

West Seattle and Ballard Link Extensions

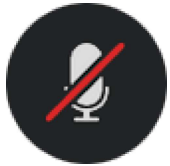
*Community
Advisory Groups
November 16, 2021*



Agenda

- Welcome and introductions
- Sound Transit and System Expansion
- West Seattle and Ballard Link Extensions
- City of Seattle and Sound Transit partnership
- Community engagement and collaboration
- Next steps and next meeting

Meeting etiquette and accessibility



Upon joining the meeting, please mute your line when you are not speaking to minimize audio feedback. Unmute before talking.



Please raise your “hand” if you have a question or comment. Facilitator will call on you to speak.



One person speaks at a time. Please reference a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.

You are viewing Chris Johnstone's screen

View Options

View



Mute



Stop Video



1

Participants



Polls



Chat



Share Screen



Raise Hand



Live Transcript



More

Leave

You are viewing Chris Johnstone's screen

View Options

View

Mute/Unmute



Unmute



Stop Video



Participants



Polls



Chat



Share Screen



Raise Hand



Live Transcript



More

Leave

You are viewing Chris Johnstone's screen

View Options

View



Raise Hand

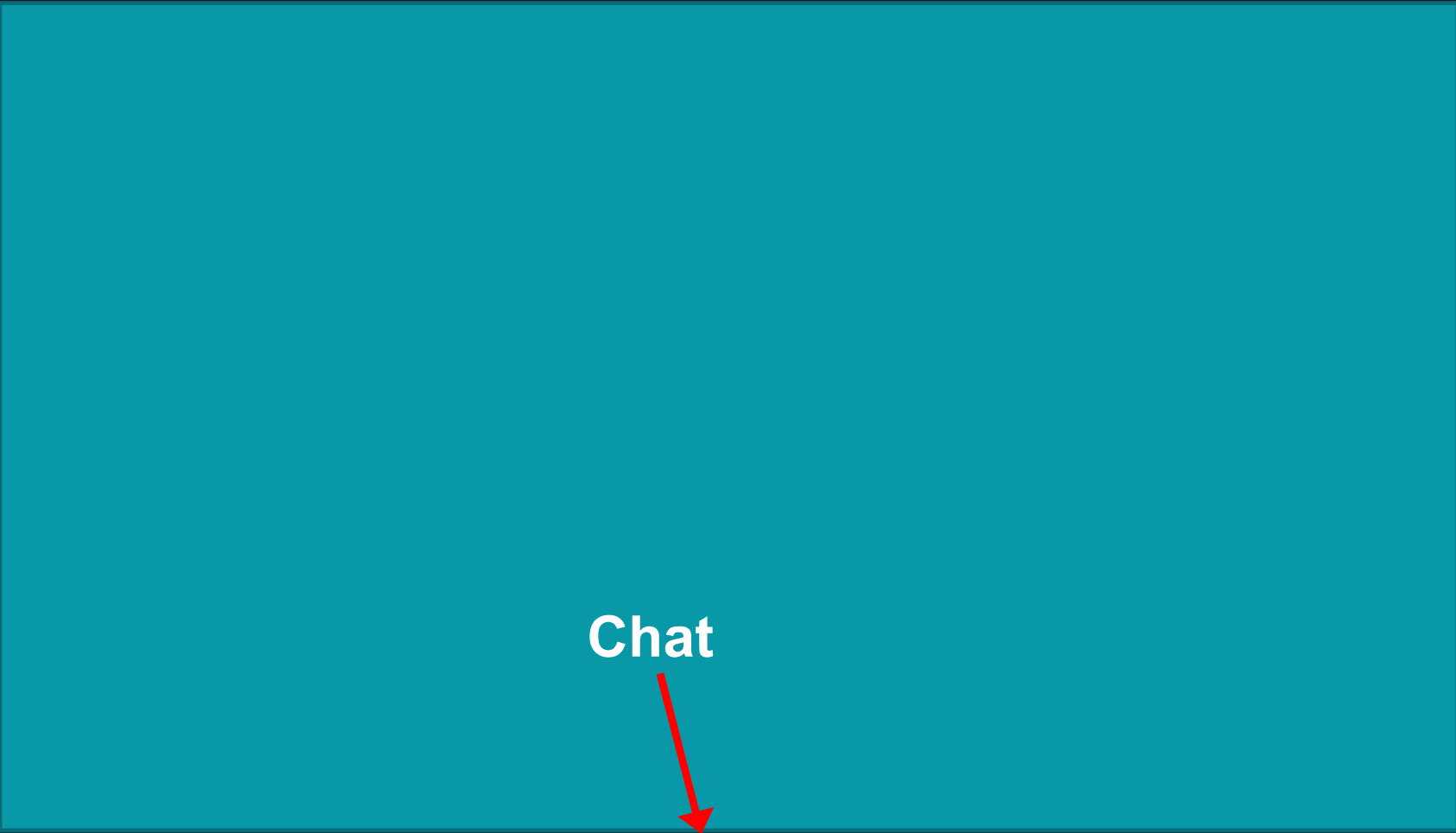
Mute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

You are viewing Chris Johnstone's screen

View Options

View



Chat



Mute Stop Video Participants 1 Polls Chat Share Screen Raise Hand Live Transcript More

Leave

You are viewing Chris Johnstone's screen

View Options

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Closed Caption



Mute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

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Introductions

Please share in the chat:

- 1) Your name,
- 2) Pronouns, and
- 3) Your favorite destination near light rail

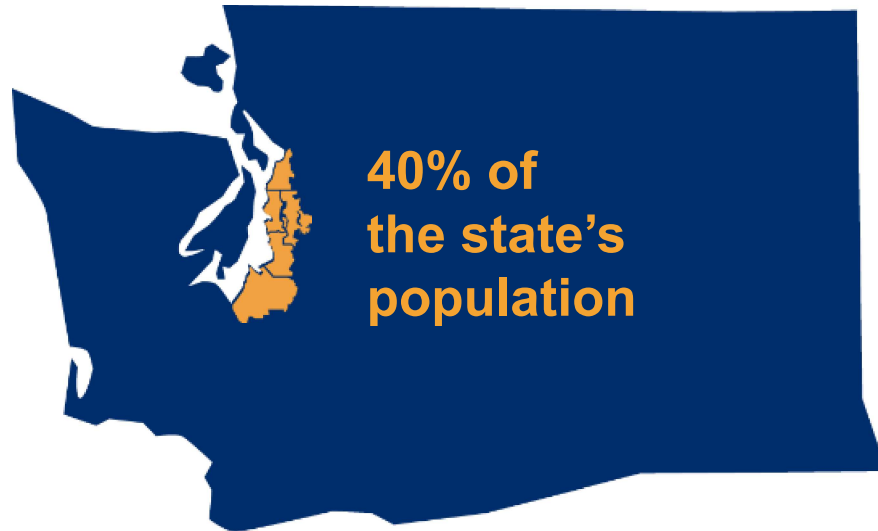
Agenda

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Sound Transit District

Serving a region of over 3 million



Approved by voters ✓

1996

Sound Move

- 21 Link stations
- 82 miles of Sounder commuter rail
- 18 ST Express bus routes

2008

ST2

- 25 new Link stations
- More Sounder trips
- Sounder south stations parking and access
- Express bus expansion

2016

ST3

- 37 new Link stations
- Three bus rapid transit routes
- Sounder north stations parking and access improvements
- Sounder south track, signal and platform improvements for more service, longer trains
- Two new Sounder stations



Sounder trains

- Service from Lakewood and Everett to Seattle.
- High capacity, peak-hour service.
- Speeds up to 79mph free from traffic.



ST Express regional bus

- 24 routes from Everett to DuPont to Issaquah.



Link light rail

- Fast, reliable service free from traffic.
- 25 new stations opening by 2024.



System expansion

Sound Transit's system expansion means every few years new light rail, bus rapid transit and commuter rail stations open throughout the region, providing fast, reliable alternatives to congested roads.

 [soundtransit.org/system](https://www.soundtransit.org/system)

Currently under construction

Link light rail extensions

- Hilltop Tacoma Link (6 stations, 2022).
- East Link (10 stations, 2023).
- Lynnwood (4 stations, 2024).
- Federal Way (3 stations, 2024).
- Downtown Redmond (2 stations, 2024).

Sounder

- Puyallup Station garage (2022).



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Project Background

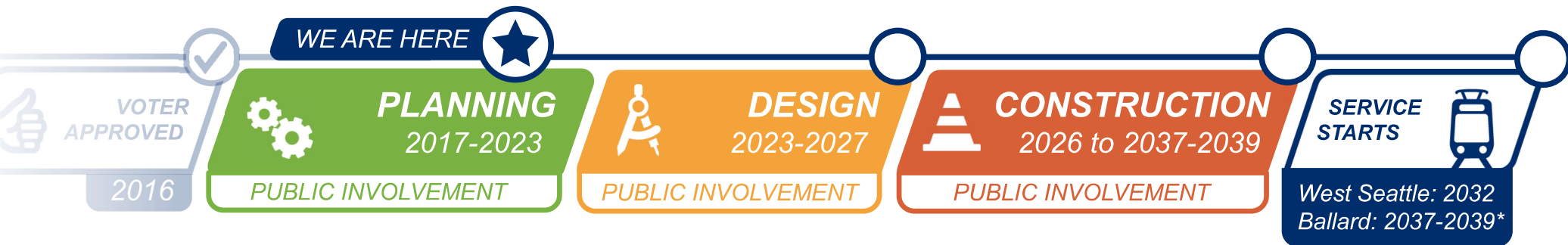


West Seattle and Ballard Link Extensions project (WSBLE)

