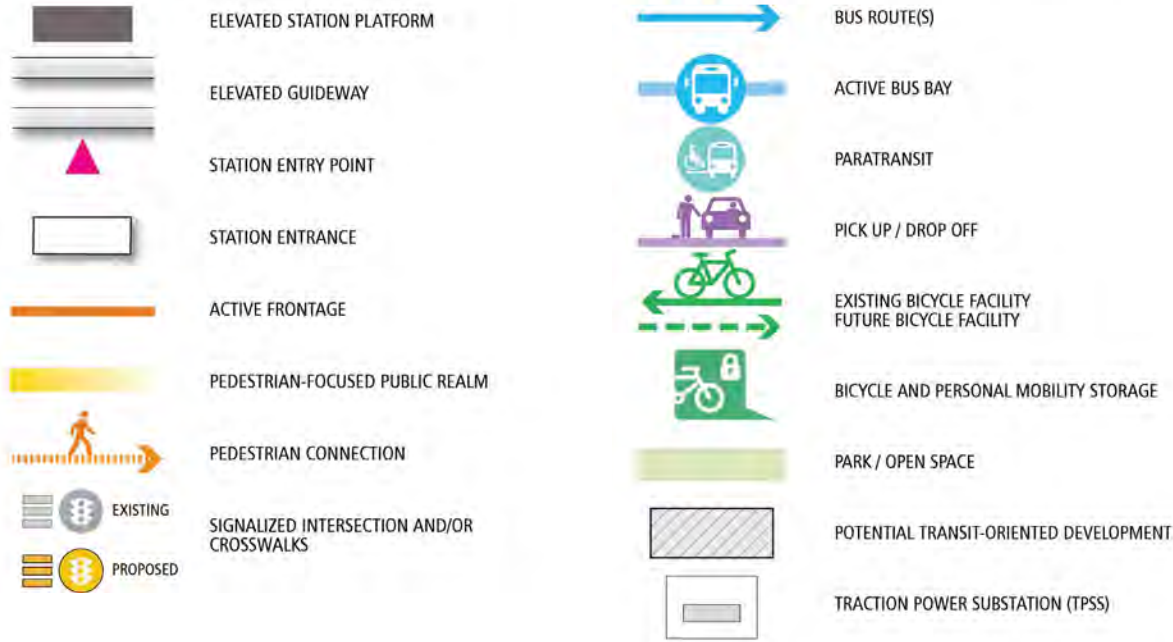
Elevated Dakota Street Station Lower Height



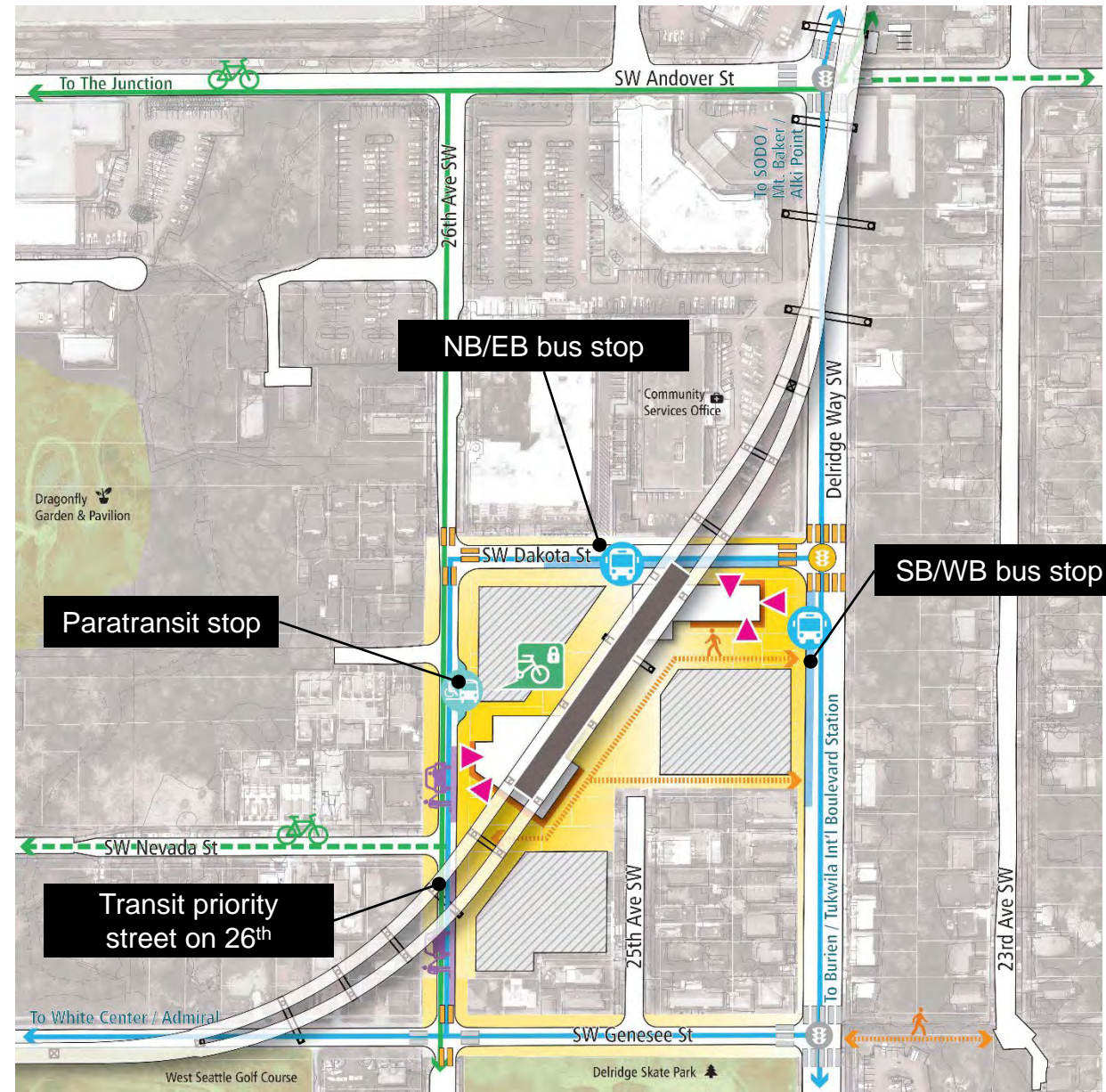
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



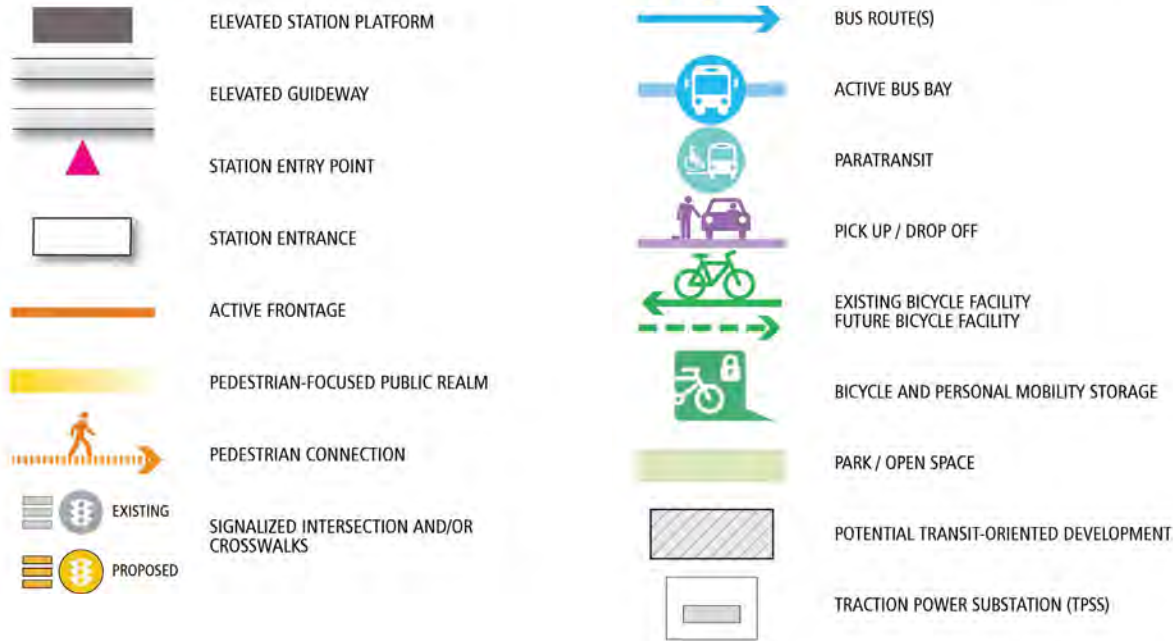
Elevated Dakota Street Station Lower Height



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



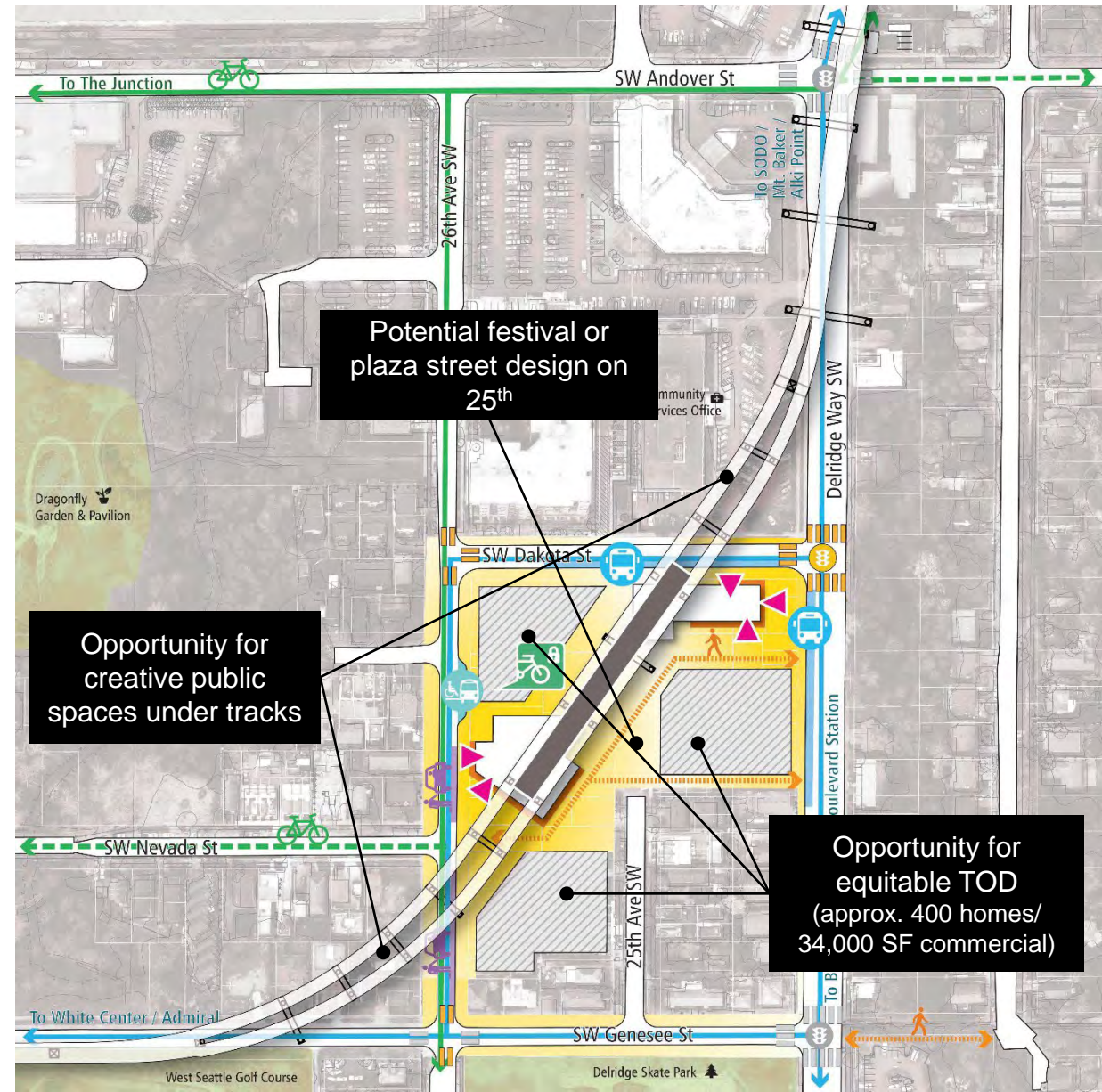
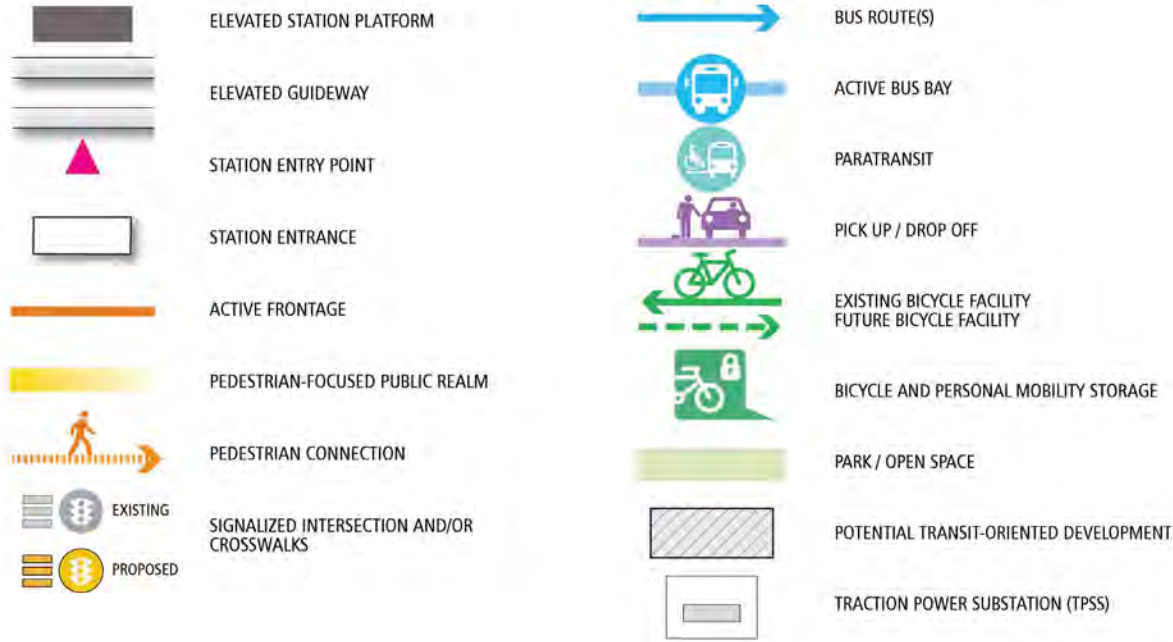
Elevated Dakota Street Station Lower Height



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.



Tunnel 41st Ave Station

Dakota Street Station

Lower Height

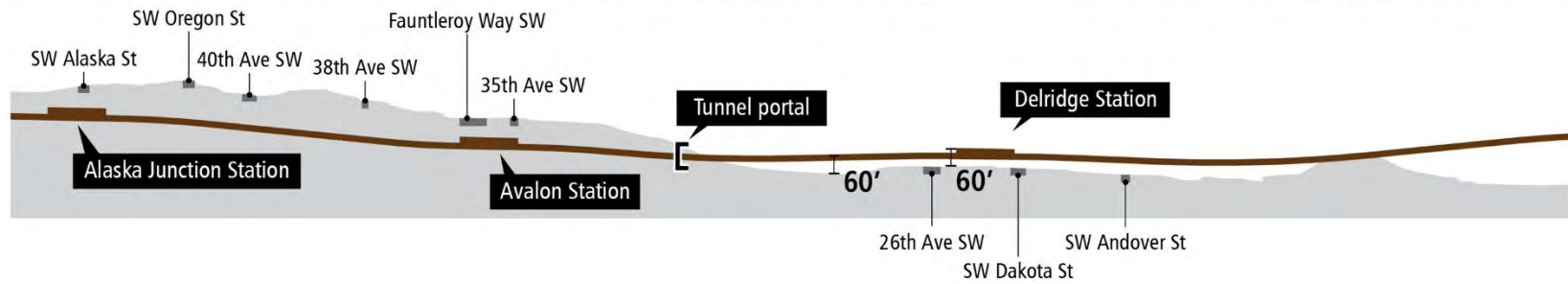
DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Tunnel 41st Ave Station

Dakota Street Station

Lower Height

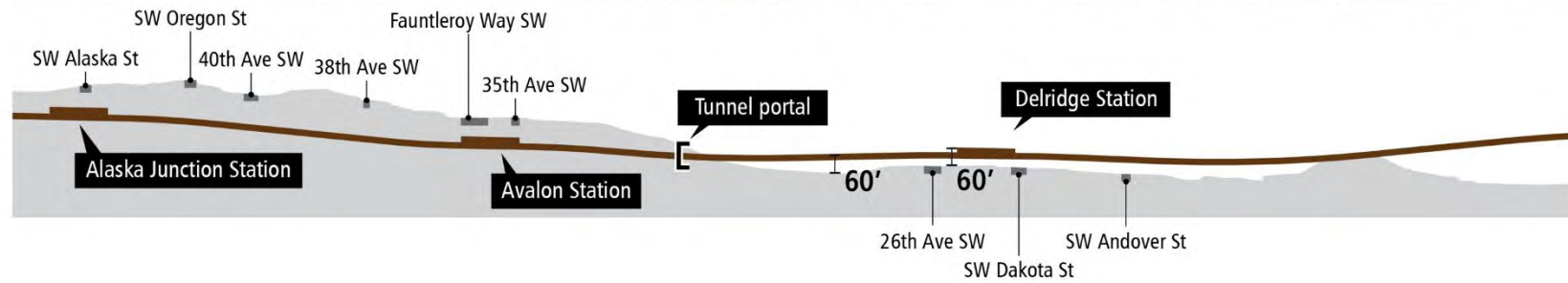
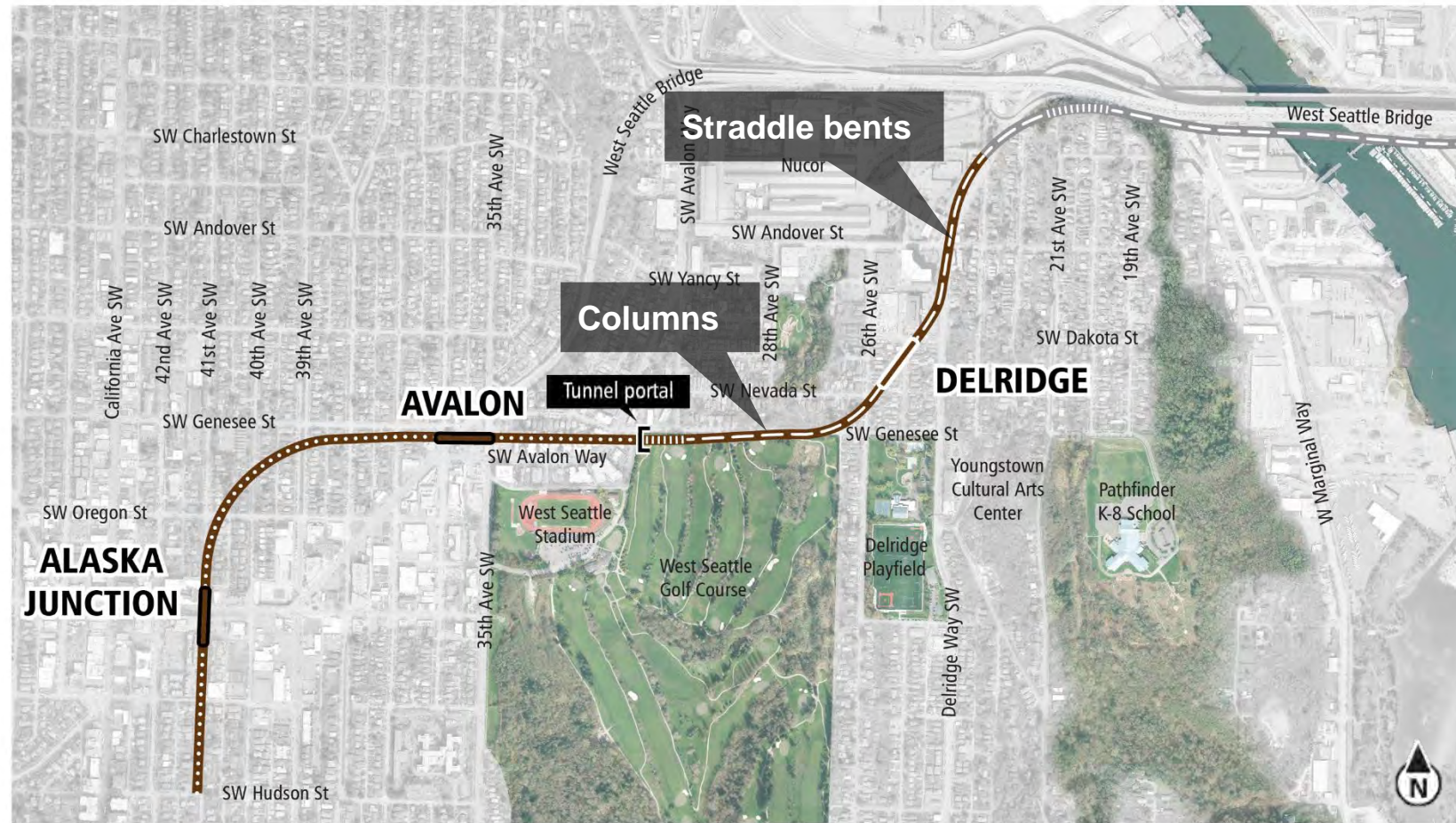
DRAFT EIS ALTERNATIVES

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

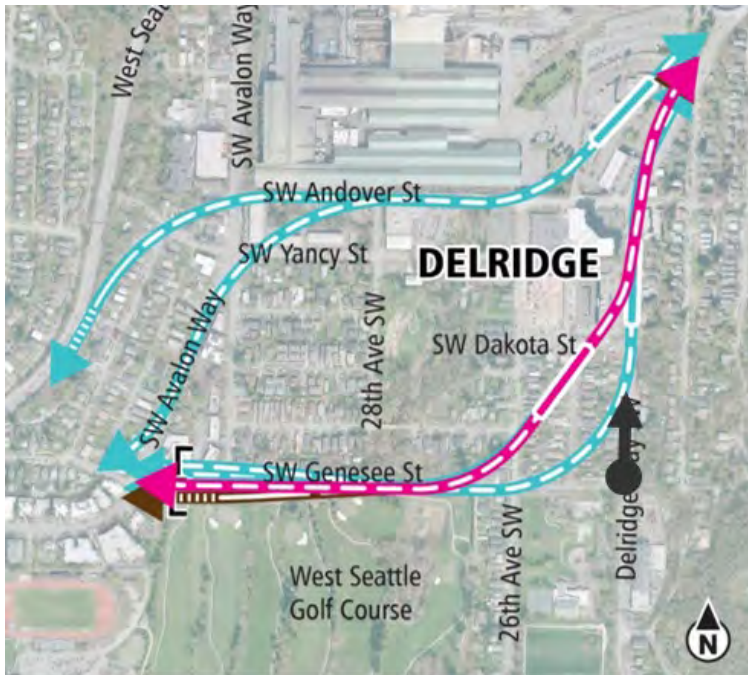
ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.

