



West Seattle and Ballard Link Extensions

Planning Commission Meeting | April 26, 2018

Agenda

- › *Welcome & introductions*
- › *Alternatives development process*
- › *Level 1 alternatives & evaluation*
- › *Public and stakeholder engagement*
- › *Questions*

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.

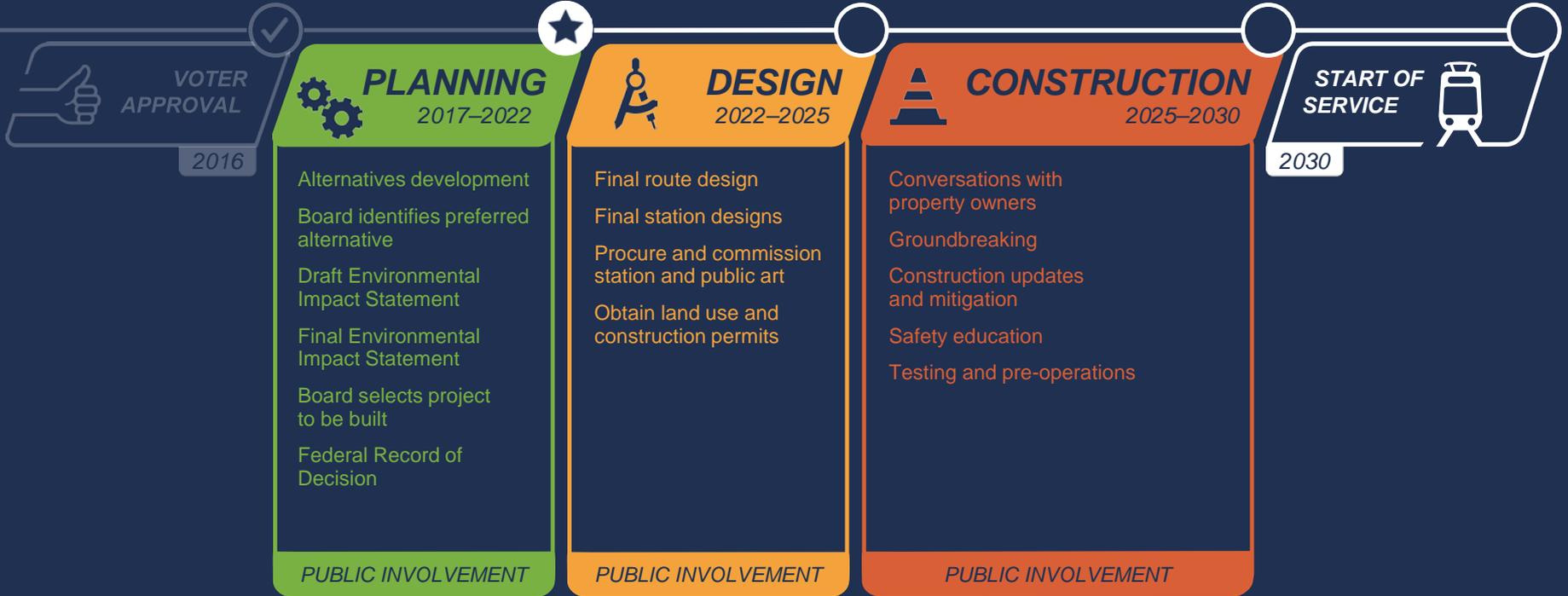
***Alternatives
development process***



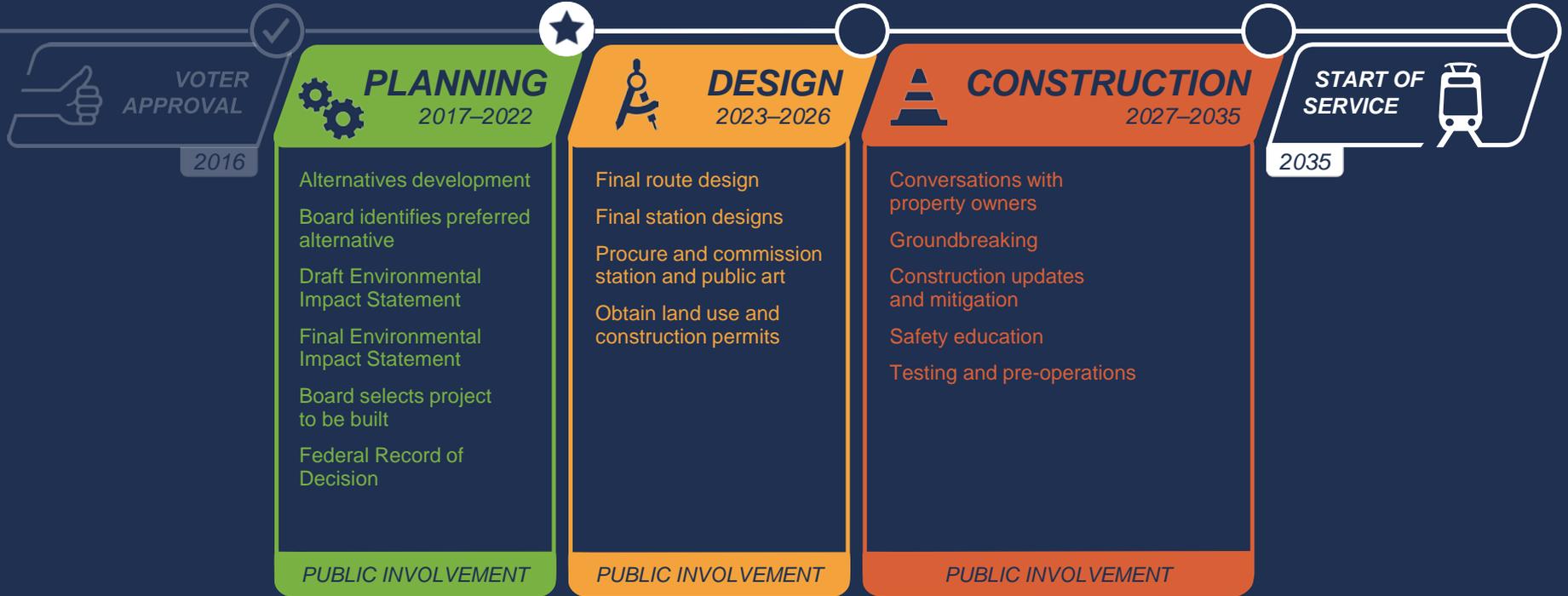
ST3 Representative project

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

West Seattle project timeline



Ballard project timeline



VOTER
APPROVAL

2016



PLANNING



DESIGN

2017–2019

Alternatives
development

Board identifies
preferred alternative

2019–2022

Draft Environmental
Impact Statement

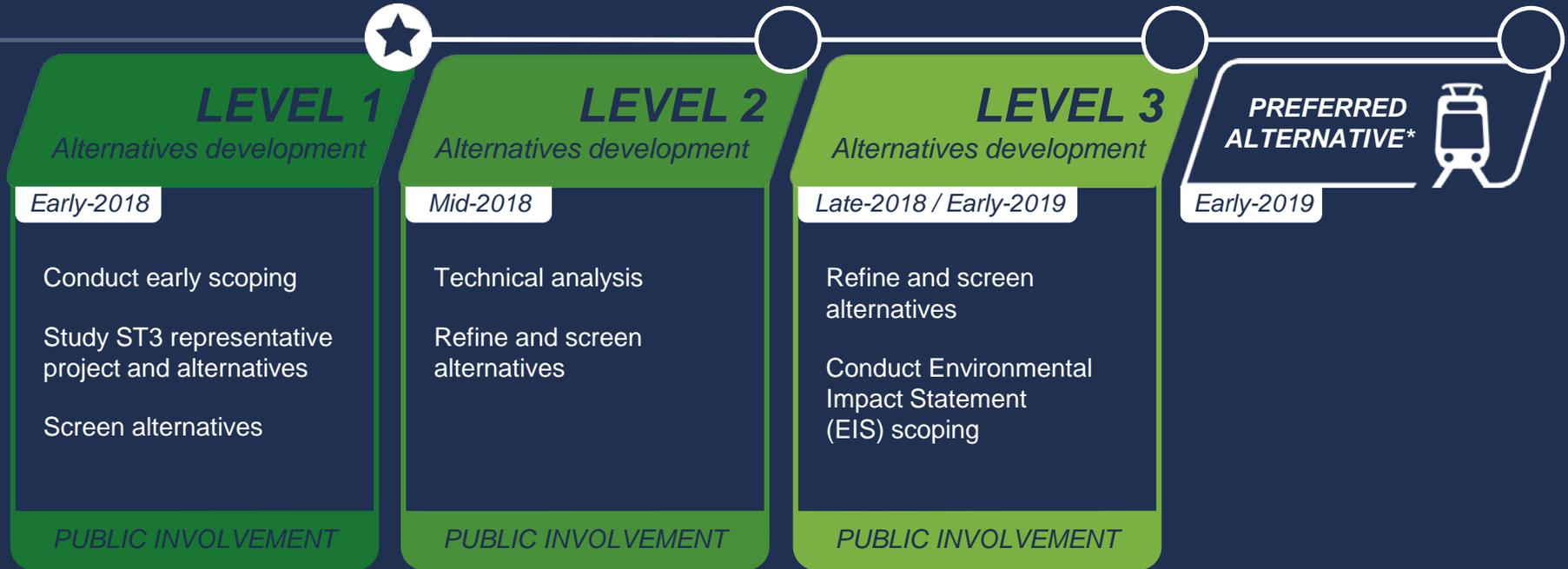
Final Environmental
Impact Statement

Board selects project
to be built

Federal Record of
Decision

PUBLIC INVOLVEMENT

Alternatives development process



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

Community engagement and collaboration



Meeting dates subject to change.



West Seattle and Ballard

Link Extensions

Early Scoping Summary
Report

April 2018

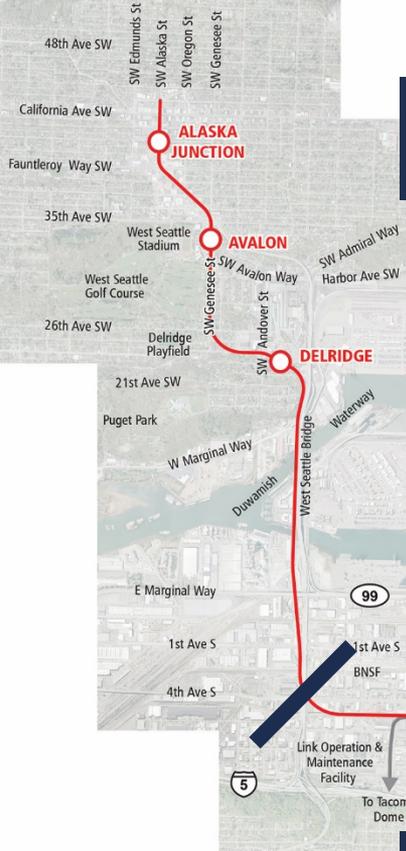
Early Scoping

- Early scoping: Feb. 2 – March 5
- 3 public meetings, 1 agency meeting and online open house
- 2,800+ total comments received via meetings and other methods
- All comments captured in *Early Scoping Summary Report*

A light rail train, identified as 'Sound Transit' and '139B', is stopped at a station platform. The train is white with blue accents. The platform has a metal railing in the foreground and a yellow tactile strip along the edge. The background shows a clear sky and some station infrastructure. The text 'Level 1 alternatives and evaluation' is overlaid in a large, white, italicized font across the center of the image.

***Level 1 alternatives
and evaluation***

West Seattle/ Duwamish



SODO



Interbay/Ballard



Downtown

KEY MAP

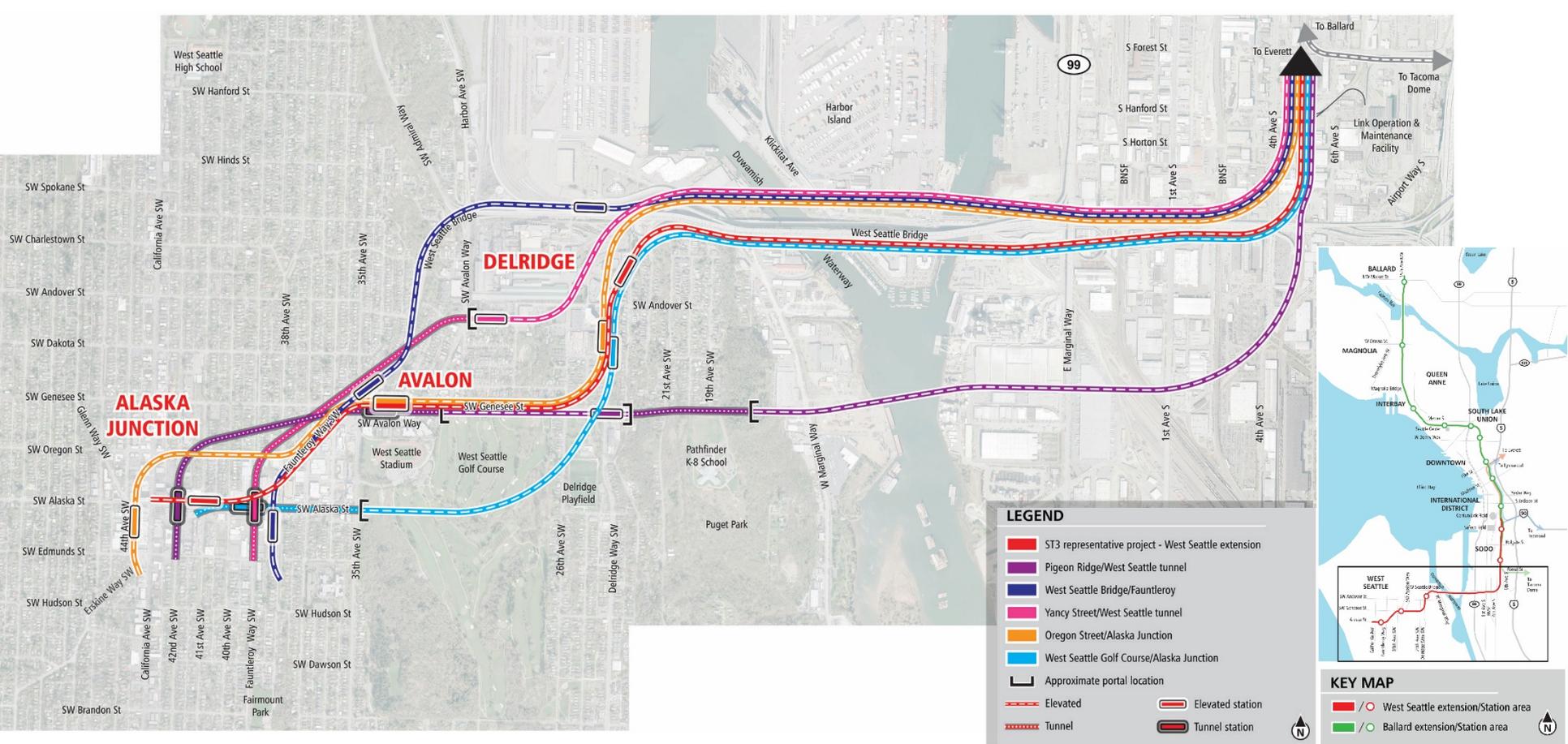
- Red line with circle: West Seattle extension/Station area
- Green line with circle: Ballard extension/Station area
- Grey line with circle: Existing Link/Station area