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

West Seattle and Ballard Link Extensions

Project timeline



 **ST3**
APPROVED

2016



PLANNING



DESIGN

2017–2019

Alternatives development

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

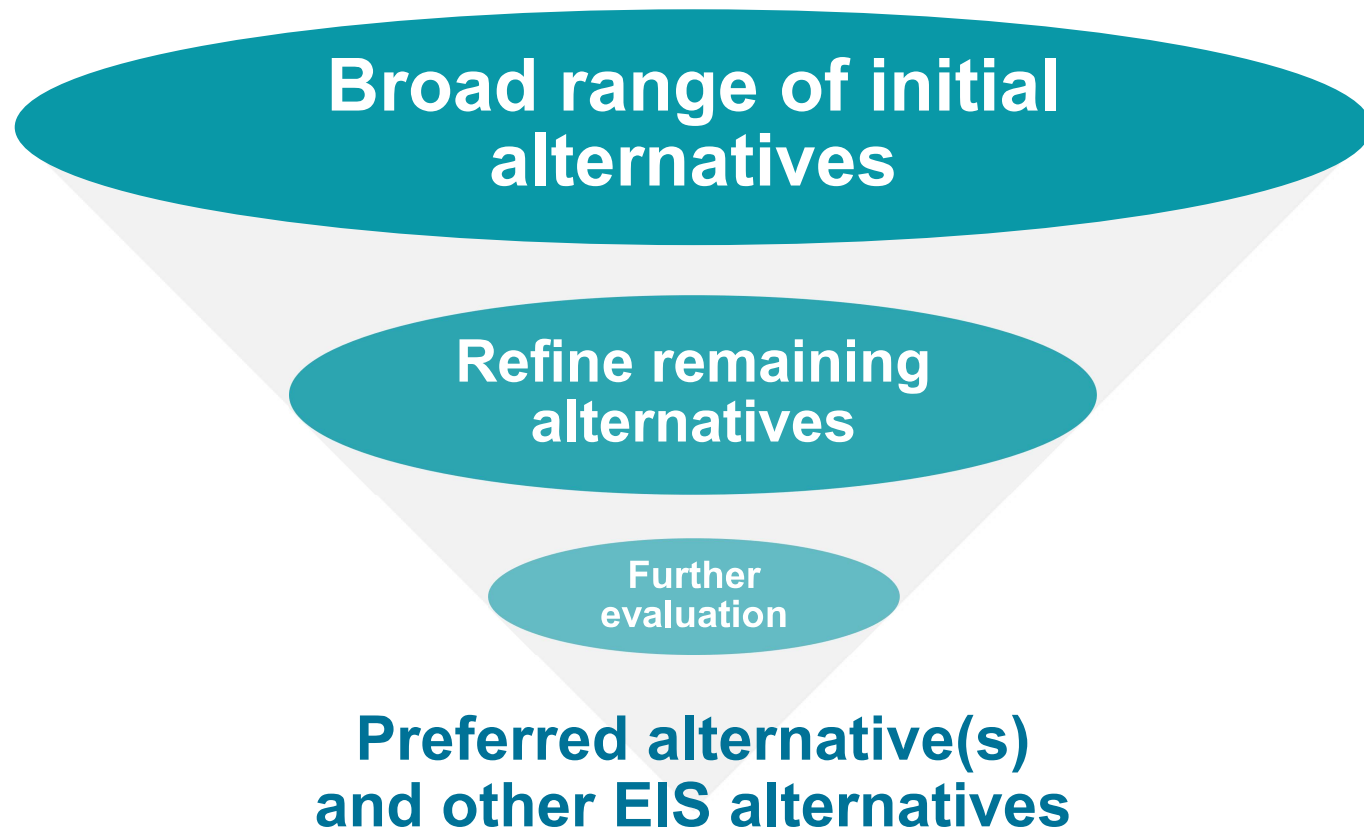
2019–2023

Environmental review

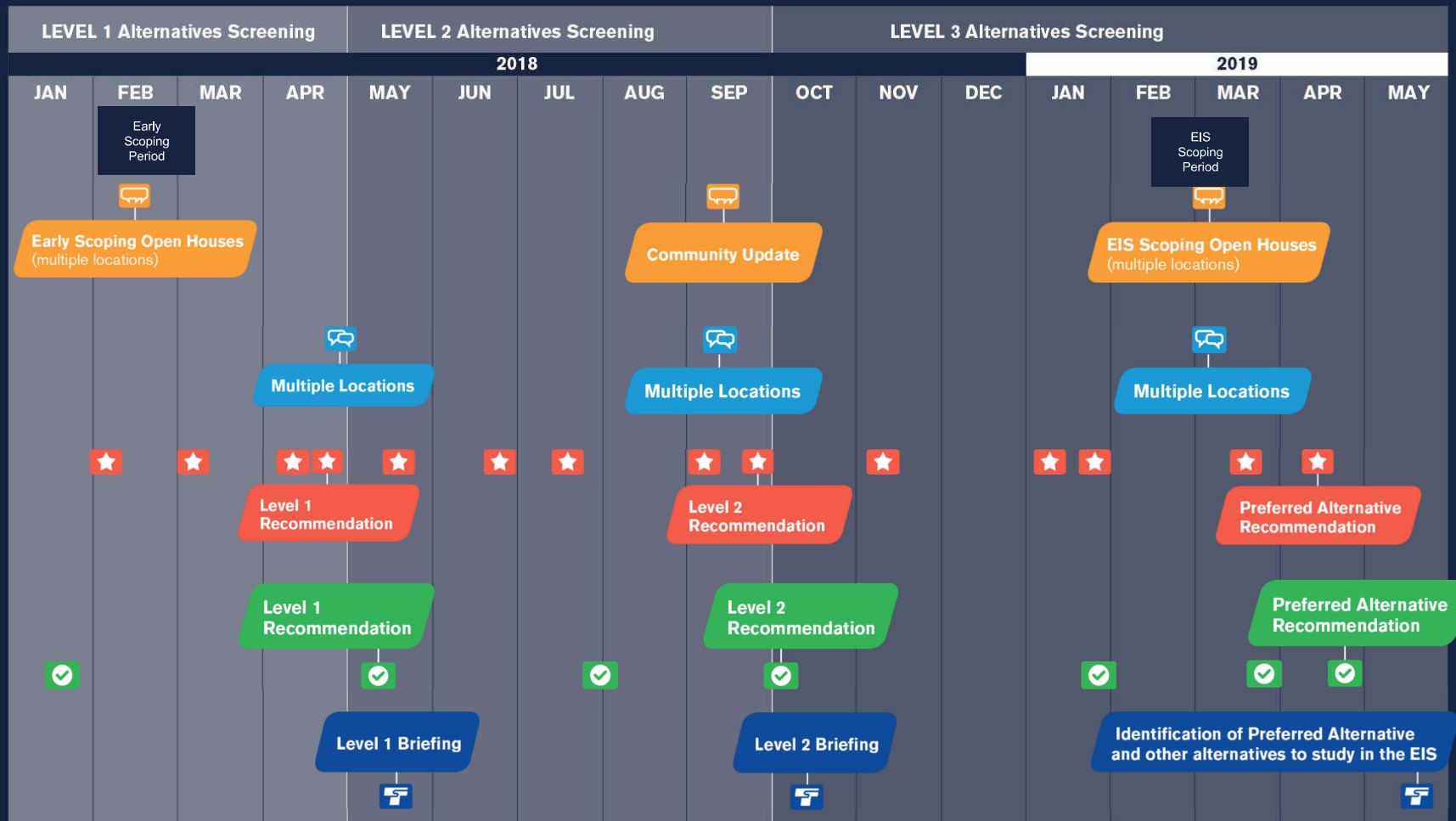
- Early 2022: Publish Draft EIS
- Public comment period
- Board confirms or modifies preferred alternatives
- 2023: Publish Final EIS
- Board selects projects to be built
- Federal Record of Decision

PUBLIC INVOLVEMENT

Alternatives development screening process









Community engagement and collaboration 2018-2019



Meeting dates subject to change.

Public outreach and involvement

Alternatives development phase: Jan 2018 – April 2019

-  **5,600+** responses to your comments and questions
-  **189** presentations to local community groups
-  **26** neighborhood fairs and festivals visited
-  **25** email updates sent to our subscribers
-  **21** stakeholder and elected leadership group meetings facilitated
-  **17** open houses and workshops held in your neighborhoods

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.

 **ST3**
APPROVED

2016



PLANNING



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2019–2023

Environmental review

Early 2022: Publish Draft EIS

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Federal Record of Decision

PUBLIC INVOLVEMENT

Environmental Review

So, what's an Environmental Impact Statement?

Or, "EIS" for short.

Provides agencies and the public an understanding of environmental consequences and assists in decision-making.

- 
- ✓ Scope
 - ✓ Range of alternatives
 - ✓ Potential impacts
 - ✓ Potential mitigation

What is typically studied in an EIS?

How a project affects...



What is typically studied in an EIS?