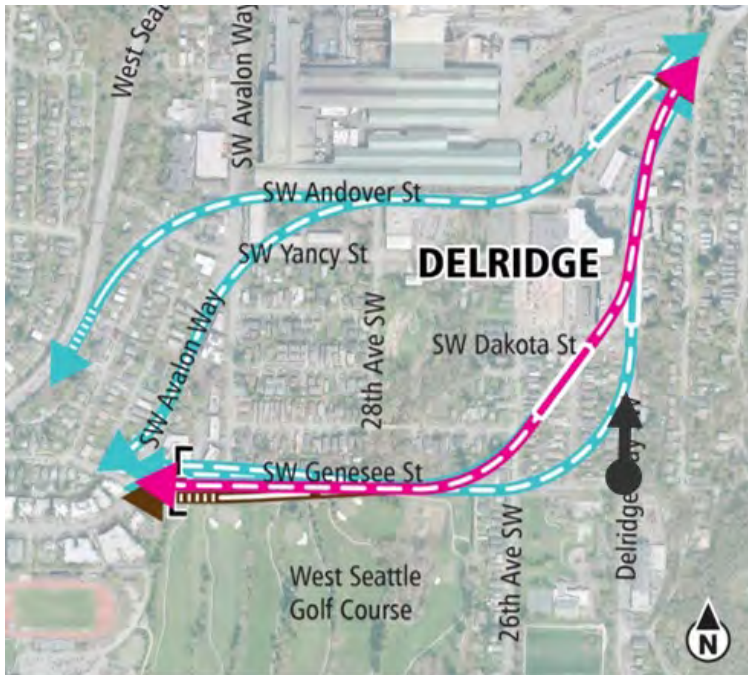


Existing Condition



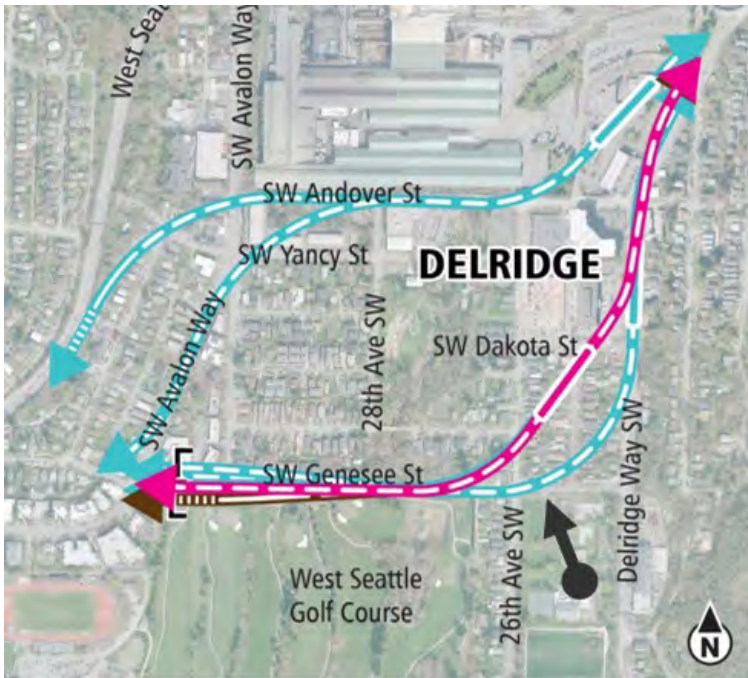
Viewpoint: Looking North along Delridge Way Southwest

Dakota Street Station Lower Height Alternative



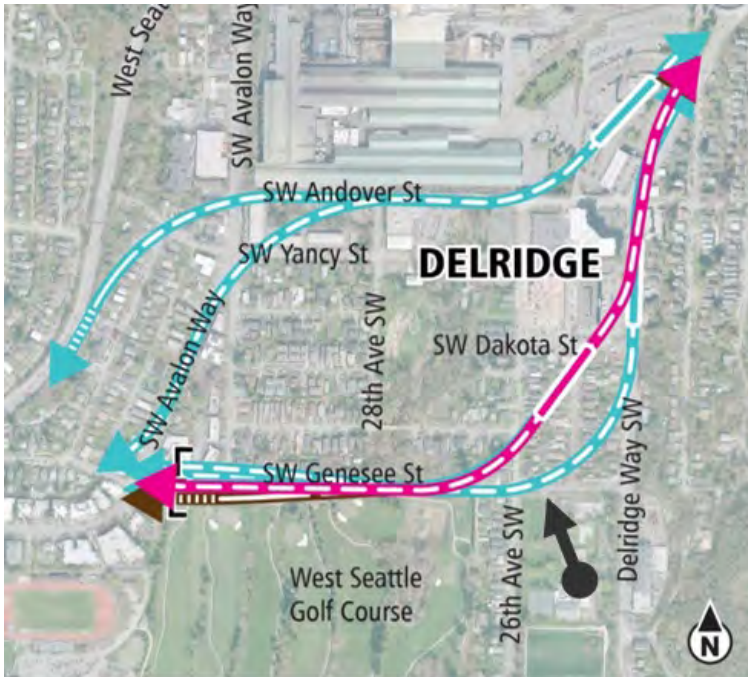
Viewpoint: Looking North along Delridge Way Southwest

Existing Condition



Viewpoint: Looking Northwest from Delridge Playfield

Dakota Street Station Lower Height Alternative



Viewpoint: Looking Northwest from Delridge Playfield

Existing Condition



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Dakota Street Station Lower Height Alternative



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Dakota Street Station Lower Height North Alignment Alternative



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Existing Condition



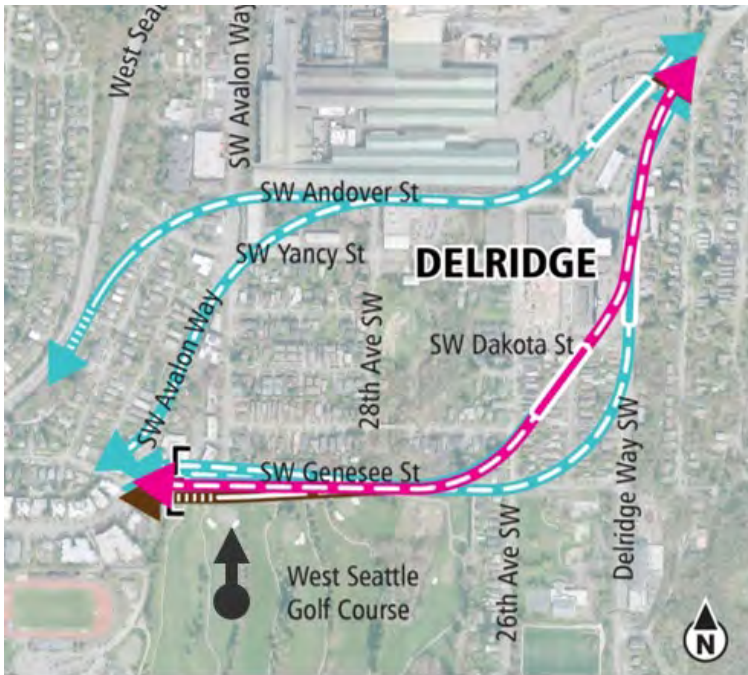
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Dakota Street Station Lower Height Alternative



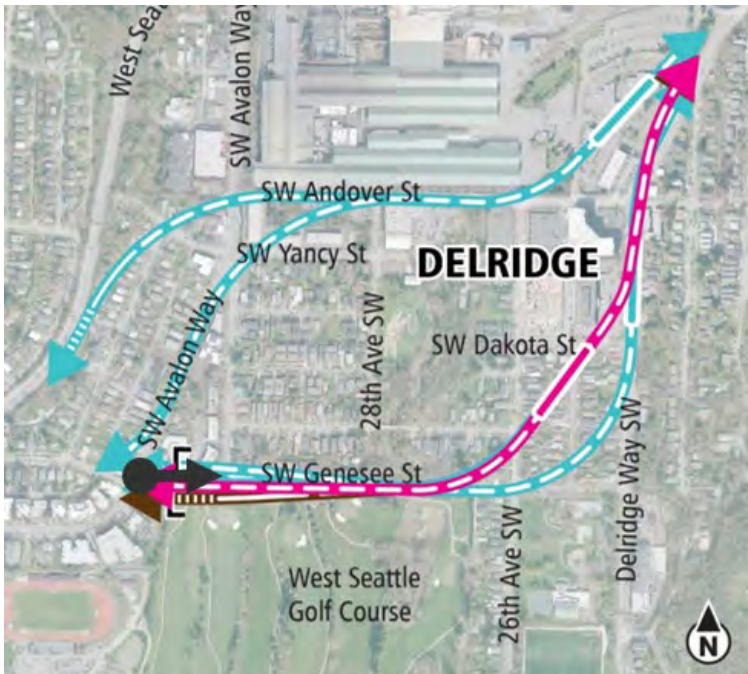
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Dakota Street Station Lower Height North Alignment Alternative



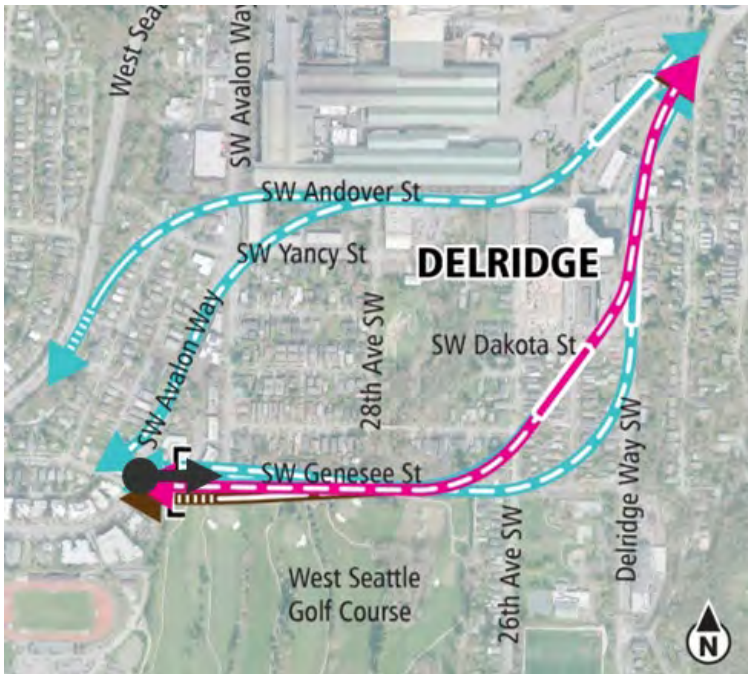
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Existing Condition



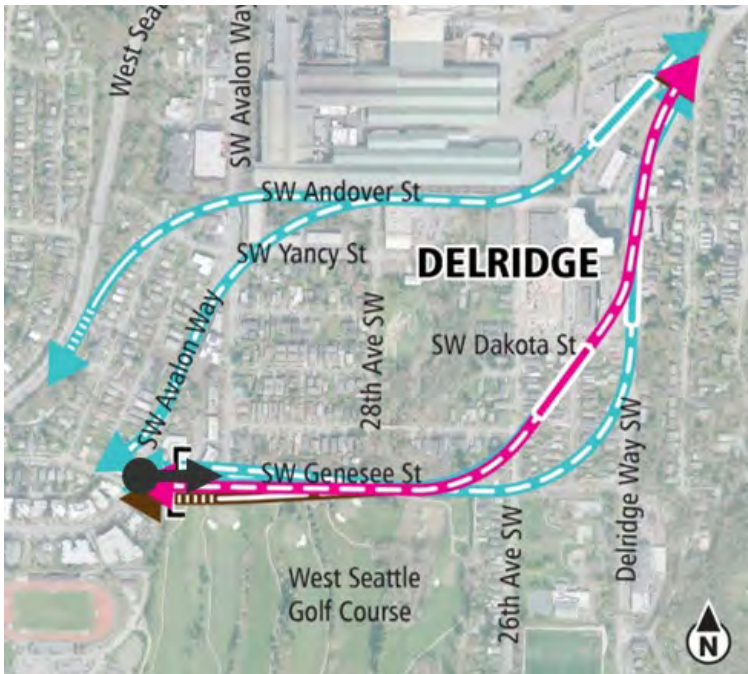
Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Dakota Street Station Lower Height Alternative



Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Dakota Street Station Lower Height North Alignment Alternative



Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Tunnel 41st Ave Station

Dakota Street Station

Lower Height

Project cost (2019\$ in billions) **\$2.1B**

Residential displacements **364 units**

Business displacements **31**

Park effects (permanent) **1.4 acres**

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Tunnel 42nd Ave Station

Dakota Street Station

Lower Height

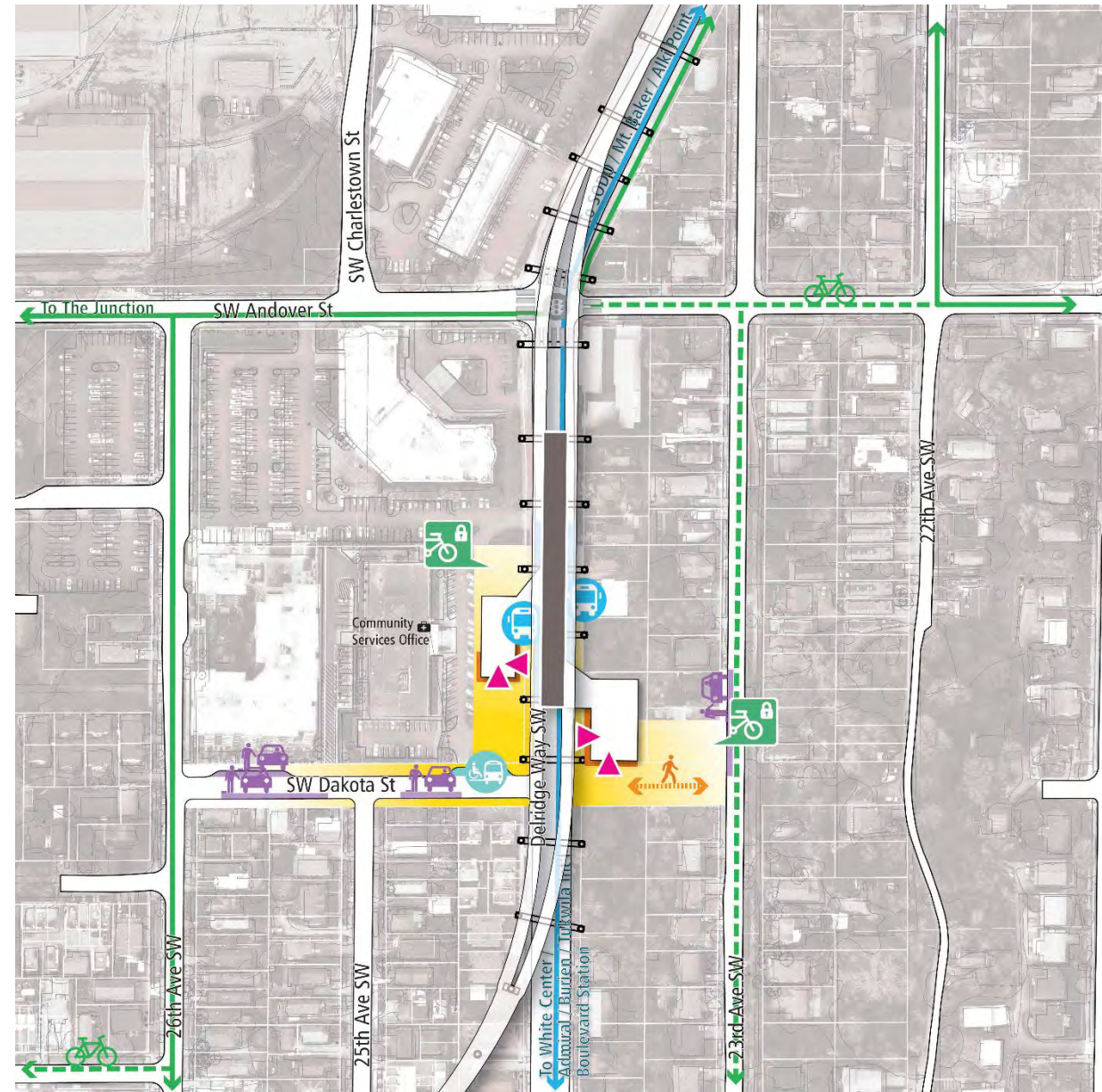
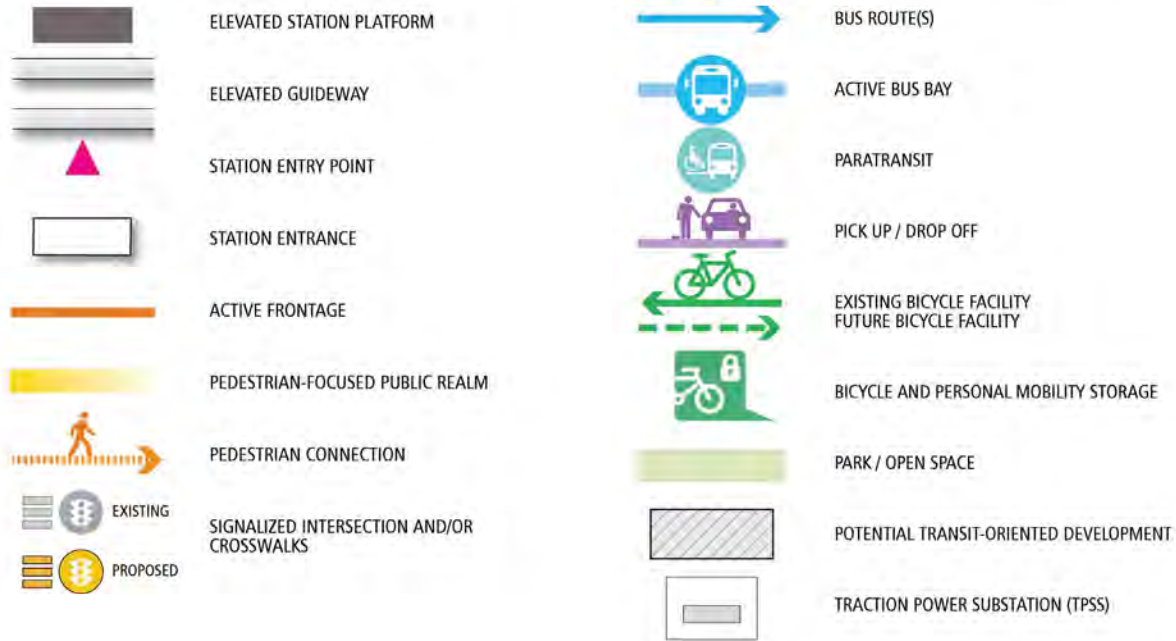
| | | |
|--------------------------------------|----|------------------|
| Project cost (2019\$ in billions) | \$ | \$2.2B |
| Residential displacements | 🏠 | 321 units |
| Business displacements | 🏢 | 60 |
| Park effects (permanent) | 🌳 | 1.6 acres |
| Other considerations 🔍 | | |

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.