Representative project – study segments

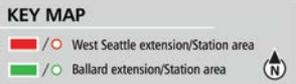
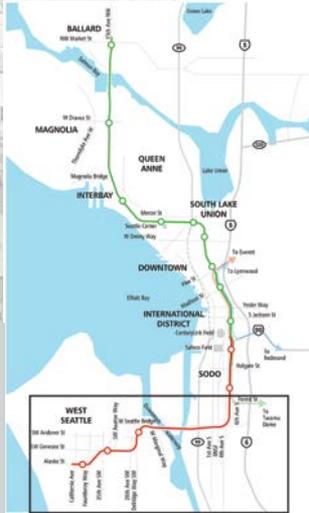
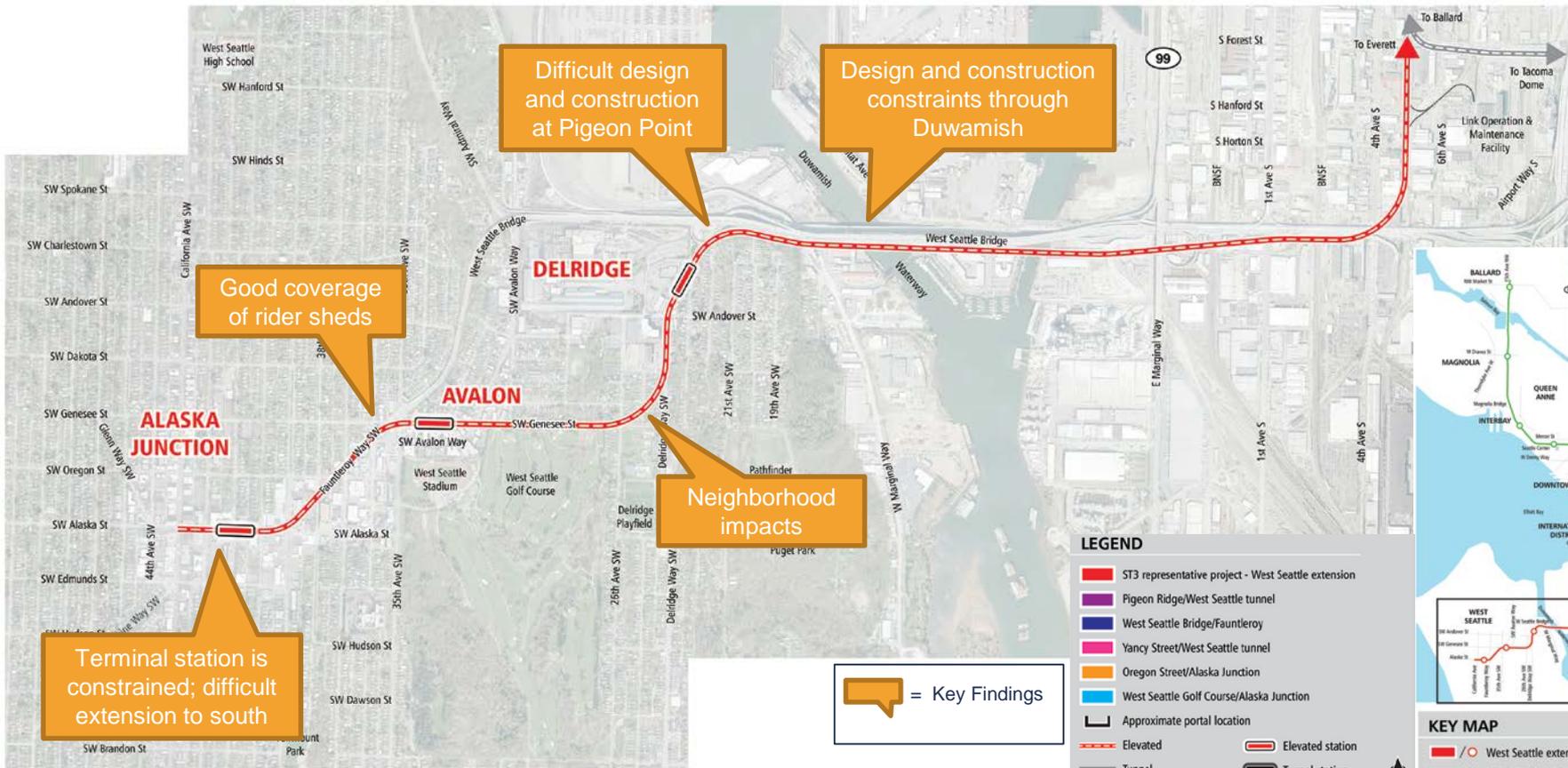
Level 1 alternatives