Transportation

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

Natural environment

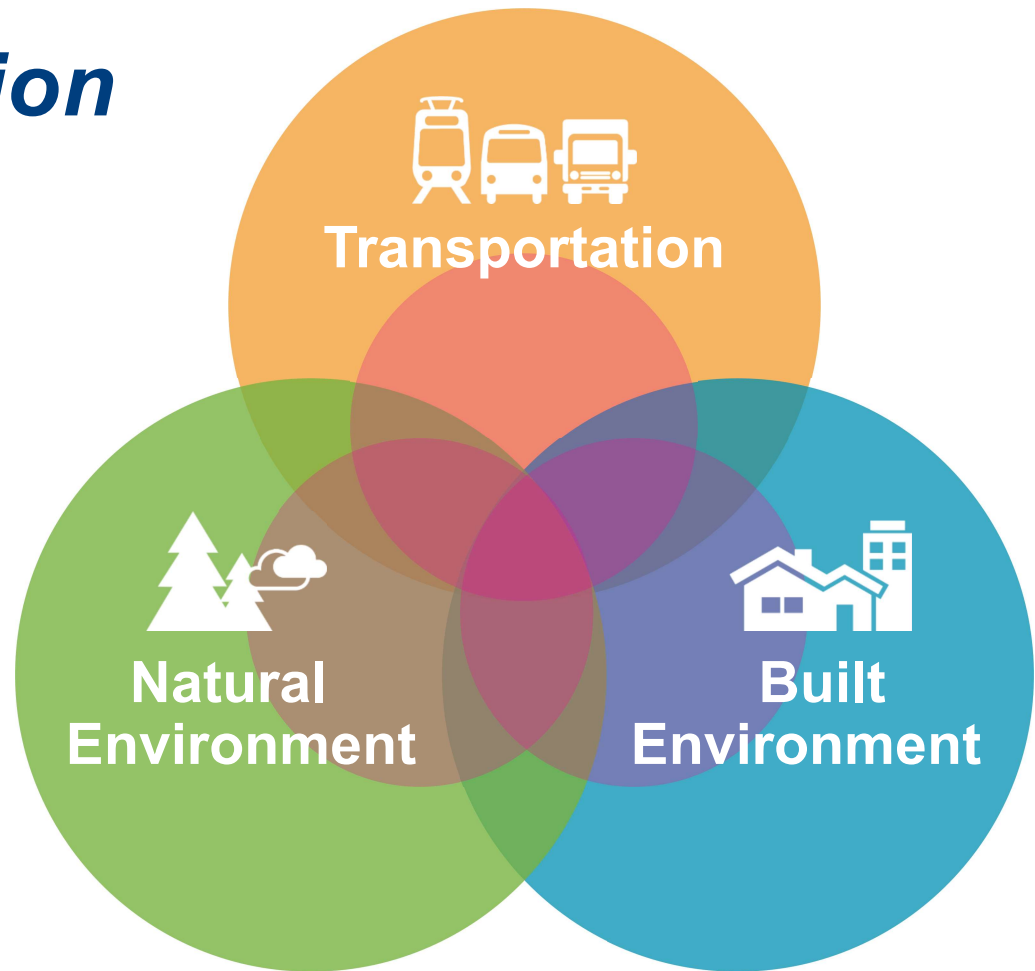
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

Built environment

- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities

Equity and inclusion

***Environmental justice
focus within each
area of the EIS***

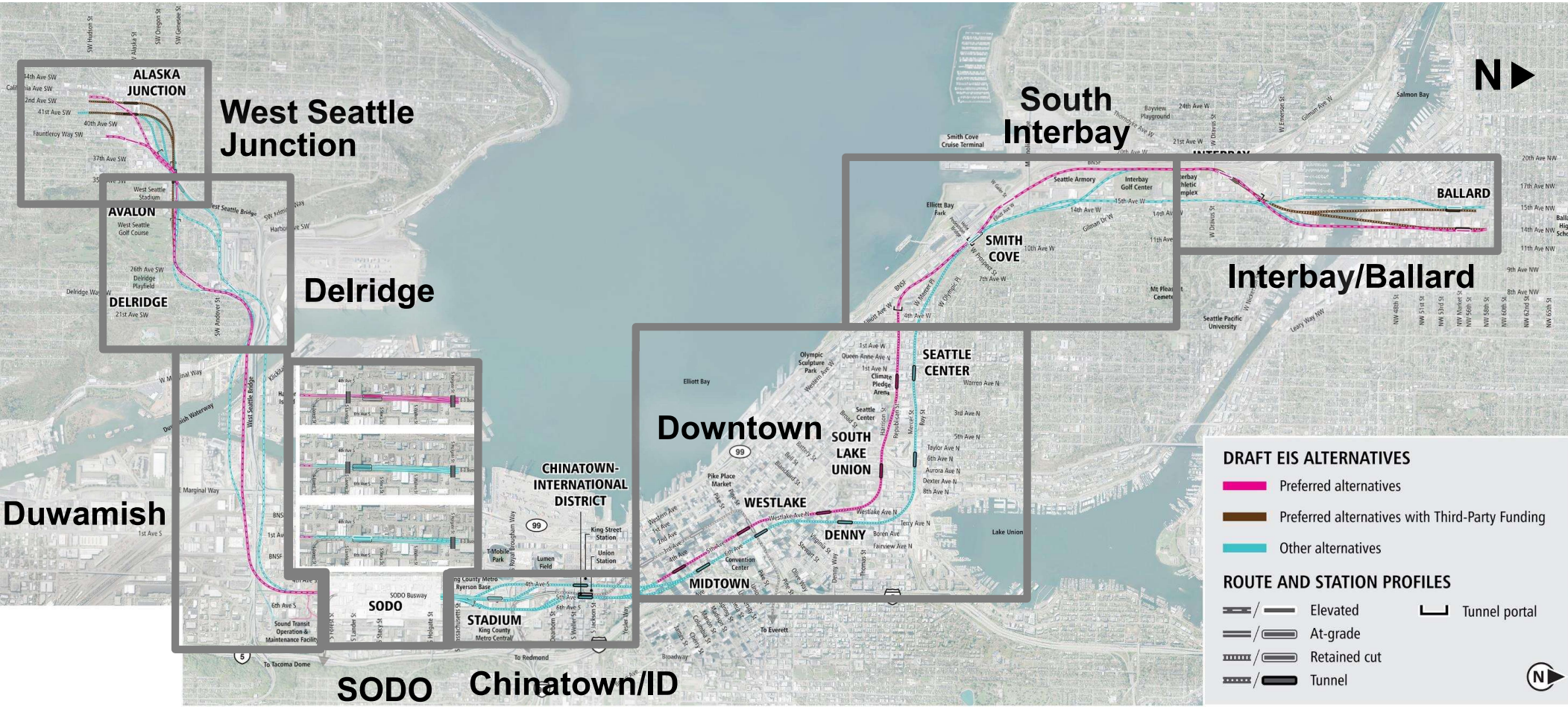


EIS studies: ***Environmental justice***

- ✓ Describes demographics
- ✓ Evaluates whether project disproportionately impacts minority and low-income communities
- ✓ Considers potential project benefits such as improved access to opportunity
- ✓ Documents what we hear from outreach efforts