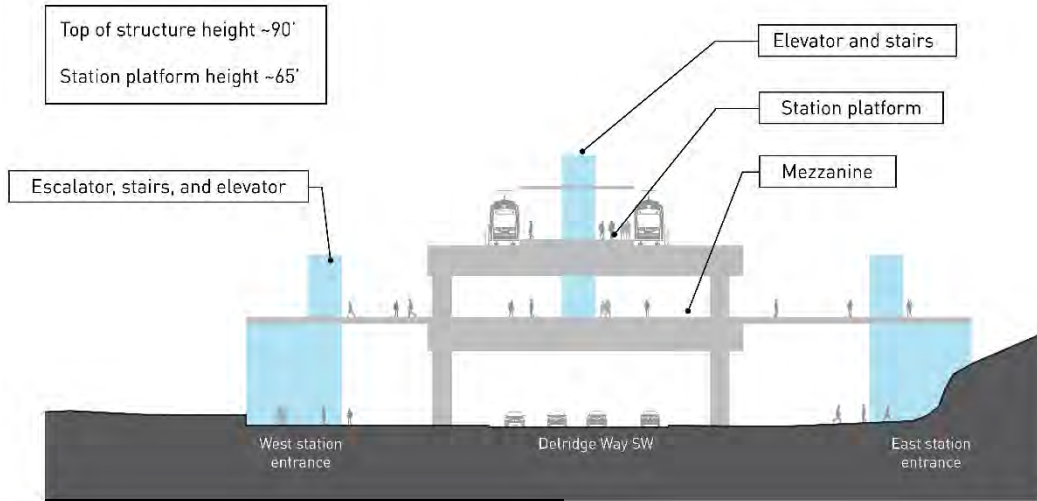
***Other Draft EIS alternatives:
Delridge Way***

Elevated Delridge Way Station



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

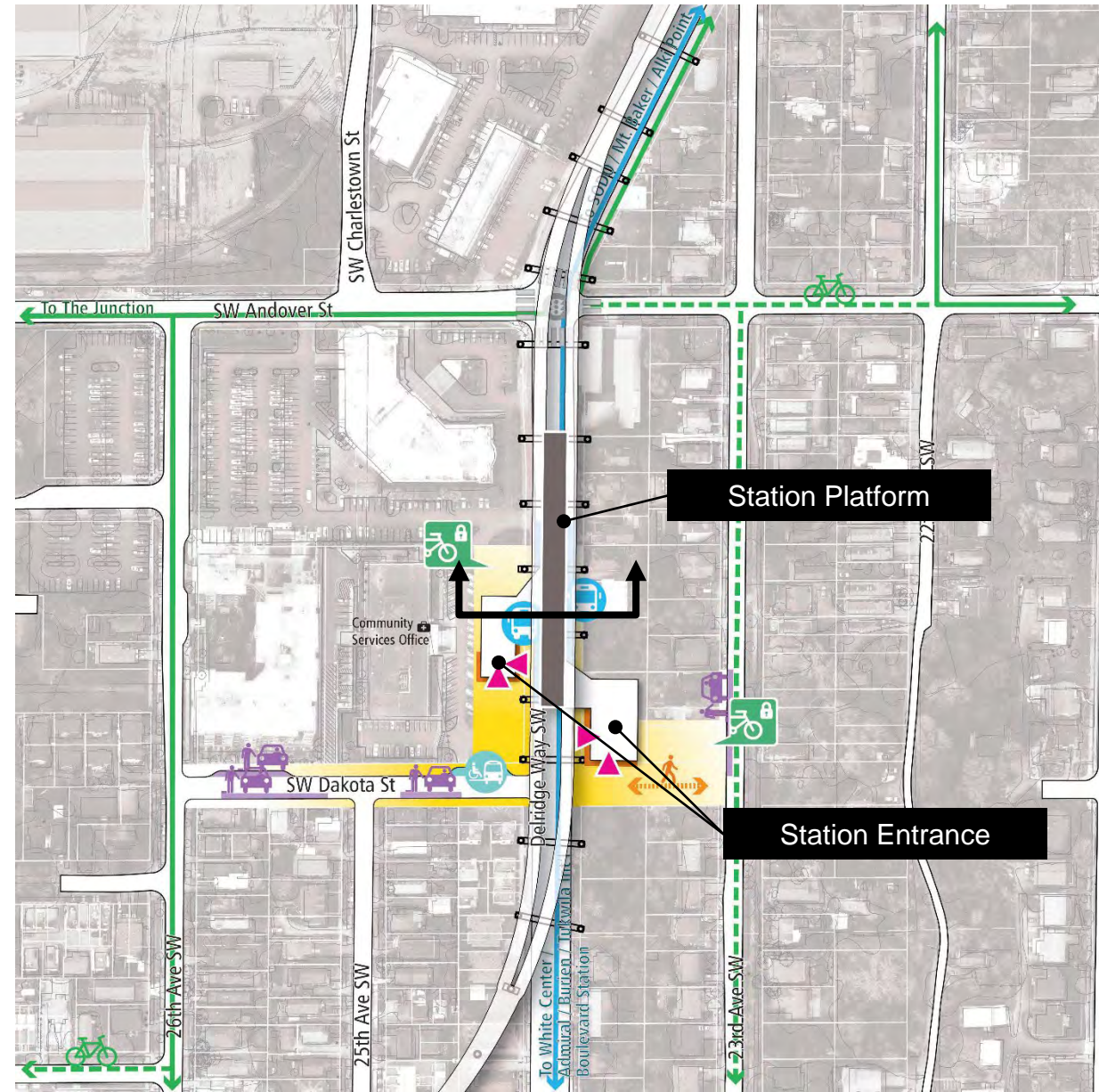
Elevated Delridge Way Station



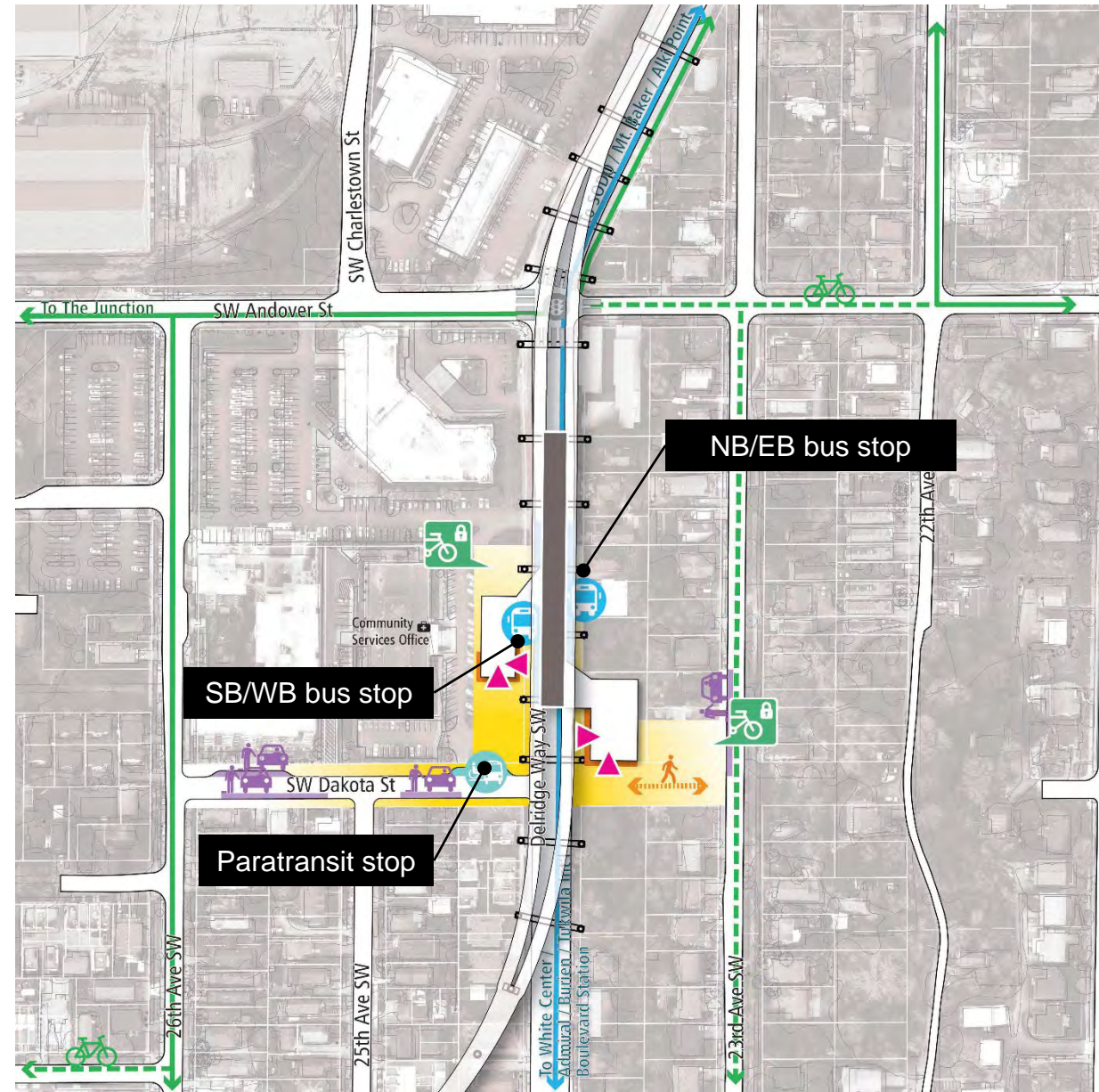
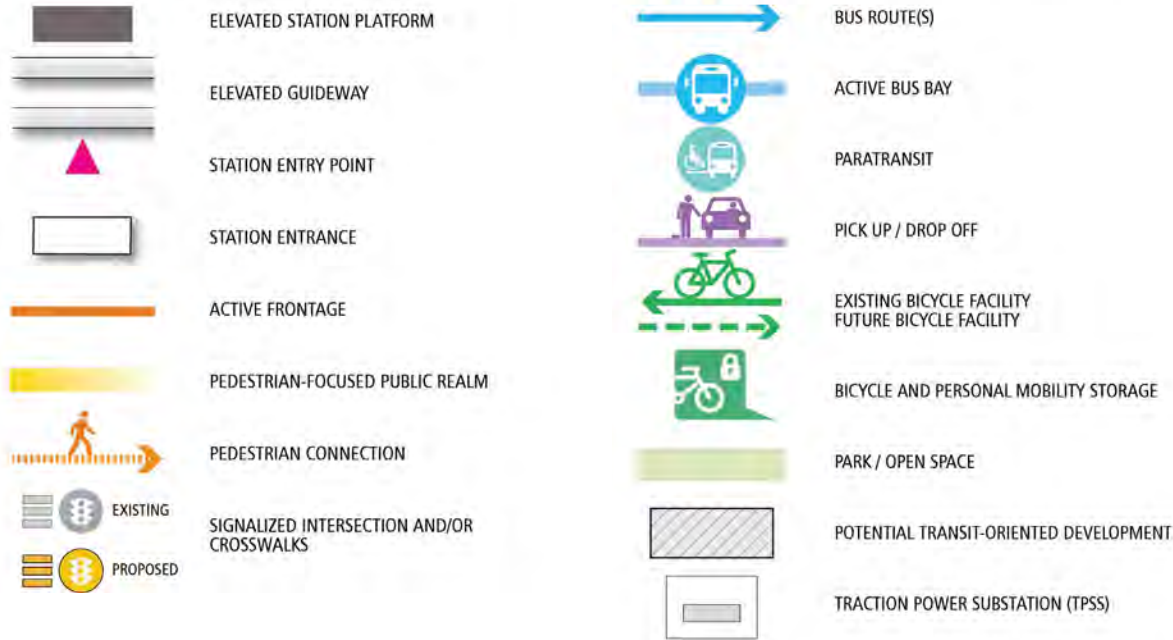
Cross-Section Looking Northeast

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.

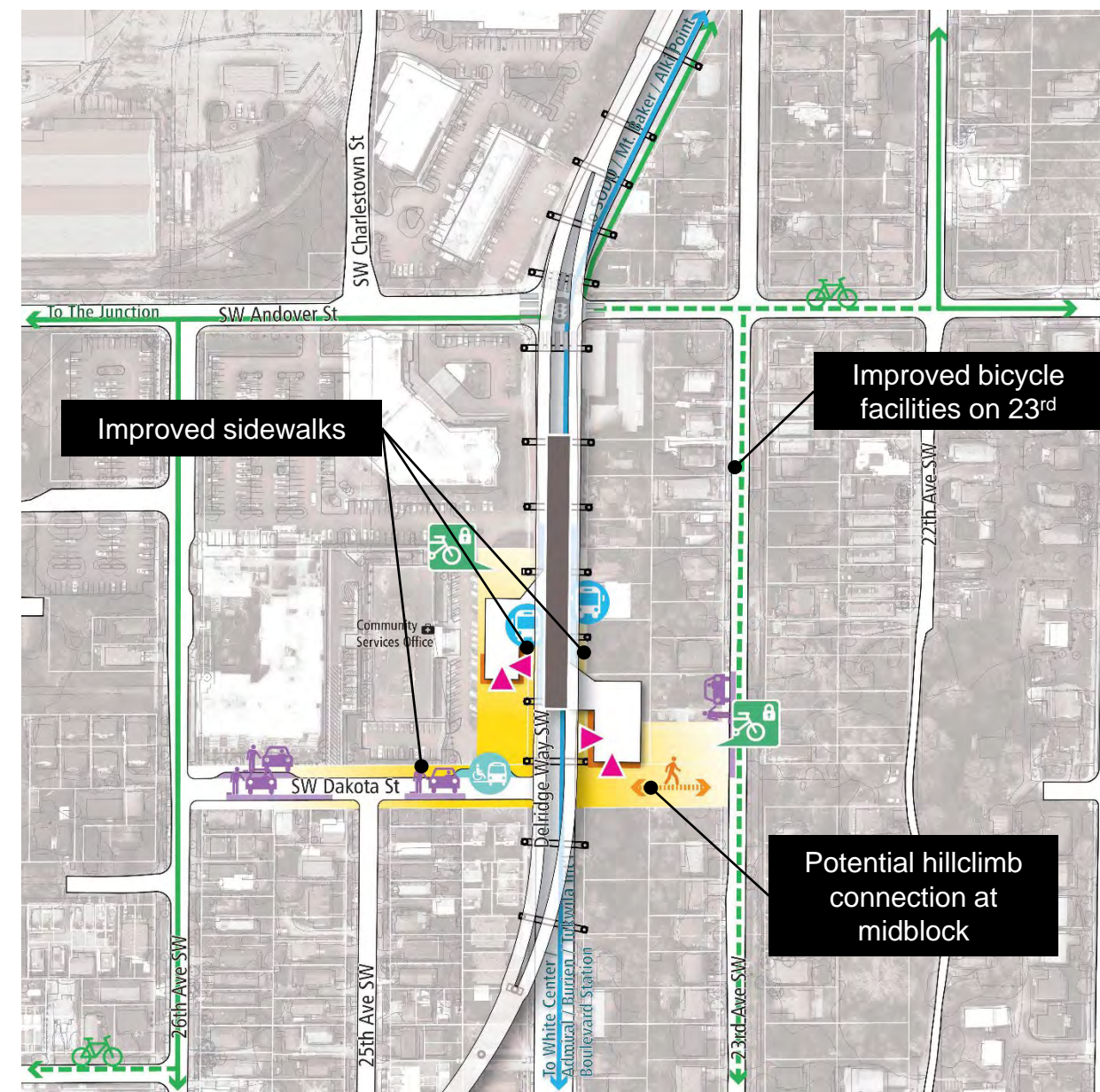
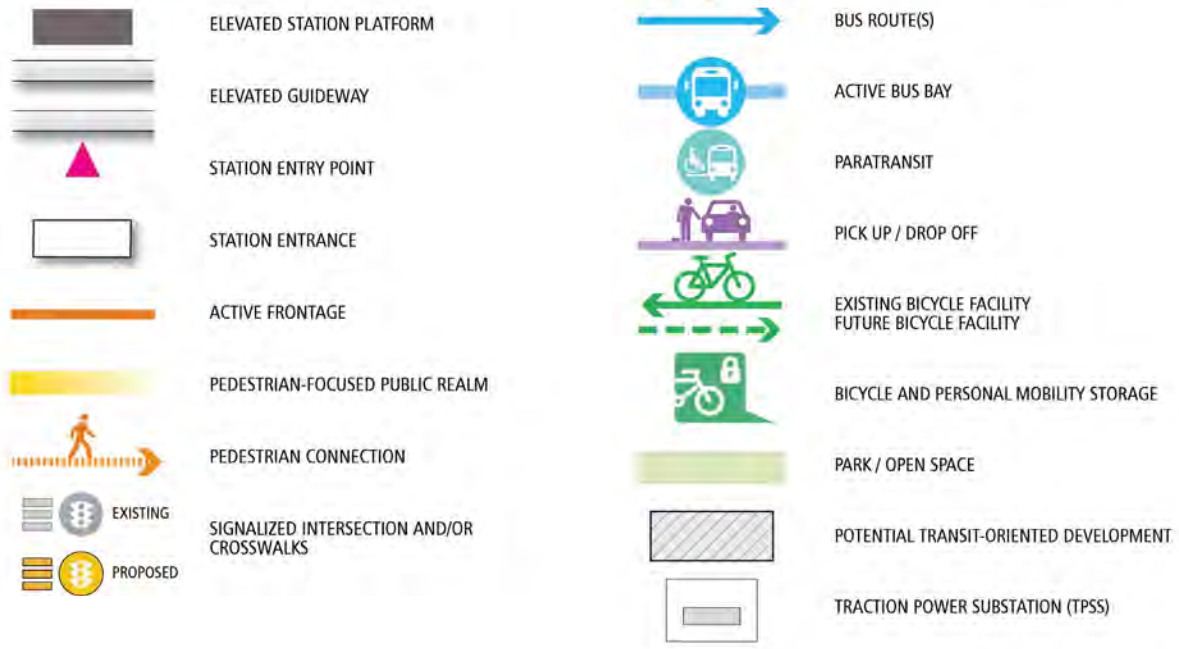


Elevated Delridge Way Station



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

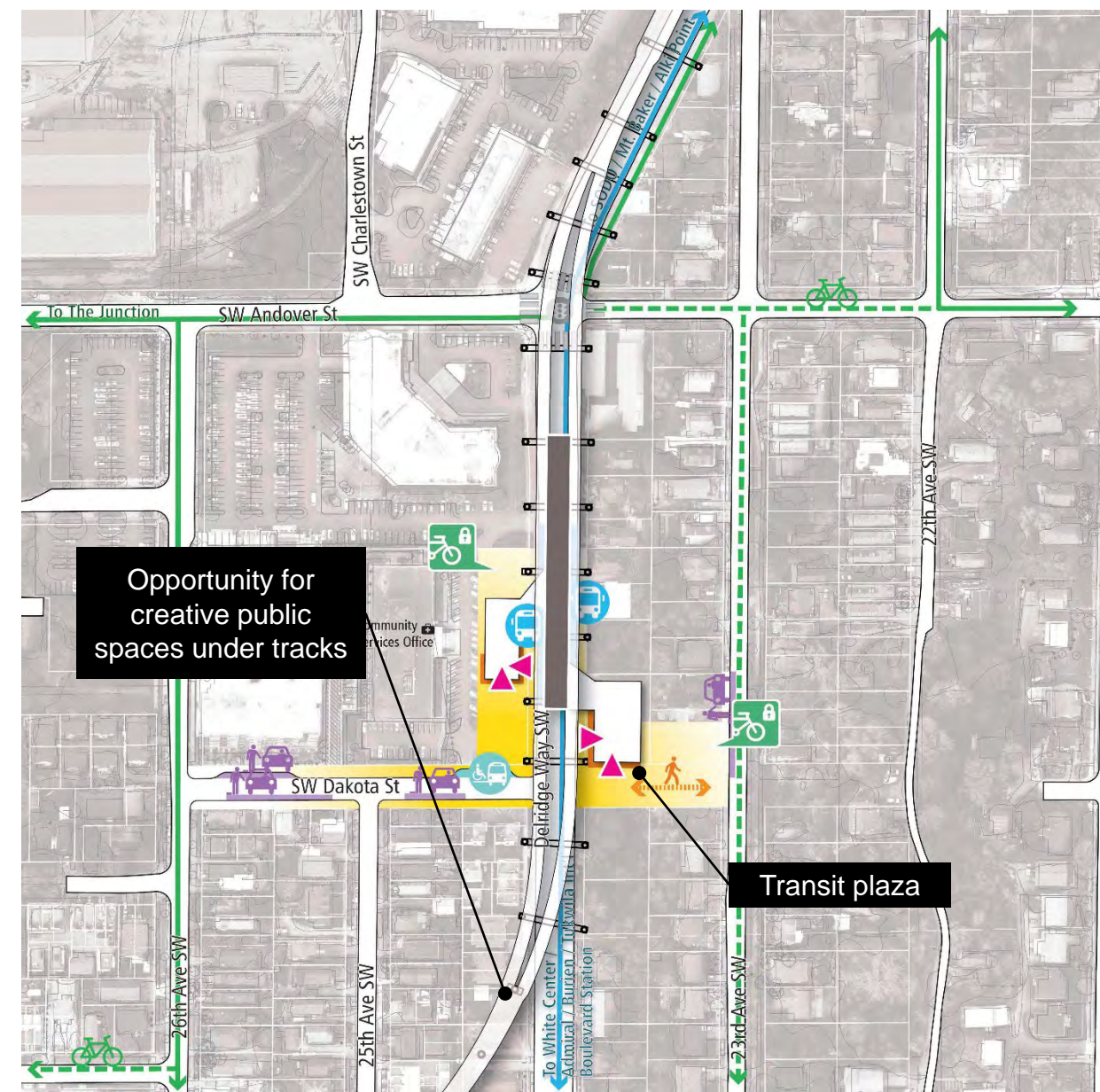
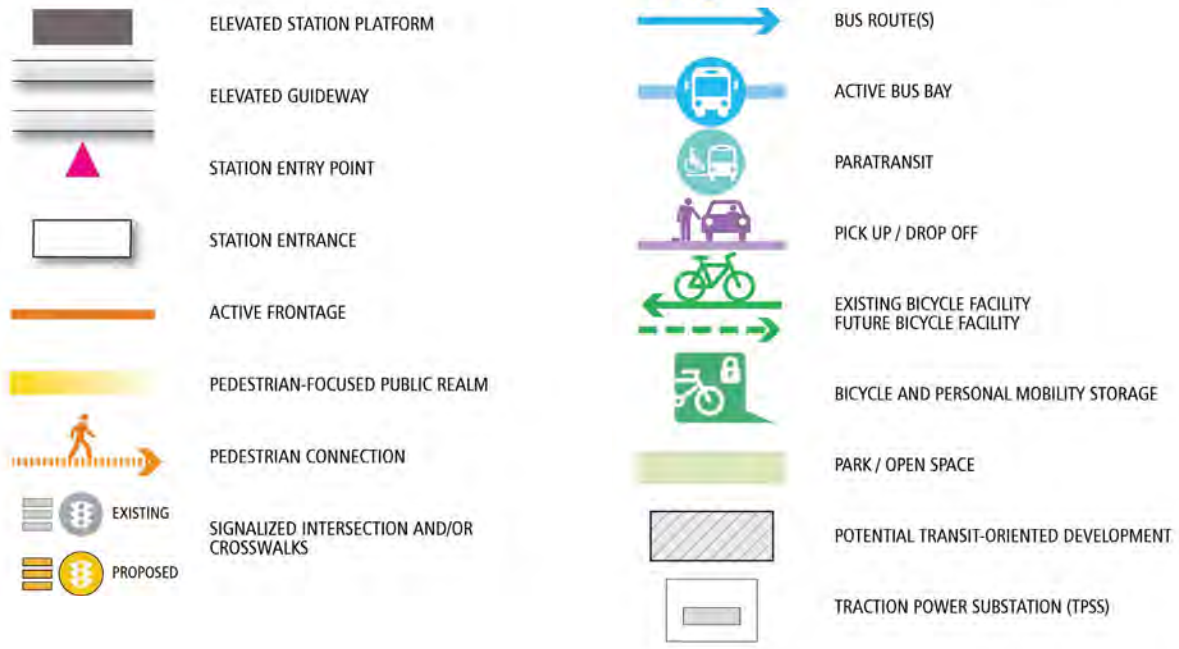
Elevated Delridge Way Station