West Seattle/Duwamish

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

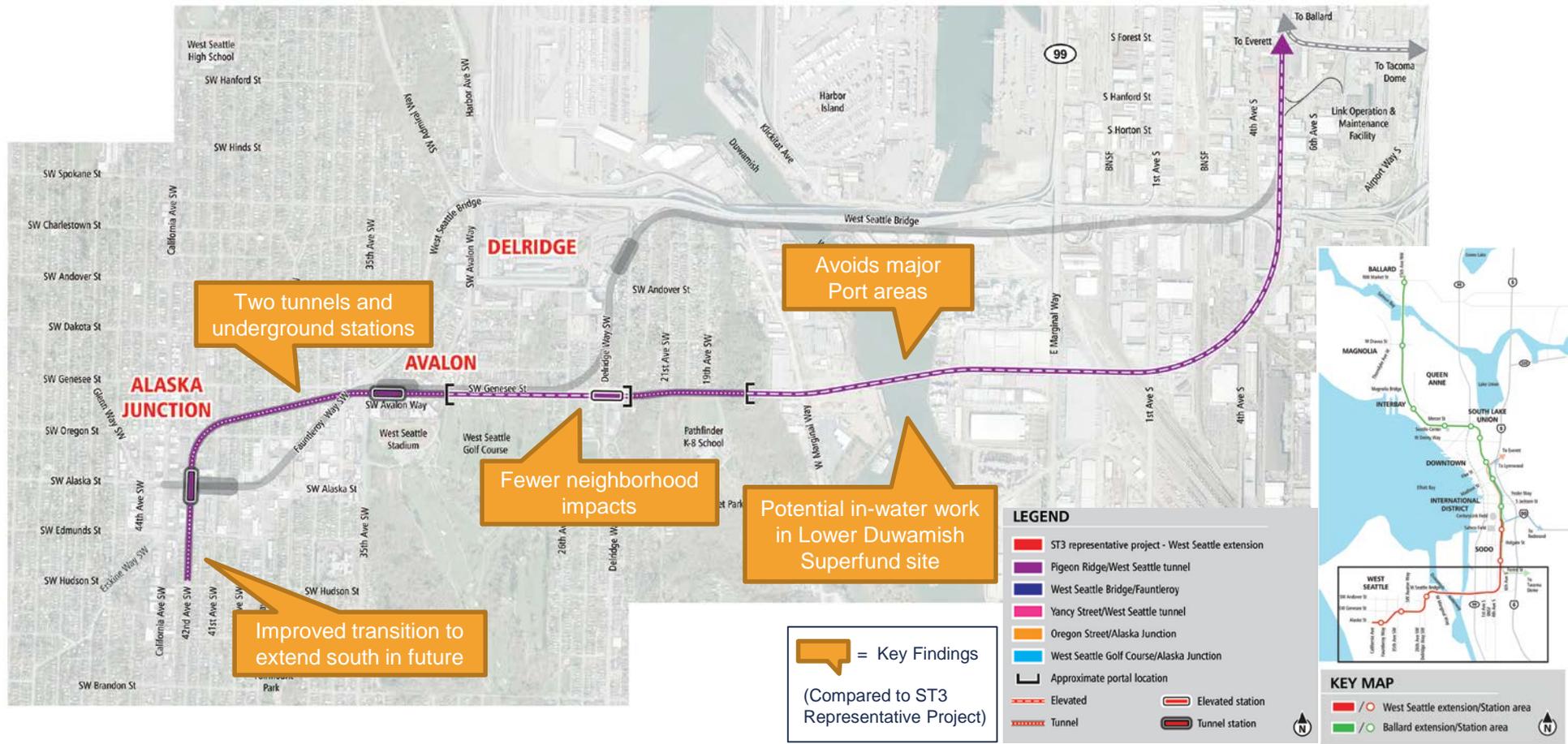


West Seattle / Duwamish – Level 1



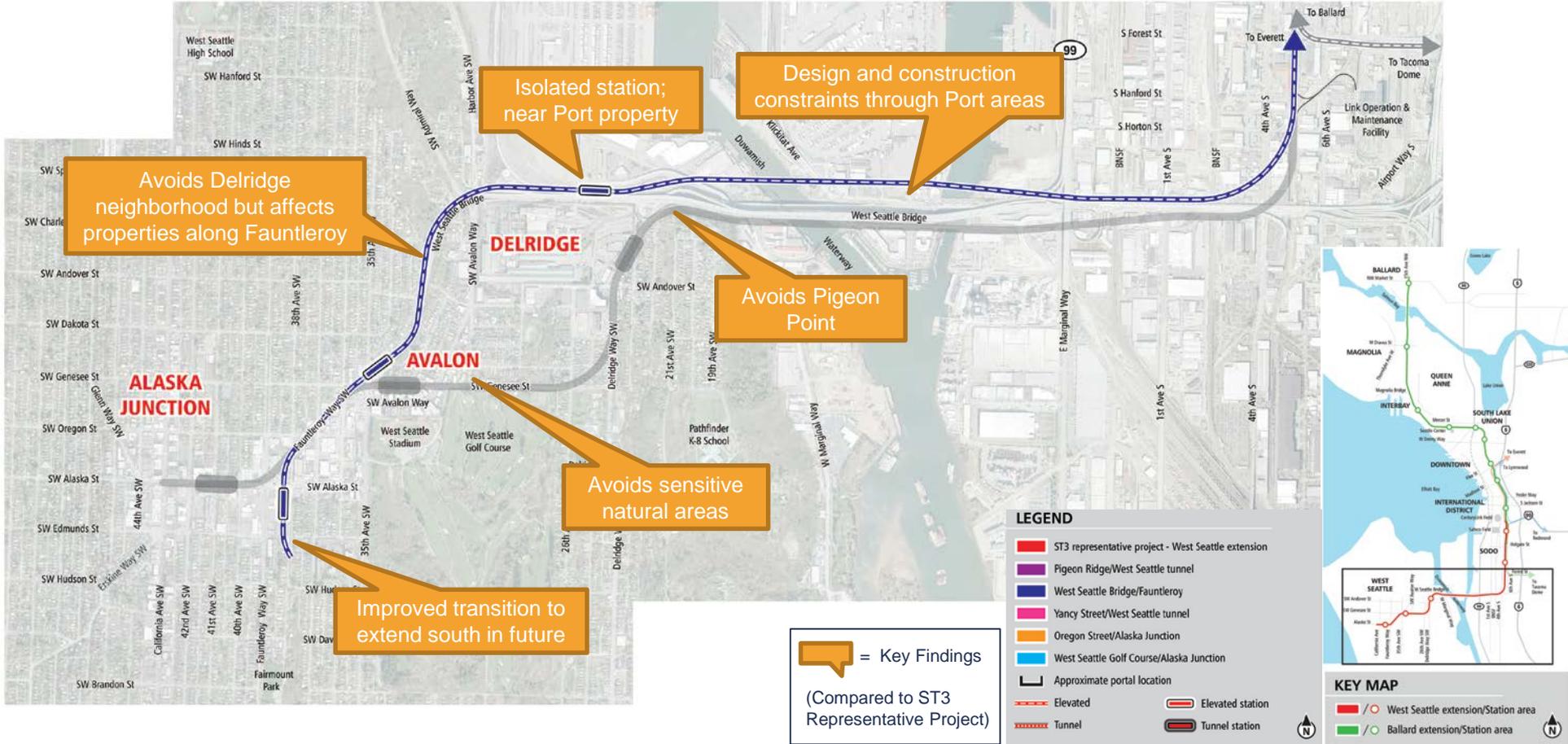
West Seattle/Duwamish

Key Level 1 findings – ST3 Representative Project



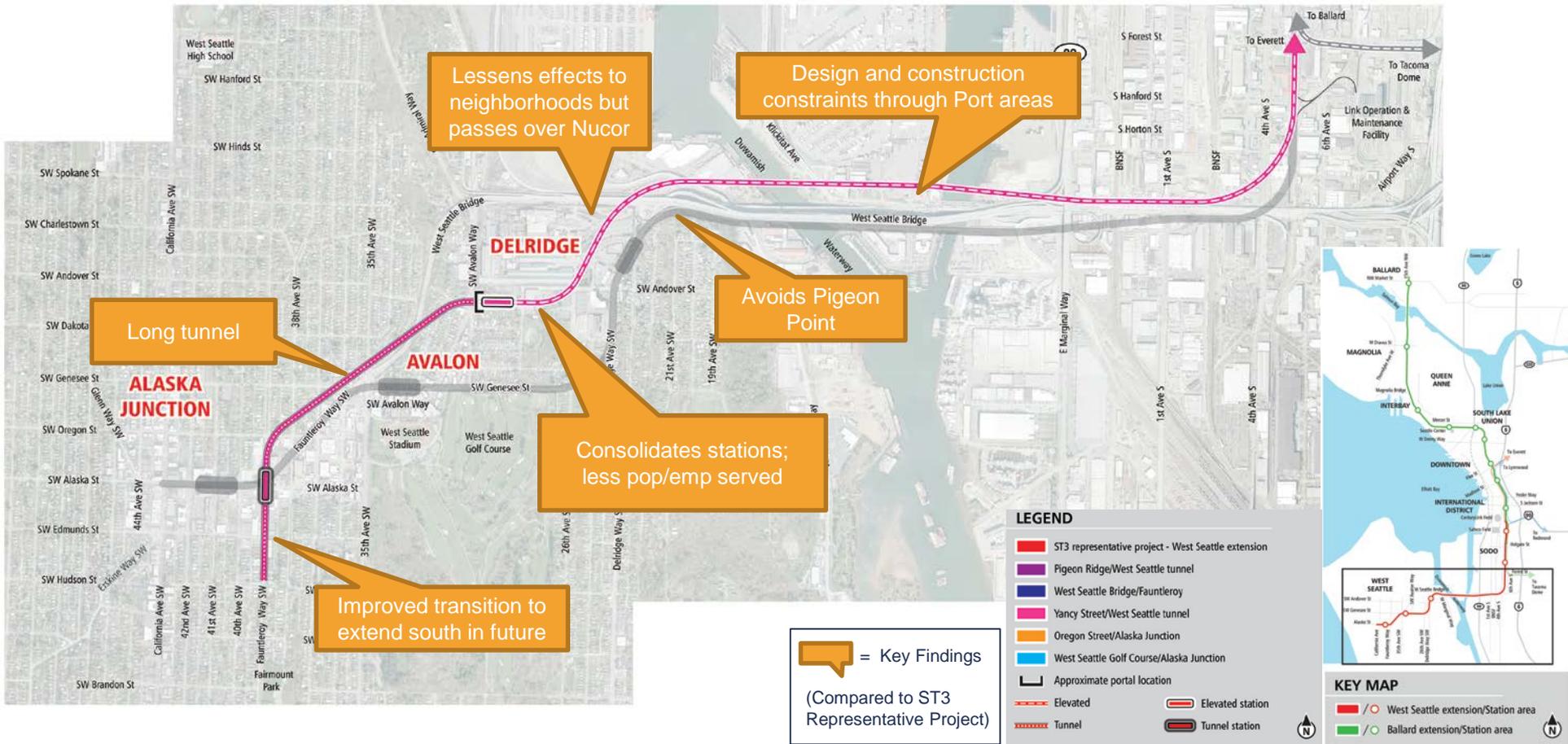
West Seattle/Duwamish

Key Level 1 findings – Pigeon Ridge/West Seattle Tunnel



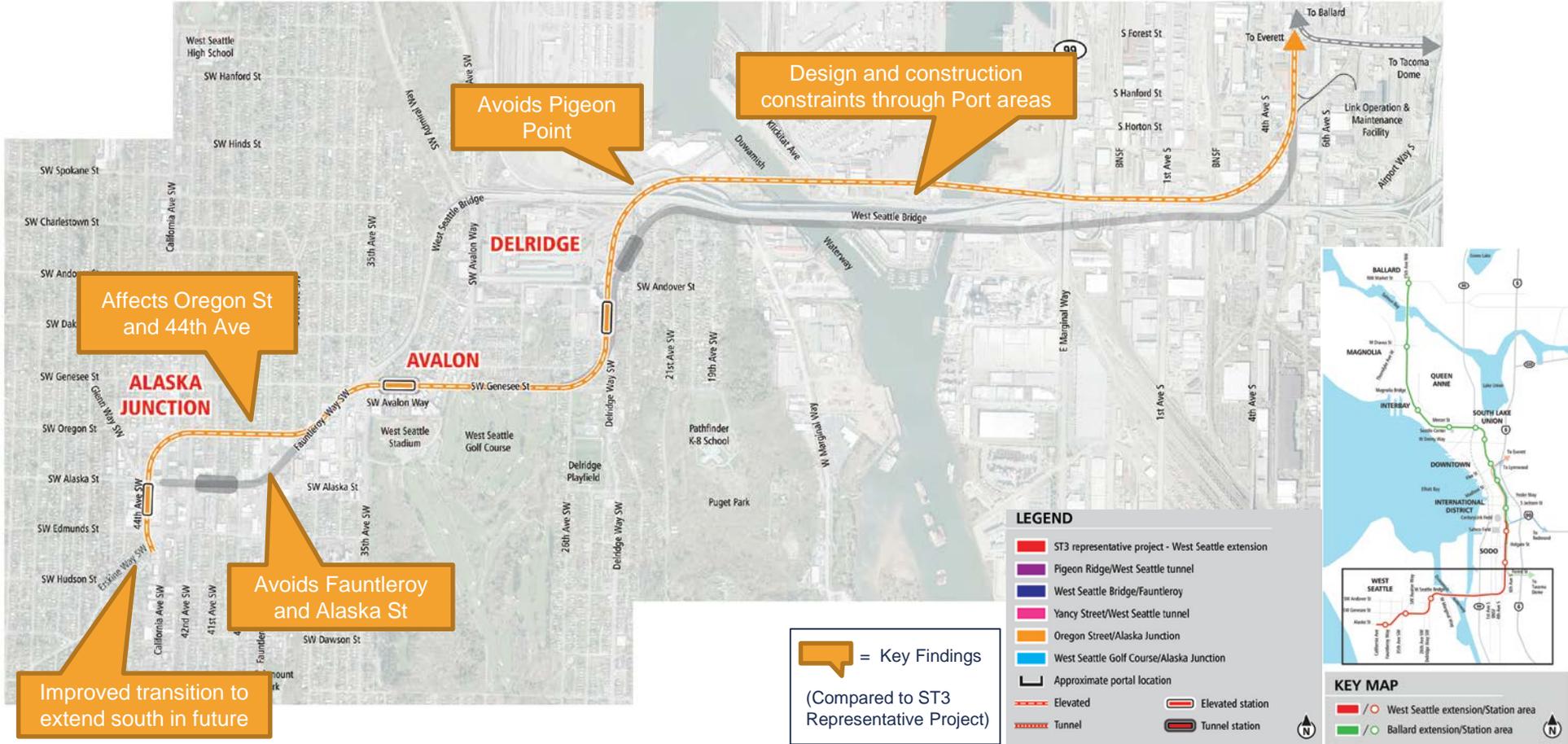
West Seattle/Duwamish

Key Level 1 findings – *West Seattle Bridge/Fauntleroy*



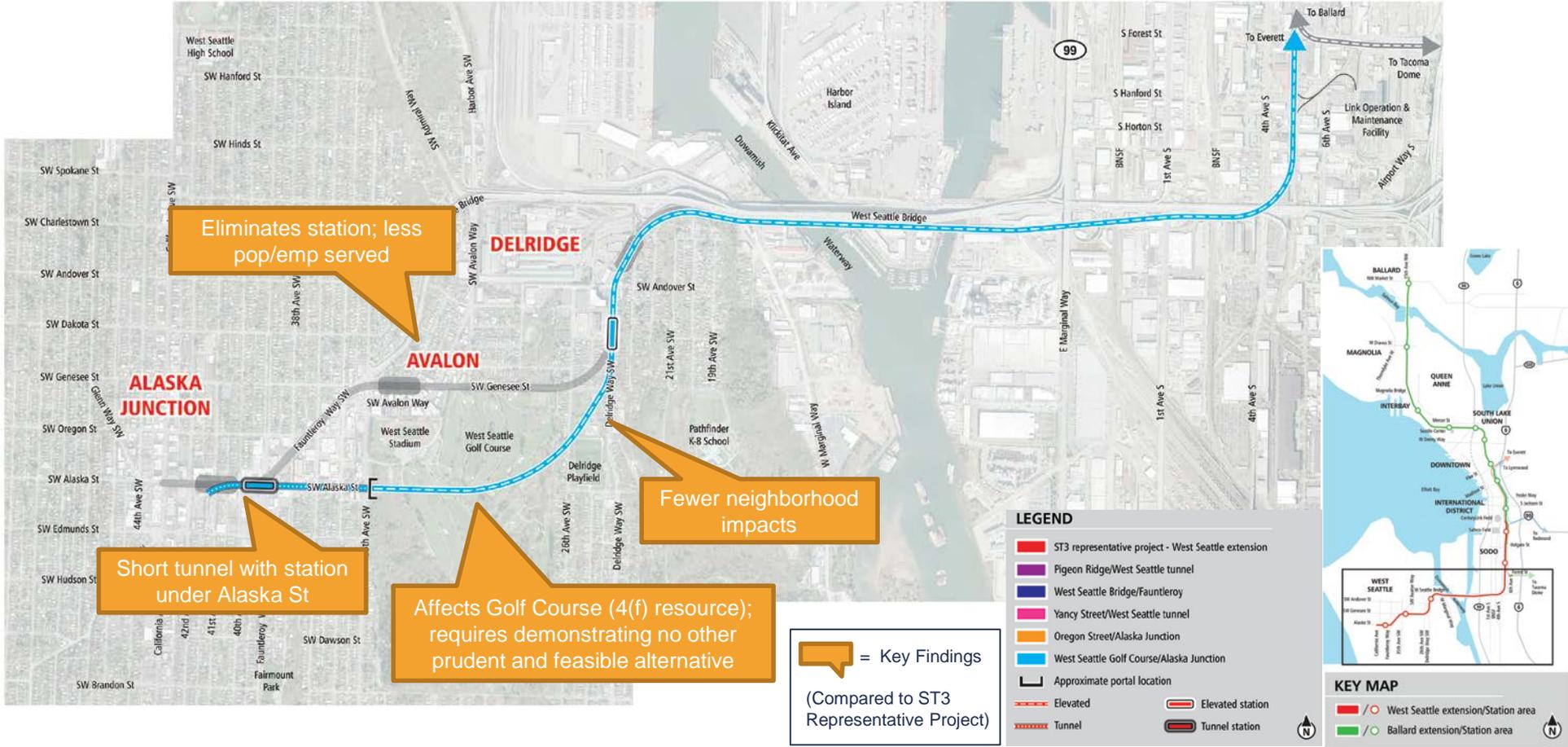
West Seattle/Duwamish

Key Level 1 findings – *Yancy Street/West Seattle Tunnel*



West Seattle/Duwamish

Key Level 1 findings – Oregon Street/Alaska Junction



West Seattle/Duwamish

Key Level 1 findings – *West Seattle Golf Course/Alaska Junction*

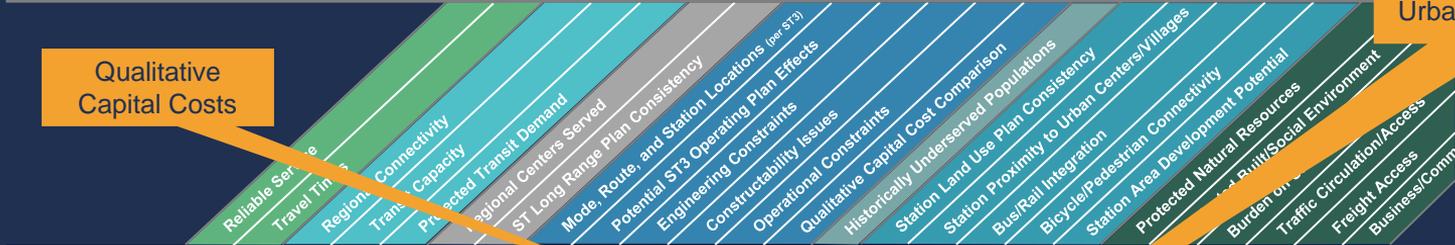
West Seattle / Duwamish

Segment Alternatives

Evaluation Measures

Qualitative Capital Costs

Station proximity to Urban Centers/Villages



Project Alternative	Reliable Service	Travel Time	Regional Connectivity	Transit Capacity	Protected Transit Demand	Regional Centers Served	ST Long Range Mode, Route, and Station Locations (per ST3)	Potential ST3 Operating Plan Effects	Engineering Constraints	Constructability Issues	Operational Constraints	Qualitative Capital Costs	Historically Underserved Populations	Station Land Use Plan Consistency	Station Proximity to Urban Centers/Villages	Bus/Rail Integration	Bicycle/Pedestrian Connectivity	Station Area Development Potential	Protected Natural Resources	Burden on Environment	Traffic Circulation/Access	Freight Access	Business/Commerce
ST3 Representative Project (Baseline)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Pigeon Ridge / West Seattle Tunnel	●	●	●	●	○	●	●	●	○	●	○	●	●	●	●	○	○	●	●	●	●	●	●
West Seattle Bridge / Fauntleroy	●	●	●	●	●	●	●	●	●	○	●	○	○	●	○	●	●	●	●	●	○	○	○
Yancy Street / West Seattle Tunnel	●	●	●	○	●	●	○	●	○	●	○	○	○	●	○	●	●	●	●	○	○	○	○
Oregon Street / Alaska Junction	●	●	●	●	●	●	●	●	●	○	●	●	●	●	●	○	○	●	○	○	○	○	○
West Seattle Golf Course / Alaska Junction	●	●	●	○	●	○	●	●	●	●	●	○	●	●	○	○	○	○	○	○	○	○	○

Freight Access / Business Concerns



West Seattle / Duwamish summary

Alternatives with more potential	ST3 Representative Project 	<ul style="list-style-type: none"> • Baseline for comparison
	Oregon Street/Alaska Junction 	<ul style="list-style-type: none"> • Avoids Fauntleroy and Alaska; better orientation south • Affects Oregon St and 44th Ave
	West Seattle Bridge/Fauntleroy 	<ul style="list-style-type: none"> • Lessens effects to Junction and Delridge; better orientation south • Creates isolated Delridge Station
	Pigeon Ridge/West Seattle Tunnel 	<ul style="list-style-type: none"> • Lessens effects to Port, Junction, Delridge; better orientation south • Requires two tunnels; may require 3rd Party funding
Alternatives with greater challenges	Yancy Street/West Seattle Tunnel 	<ul style="list-style-type: none"> • Lessens effects to Junction and Delridge; better orientation south • Consolidates stations; potentially not consistent with ST3 Plan • Requires tunnel; may require 3rd Party funding
	West Seattle Golf Course/Alaska Junction (Tunnel) 	<ul style="list-style-type: none"> • Crosses golf course, Section 4(f) • Lessens effects to Junction, Delridge • Eliminates station; potentially not consistent with ST3 Plan
Not practical suggestions	Tunnel under Duwamish	<ul style="list-style-type: none"> • Impractical tunnel depth and length
	West Seattle Bridge	<ul style="list-style-type: none"> • Existing structure not built to accommodate LRT • Constructability issues
	Gondola, rail/bus bridge	<ul style="list-style-type: none"> • Mode not consistent with ST3 Plan
	Extensions to Alki, Admiral, etc.	<ul style="list-style-type: none"> • Not included in ST3 Plan or long range plan

West Seattle/Duwamish Recommendations

	Alternative	Carry forward?	Do not carry forward?	Notes/Comments
Alternatives with more potential	ST3 Representative Project			
	Oregon Street/Alaska Junction	✓		Explore elevated and tunnel options
	West Seattle Bridge/Fauntleroy		✓	
	Pigeon Ridge/West Seattle Tunnel	✓		
Alternatives with greater challenges	Yancy Street/West Seattle Tunnel		✓	
	West Seattle Golf Course/Alaska Junction (Tunnel)		✓	Add Avalon station, modify to reduce 4(f) impact
Not practical suggestions	Tunnel under Duwamish		✓	
	West Seattle Bridge		✓	
	Gondola, rail/bus bridge		✓	
	Extensions to Alki, Admiral, etc.		✓	

Level 1 alternatives

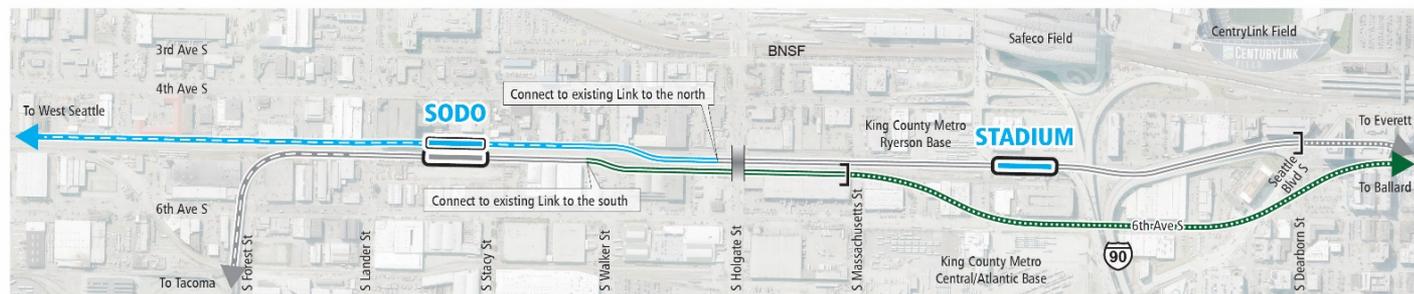


SODO

- ST3 Representative Project
- Massachusetts Tunnel Portal
- Surface E-3

LEGEND

- ST3 representative project - West Seattle extension/Ballard extension
- Massachusetts tunnel portal - West Seattle extension/Ballard extension
- Surface E-3 - West Seattle extension/Ballard extension
- Existing Link light rail
- Approximate portal location
- Surface
- Elevated guideway
- Tunnel
- New roadway overcrossing
- Surface station
- Elevated station



KEY MAP

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

SODO – Level 1

LEGEND

- ST3 representative project - West Seattle extension/Ballard extension
- Massachusetts tunnel portal - West Seattle extension/Ballard extension
- Surface E-3 - West Seattle extension/Ballard extension
- Existing Link light rail
- Approximate portal location
- Surface
- Elevated guideway
- Tunnel
- New roadway overcrossing
- Surface station
- Elevated station



Limited area for construction phasing

Temporary impact to Ryerson Base during construction

Modifications to WSDOT ramps and potential impacts to planned "S" development

Ground improvements required for elevated guideway and elevated SODO Station

Temporary closure of Royal Brougham for cut-and-cover construction

Cut-and-cover construction potential impacts along 5th Avenue S

= Key Findings

KEY MAP

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

SODO

Key Level 1 findings – ST3 Representative Project

LEGEND

- ST3 representative project - West Seattle extension/Ballard extension
- Massachusetts tunnel portal - West Seattle extension/Ballard extension
- Surface E-3 - West Seattle extension/Ballard extension
- Existing Link light rail
- Approximate portal location
- Surface
- Elevated guideway
- Tunnel
- New roadway overcrossing
- Surface station
- Elevated station