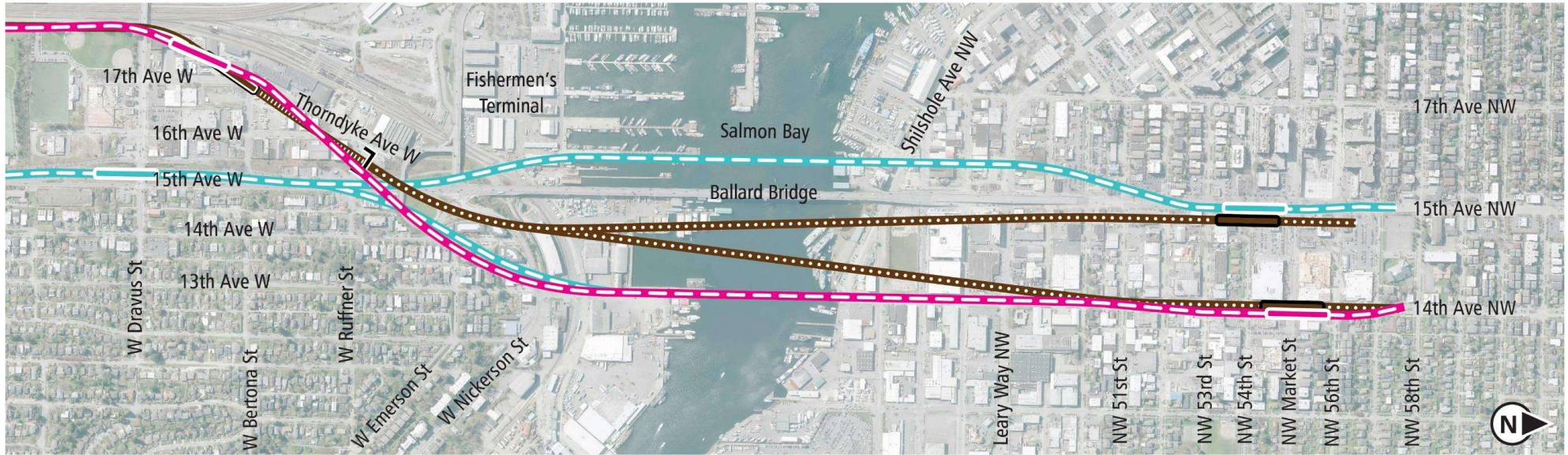
Alternatives

Draft EIS alternatives



Interbay/Ballard segment

Draft EIS alternatives Interbay, Ballard



DRAFT EIS ALTERNATIVES

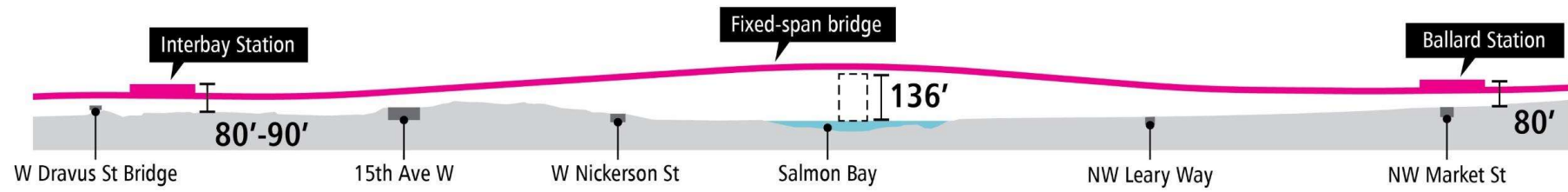
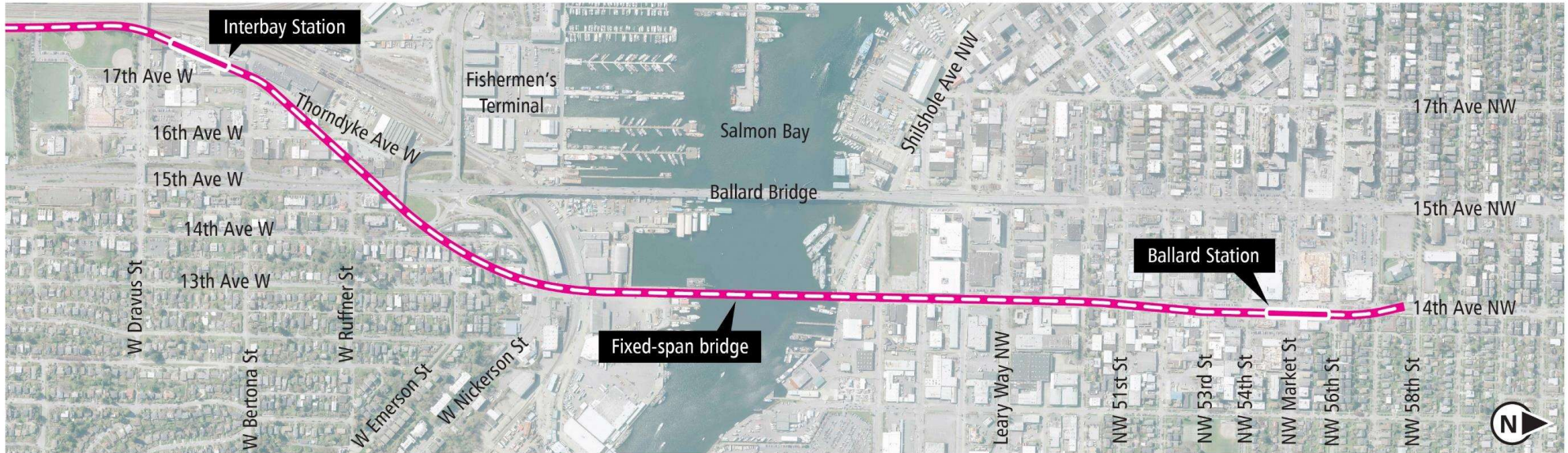
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

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.

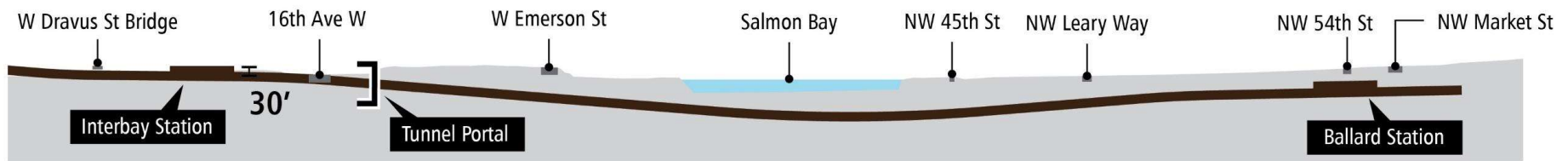
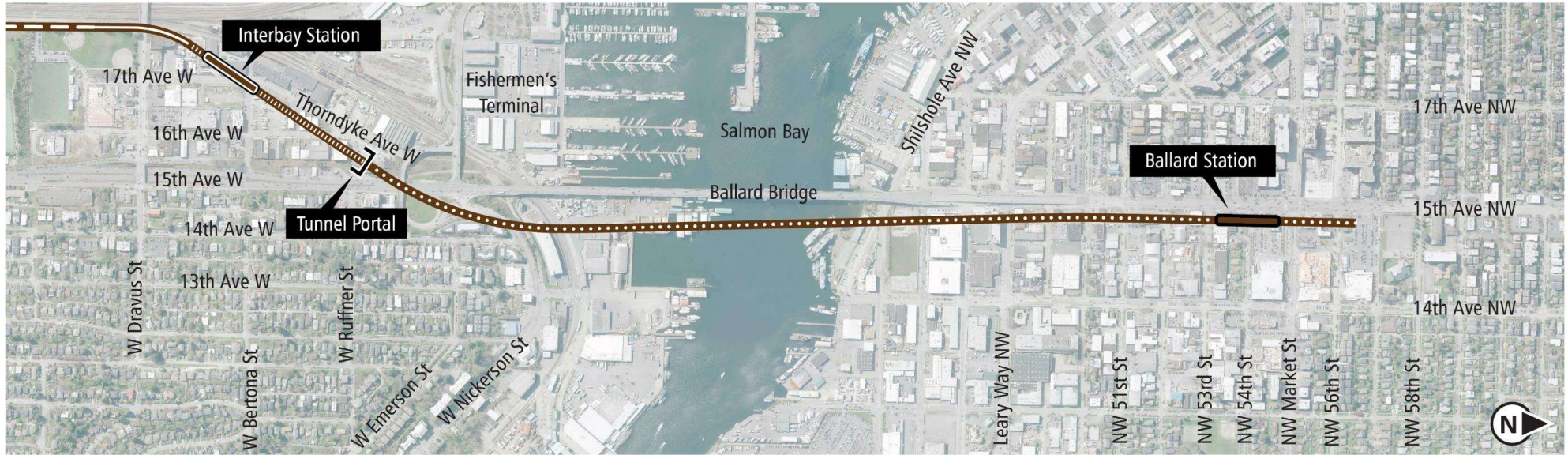
Draft EIS alternatives Interbay, Ballard



Elevated 14th Avenue (IBB-1a)

Diagrams are not to scale and all measurements are approximate for illustration purposes only. This height could be adjusted through coordination with the United States Coast Guard.

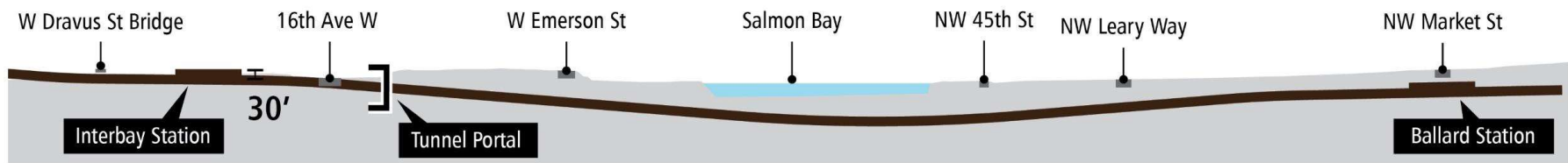
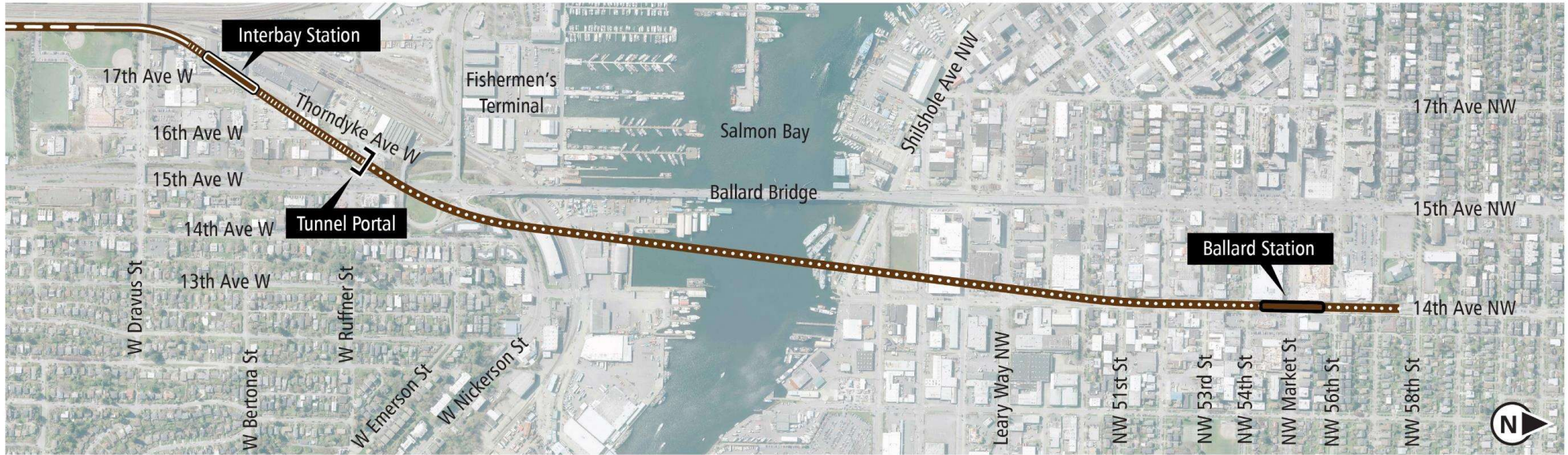
Draft EIS alternatives Interbay, Ballard



Tunnel 15th Avenue Station Option (IBB-2b)