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 Fauntleroy Way Station

Delridge Way Station

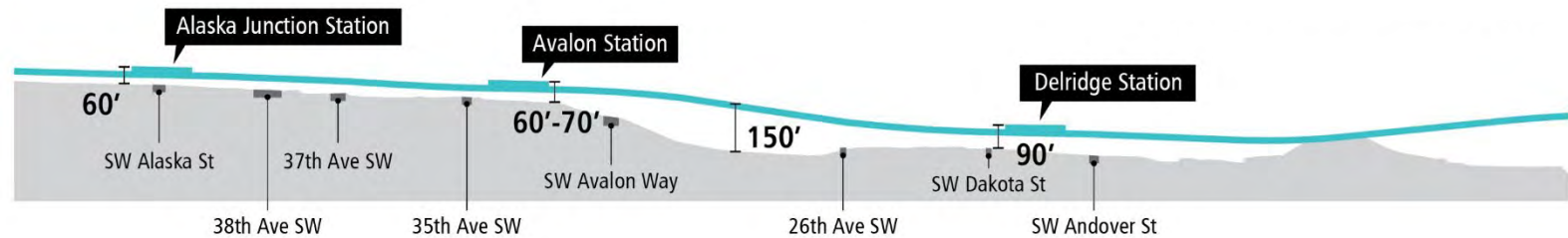
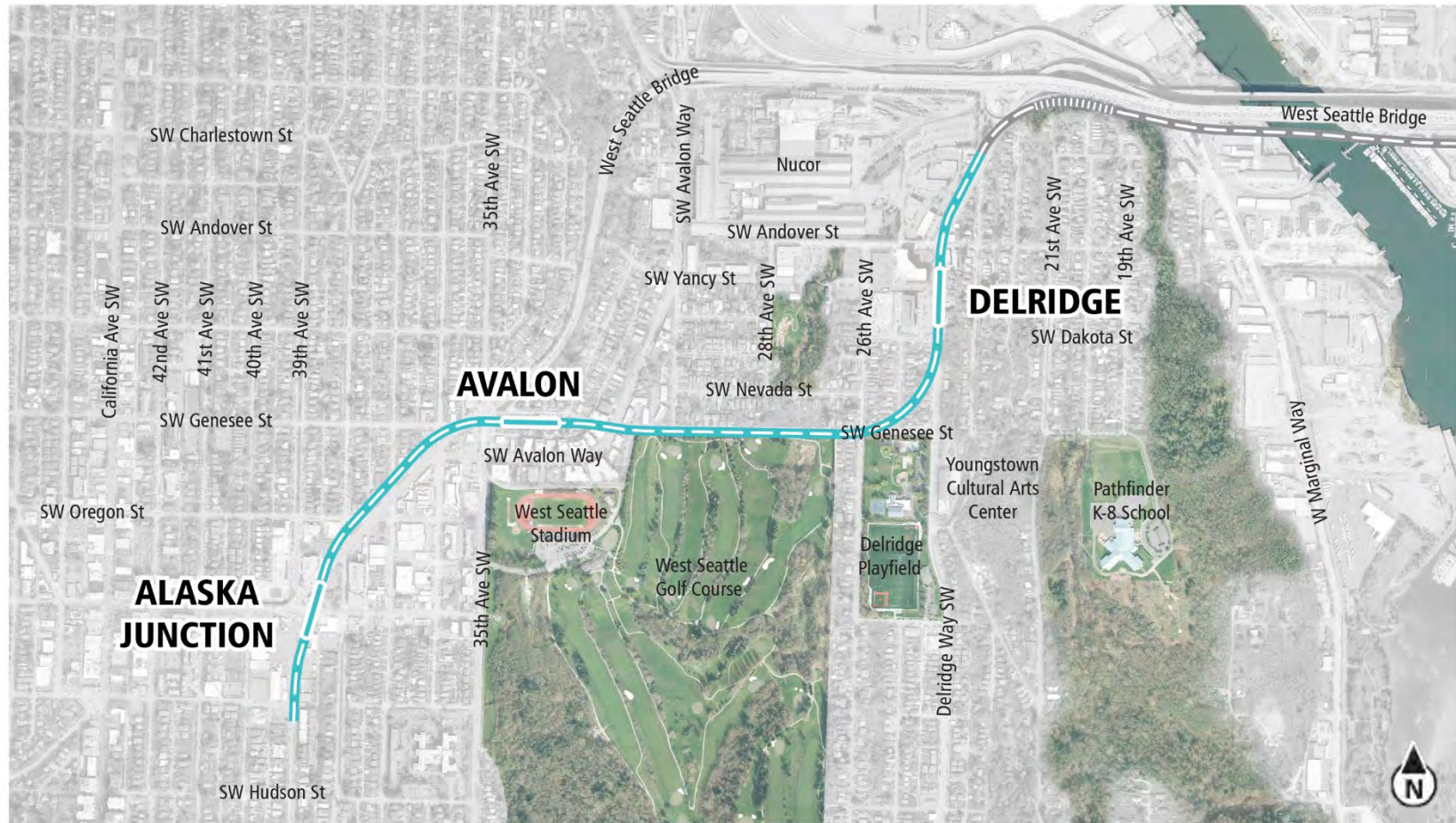
DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Elevated Fauntleroy Way Station

Delridge Way Station

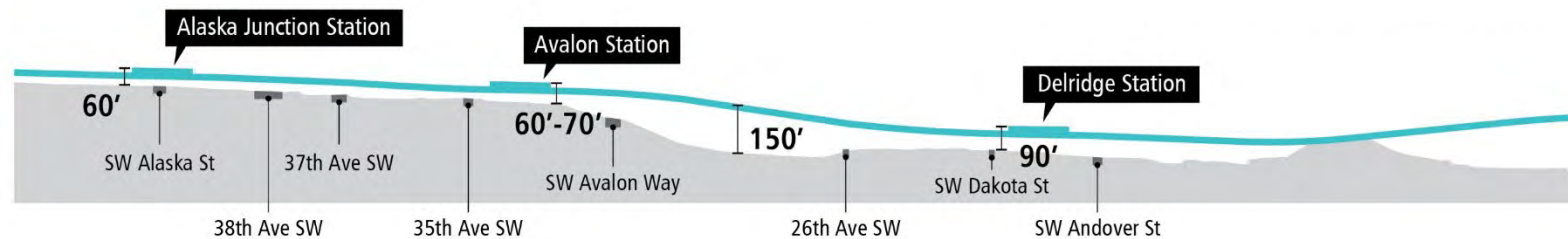
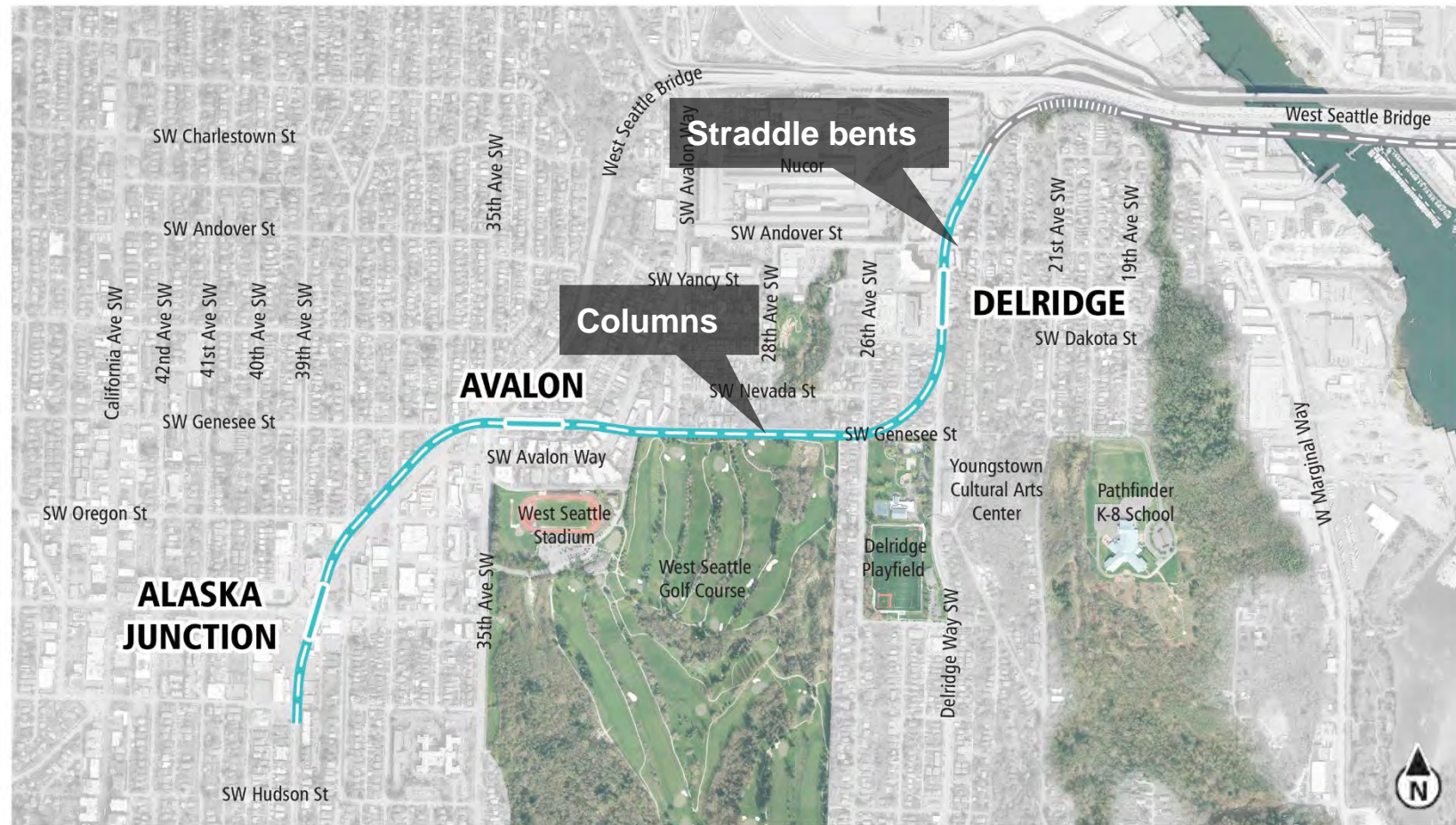
DRAFT EIS ALTERNATIVES

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

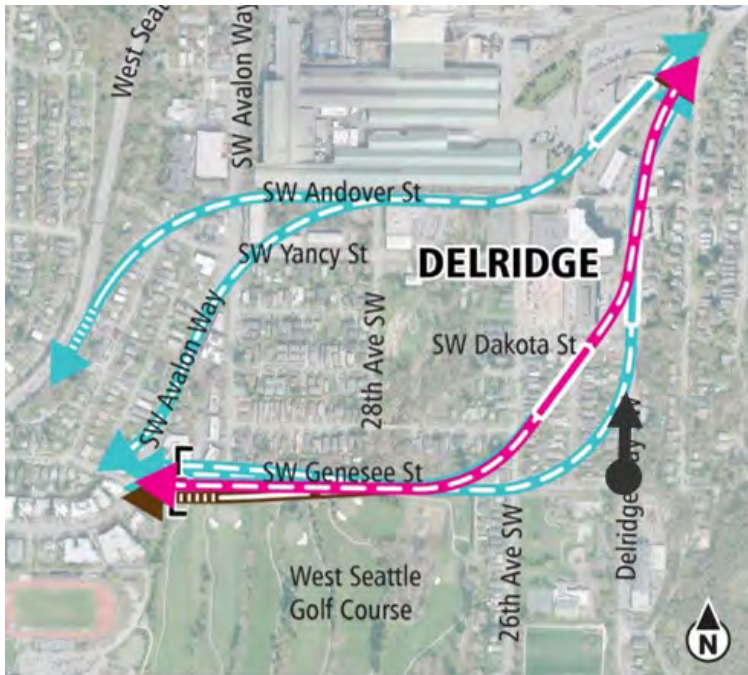
ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



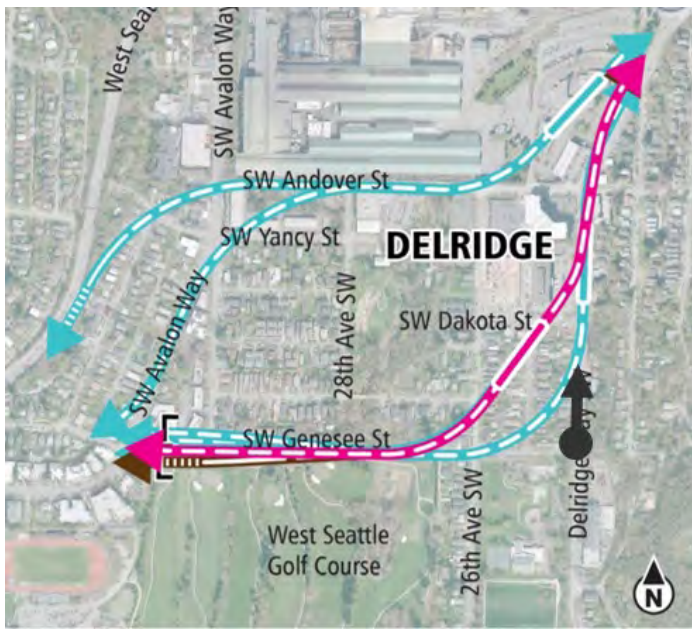
Existing Condition



Viewpoint: Looking North along Delridge Way Southwest

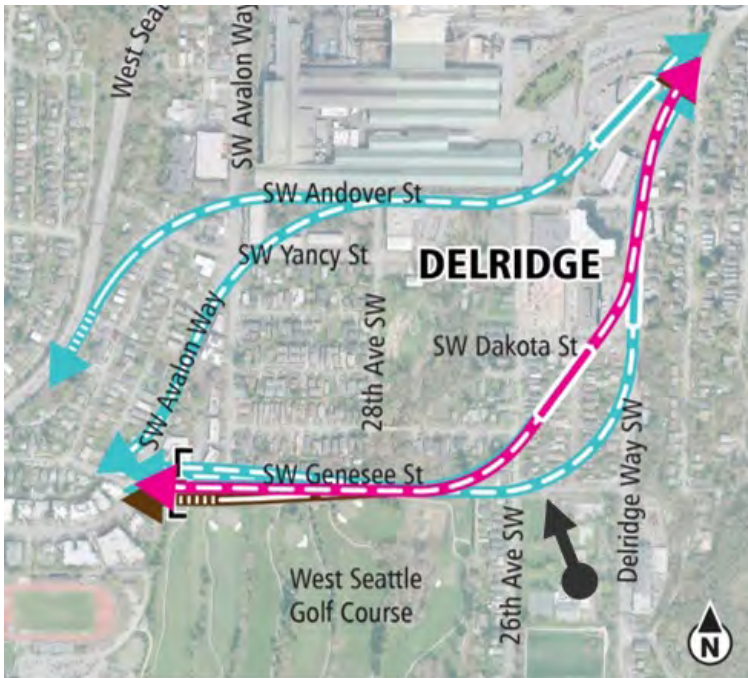
Delridge Way Station Alternative

Delridge Way Station Lower Height Alternative



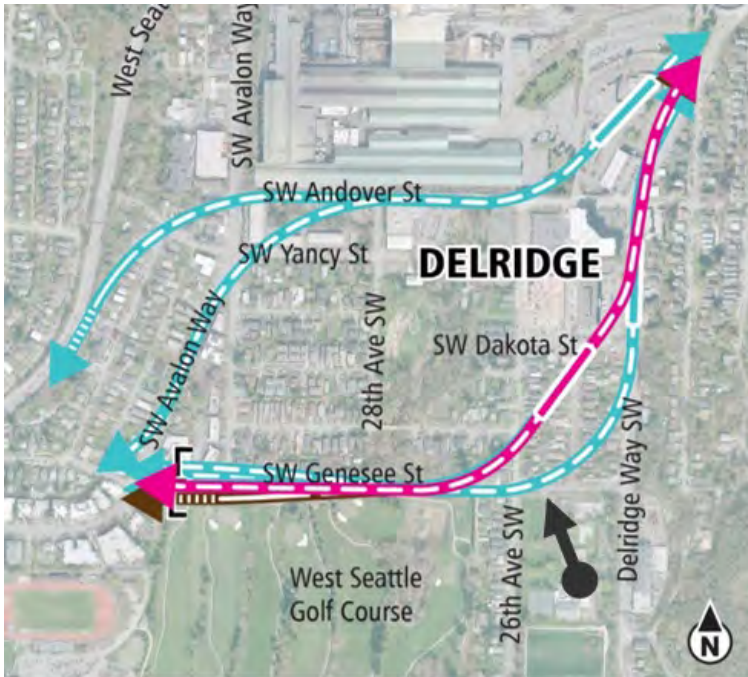
Viewpoint: Looking North along Delridge Way Southwest

Existing Condition



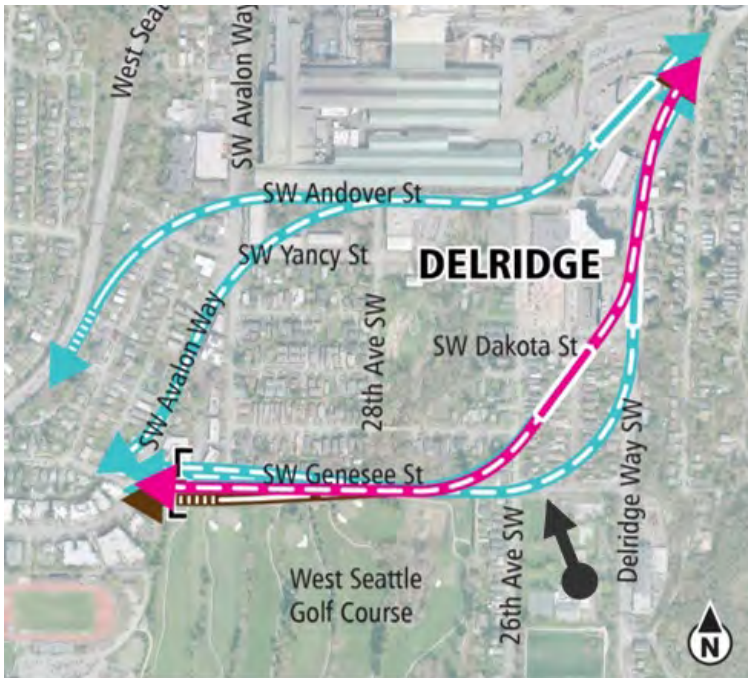
Viewpoint: Looking Northwest from Delridge Playfield

Delridge Way Station Alternative



Viewpoint: Looking Northwest from Delridge Playfield

Delridge Way Station Lower Height Alternative



Viewpoint: Looking Northwest from Delridge Playfield

Existing Condition



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Delridge Way Station Alternative



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Delridge Way Station Lower Height Alternative



Viewpoint: Looking West along Southwest Genesee Street from Near Longfellow Creek

Existing Condition



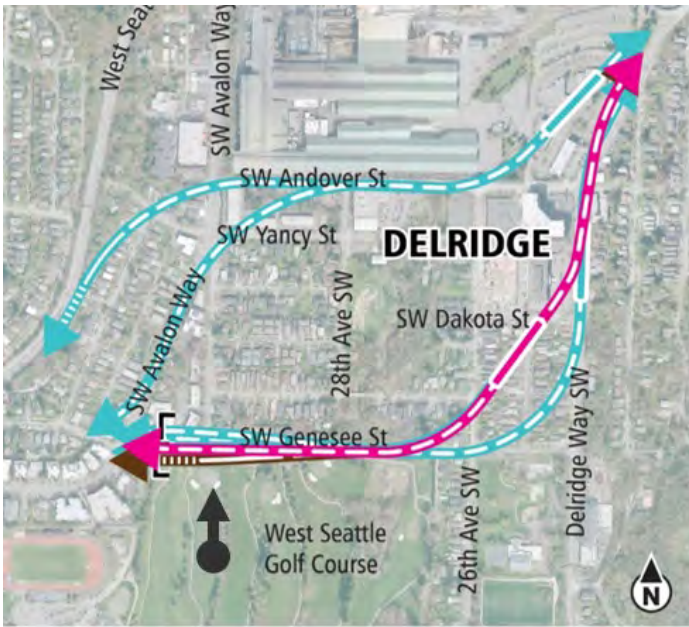
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Delridge Way Station Alternative



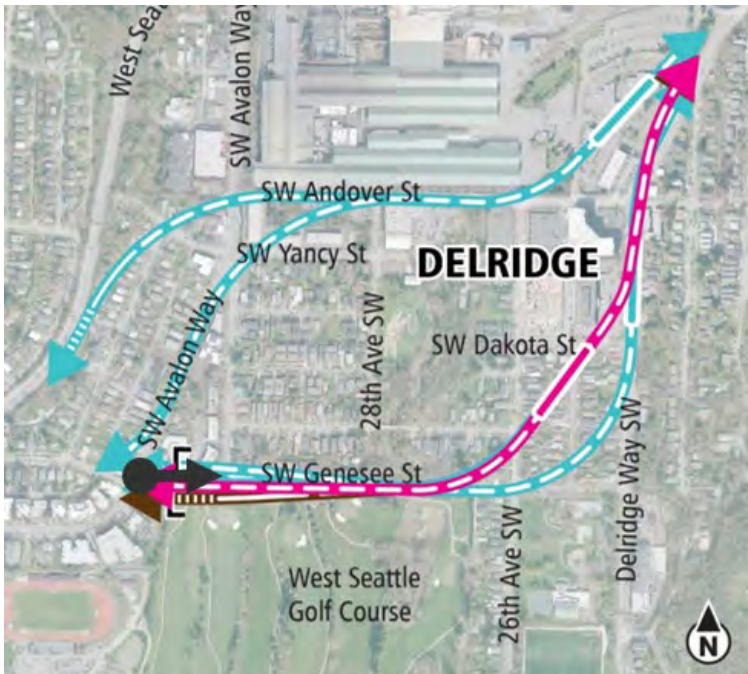
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Delridge Way Station Lower Height Alternative