KEY MAP

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

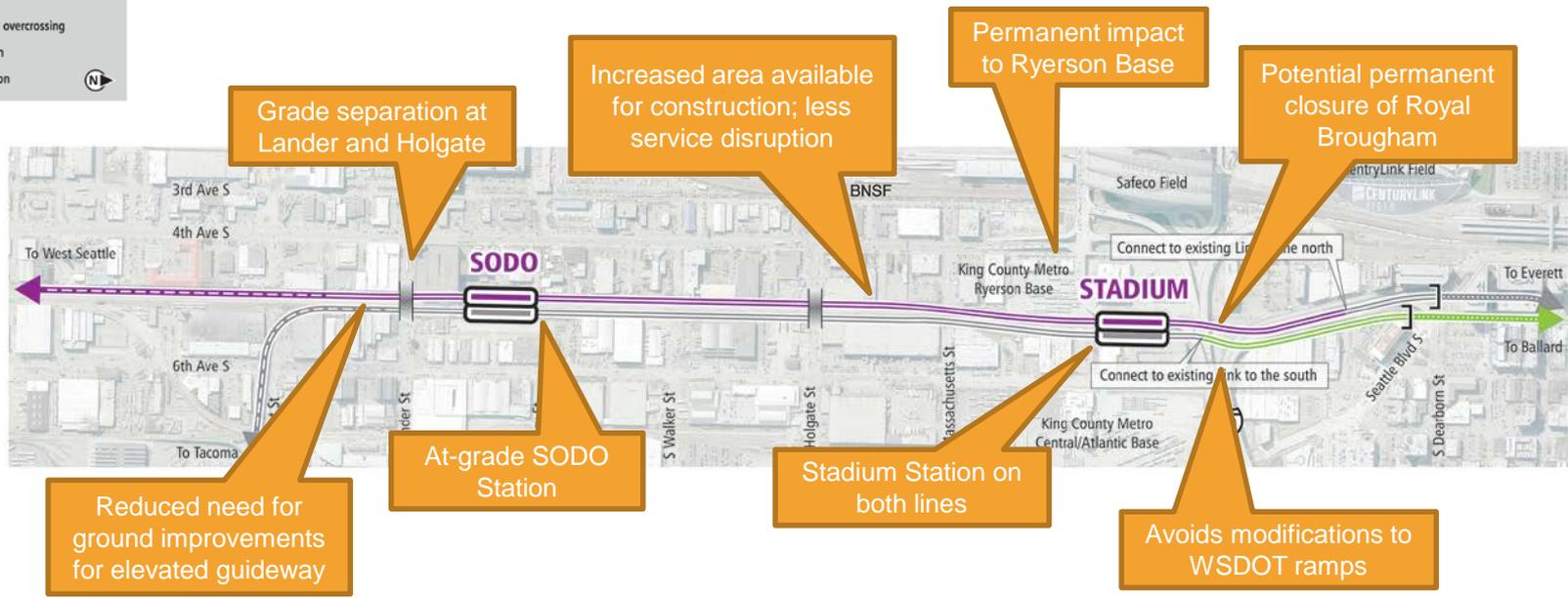
Key Findings
(Compared to ST3 Representative Project)

SODO

Key Level 1 findings – *Massachusetts Tunnel Portal*

LEGEND

- ST3 representative project - West Seattle extension/Ballard extension
- Massachusetts tunnel portal - West Seattle extension/Ballard extension
- Surface E-3 - West Seattle extension/Ballard extension
- Existing Link light rail
- Approximate portal location
- Surface
- Elevated guideway
- Tunnel
- New roadway overcrossing
- Surface station
- Elevated station



= Key Findings
 (Compared to ST3 Representative Project)

KEY MAP

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

SODO

Key Level 1 findings – *Surface E-3*

International District/Chinatown Station

ST3 Project and Surface E-3 alternative

Cut and cover tunnel



Massachusetts Tunnel Portal alternative

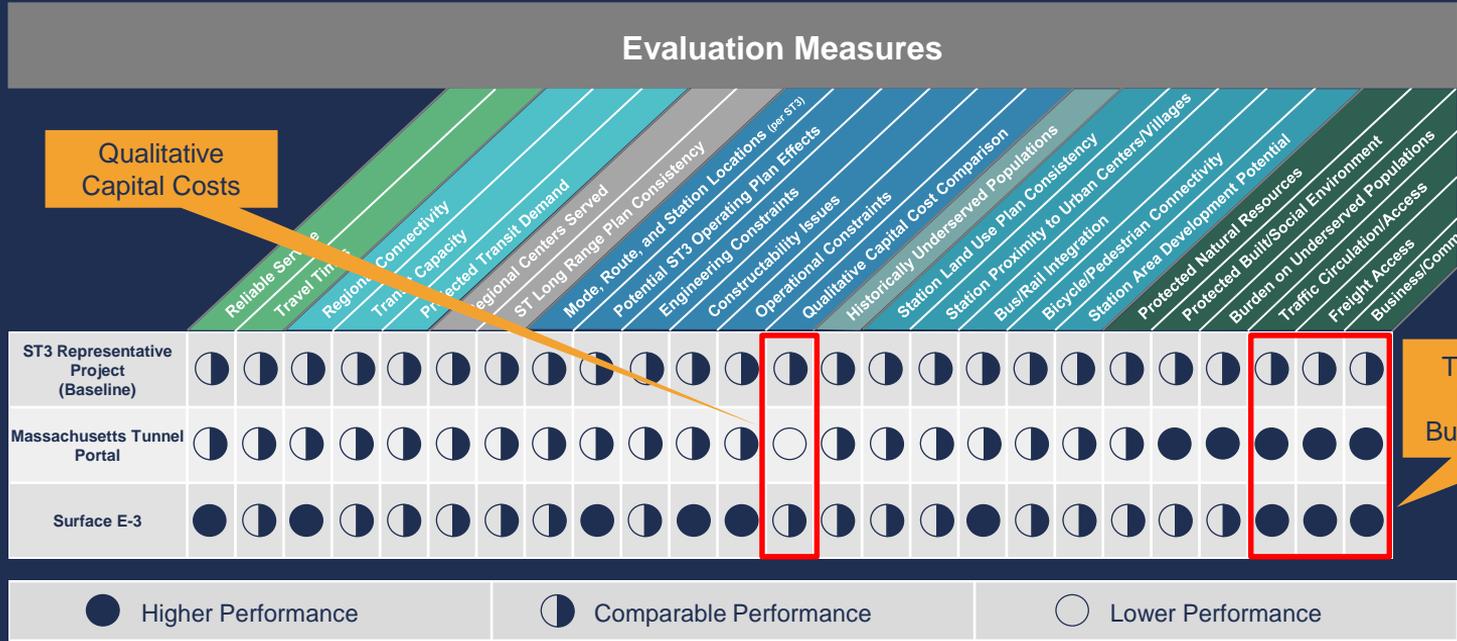
Bored tunnel



Station location alternative (straddle S Jackson St)
 Note: applicable to both cut and cover and bored tunnel alternatives

- Existing Link station
- Proposed station (cut and cover)
- Potential Cut and Cover tunnel
- Potential Bored tunnel

Not to Scale



Qualitative Capital Costs

Traffic Circulation, Freight Access, Business/Commerce

SODO summary

Alternatives with more potential	ST3 Representative Project 	<ul style="list-style-type: none"> • Baseline for comparison
	Surface E-3 	<ul style="list-style-type: none"> • Less service disruption during construction • Accommodates Stadium Station on both lines • Eliminates existing grade crossings at Lander, Holgate; closes Royal Brougham
	Massachusetts Tunnel Portal 	<ul style="list-style-type: none"> • Reduces cut-and-cover construction on 5th Ave in Chinatown/Int'l District • Less service disruption during construction • Eliminates existing grade crossing at Holgate • Requires longer tunnel; more property; may require 3rd Party funding
Not practical suggestions	Maintain buses on E-3	<ul style="list-style-type: none"> • Not practical due to ROW constraints
	First Ave alignment	<ul style="list-style-type: none"> • Alignment and stations locations not consistent with ST3
	Design for potential extension south to Georgetown	<ul style="list-style-type: none"> • Not included in ST3 or long range plan

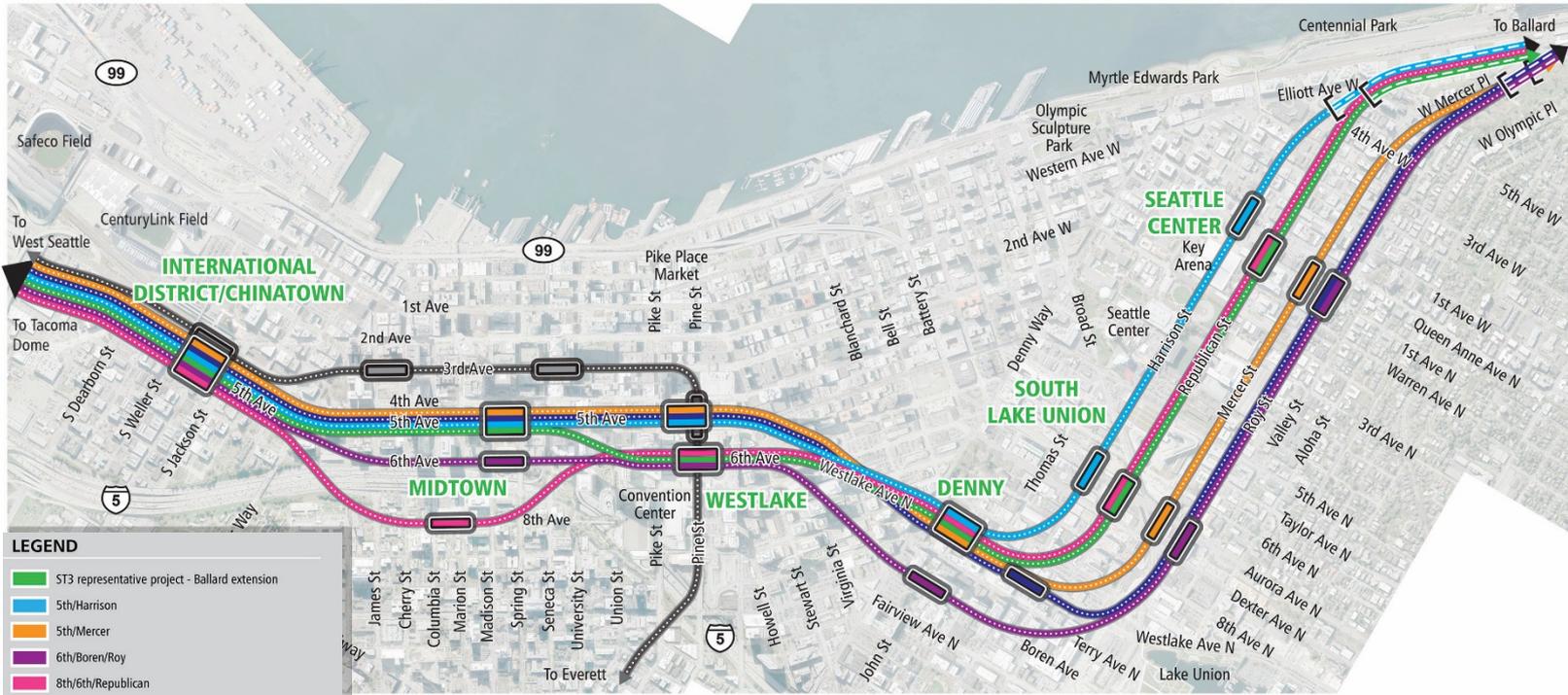
SODO Recommendations

	Alternative	Carry forward?	Do not carry forward?	Notes/Comments
Alternatives with more potential	ST3 Representative Project			
	Surface E-3	✓		
	Massachusetts Tunnel Portal	✓		Consider hybrid with full grade separation
Not practical suggestions	Maintain buses on E-3		✓	Need to study impacts to buses during construction and long term
	First Ave alignment	✓		Explore modifications that meet operational requirements, including potential additional station to serve First Ave
	Design for potential extension south to Georgetown		✓	

Level 1 alternatives

Downtown Seattle

- ST3 Representative Project
- 5th/Mercer
- 5th/Harrison
- 6th/Boren/Roy
- 8th/6th/Republican
- 5th/Roy/Consolidated SLU Station



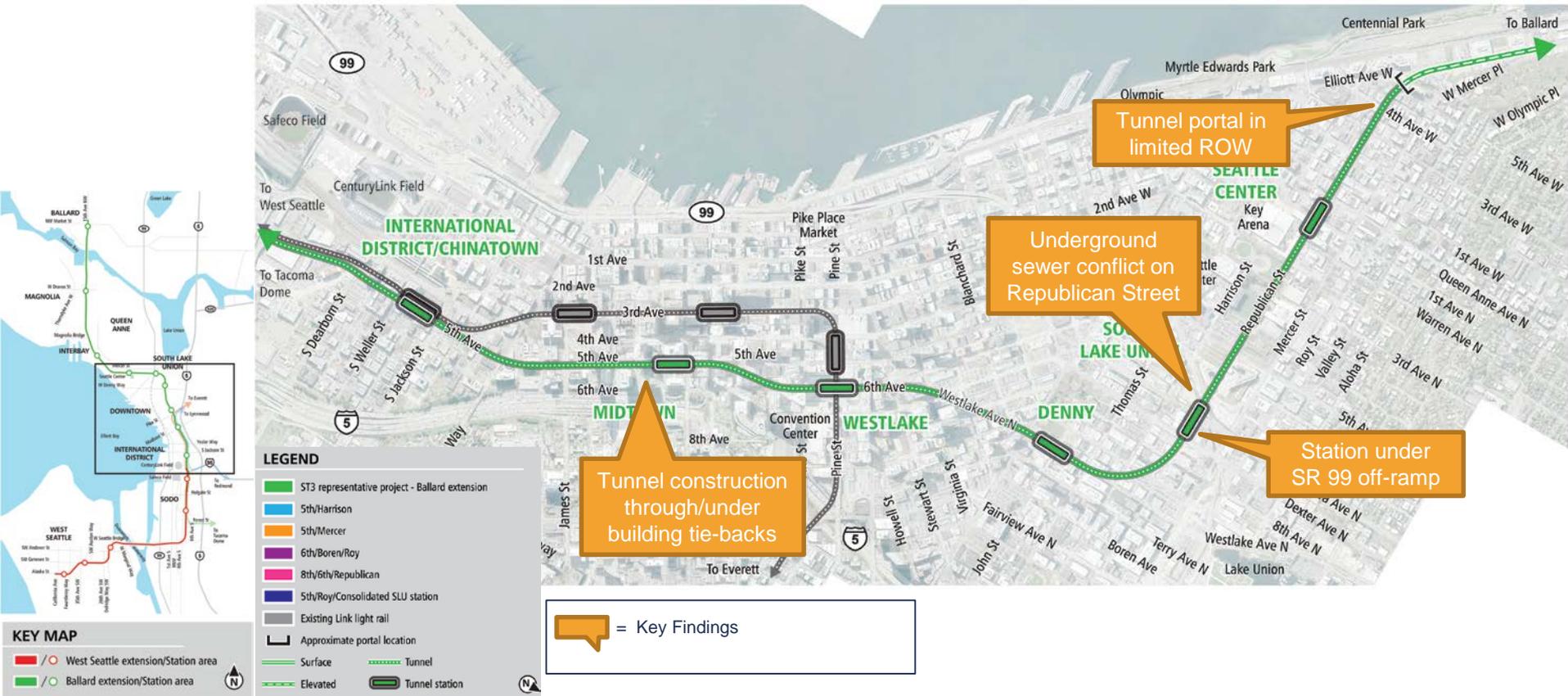
LEGEND

- █ ST3 representative project - Ballard extension
- █ 5th/Harrison
- █ 5th/Mercer
- █ 6th/Boren/Roy
- █ 8th/6th/Republican
- █ 5th/Roy/Consolidated SLU station
- █ Existing Link light rail
- Approximate portal location
- Surface
- - - - - Tunnel
- - - - - Elevated
- Tunnel station