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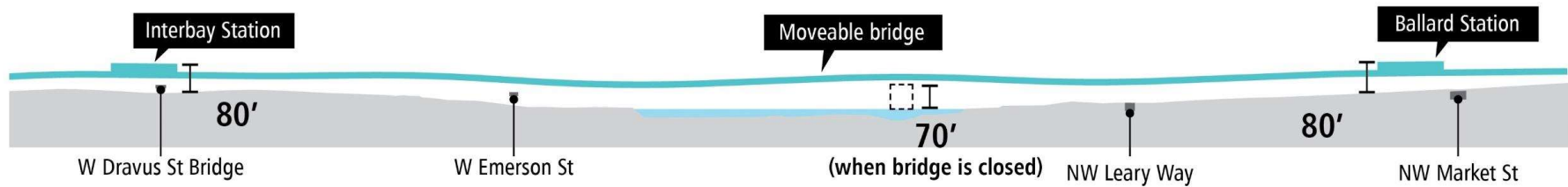
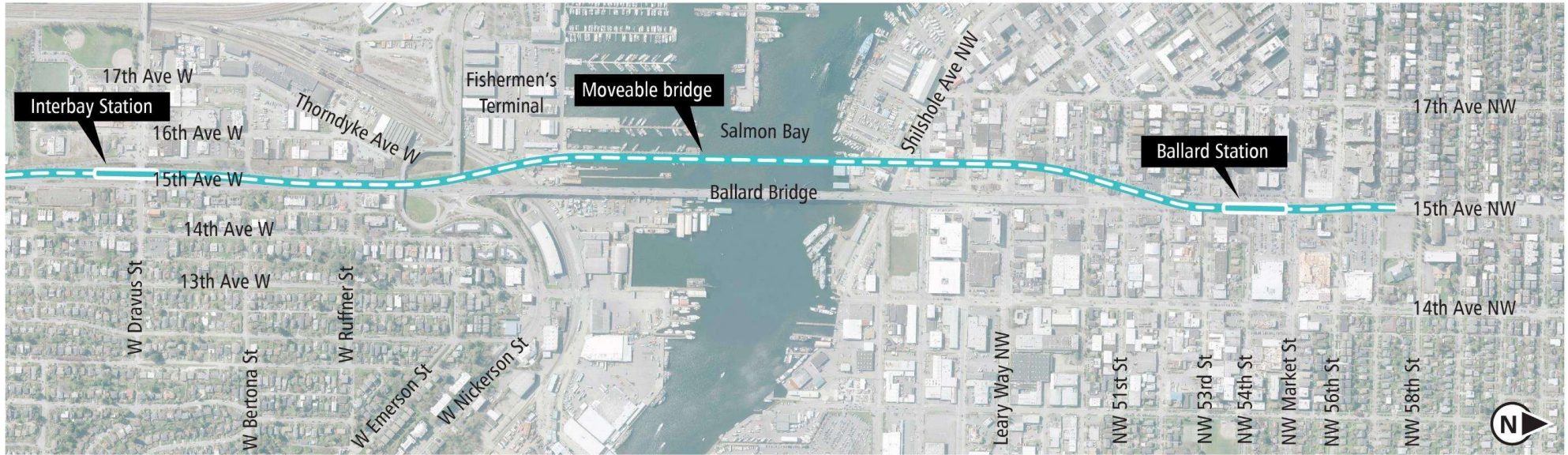
Draft EIS alternatives Interbay, Ballard



Tunnel 14th Avenue Alternative (IBB-2a)

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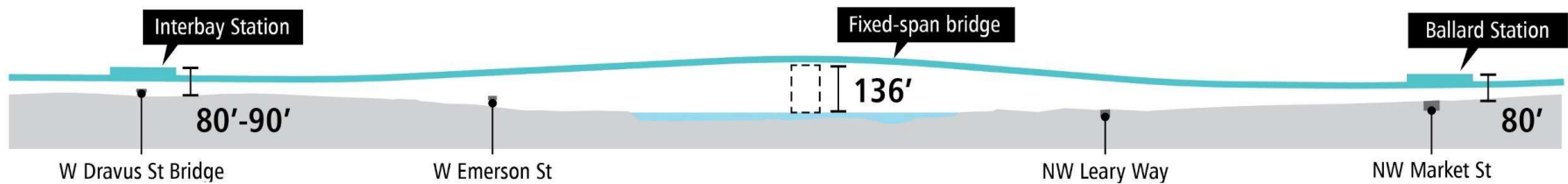
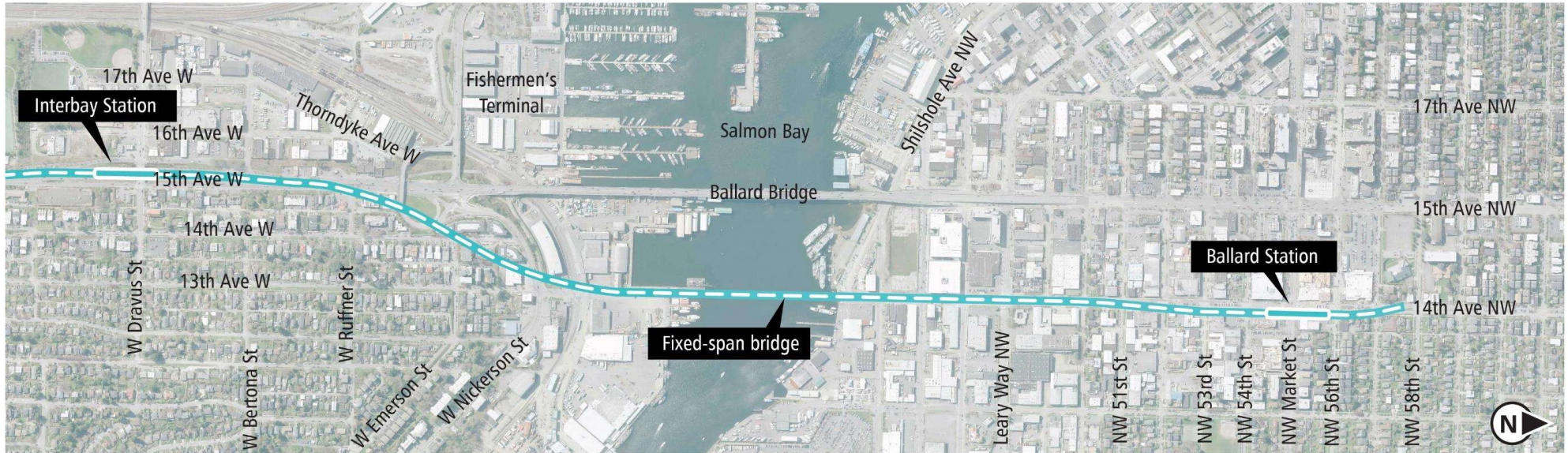
Draft EIS alternatives Interbay, Ballard



Elevated 15th Avenue (IBB-3)

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Draft EIS alternatives Interbay, Ballard

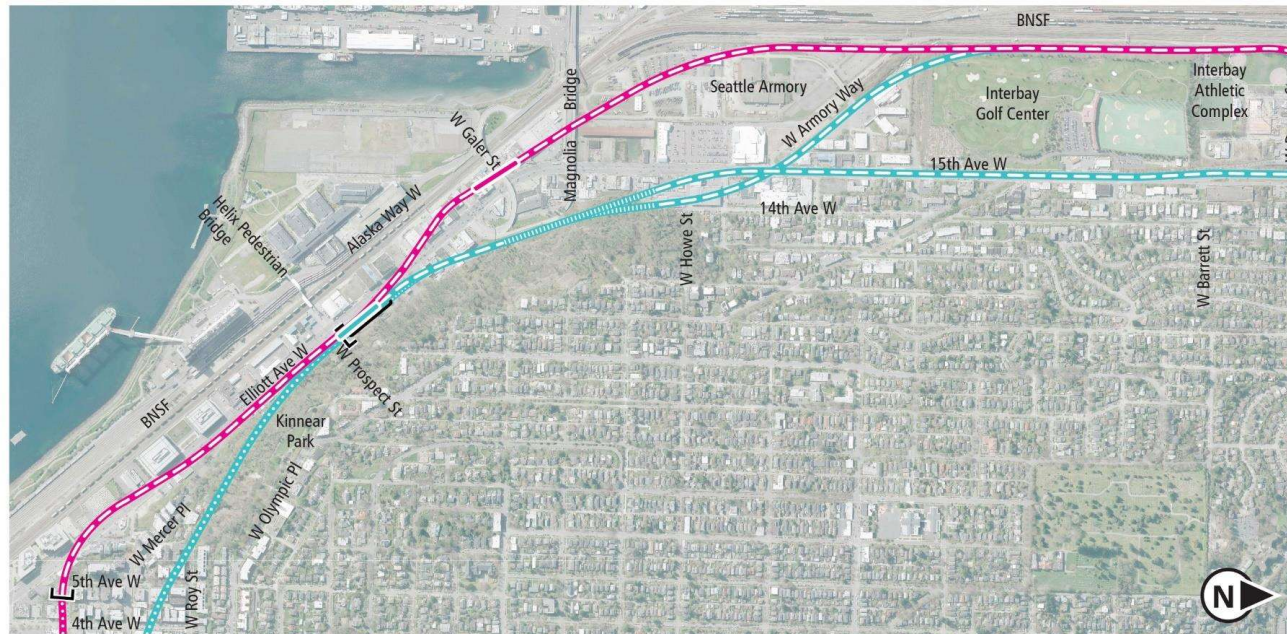


Elevated 14th Avenue Alignment Option (from Prospect Street Station/15th Avenue) (IBB-1b)

Diagrams are not to scale and all measurements are approximate for illustration purposes only. This height could be adjusted through coordination with the United States Coast Guard.