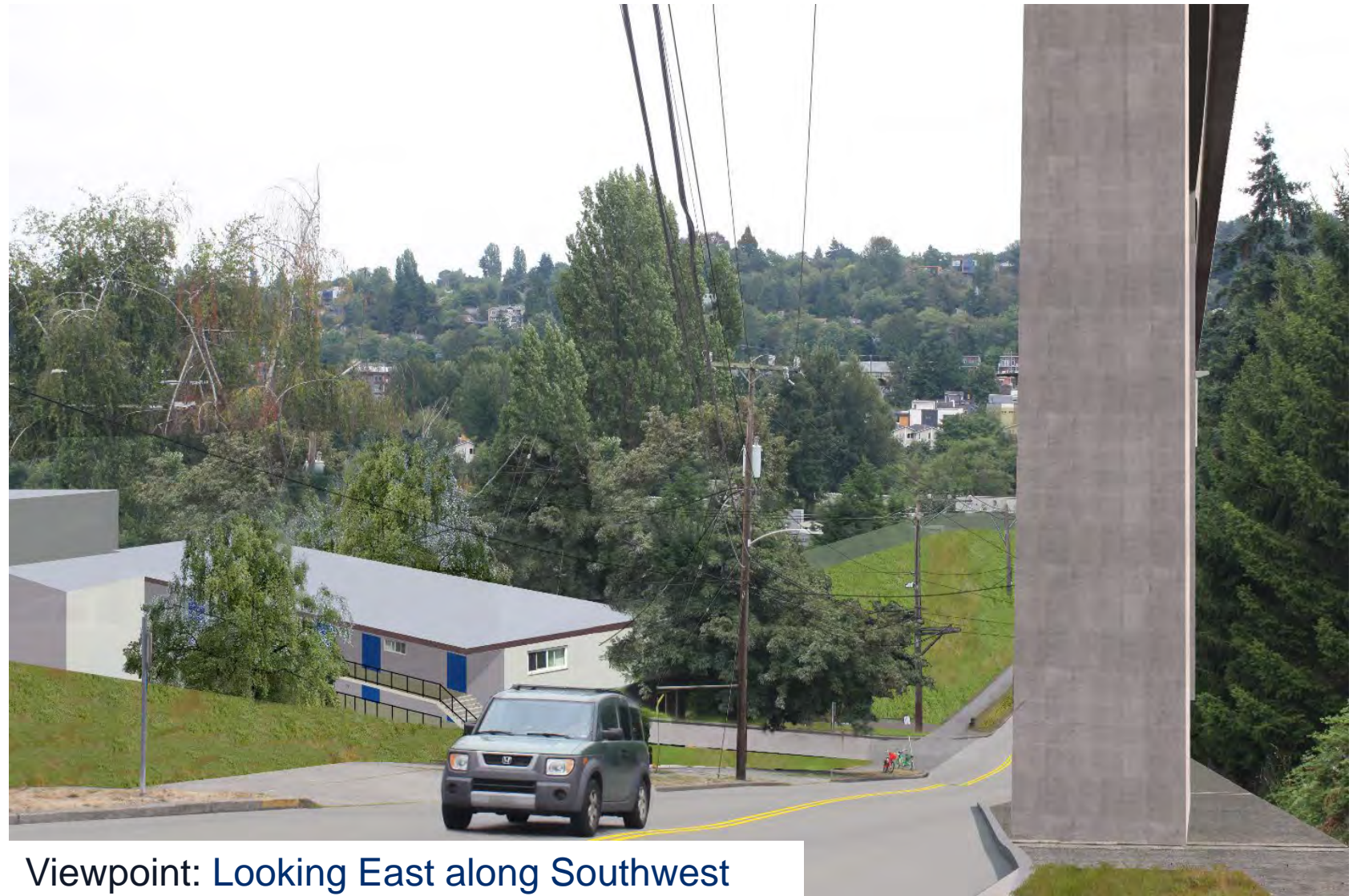
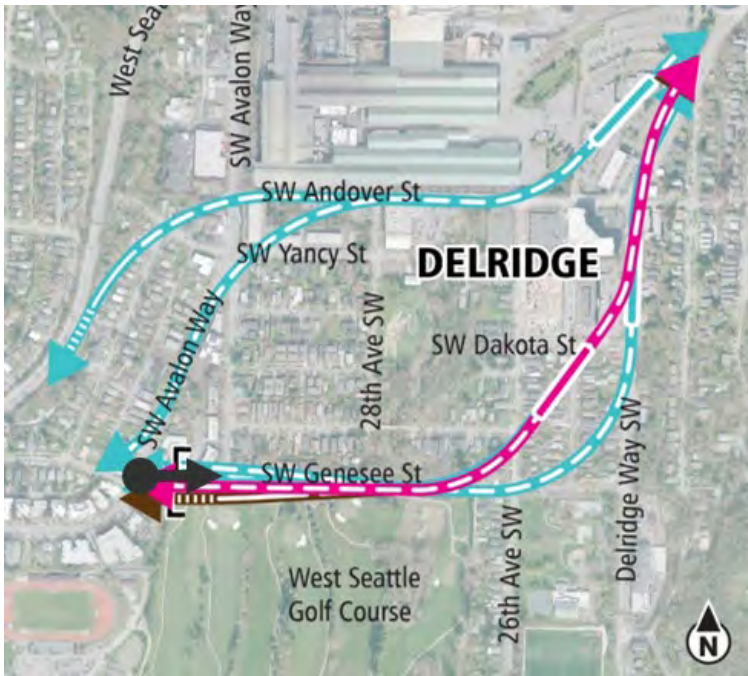
Viewpoint: Looking Past the North End of the West Seattle Golf Course

Existing Condition



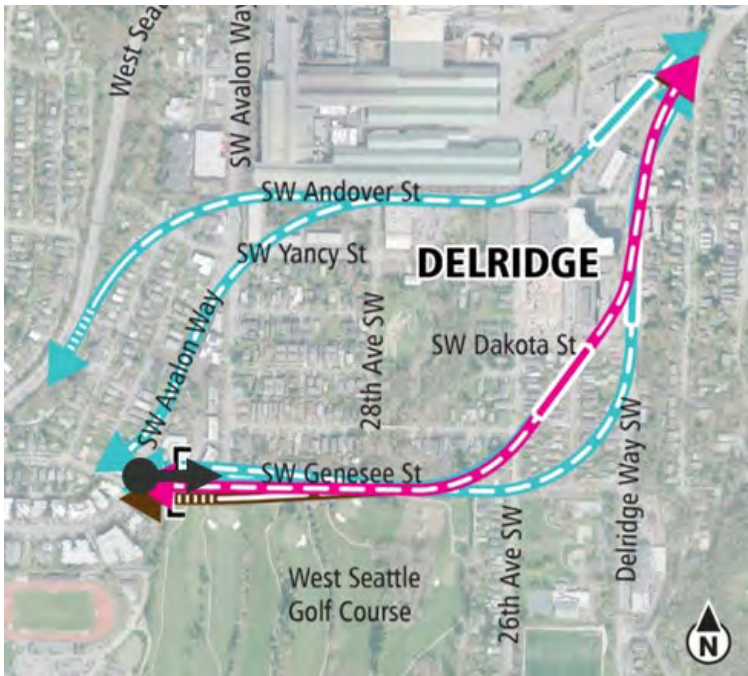
Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Delridge Way Station Alternative



Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Delridge Way Station Lower Height Alternative



Viewpoint: Looking East along Southwest Genesee Street from Southwest Avalon Way

Elevated Fauntleroy Way Station

Delridge Way Station

Project cost (2019\$ in billions) **\$1.5B**

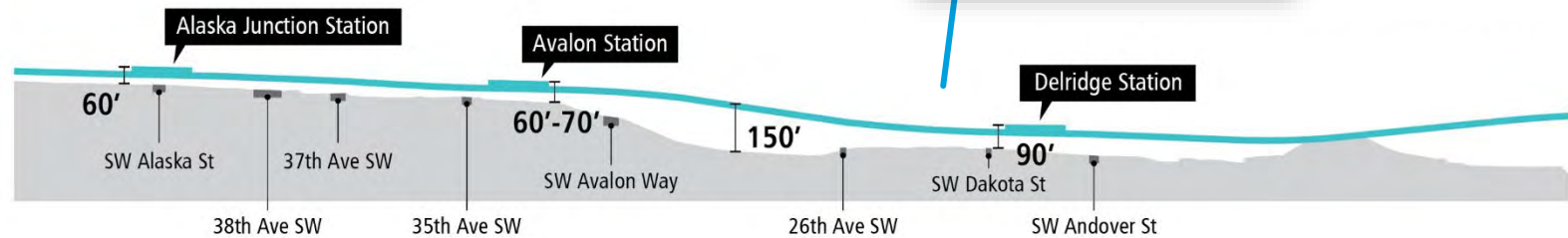
Residential displacements **586 units**

Business displacements **32**

Park effects (permanent) **0.7 acres**

Other considerations 

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.



Tunnel 41st Ave Station Delridge Way Station Lower Height Alternative

Project cost
(2019\$ in billions) **\$2.1B**

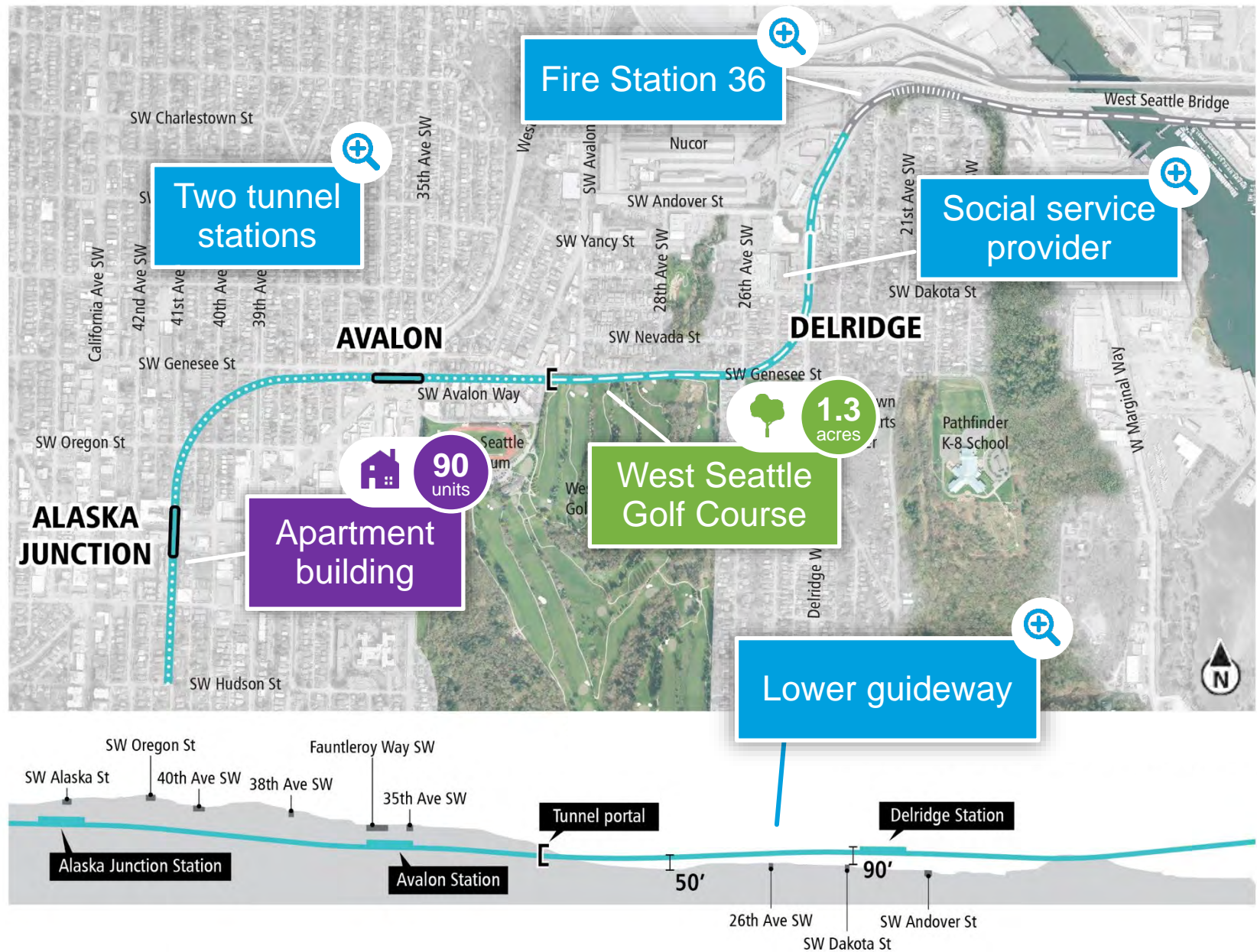
Residential displacements **341 units**

Business displacements **31**

Park effects (permanent) **1.3 acres**

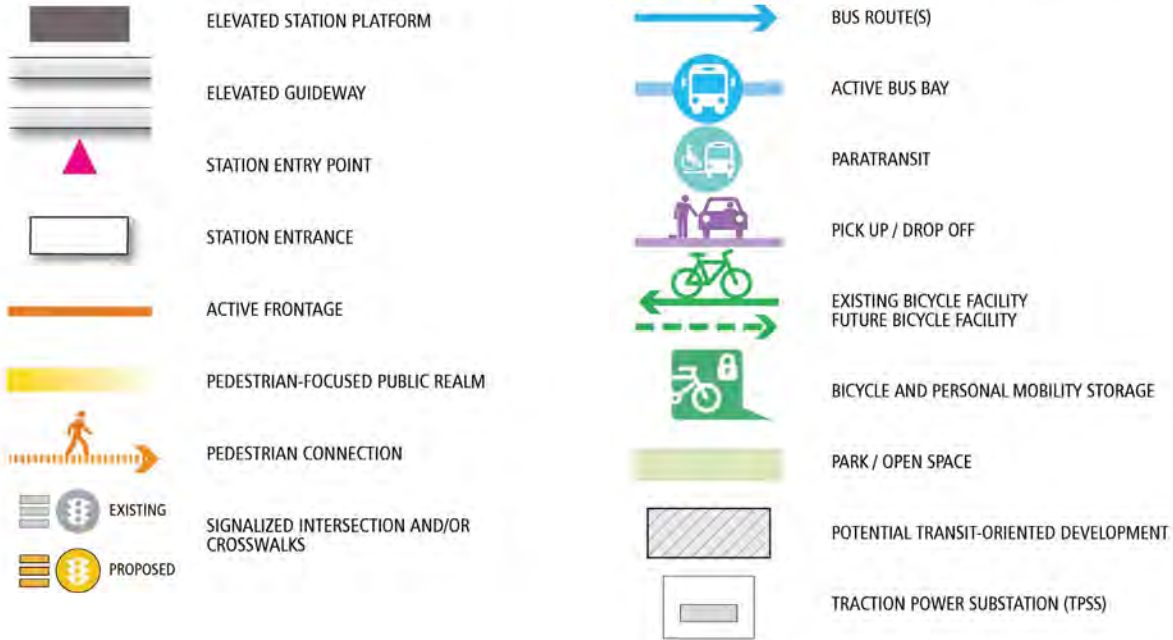
Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.