KEY MAP

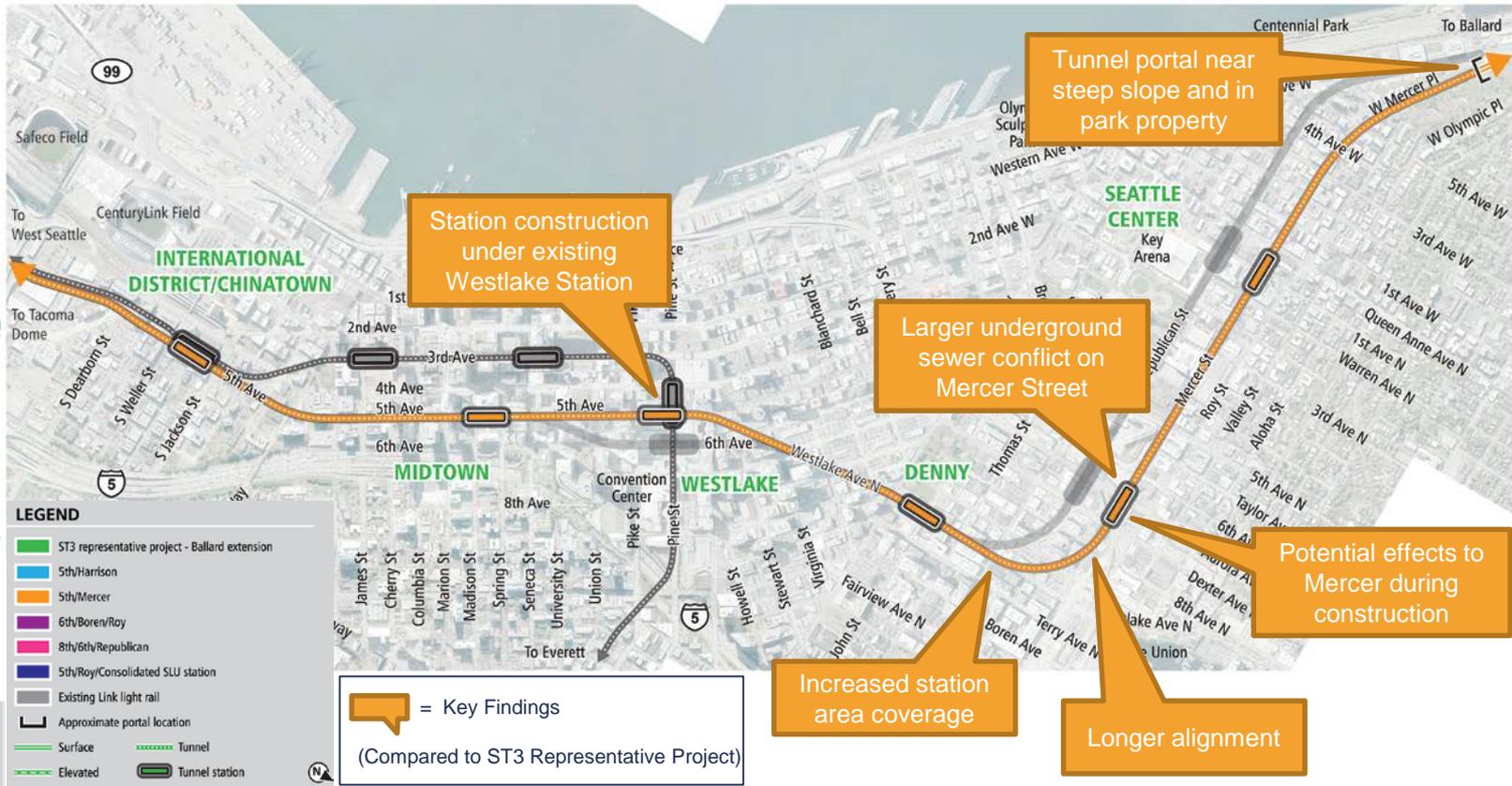
- / ○ West Seattle extension/Station area
- / ○ Ballard extension/Station area

Downtown — Level 1



Downtown

Key Level 1 findings – ST3 Representative Project



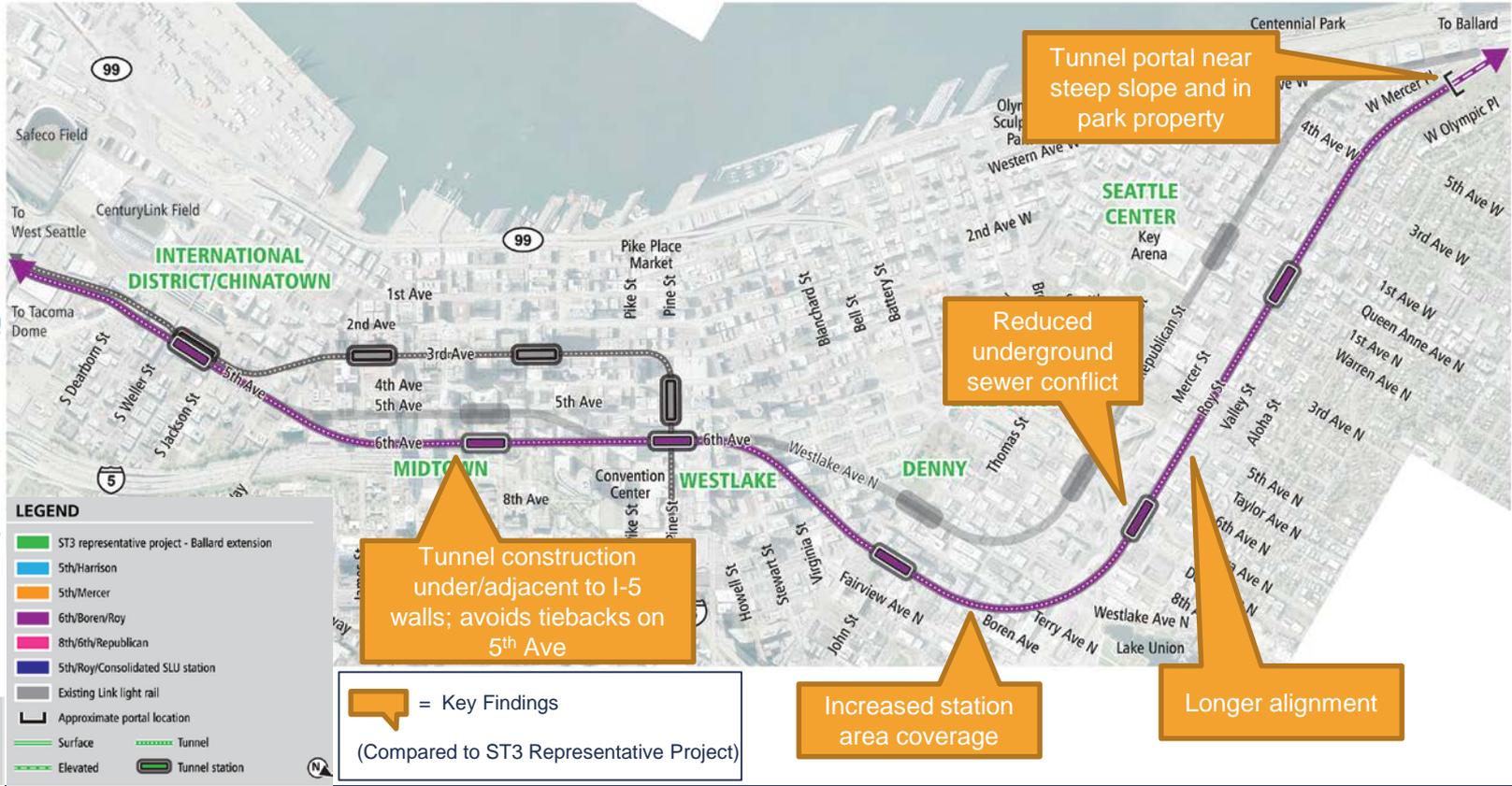
LEGEND

- ST3 representative project - Ballard extension
- 5th/Harrison
- 5th/Mercer
- 6th/Boren/Roy
- 8th/6th/Republican
- 5th/Roy/Consolidated SLU station
- Existing Link light rail
- Approximate portal location
- Surface
- Elevated
- Tunnel
- Tunnel station

 = Key Findings
(Compared to ST3 Representative Project)

Downtown

Key Level 1 findings – 5th/Mercer



LEGEND

- ST3 representative project - Ballard extension
- 5th/Harrison
- 5th/Mercer
- 6th/Boren/Roy
- 8th/6th/Republican
- 5th/Roy/Consolidated SLU station
- Existing Link light rail
- Approximate portal location
- Surface
- Elevated
- Tunnel
- Tunnel station

KEY MAP

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

Callout symbol = Key Findings
 (Compared to ST3 Representative Project)

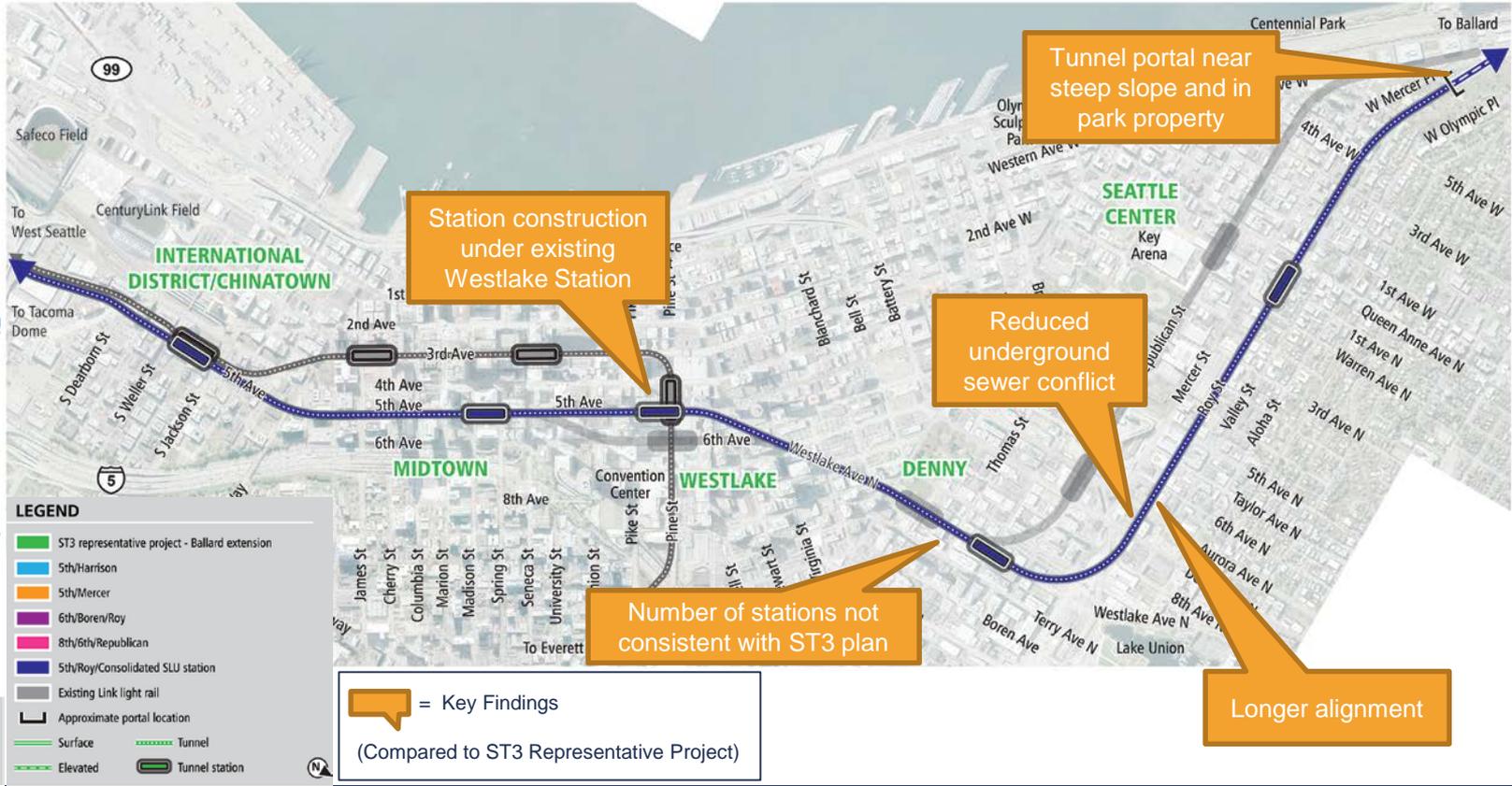
Downtown

Key Level 1 findings – 6th/Boren/Roy



Downtown

Key Level 1 findings – 8th/6th/Republican



LEGEND

- █ ST3 representative project - Ballard extension
- █ 5th/Harrison
- █ 5th/Mercer
- █ 6th/Boren/Roy
- █ 8th/6th/Republican
- █ 5th/Roy/Consolidated SLU station
- █ Existing Link light rail
- Approximate portal location
- Surface
- - - - - Tunnel
- - - - - Elevated
- Tunnel station

█ = Key Findings
 (Compared to ST3 Representative Project)

Tunnel portal near steep slope and in park property

Station construction under existing Westlake Station

Reduced underground sewer conflict

Number of stations not consistent with ST3 plan

Longer alignment

Downtown

Key Level 1 findings – *5th/Roy/Consolidated SLU Station*

Downtown

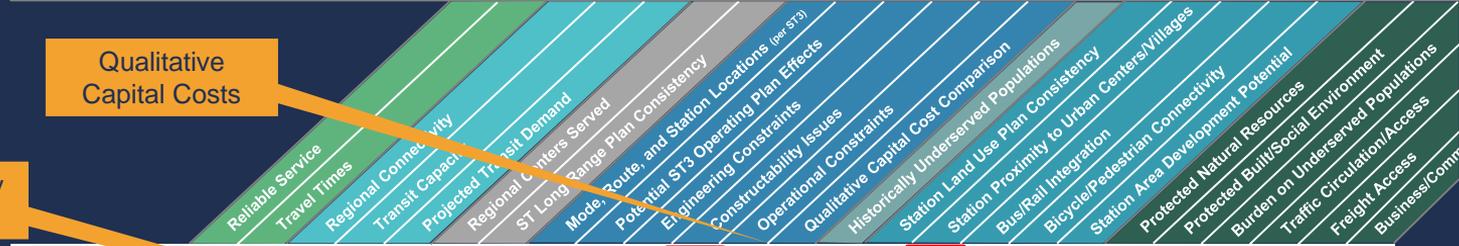
Segment Alternatives

Evaluation Measures

Qualitative Capital Costs

Constructability Issues

Station proximity to Urban Centers/Villages



	Reliable Service	Travel Times	Regional Connectivity	Transit Capacity	Projected Transit Demand	Regional Centers Served	ST Long Range Plan Consistency	Mode, Route, and Station Locations (per ST3)	Potential ST3 Operating Plan Effects	Engineering Constraints	Constructability Issues	Operational Constraints	Qualitative Capital Costs	Historically Underserved Populations	Station Land Use Plan Consistency	Station Proximity to Urban Centers/Villages	Bus/Rail Integration	Bicycle/Pedestrian Connectivity	Station Area Development Potential	Protected Natural Resources	Burden on Underserved Populations	Traffic Circulation/Access	Freight Access	Business/Commerce
ST3 Representative Project (Baseline)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
5 th /Harrison	●	●	●	●	●	●	●	○	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
5 th /Mercer	●	●	●	●	●	●	●	○	○	●	○	●	●	●	●	●	○	●	●	○	○	○	●	●
6 th /Boren/Roy	●	●	●	●	●	●	●	●	●	●	○	●	○	●	○	●	○	●	●	●	●	●	●	●
8 th /6 th /Republican	●	●	○	○	●	●	○	○	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○
5 th /Roy/Consolidated SLU Station	●	●	●	●	●	○	○	●	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○