South Interbay segment

Draft EIS alternatives South Interbay



DRAFT EIS ALTERNATIVES

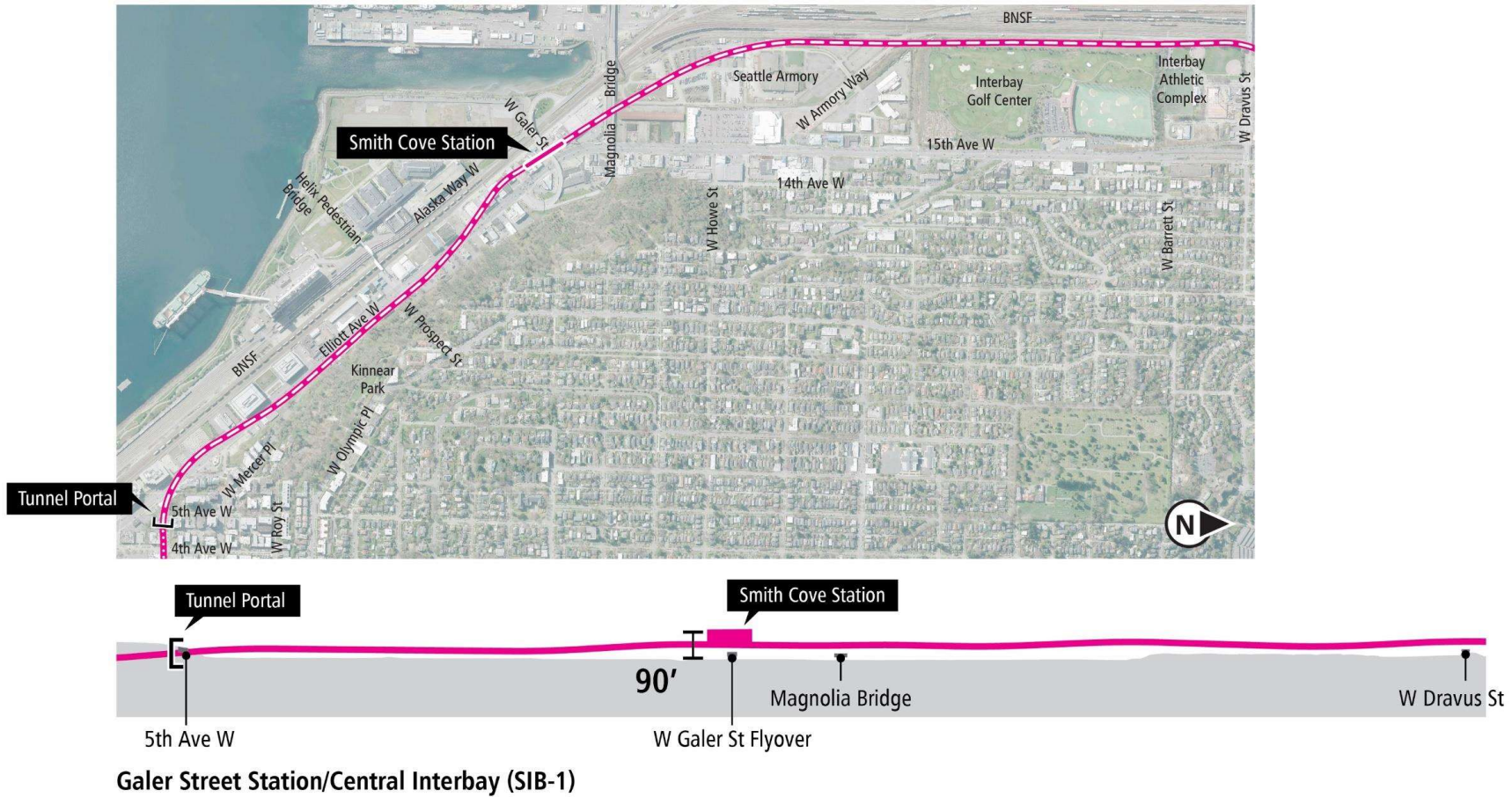
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES

- Elevated
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- Retained cut
- Tunnel
- Tunnel portal

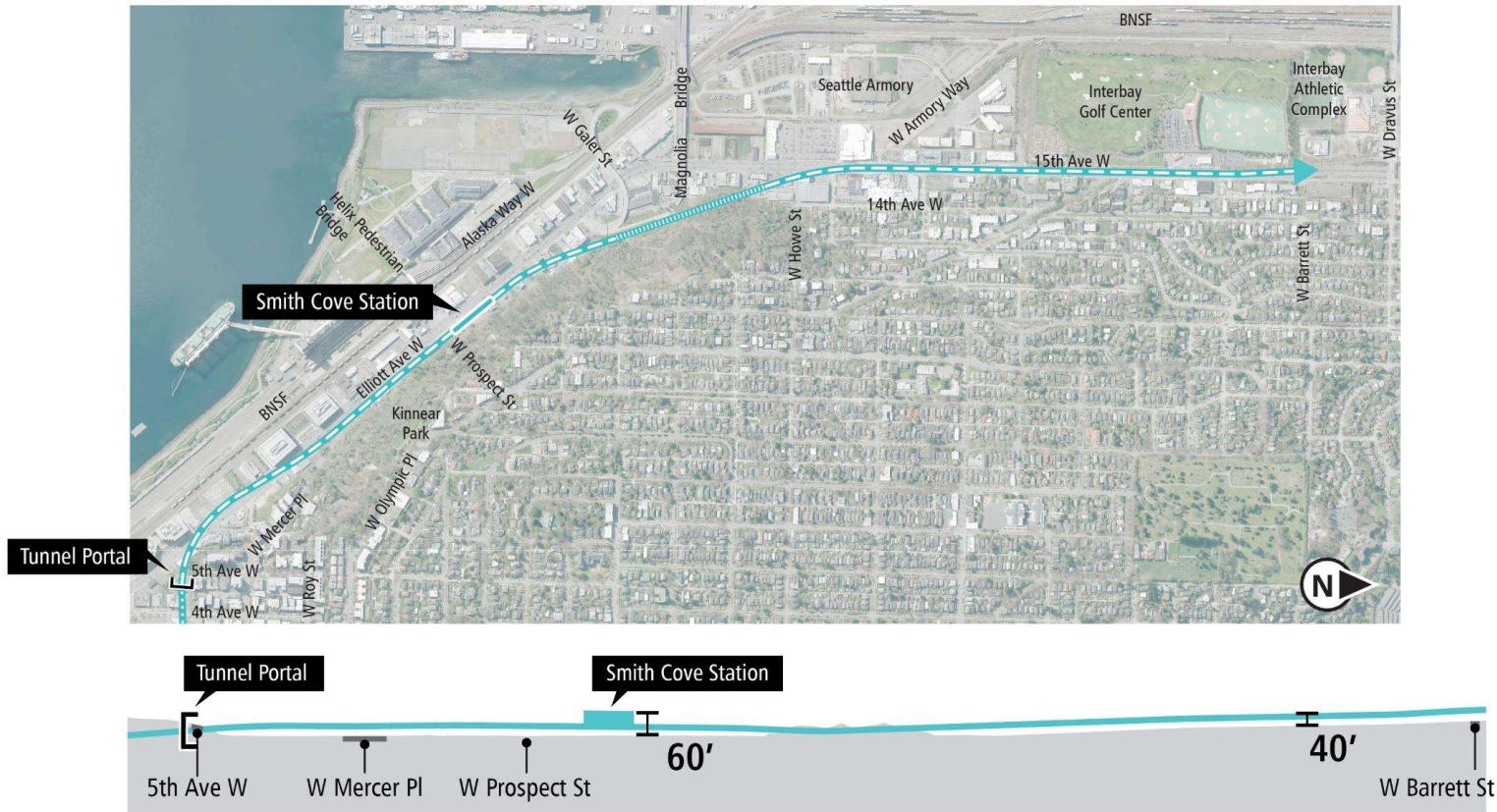
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Draft EIS alternatives South Interbay



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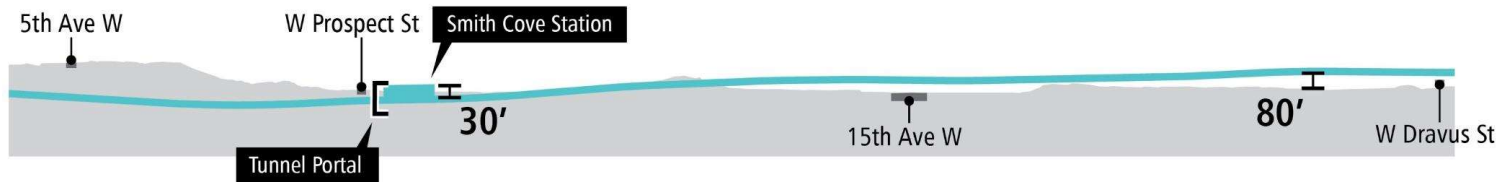
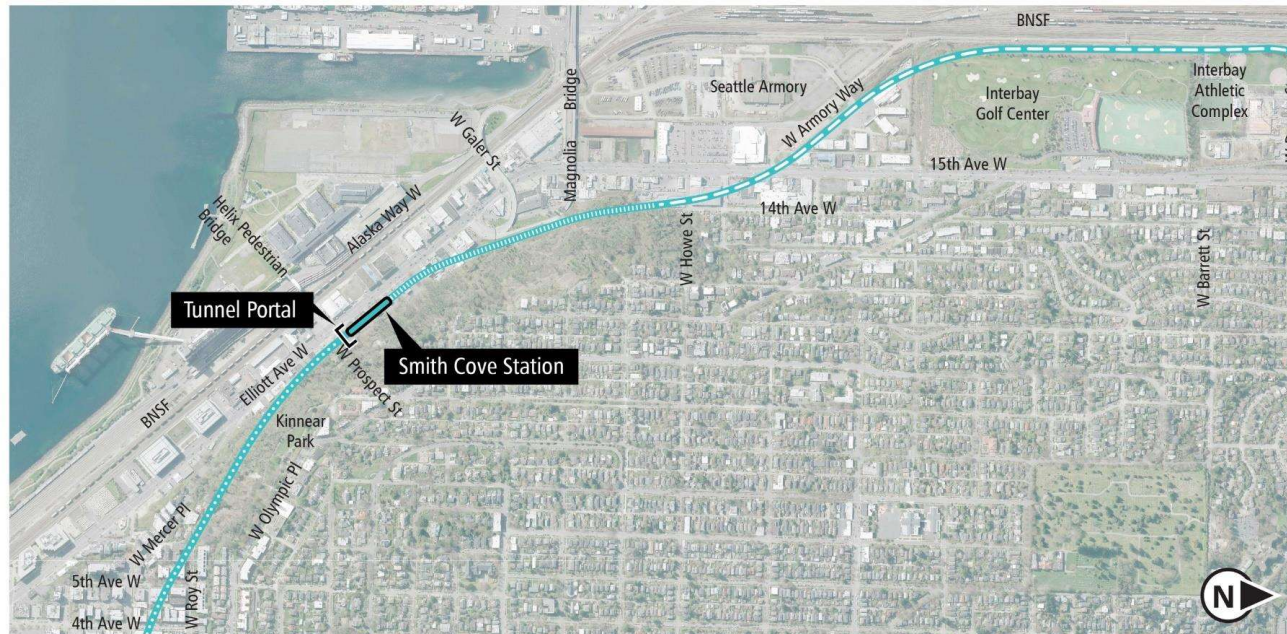
Draft EIS alternatives South Interbay