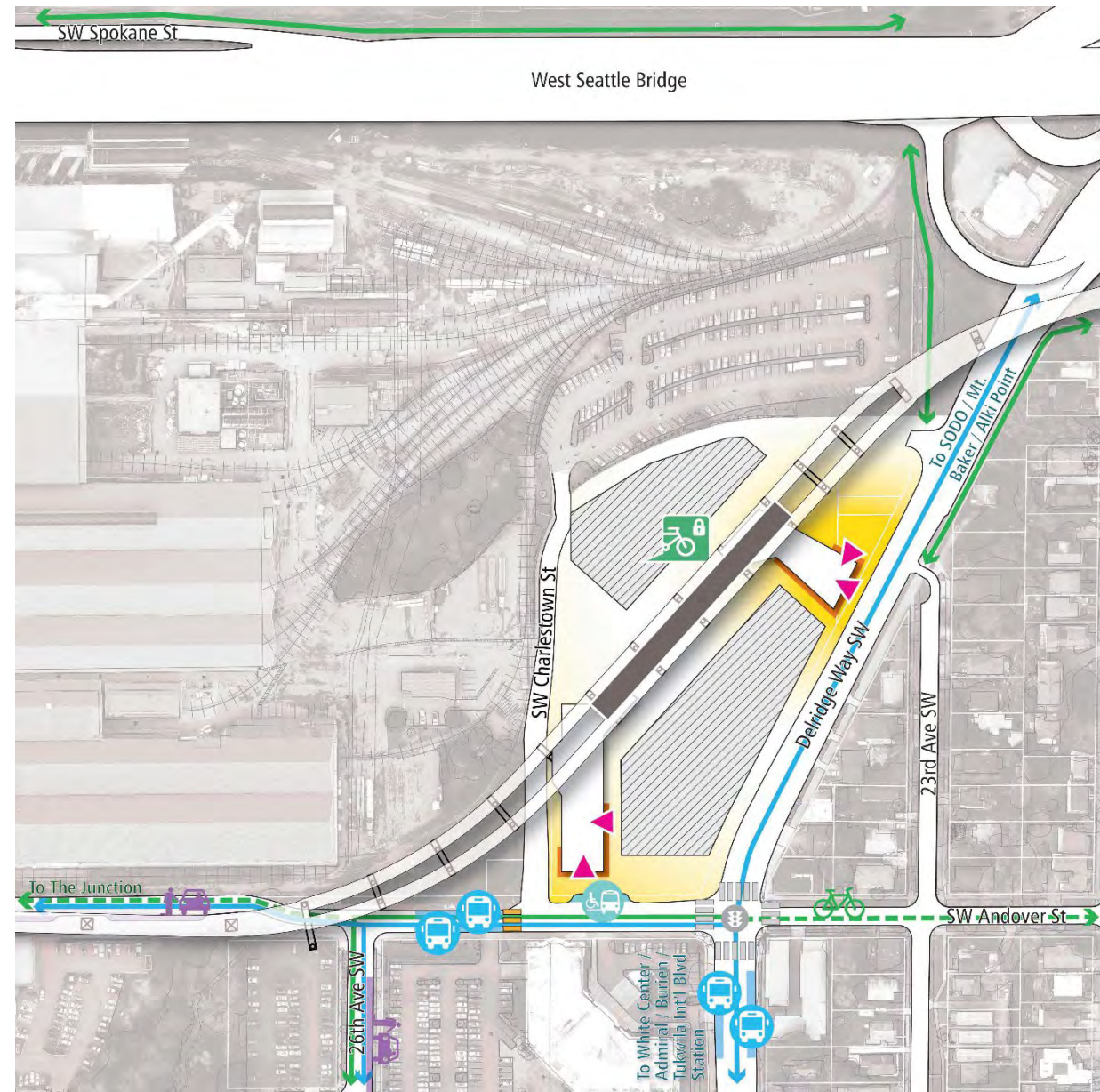


***Other Draft EIS alternatives:
Andover Street***

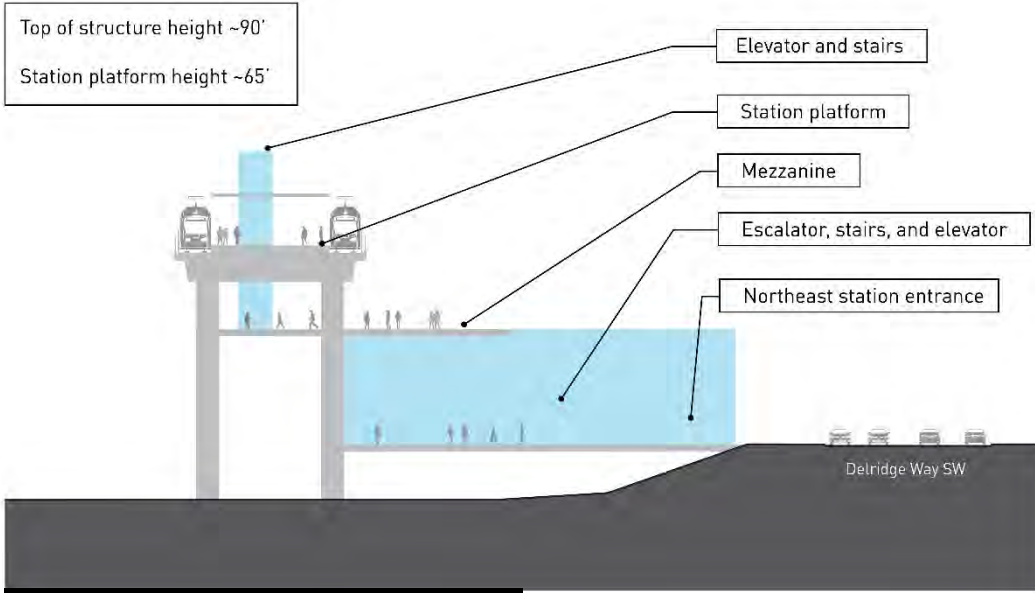
Elevated Andover Station



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



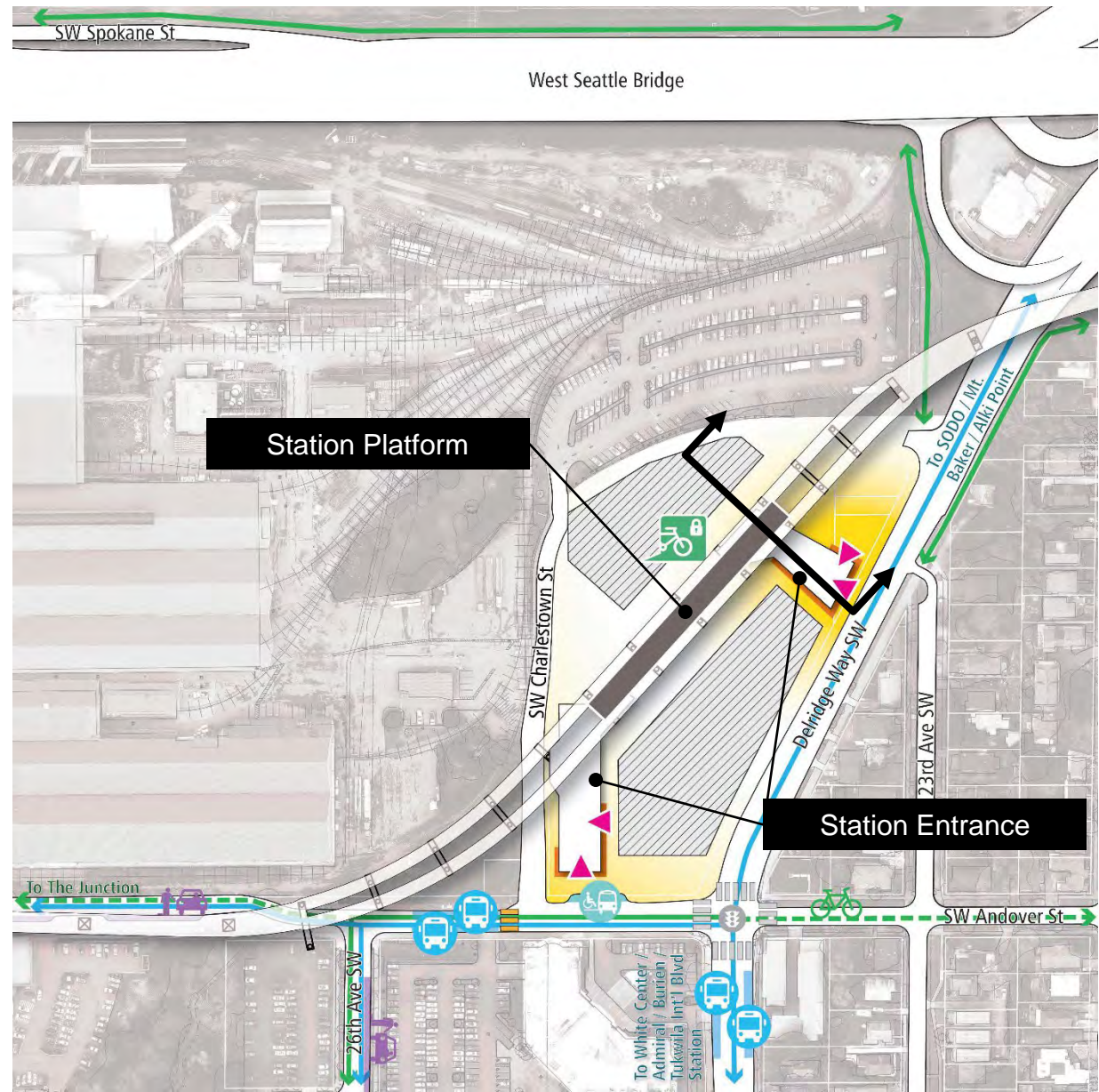
Elevated Andover Station



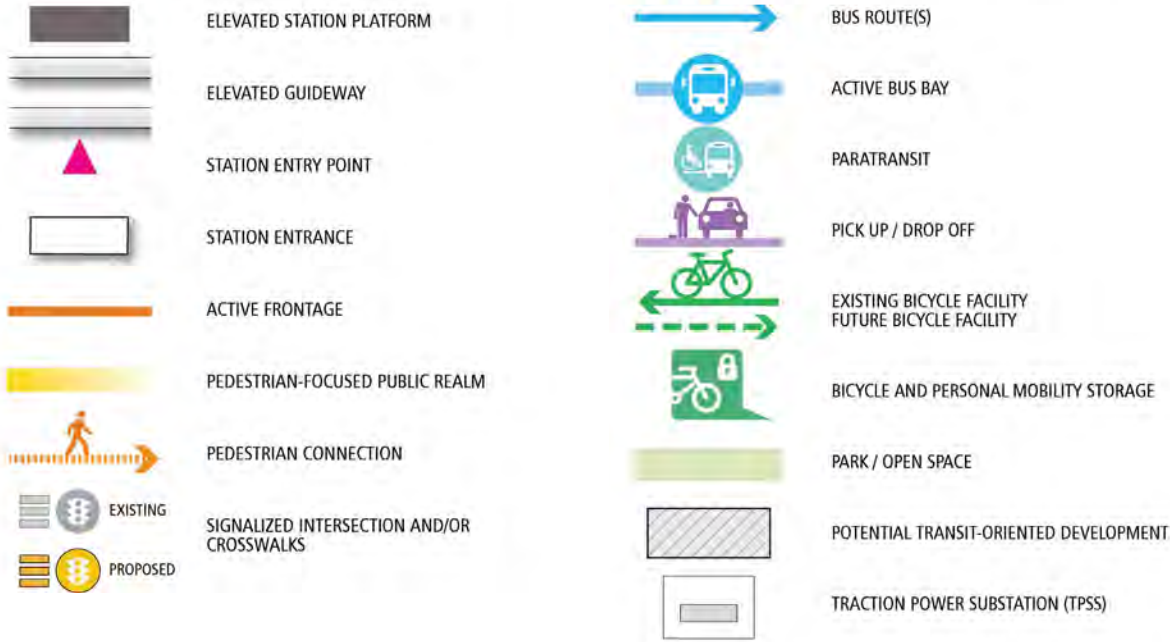
Cross-Section Looking Northeast

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

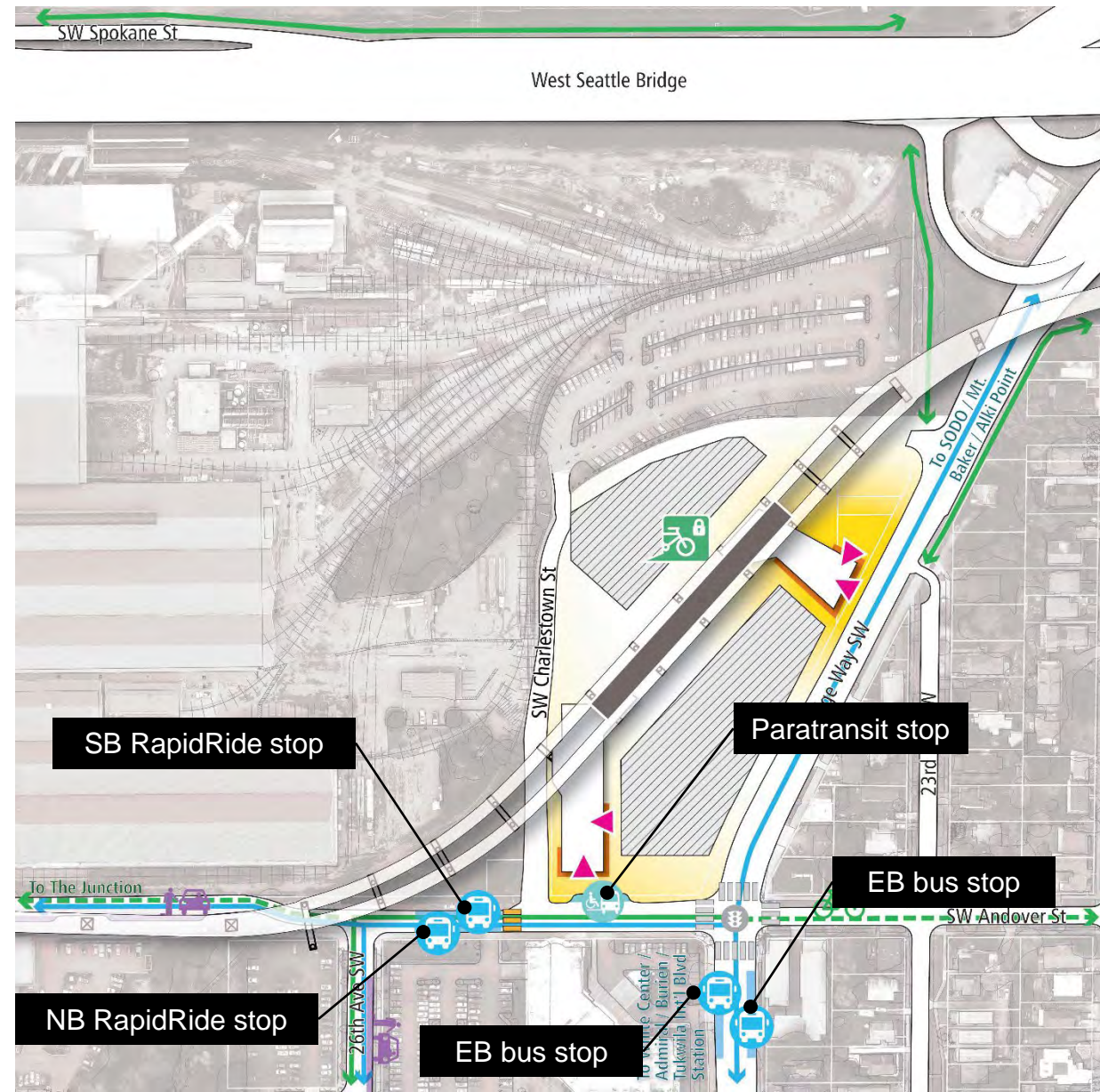
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



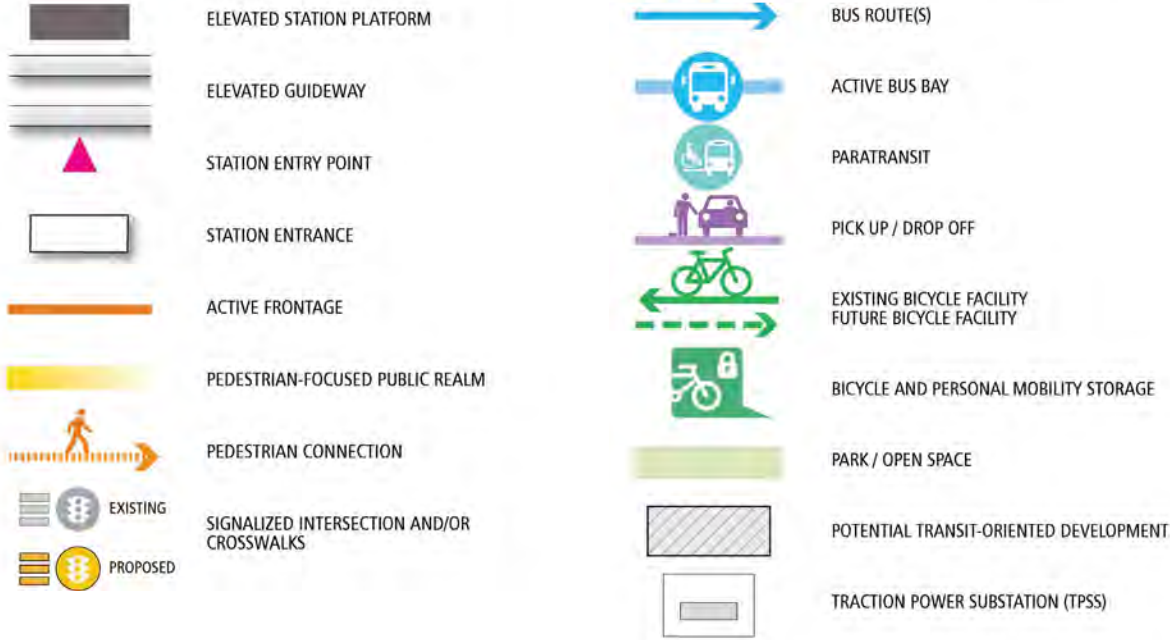
Elevated Andover Station



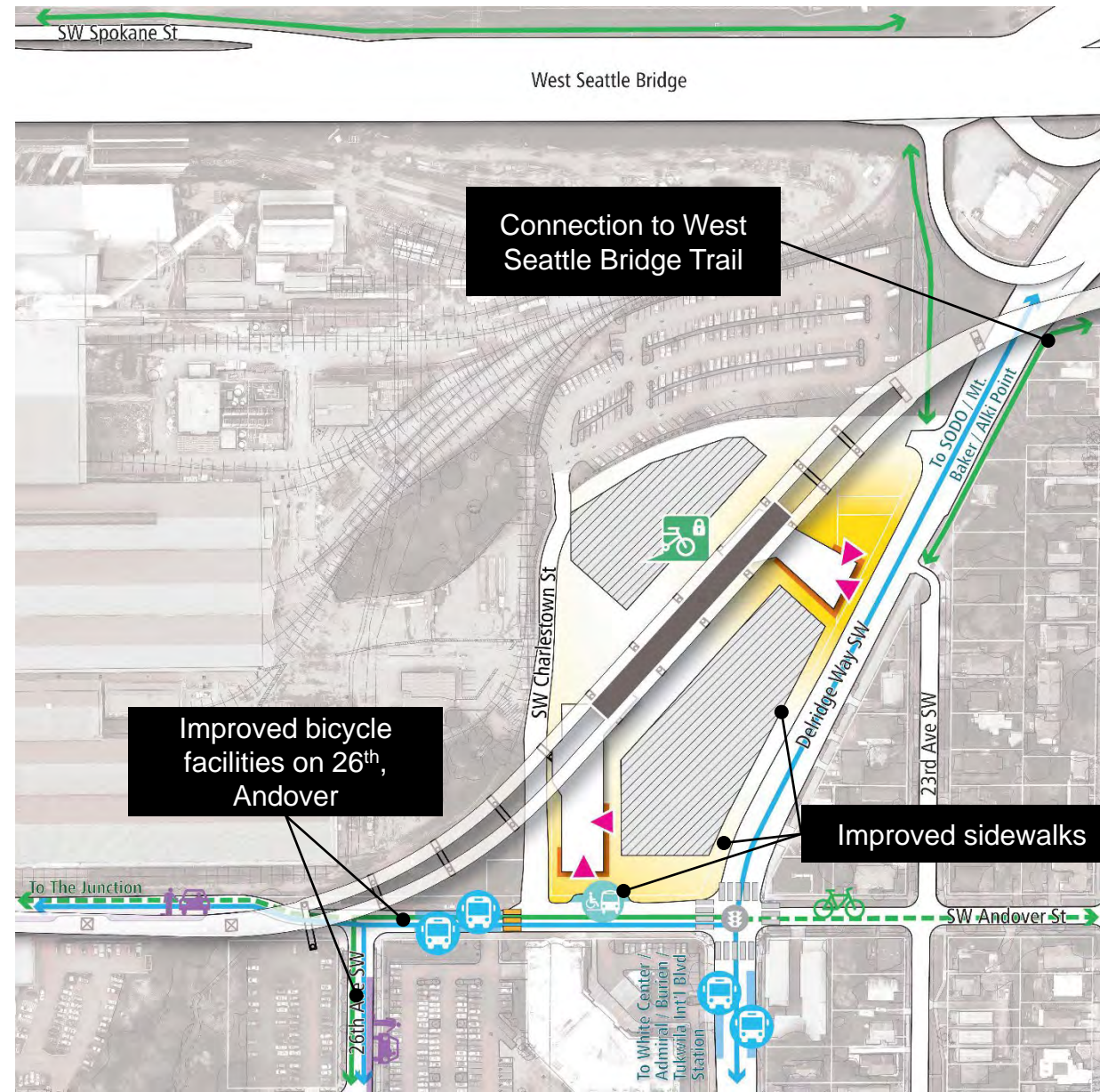
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



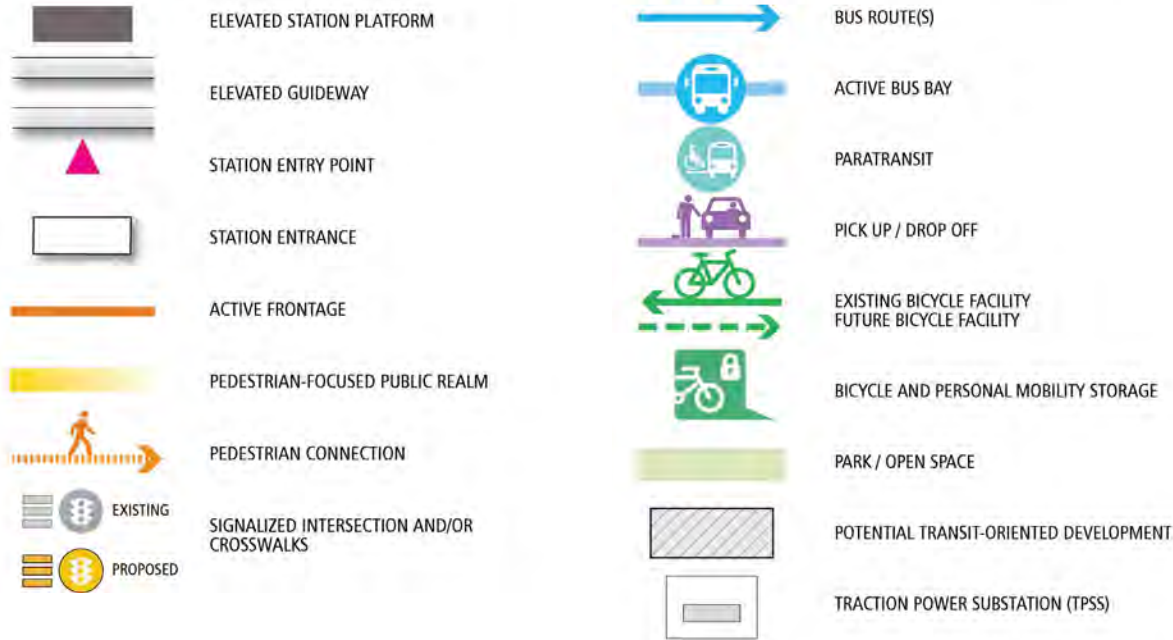
Elevated Andover Station



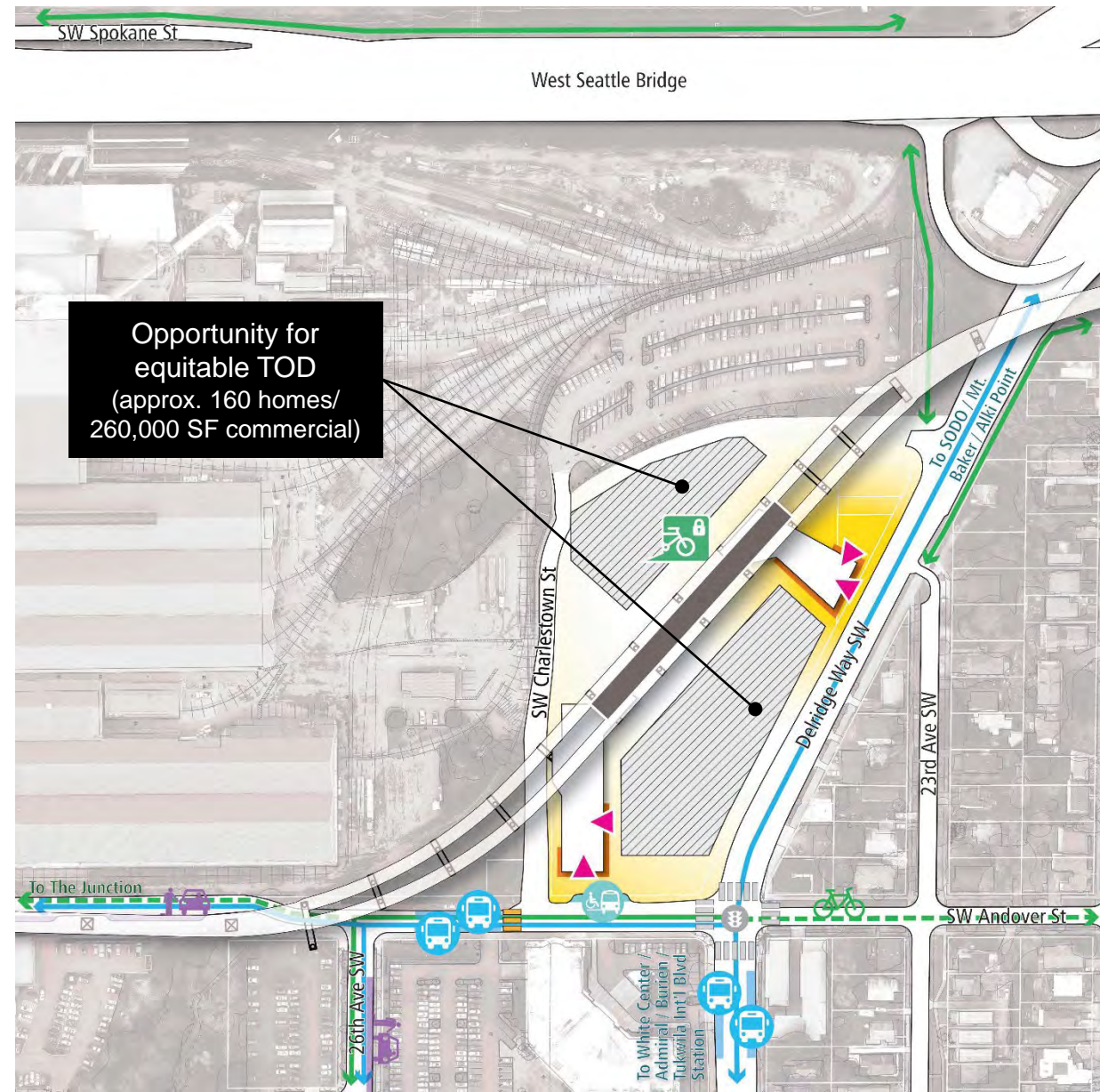
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Elevated Andover Station



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



Elevated Fauntleroy Way Station

Andover Street Station

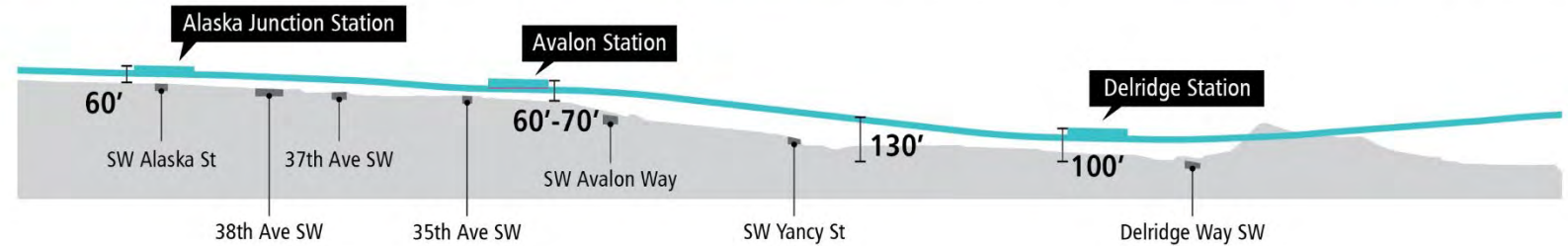
DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Elevated Fauntleroy Way Station

Andover Street Station

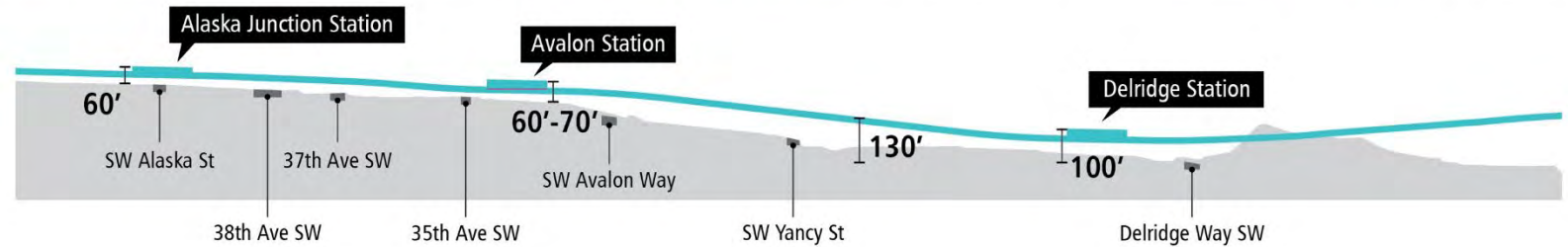
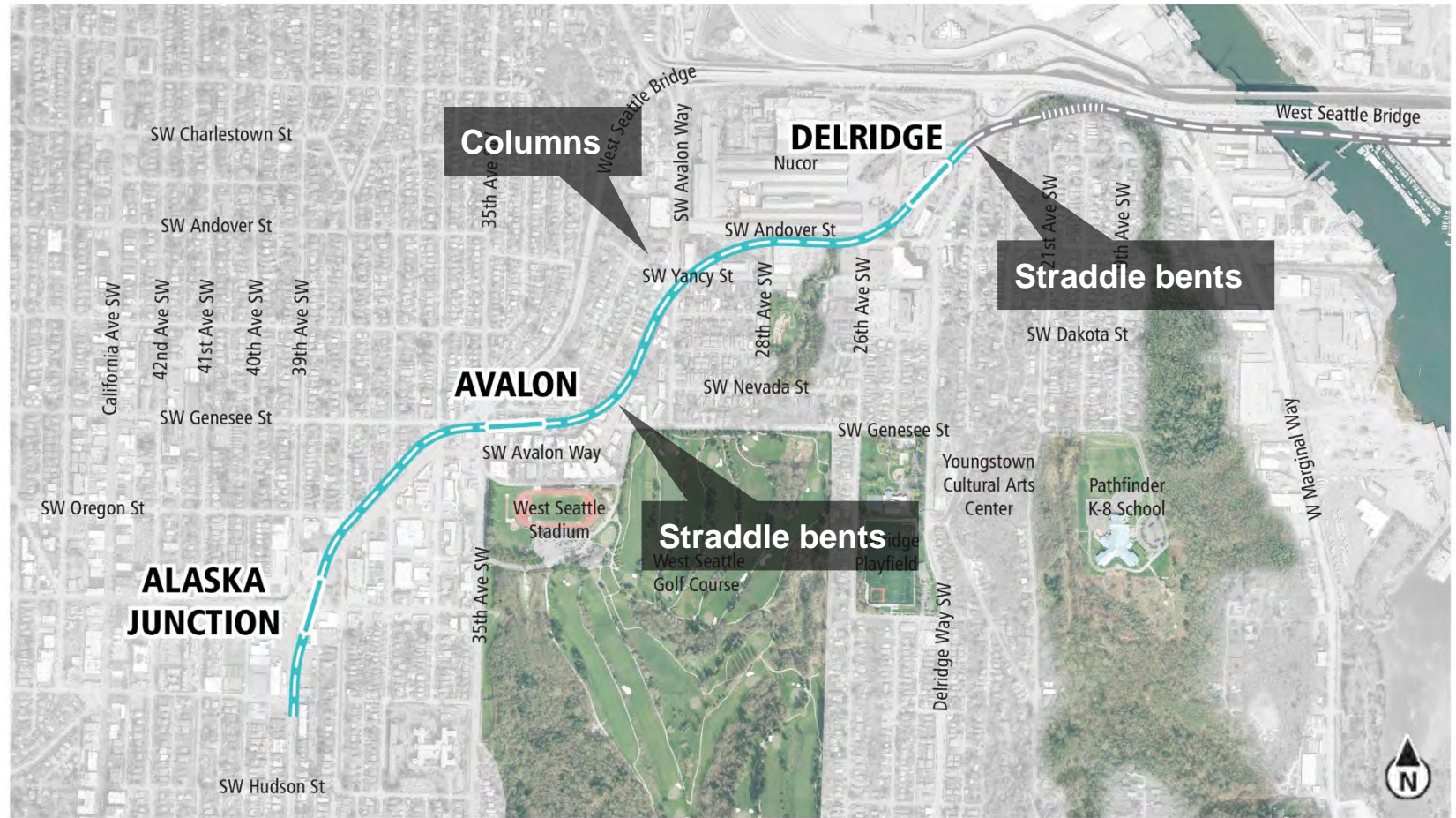
DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Medium Tunnel 41st Avenue Station