Downtown summary

Alternatives with more potential	ST3 Representative Project 	<ul style="list-style-type: none"> • Baseline for comparison
	5th/Harrison 	<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Decreased station coverage; potentially move Denny Station south
	6th/Boren/Roy 	<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Increases construction risk due to I-5 walls along 6th Ave; avoids tiebacks on 5th Ave
Alternatives with greater challenges	5th/Mercer 	<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Increases construction risk due to large sewer on Mercer
	5th/Roy/Consolidated SLU Station 	<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Consolidates stations; potentially not consistent with ST3
	8th/6th/Republican (First Hill) 	<ul style="list-style-type: none"> • Increases construction risk due to two crossings under I-5 • First Hill station not consistent with ST3
Not practical suggestions	Use Downtown Seattle Transit Tunnel (DSTT)	<ul style="list-style-type: none"> • Existing DSTT capacity constraints
	Design for potential extensions to north and/or east	<ul style="list-style-type: none"> • Extensions to north and/or east not included in ST3 or long range plan

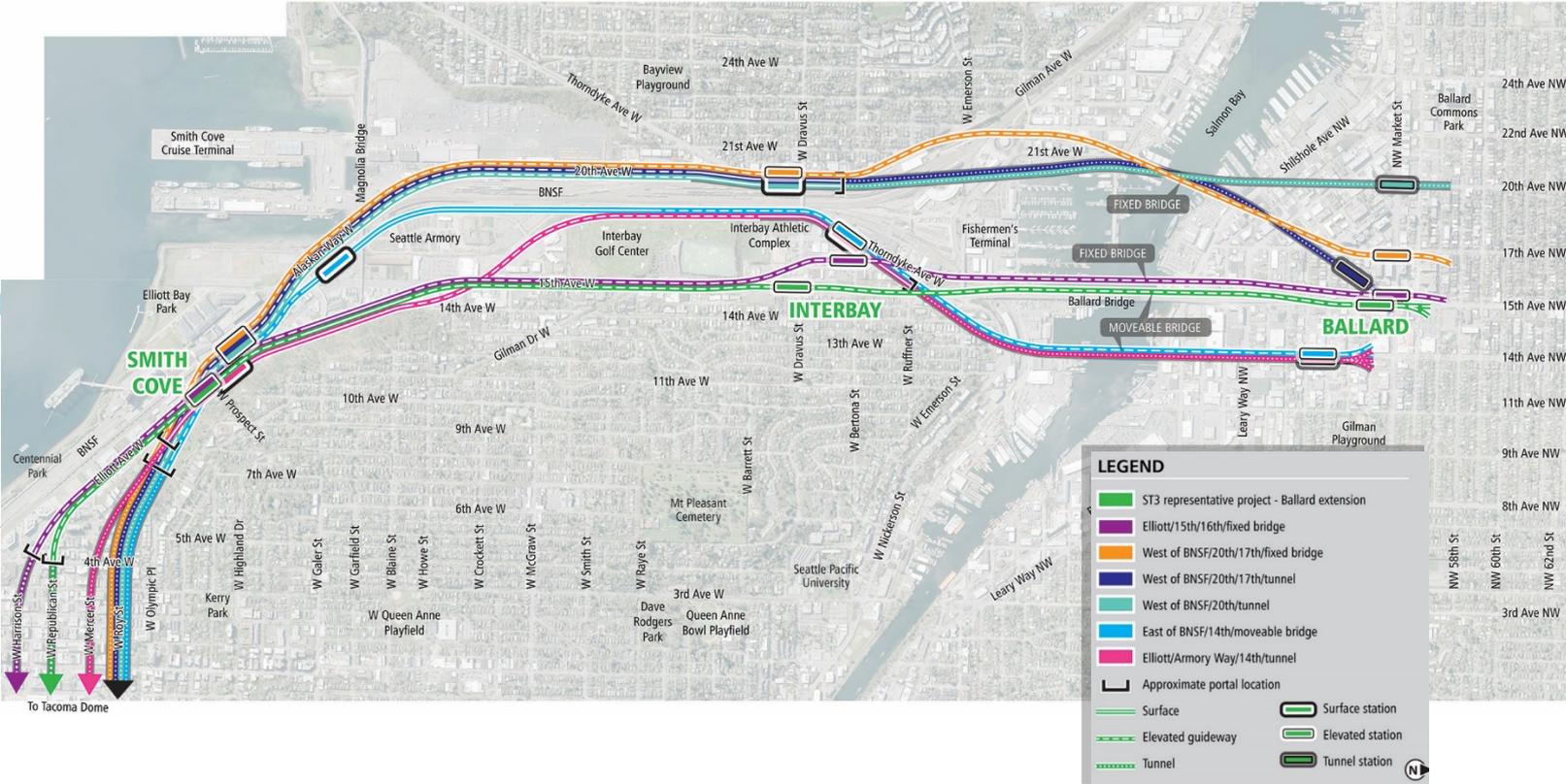
Downtown Recommendations

	Alternative	Carry forward?	Do not carry forward?	Notes/Comments
Alternatives with more potential	ST3 Representative Project			
	5th/Harrison	✓		
	6th/Boren/Roy	✓		Move Seattle Center station south
Alternatives with greater challenges	5th/Mercer		✓	Freight impacts on Mercer; some prefer Seattle Center station location
	5th/Roy/Consolidated SLU Station		✓	
	8th/6th/Republican (First Hill)	✓		Mix of opinions on carrying forward
Not practical suggestions	Use Downtown Seattle Transit Tunnel (DSTT)		✓	
	Design for potential extensions to north and/or east		✓	

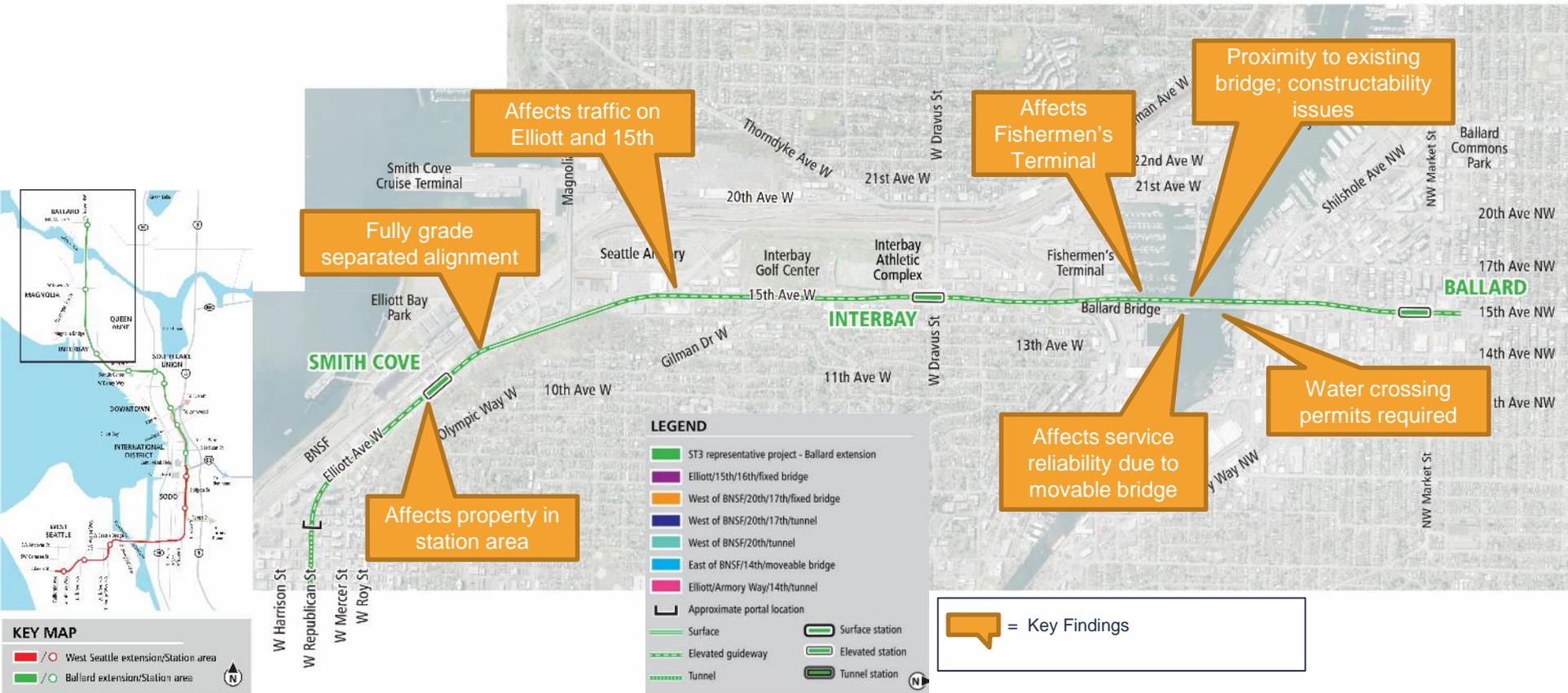
Level 1 alternatives

Interbay/Ballard

- ST3 Representative Project
- Elliott/15th/16th/Fixed Bridge
- West of BNSF/20th/17th/Fixed Bridge
- West of BNSF/20th/17th/Tunnel
- East of BNSF/14th/Movable Bridge
- Elliott/Armory Way/14th/Tunnel
- West of BNSF/20th/Tunnel