Prospect Street Station/15th Avenue (SIB-2)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives South Interbay

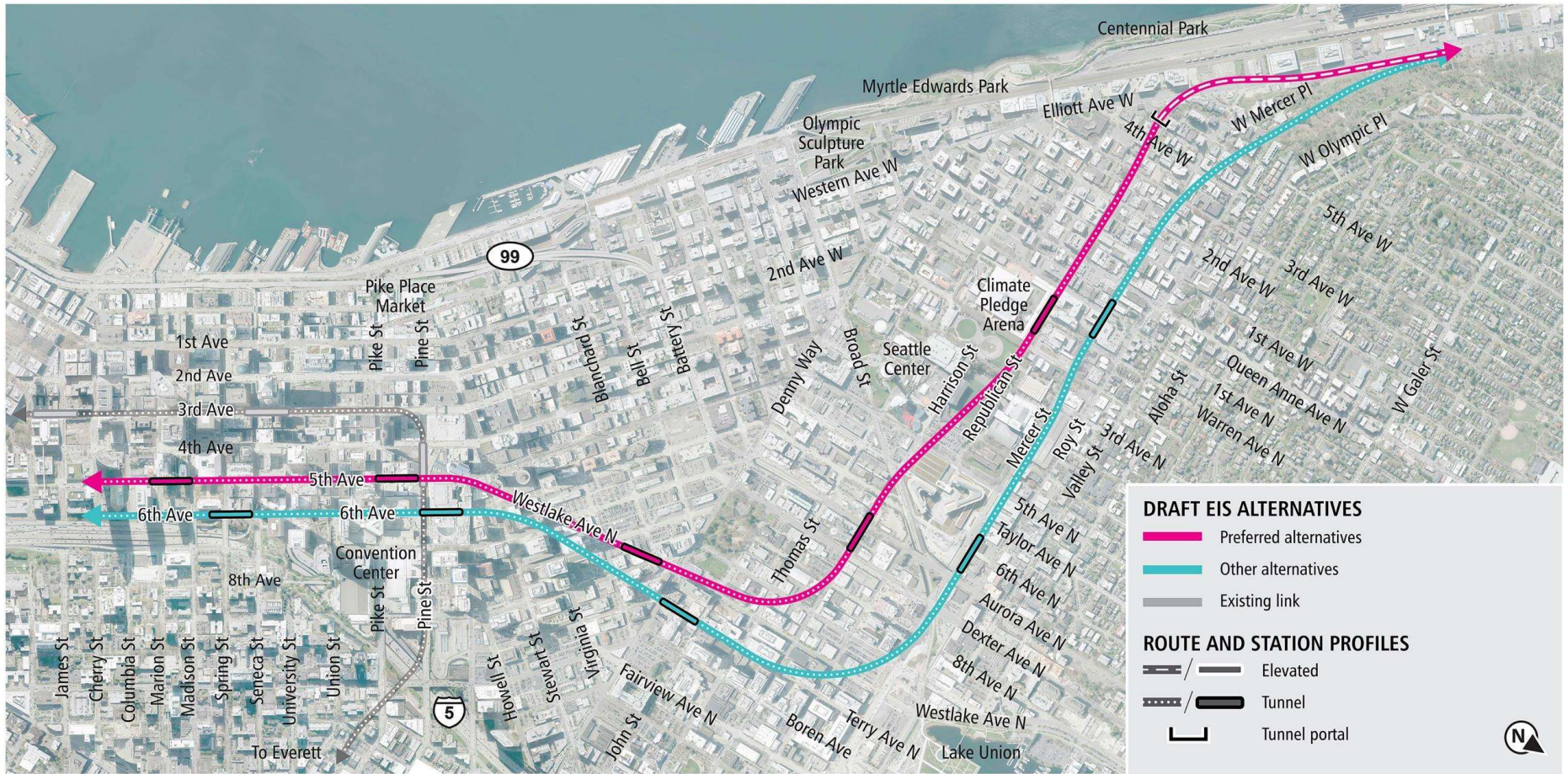


Prospect Street Station/Central Interbay (SIB-3)

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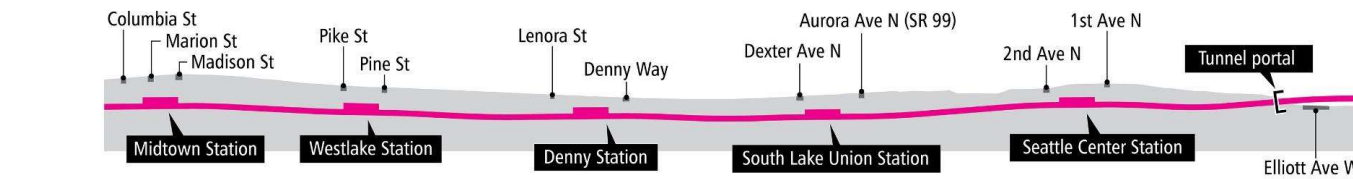
Downtown segment

Draft EIS alternatives Downtown



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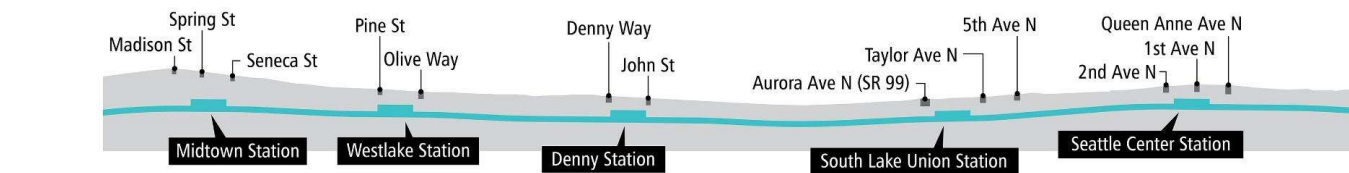
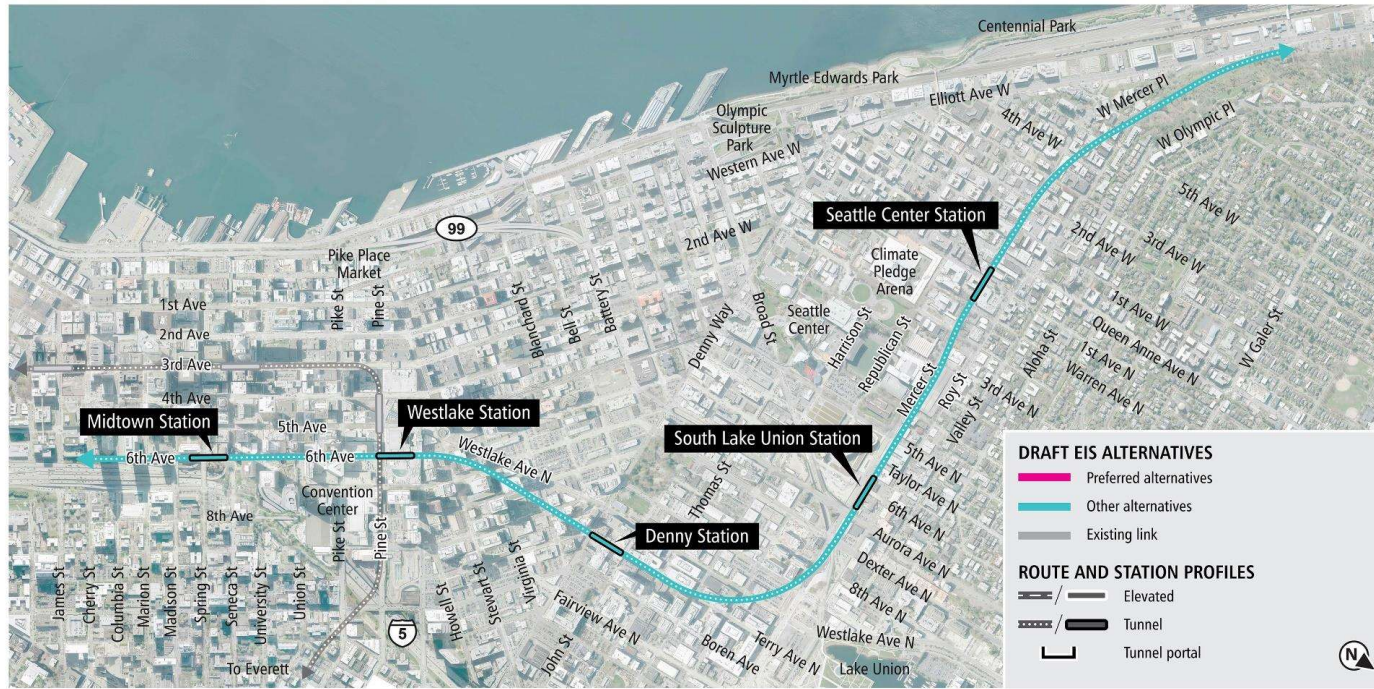
Draft EIS alternatives Downtown



5th Avenue/Harrison Street Alternative (DT-1)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Downtown