Andover Street Station Lower Height

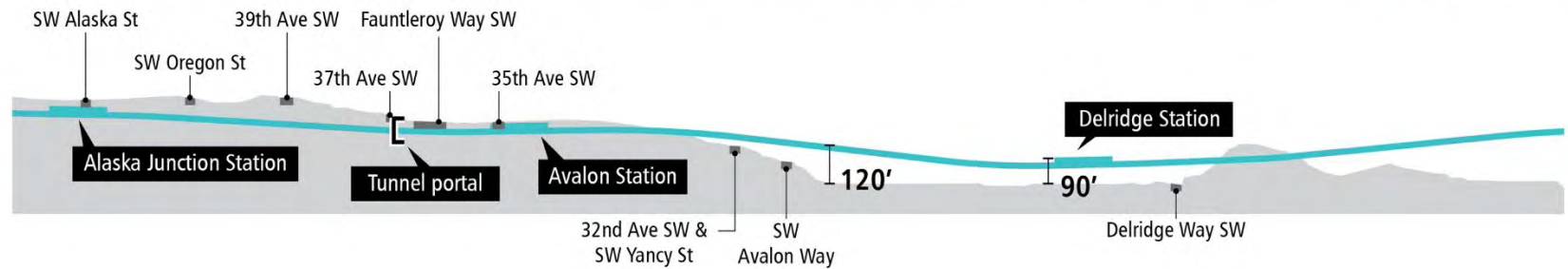
DRAFT EIS ALTERNATIVES

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

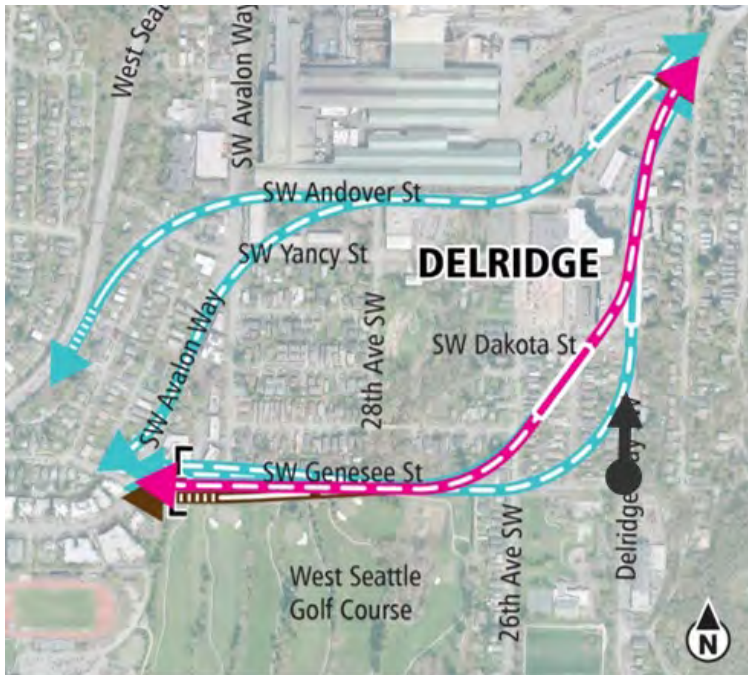
ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.

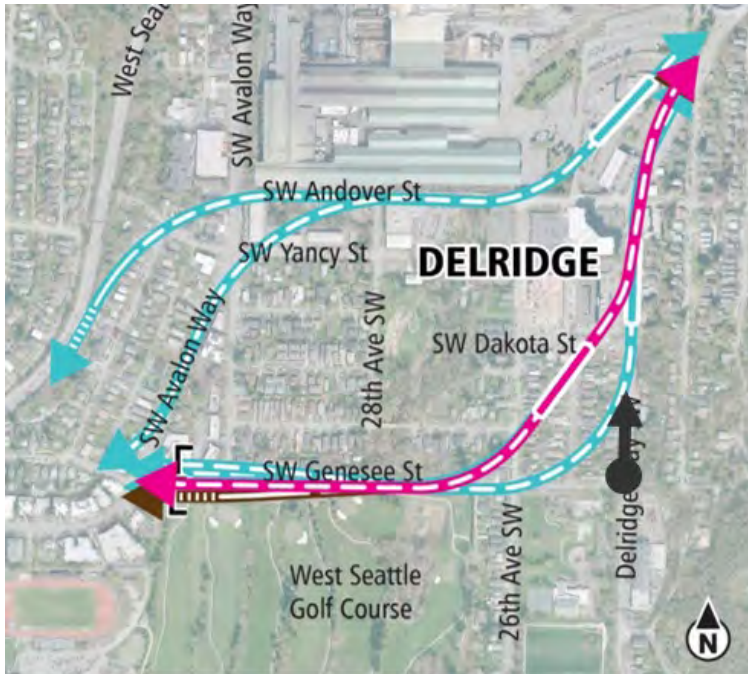


Existing Condition



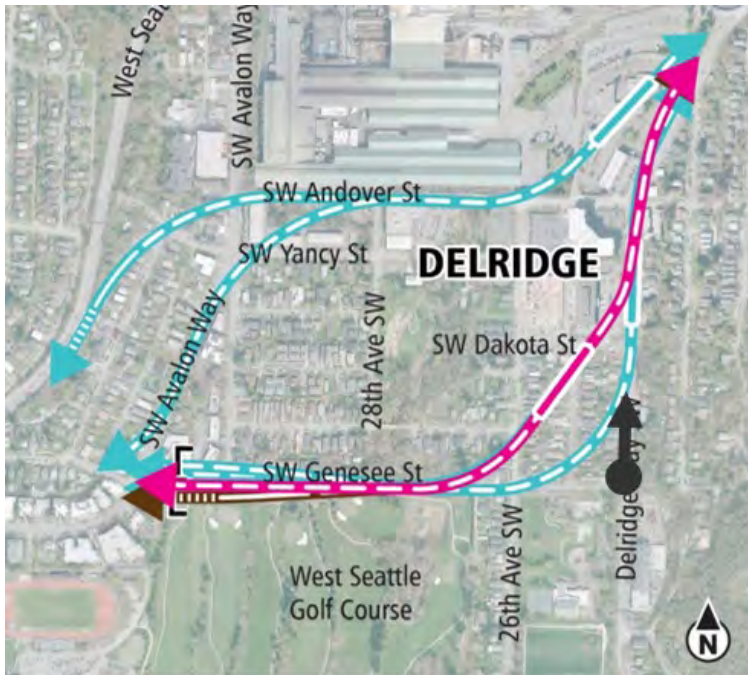
Viewpoint: Looking North along Delridge Way Southwest

Andover Street Station Alternative



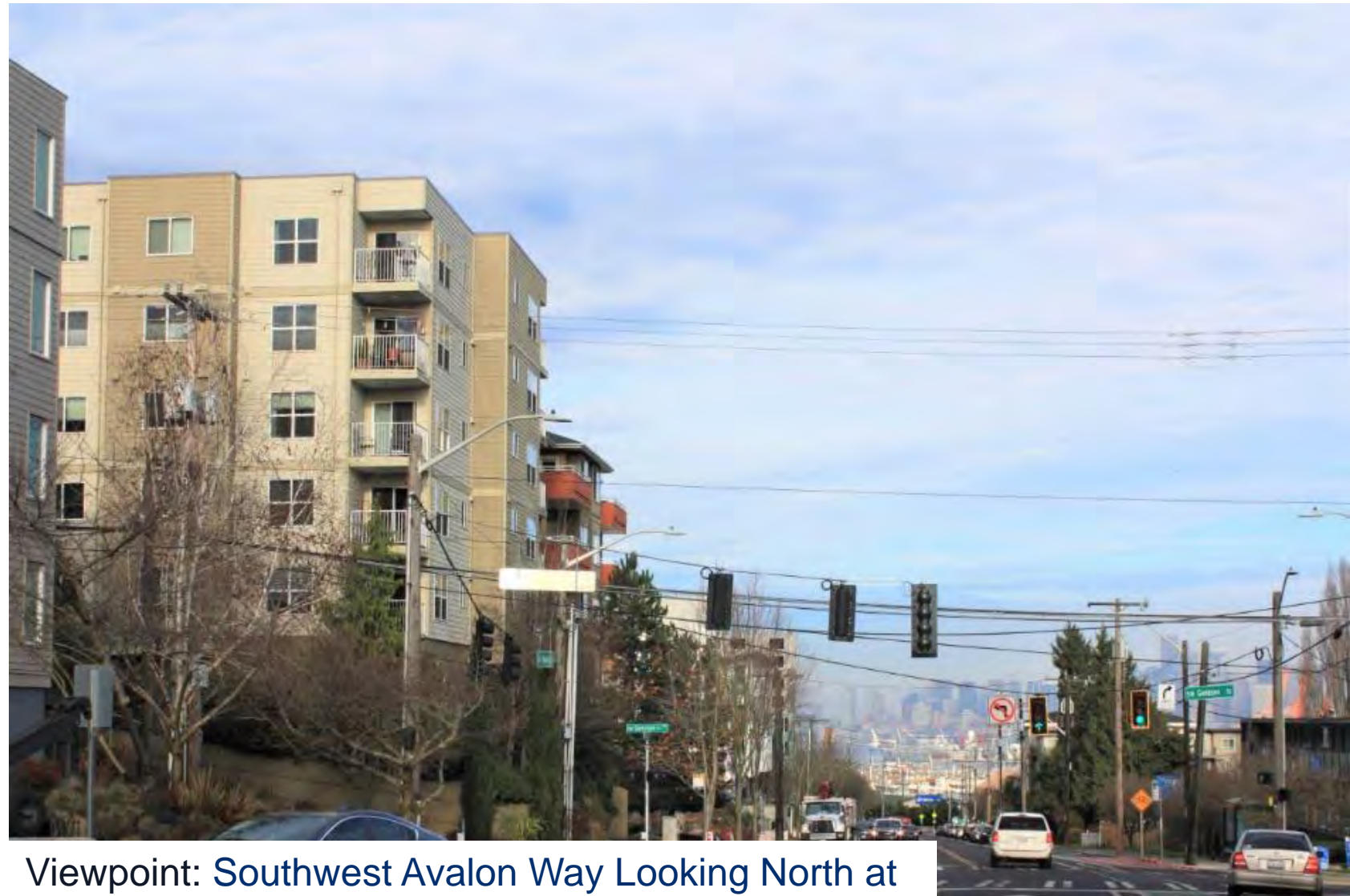
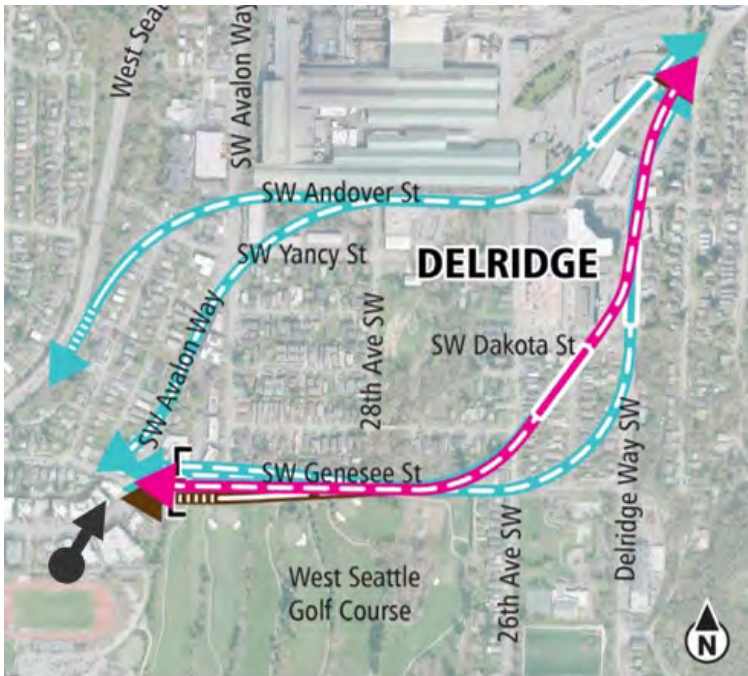
Viewpoint: Looking North along Delridge Way Southwest

Andover Street Station Lower Height Alternative



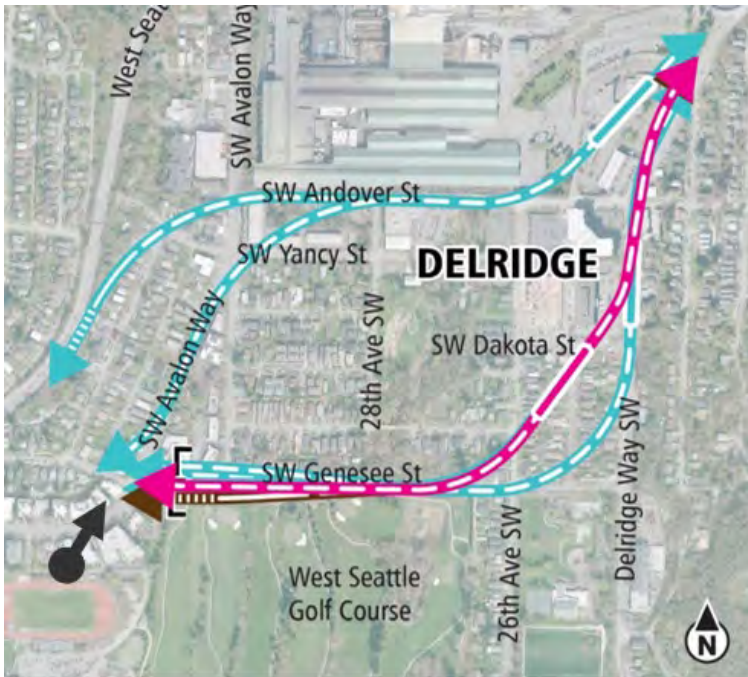
Viewpoint: Looking North along Delridge Way Southwest

Existing Condition



Viewpoint: Southwest Avalon Way Looking North at Intersection with Southwest Genesee Street

Andover Street Station Alternative



Viewpoint: Southwest Avalon Way Looking North at Intersection with Southwest Genesee Street

Existing Condition



Viewpoint: Looking north Along 32nd Avenue SW

Andover Street Station Lower Height Alternative



Viewpoint: Looking north Along 32nd Avenue SW

Elevated Fauntleroy Way Station

Andover Street Station

Project cost
(2019\$ in billions) **\$1.5B**

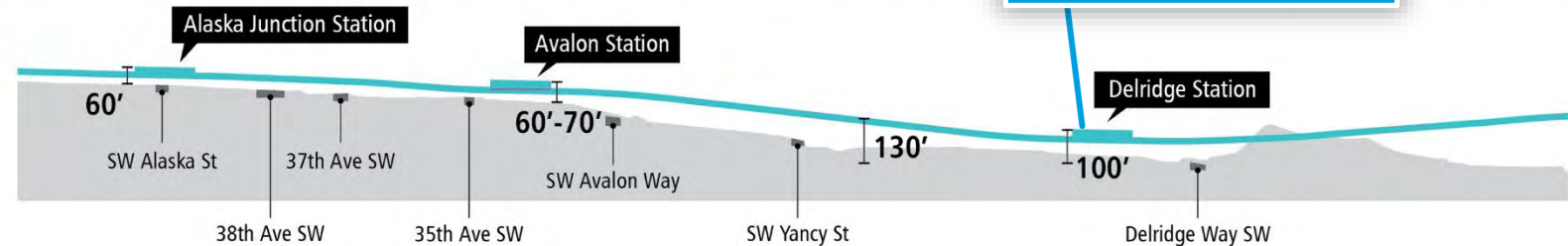
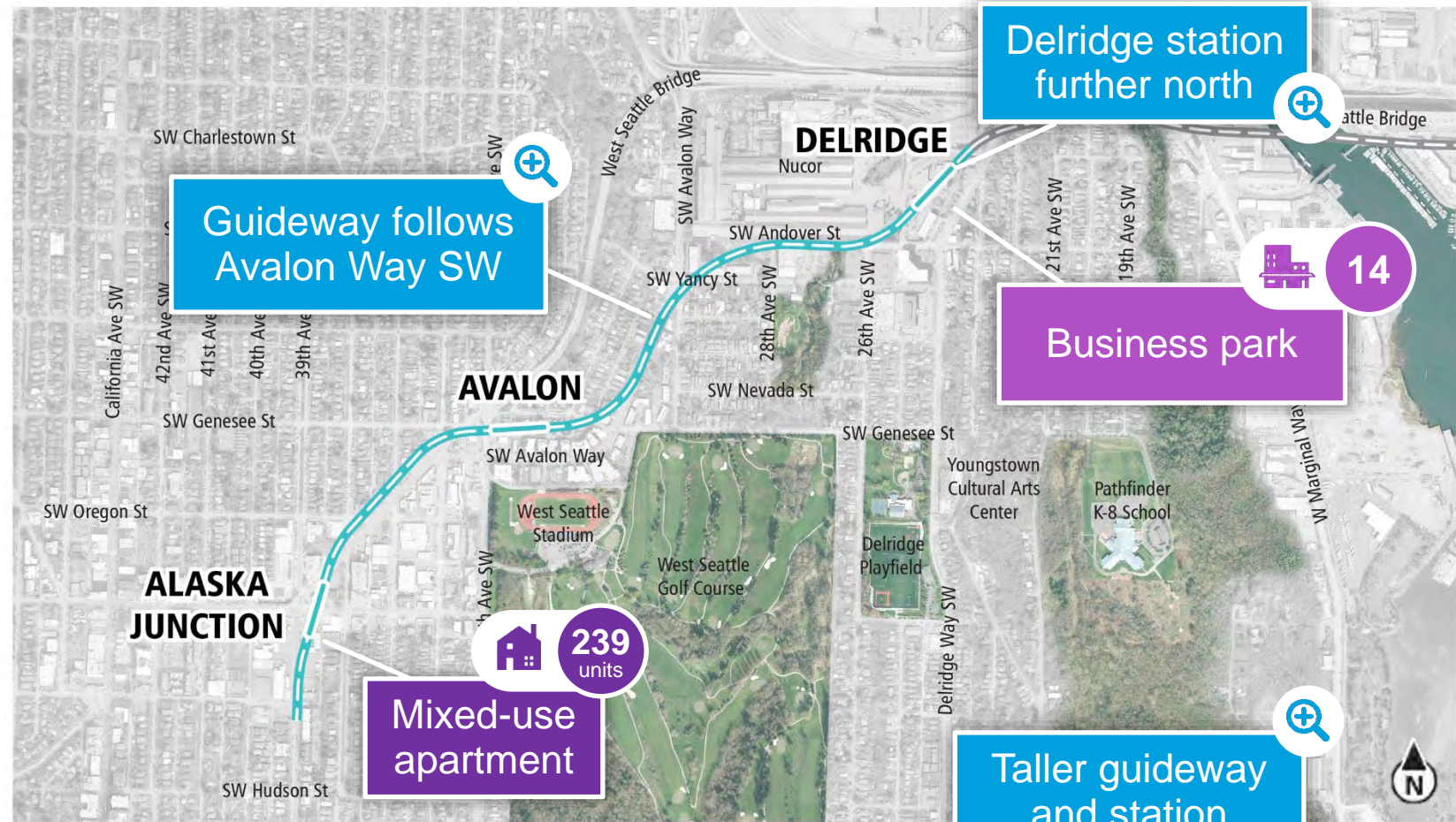
Residential displacements **487 units**

Business displacements **34**

Park effects (permanent) **none**

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Medium Tunnel 41st Avenue Station