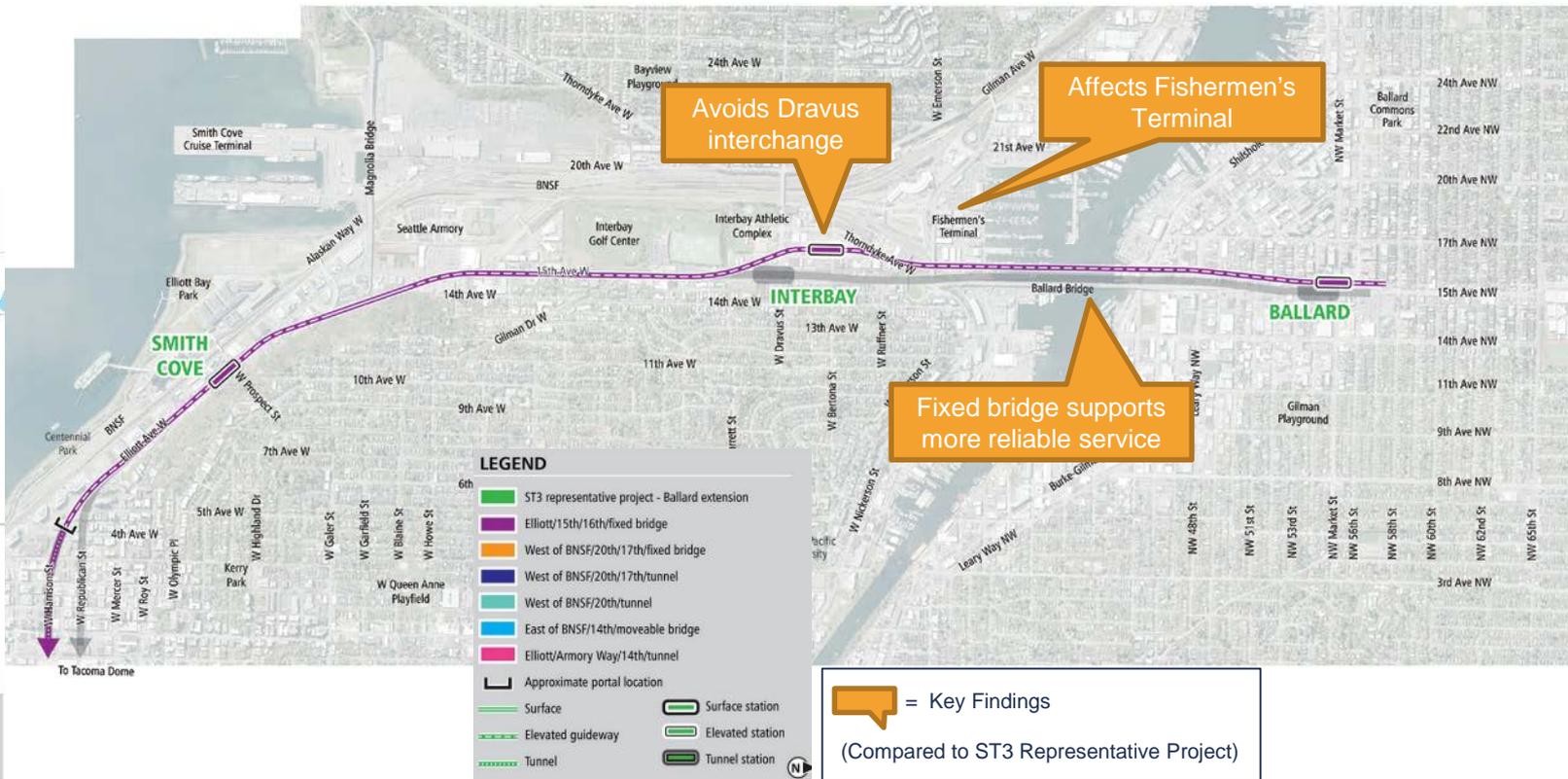


Interbay / Ballard – Level 1



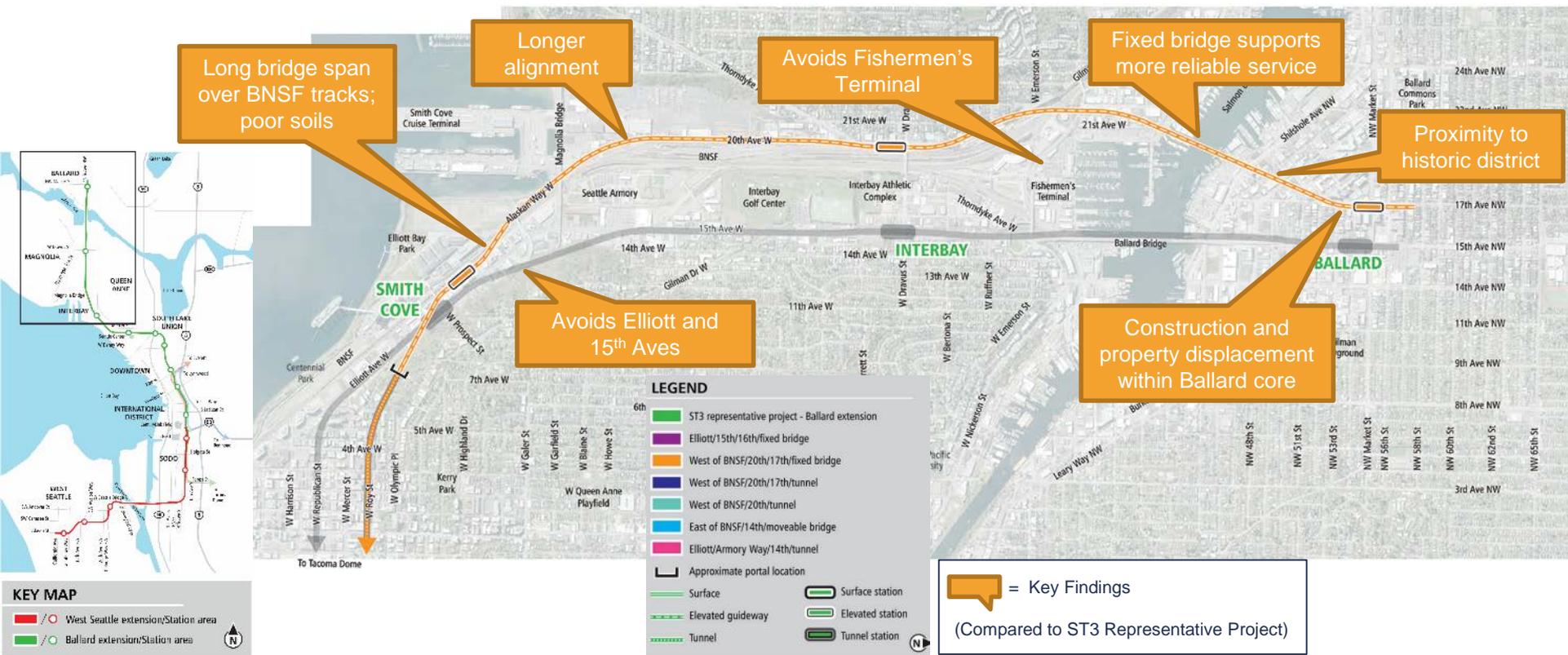
Interbay/Ballard

Key Level 1 findings – *ST3 Representative Project*



Interbay/Ballard

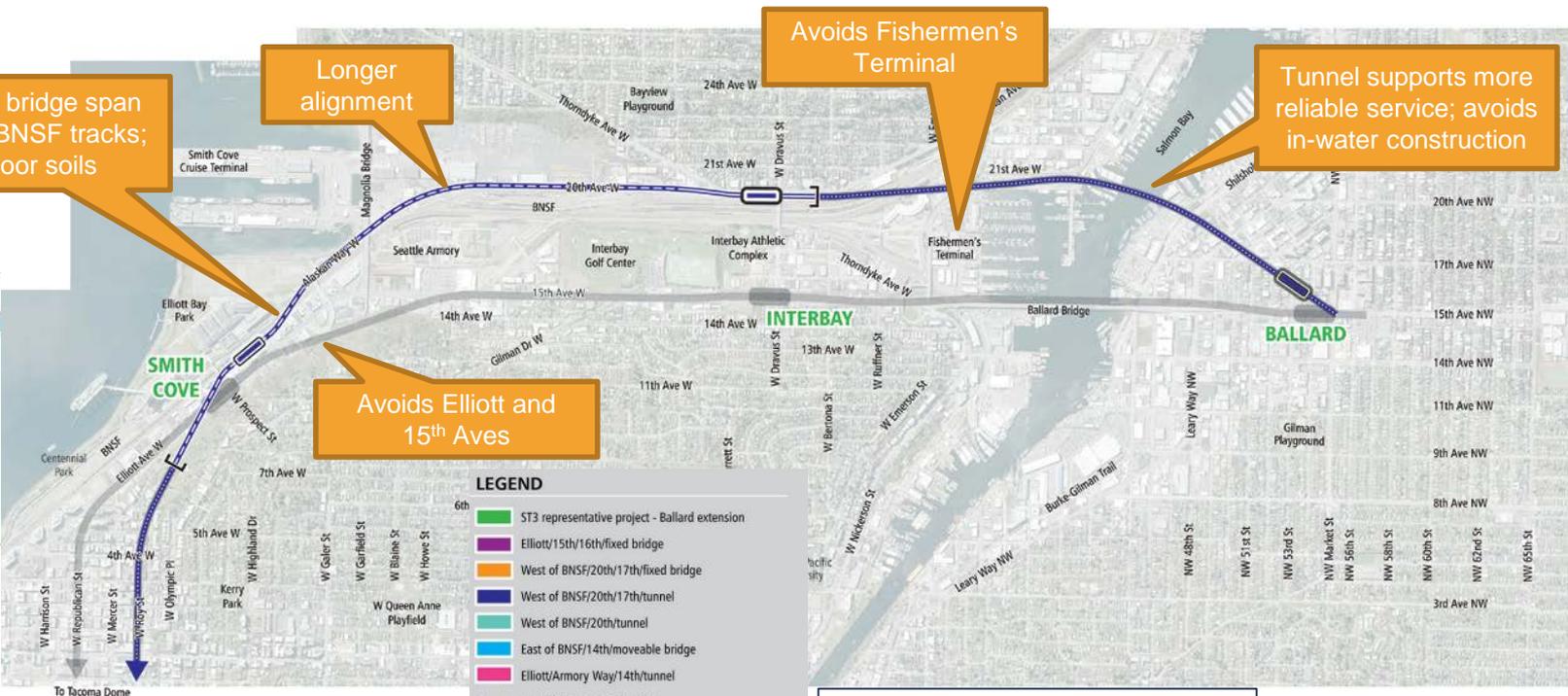
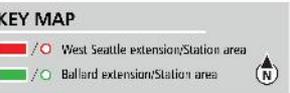
Key Level 1 findings – *Elliott/15th/16th/Fixed Bridge*



Interbay/Ballard

Key Level 1 findings – *West of BNSF/20th/17th/Fixed Bridge*

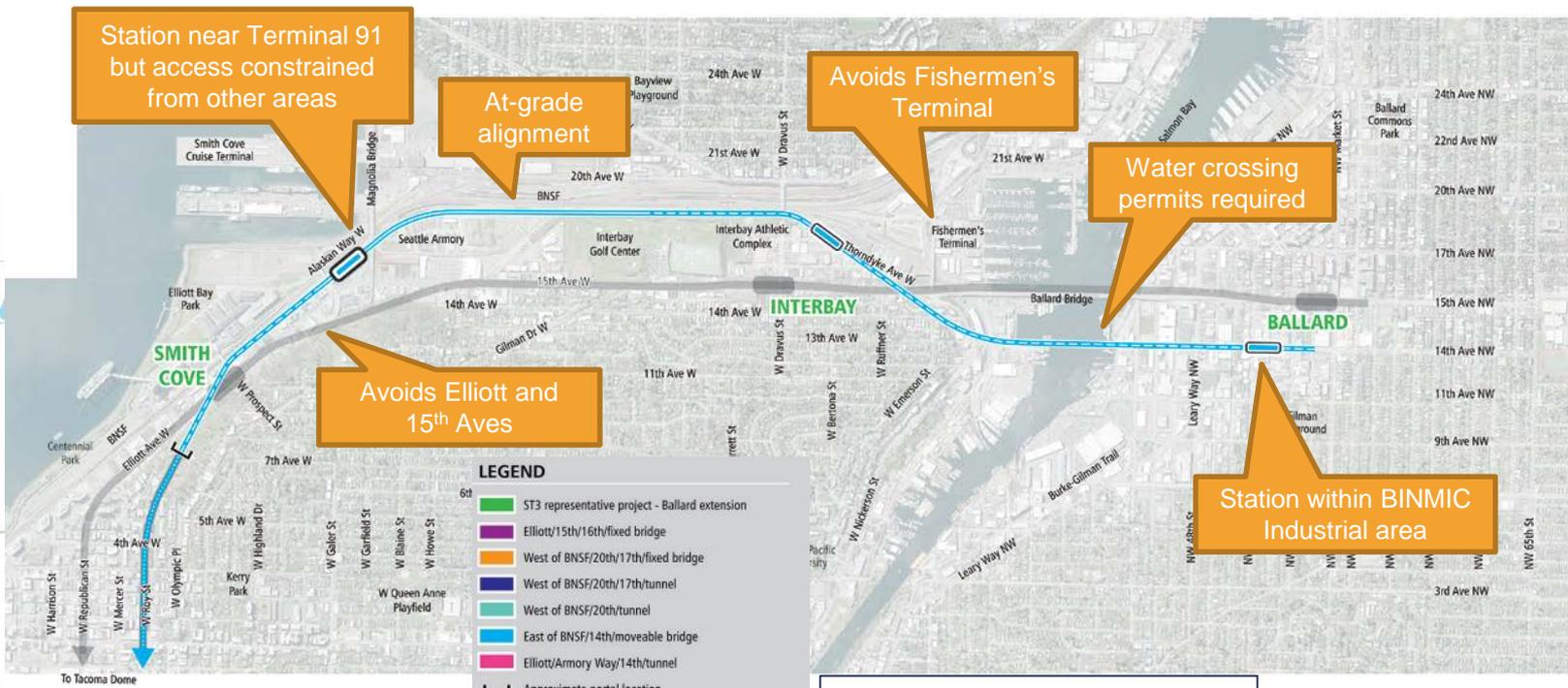
= Key Findings
(Compared to ST3 Representative Project)



 = Key Findings
 (Compared to ST3 Representative Project)

Interbay/Ballard

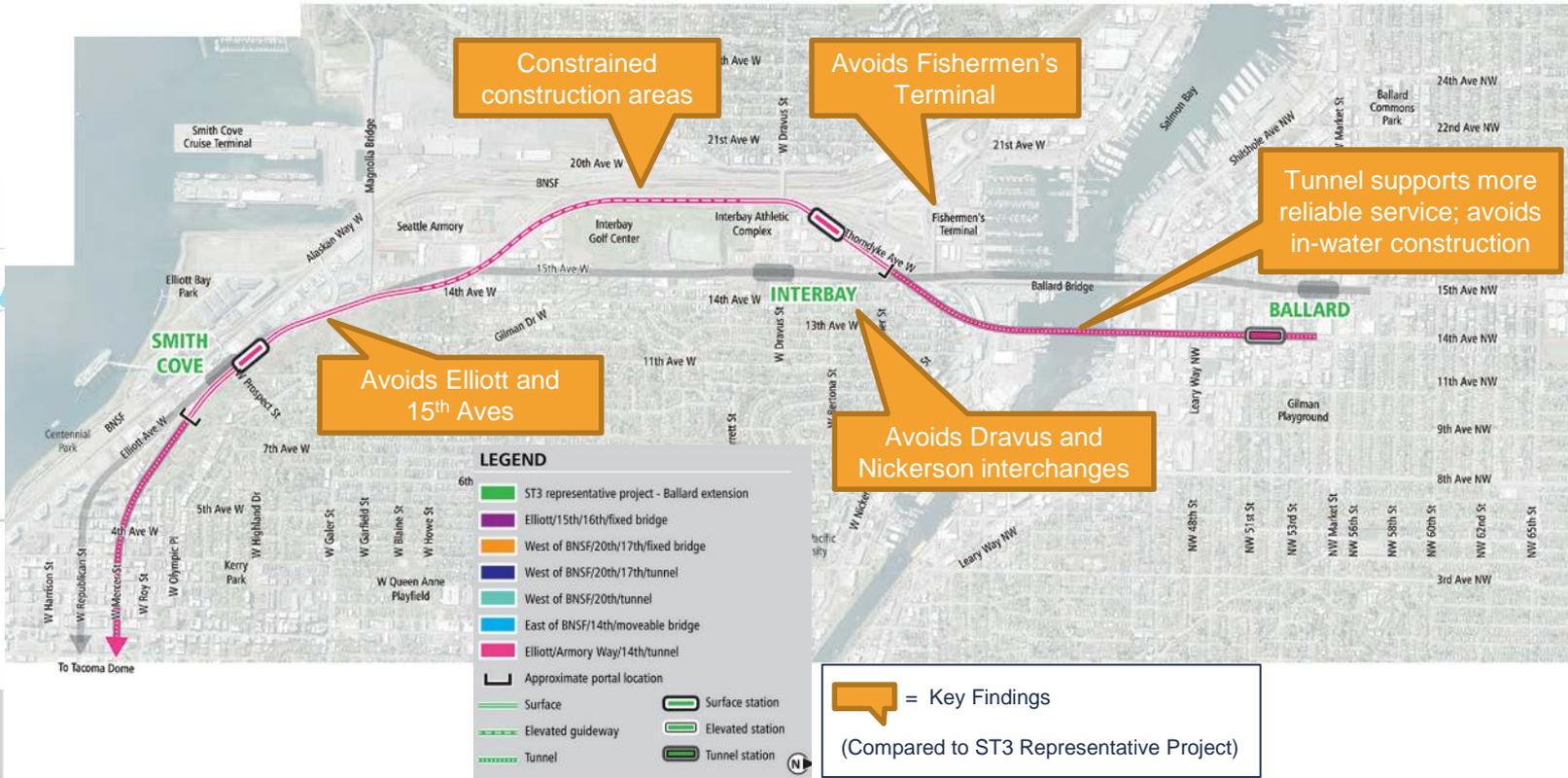
Key Level 1 findings – *West of BNSF/20th/17th/Tunnel*



= Key Findings
 (Compared to ST3 Representative Project)

Interbay/Ballard

Key Level 1 findings – *East of BNSF/14th/Movable Bridge*



Interbay/Ballard

Key Level 1 findings – *Elliott/Armory Way/14th/Tunnel*



Long bridge span over BNSF tracks; poor soils

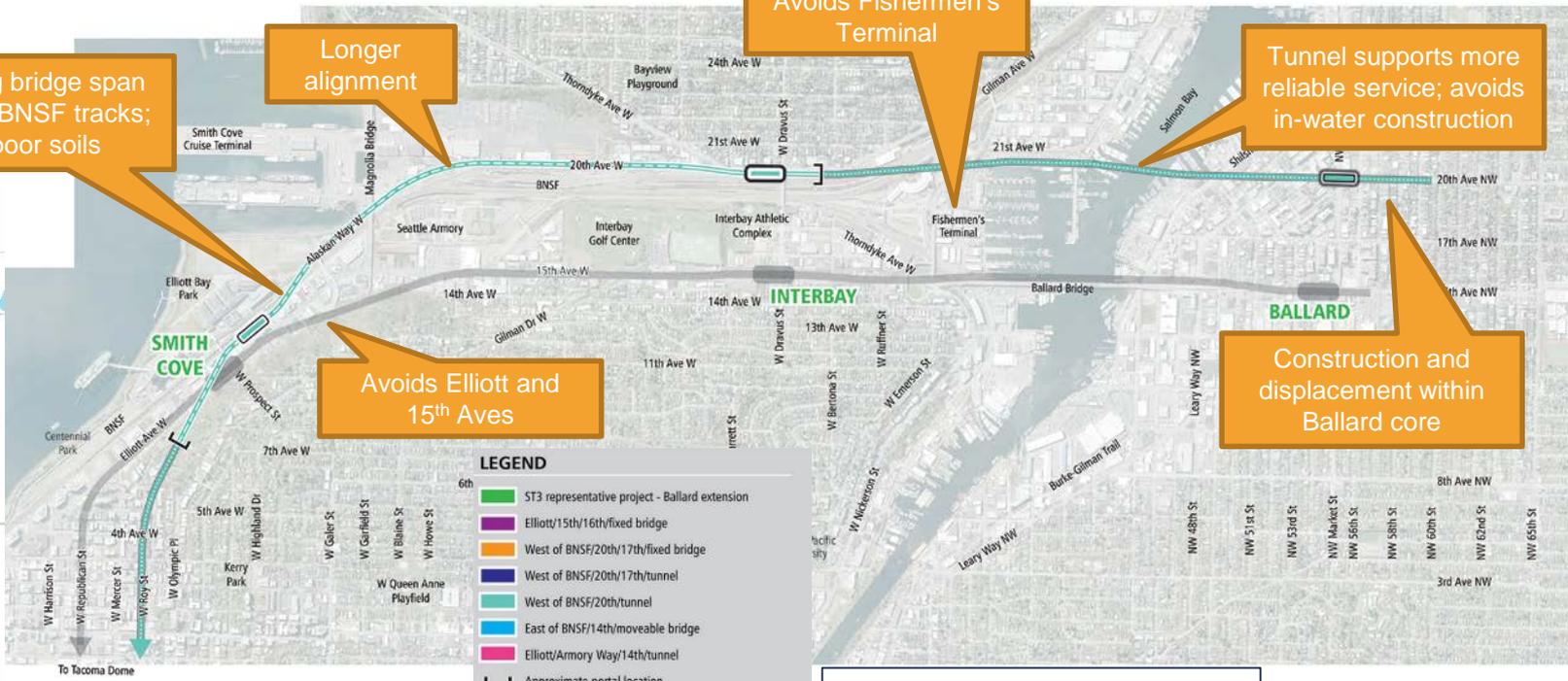
Longer alignment

Avoids Fishermen's Terminal

Tunnel supports more reliable service; avoids in-water construction

Avoids Elliott and 15th Aves

Construction and displacement within Ballard core



LEGEND

- █ ST3 representative project - Ballard extension
- █ Elliott/15th/16th/fixed bridge
- █ West of BNSF/20th/17th/fixed bridge
- █ West of BNSF/20th/17th/tunnel
- █ West of BNSF/20th/tunnel
- █ East of BNSF/14th/moveable bridge
- █ Elliott/Armory Way/14th/tunnel
- Approximate portal location
- Surface
- Elevated guideway
- Tunnel
- Surface station
- Elevated station
- Tunnel station

█ = Key Findings
(Compared to ST3 Representative Project)

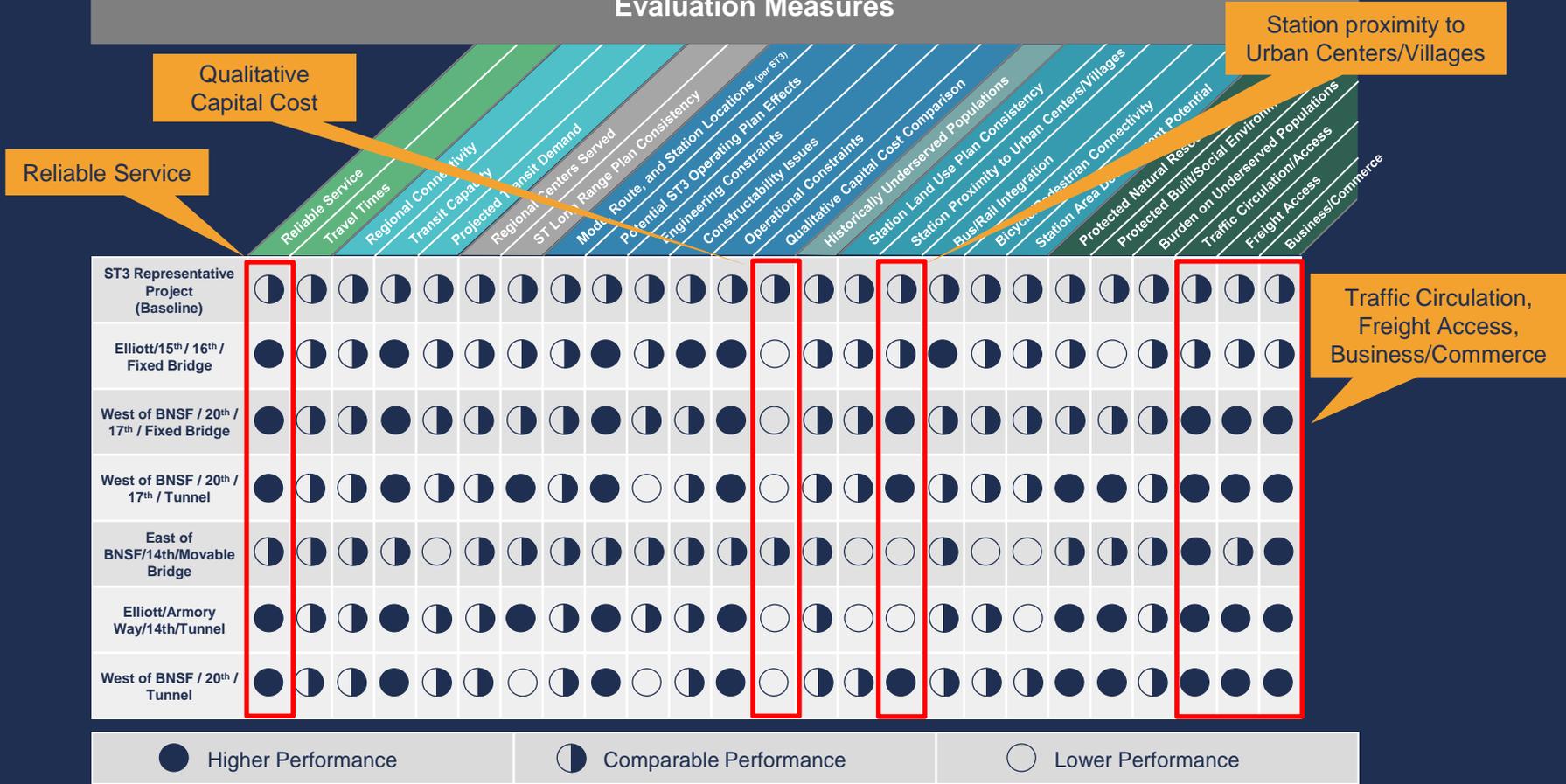
Interbay/Ballard

Key Level 1 findings – *West of BNSF/20th/Tunnel*

Interbay / Ballard

Segment Alternatives

Evaluation Measures



Interbay / Ballard summary

Alternatives with more potential	ST3 Representative Project 	<ul style="list-style-type: none"> • Baseline for comparison
	Elliott/15 th /16 th /Fixed Bridge 	<ul style="list-style-type: none"> • Avoids 15th Ave/Dravus interchange • Supports more reliable service (no bridge openings)
	West of BNSF/20 th /17 th /Fixed Bridge 	<ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave and Fishermen's Terminal • Supports more reliable service
	East of BNSF/14 th /Movable Bridge 	<ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave and Fishermen's Terminal • Locates station on 14th Ave within industrial area
	West of BNSF/20 th /17 th Tunnel 	<ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave, Fishermen's Terminal and Salmon Bay • Requires tunnel; may require 3rd Party funding
	Elliott/Armory Way/14 th /Tunnel 	<ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave, Fishermen's Terminal and Salmon Bay • Requires tunnel; may require 3rd Party funding
Alternatives with greater challenges	West of BNSF/20 th /Tunnel 	<ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave, Fishermen's Terminal and Salmon Bay • Requires longer tunnel; may require 3rd Party funding • Requires construction and displacement within Ballard core
Not practical suggestions	Tunnel through Queen Anne/Interbay	<ul style="list-style-type: none"> • Depth and length impractical; would affect downtown tunnel depth
	Extensions to 65 th , 85 th , Northgate	<ul style="list-style-type: none"> • Not included in ST3 plan
	Multi-modal Salmon Bay bridge	<ul style="list-style-type: none"> • ST3 plan defined project as rail-only bridge
	Eliminate or add stations	<ul style="list-style-type: none"> • Not consistent with ST3 plan

Interbay / Ballard Recommendations

	Alternative	Carry forward?	Do not carry forward?	Notes/Comments
Alternatives with more potential	ST3 Representative Project			
	Elliott/15 th /16 th /Fixed Bridge	✓		
	West of BNSF/20 th /17 th /Fixed Bridge	✓		
	East of BNSF/14 th /Movable Bridge	✓		
	West of BNSF/20 th /17 th Tunnel	✓		
	Elliott/Armory Way/14 th /Tunnel	✓		
Alternatives with greater challenges	West of BNSF/20 th /Tunnel	✓		Mix of opinions on carrying forward; agreement to carry forward
Not practical suggestions	Tunnel through Queen Anne/Interbay		✓	
	Extensions to 65 th , 85 th , Northgate		✓	
	Multi-modal Salmon Bay bridge		✓	Minority opinion to carry forward
	Eliminate or add stations		✓	

A light rail train is stopped at a station platform. Several people are walking along the platform. The train has a white body with blue and green decorative graphics. A blue circular sign with a white train icon is visible in the background. The scene is outdoors with buildings and trees in the distance.

Public and Stakeholder Engagement

Community engagement and collaboration



Meeting dates subject to change.



Neighborhood forums

Completed

- 4/21: Chinatown / Int'l District
- 4/23: Denny / SLU / Seattle Center

Upcoming

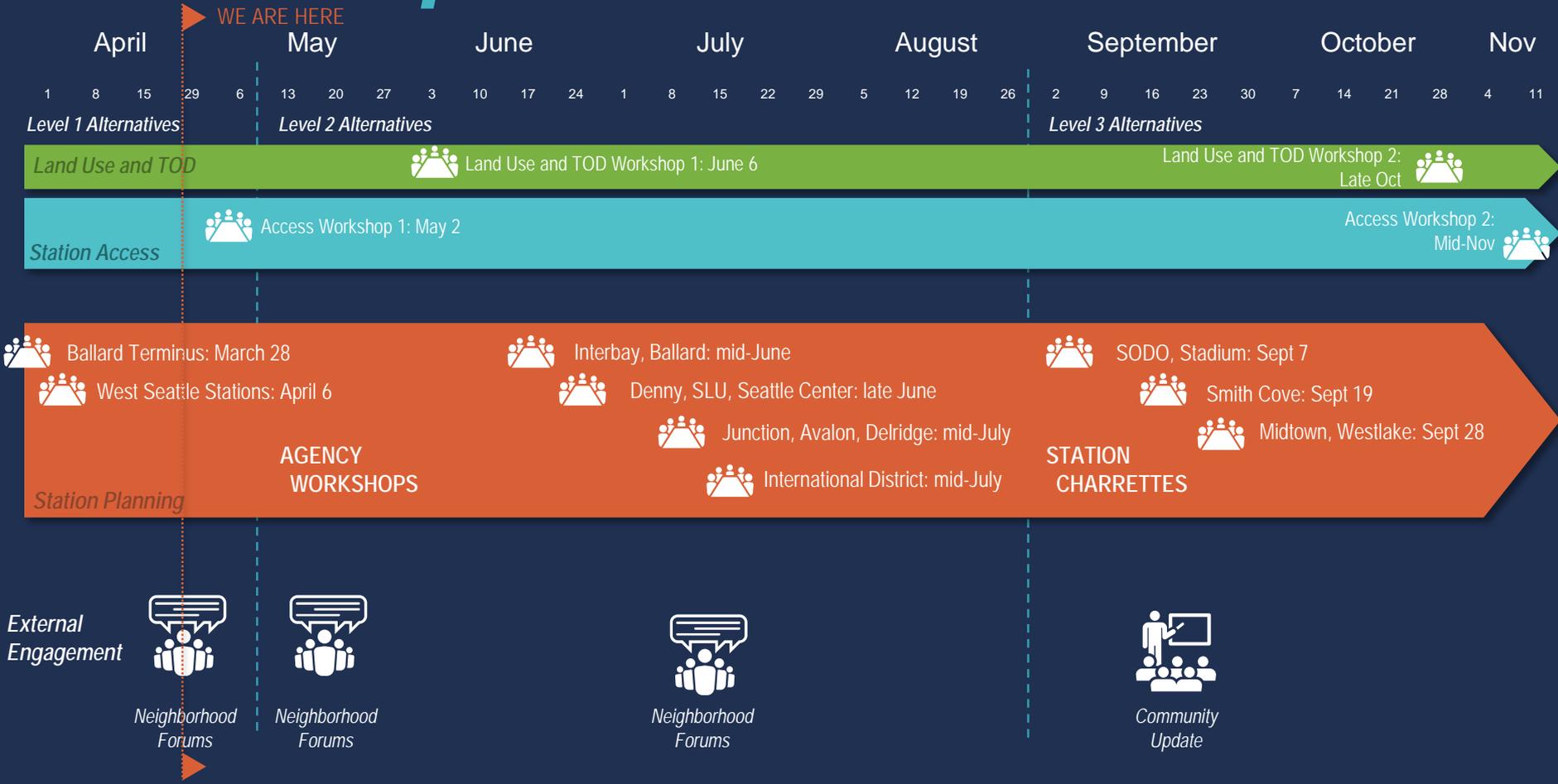
- 5/2: Midtown / Westlake
- 5/5: Delridge / Avalon / Alaska Junction
- 5/9: SODO / Stadium
- 5/12: Ballard / Interbay / Smith Cove



Agency Workshops

- Collaborative design-focused sessions on early station alternatives
- Ballard Terminus (March 28) and West Seattle Stations (April 6)
- Central Segment workshops scheduled for mid-May
- Attendance from City of Seattle, King County Metro, Port of Seattle

Workshop/Charrette Schedule



Station Planning Workflow

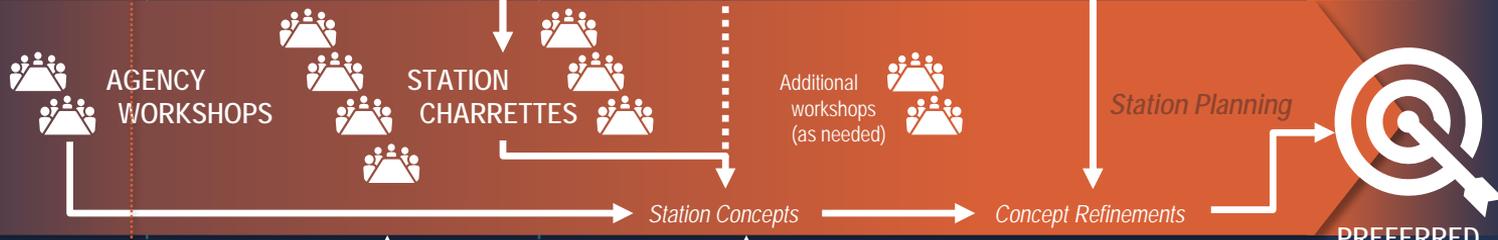
2018 J F M A **WE ARE HERE** M J J A S O N D 2019 J F M A M

Early Scoping /
Level 1 Alternatives

Level 2 Alternatives

Level 3 Alternatives

EIS Scoping



External
Engagement



Work continues in Phase 2



soundtransit.org/wsblink 

 **SOUNDTRANSIT**

SAG questions

- ST3 Plan consistency
- 3rd Party funding





ST3 Plan consistency

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



ST3 Plan consistency

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

West Seattle/Duwamish summary

Alternatives with more potential	ST3 Representative Project	<ul style="list-style-type: none"> • Baseline for comparison
	Oregon Street/Alaska Junction	<ul style="list-style-type: none"> • Avoids Fauntleroy and Alaska; better orientation south • Affects Oregon St and 44th Ave
	West Seattle Bridge/Fauntleroy	<ul style="list-style-type: none"> • Lessens effects to Junction and Delridge; better orientation south • Creates isolated Delridge Station
	Pigeon Ridge/West Seattle Tunnel	<ul style="list-style-type: none"> • Lessens effects to Port, Junction, Delridge; better orientation south • Requires two tunnels; may require 3rd Party funding
Alternatives with greater challenges	Yancy Street/West Seattle Tunnel	<ul style="list-style-type: none"> • Lessens effects to Junction and Delridge; better orientation south • Consolidates stations; potentially not consistent with ST3 Plan • Requires tunnel; may require 3rd Party funding
	West Seattle Golf Course/Alaska Junction (Tunnel)	<ul style="list-style-type: none"> • Crosses golf course, Section 4(f) • Lessens effects to Junction, Delridge • Eliminates station; potentially not consistent with ST3 Plan
Not practical suggestions	Tunnel under Duwamish	<ul style="list-style-type: none"> • Impractical tunnel depth and length
	West Seattle Bridge	<ul style="list-style-type: none"> • Existing structure not built to accommodate LRT • Constructability issues
	Gondola, rail/bus bridge	<ul style="list-style-type: none"> • Mode not consistent with ST3 Plan 
	Extensions to Alki, Admiral, etc.	<ul style="list-style-type: none"> • Not included in ST3 Plan or long range plan



ST3 Plan consistency

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

West Seattle/Duwamish summary

Alternatives with more potential	ST3 Representative Project	<ul style="list-style-type: none"> • Baseline for comparison
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ST3 Plan consistency

- Identifies mode, corridor, **number of stations, general station locations**
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West Seattle/Duwamish summary

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Not practical suggestions	Tunnel under Duwamish	<ul style="list-style-type: none"> • Impractical tunnel depth and length
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ST3 Plan consistency

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

West Seattle/Duwamish summary

Alternatives with more potential	ST3 Representative Project	<ul style="list-style-type: none"> • Baseline for comparison
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West Seattle/Duwamish summary

	ST3 Representative Project	<ul style="list-style-type: none"> • Baseline for comparison
Alternatives with more potential	Alaska Junction	<ul style="list-style-type: none"> • Avoids Fauntleroy and Alaska; better orientation south • Affects Oregon St and 44th Ave
	West Seattle Bridge/Fauntleroy	<ul style="list-style-type: none"> • Lessens effects to Junction and Delridge; better orientation south • Creates isolated Delridge Station
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	Extensions to Alki, Admiral, etc.	<ul style="list-style-type: none"> • Mode not consistent with ST3 Plan • Not included in ST3 Plan or long range plan

Funding identified?

Funding not identified?

may require 3rd Party funding

Intentionally blank