Andover Street Station Lower Height

Project cost (2019\$ in billions) **\$1.6B**

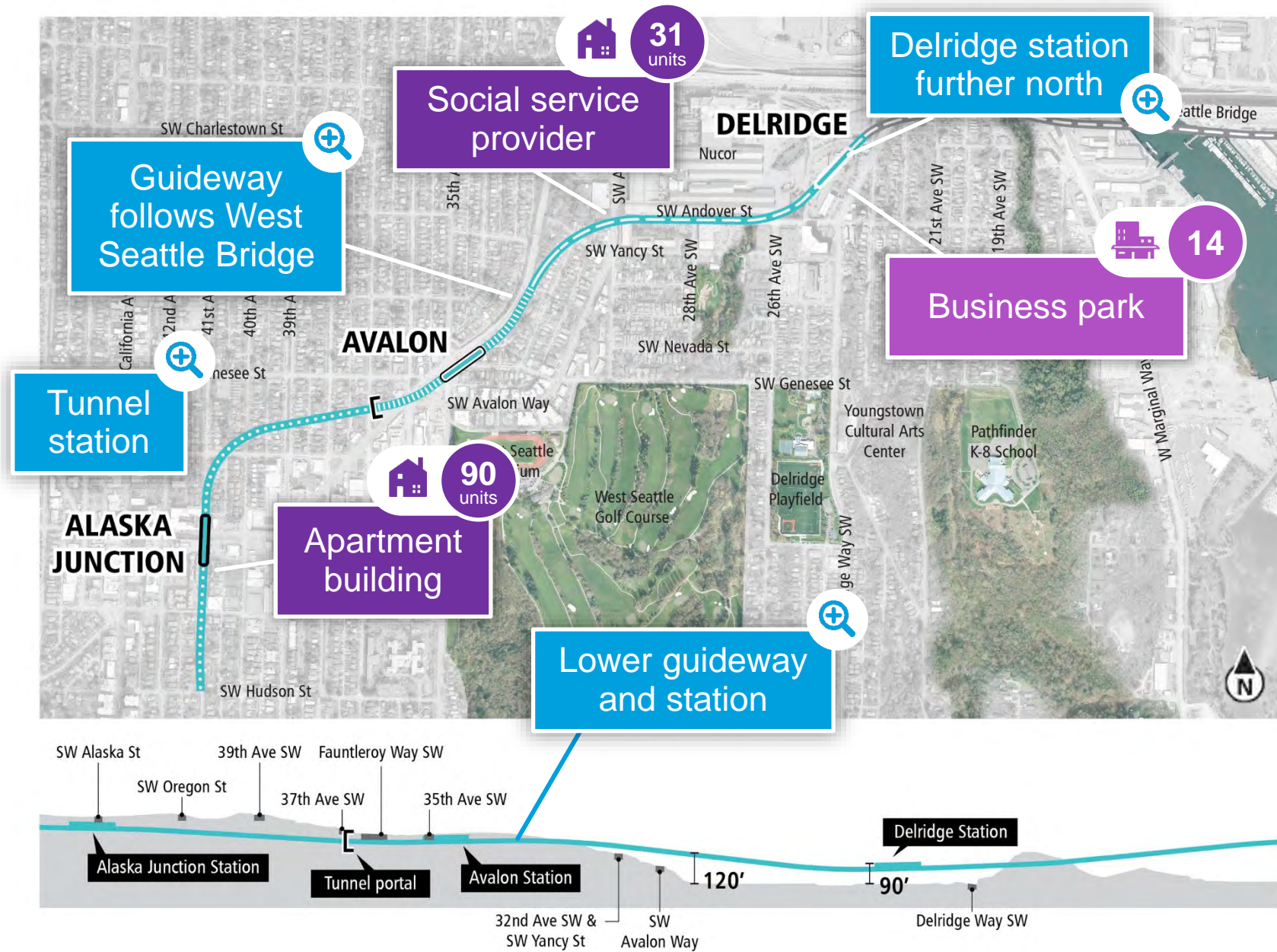
Residential displacements **201 units**

Business displacements **35**

Park effects (permanent) **none**

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Q&A / Discussion

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



soundtransit.org/wsblink



Reference: Summary Slides



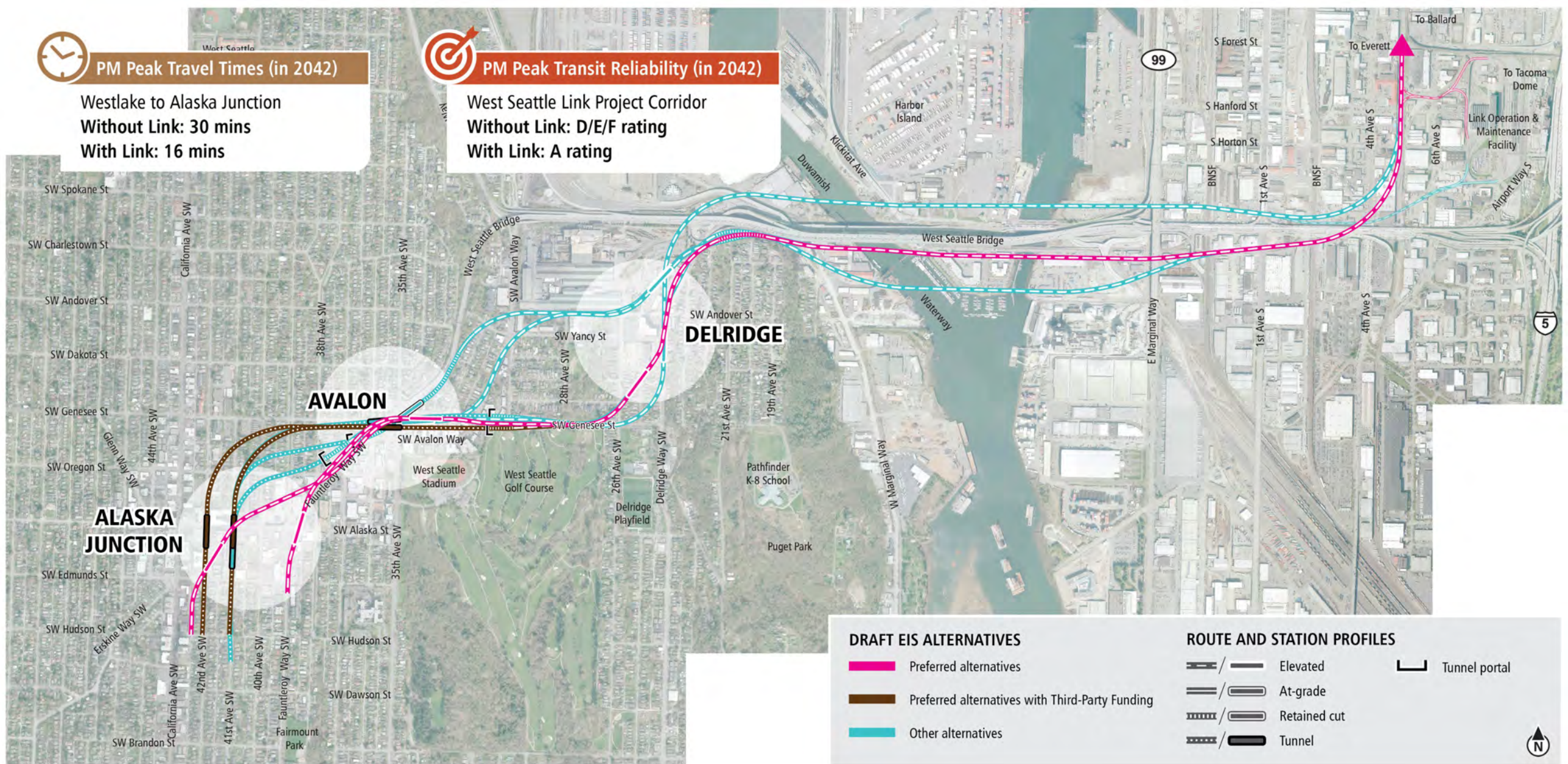
PM Peak Travel Times (in 2042)

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



PM Peak Transit Reliability (in 2042)

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



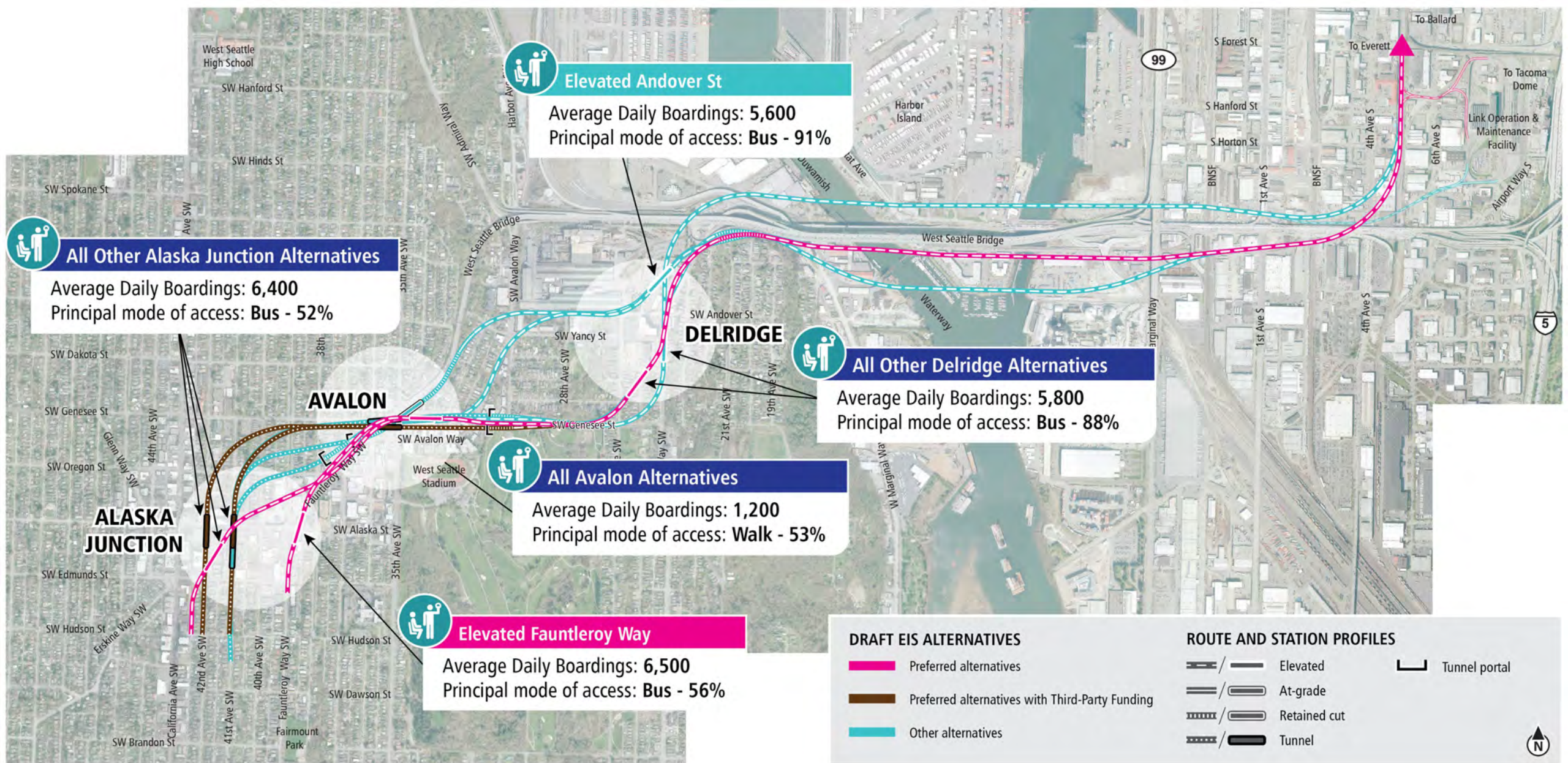
DRAFT EIS ALTERNATIVES

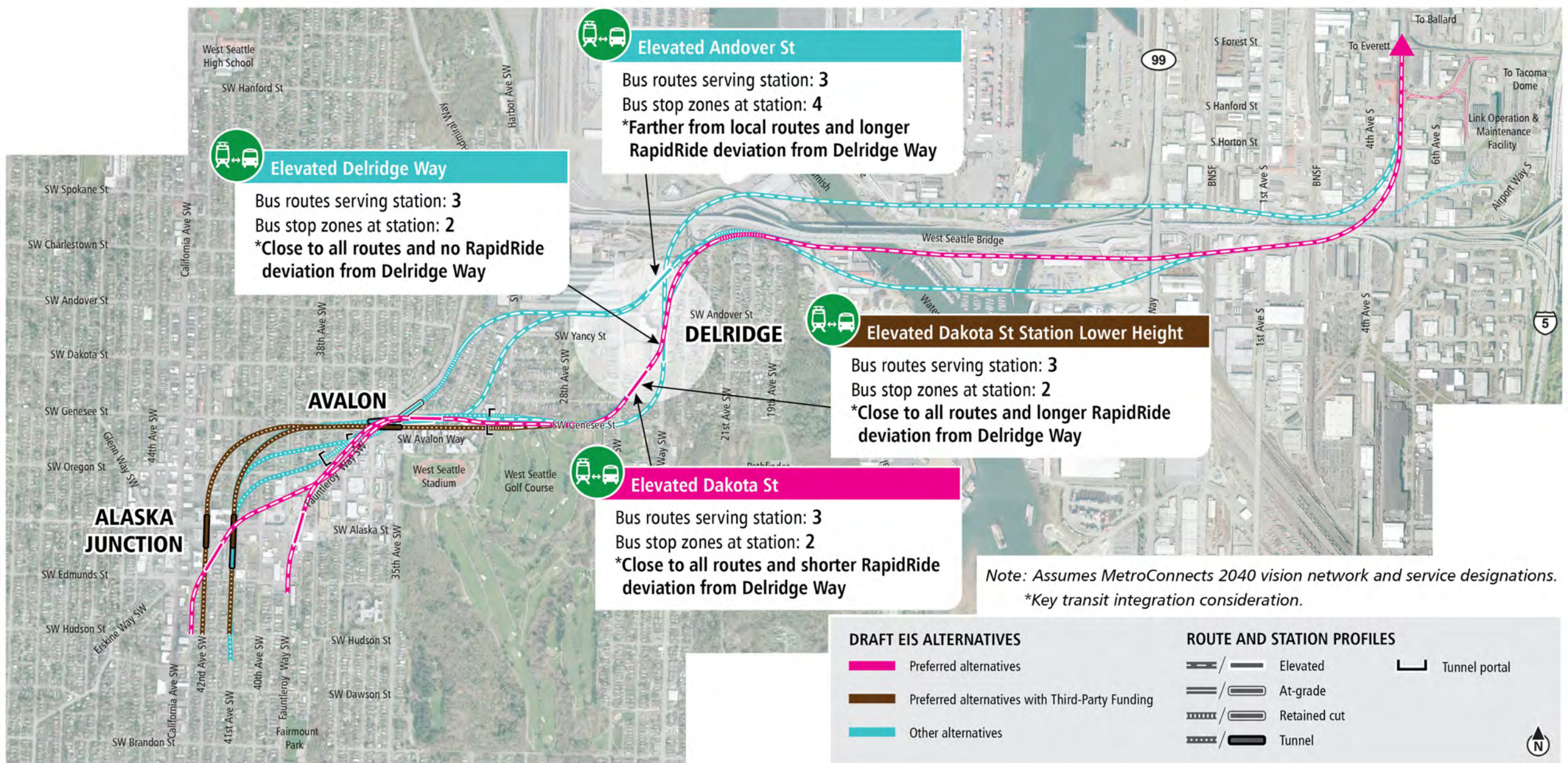
- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

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







Elevated Delridge Way
 Bus routes serving station: 3
 Bus stop zones at station: 2
 *Close to all routes and no RapidRide deviation from Delridge Way

Elevated Andover St
 Bus routes serving station: 3
 Bus stop zones at station: 4
 *Farther from local routes and longer RapidRide deviation from Delridge Way

Elevated Dakota St Station Lower Height
 Bus routes serving station: 3
 Bus stop zones at station: 2
 *Close to all routes and longer RapidRide deviation from Delridge Way

Elevated Dakota St
 Bus routes serving station: 3
 Bus stop zones at station: 2
 *Close to all routes and shorter RapidRide deviation from Delridge Way

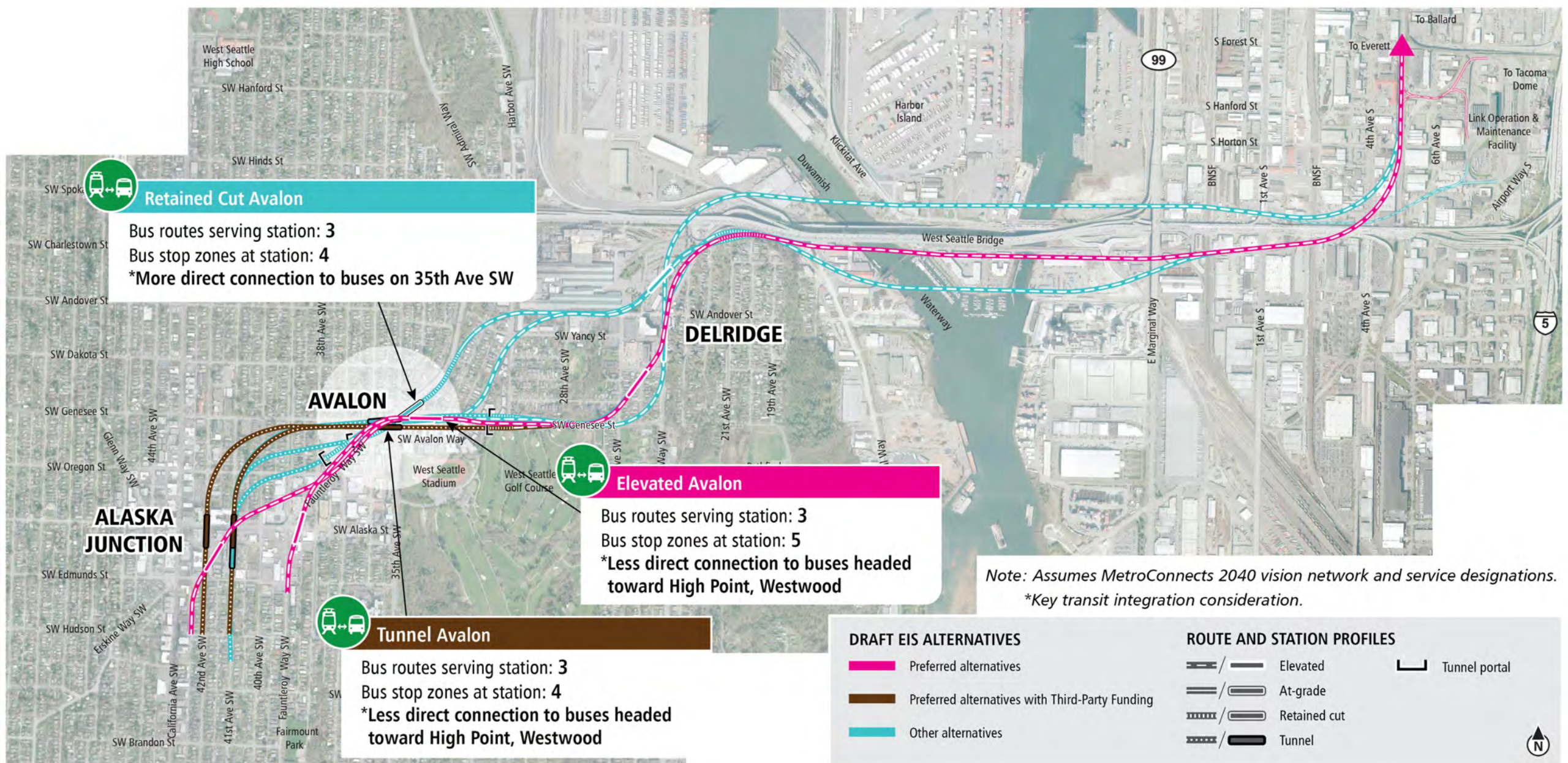
Note: Assumes MetroConnects 2040 vision network and service designs.
 *Key transit integration consideration.

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





Tunnel 42nd Ave

Bus routes serving station: 4
 Bus stop zones at station: 2
 *Less direct connection to routes coming from High Point, Westwood and heading toward Admiral



Tunnel 41st Ave and Short Tunnel 41st Ave and Medium Tunnel 41st Ave

Bus routes serving station: 4
 Bus stop zones at station: 2
 *Most direct connection to all buses



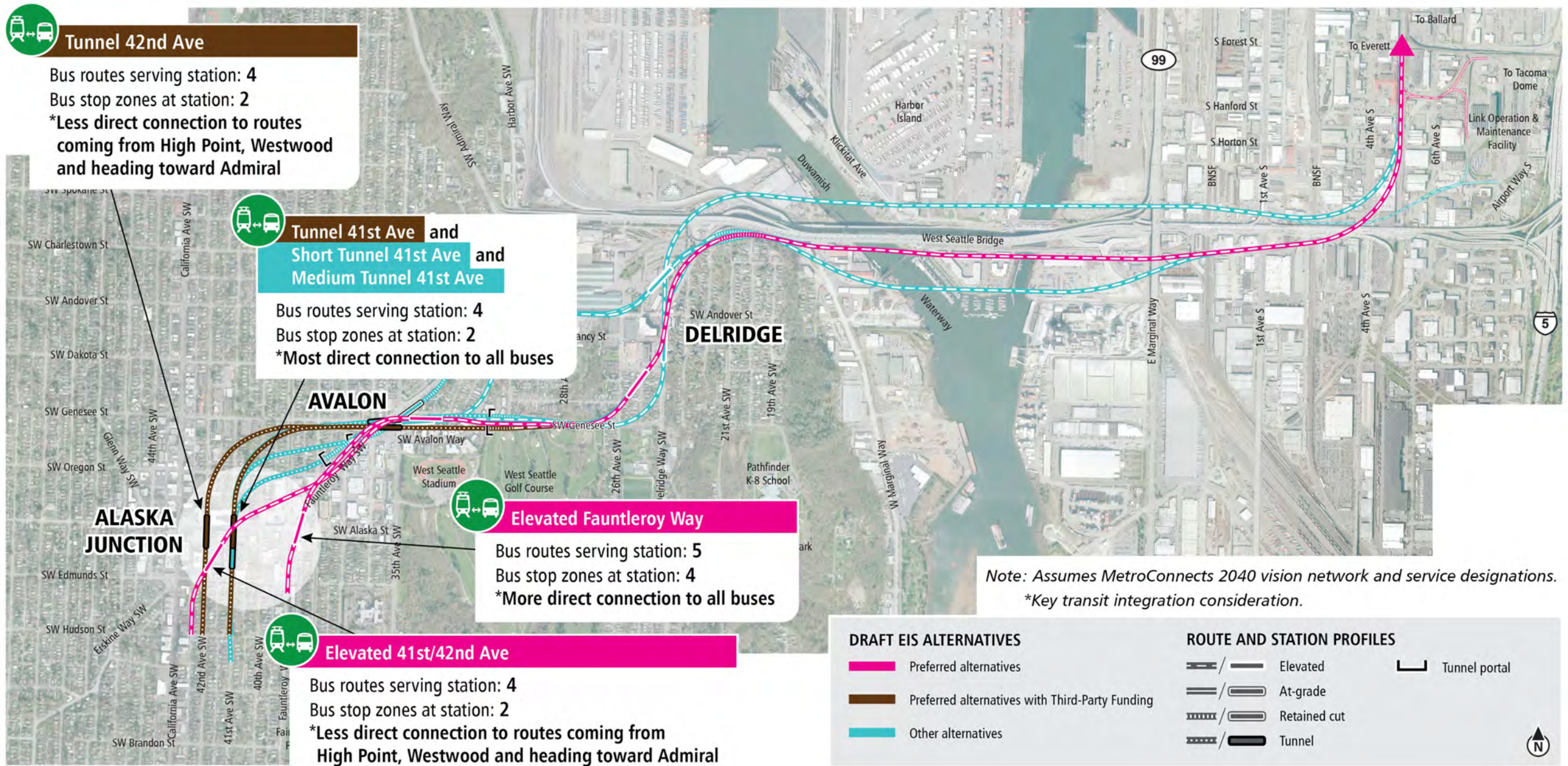
Elevated Fauntleroy Way

Bus routes serving station: 5
 Bus stop zones at station: 4
 *More direct connection to all buses



Elevated 41st/42nd Ave

Bus routes serving station: 4
 Bus stop zones at station: 2
 *Less direct connection to routes coming from High Point, Westwood and heading toward Admiral



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

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