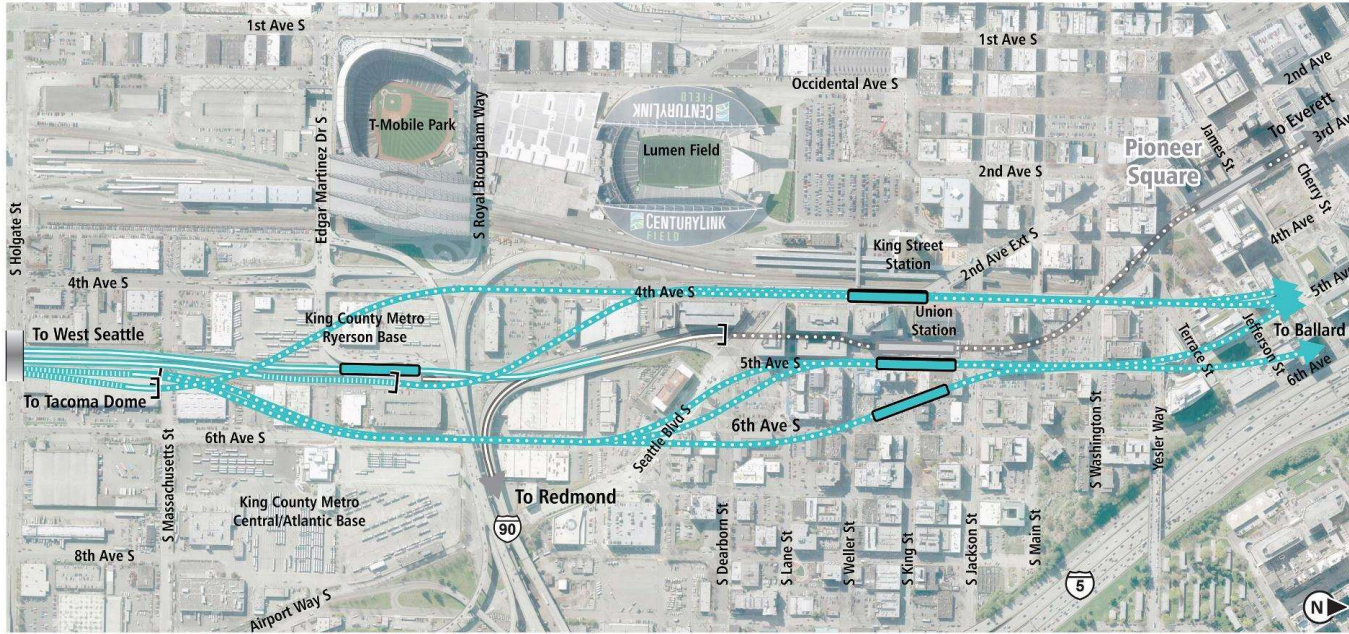


6th Avenue/Mercer Street Alternative (DT-2)

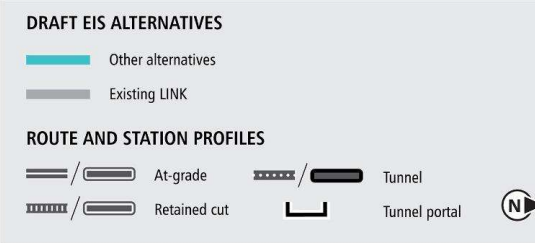
Diagrams are not to scale and all measurements are approximate for illustration purposes only.

CID segment

Draft EIS alternatives Chinatown-International District

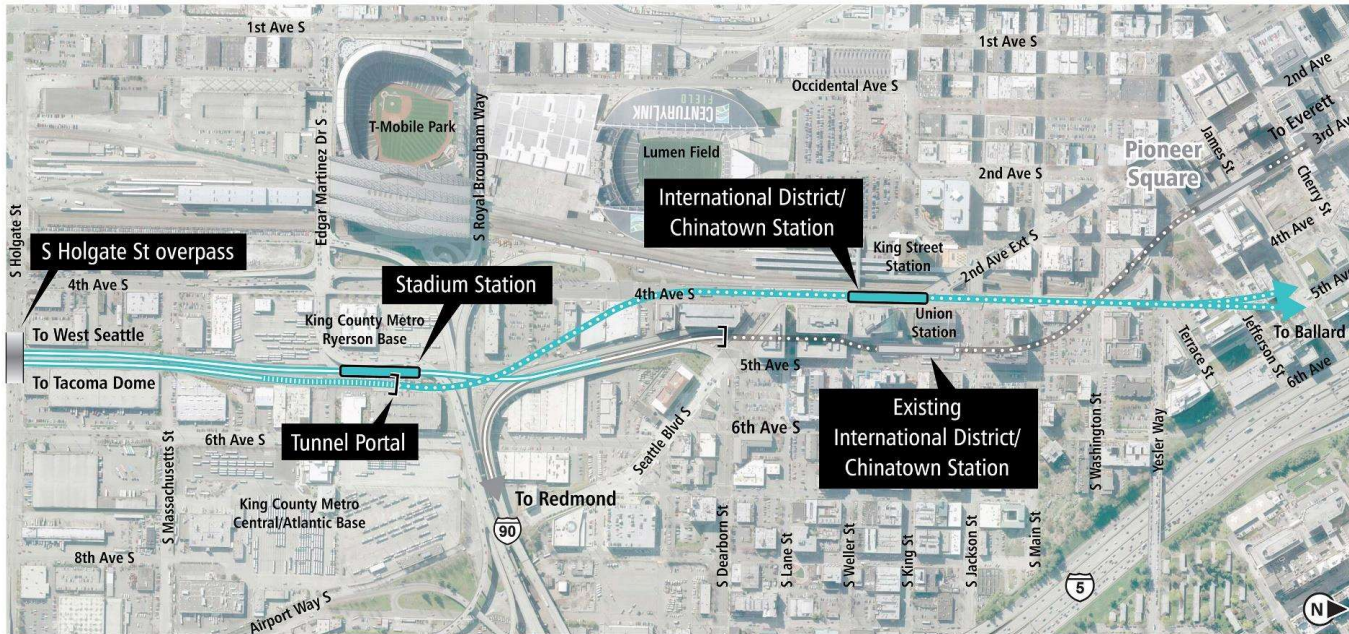


Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

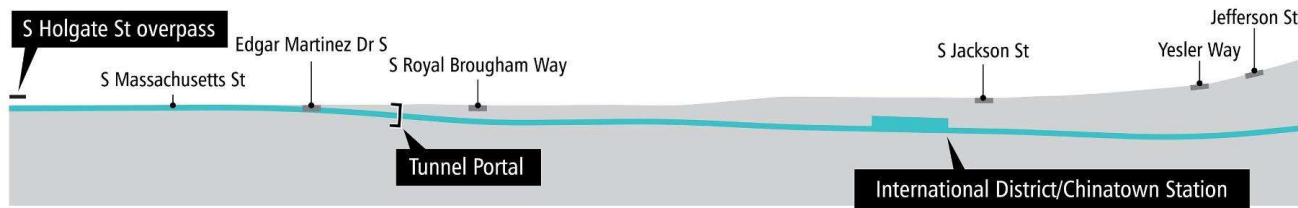


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Draft EIS alternatives Chinatown-International District



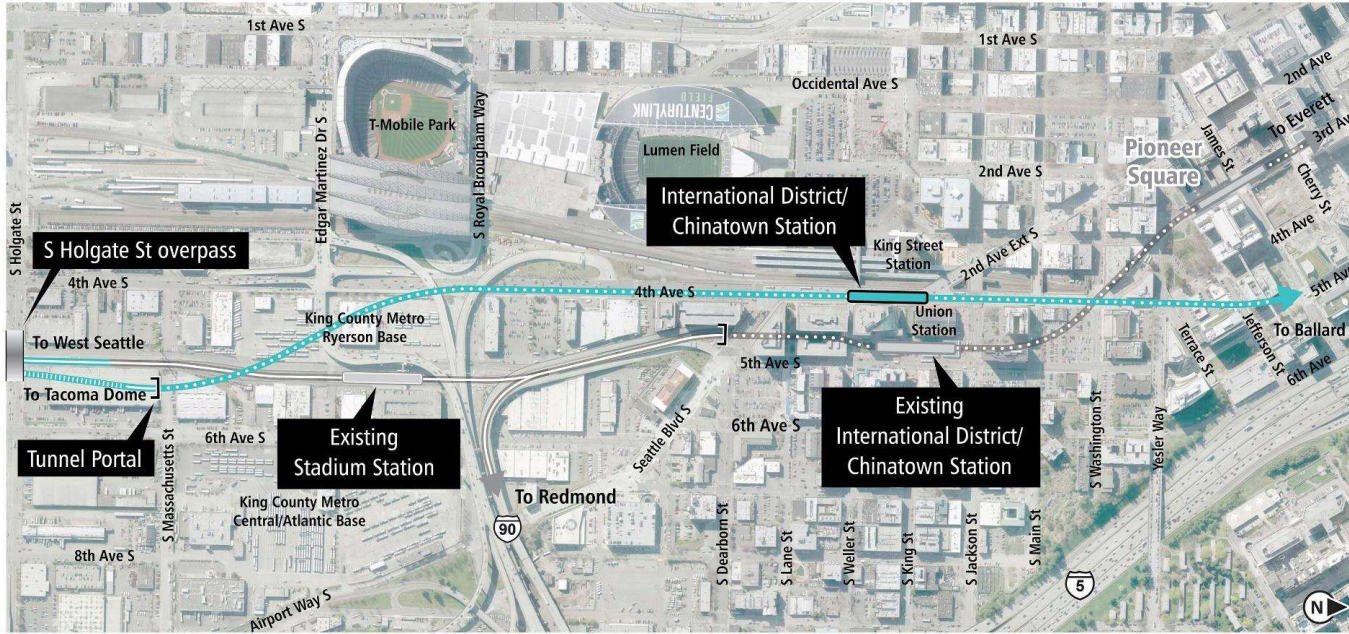
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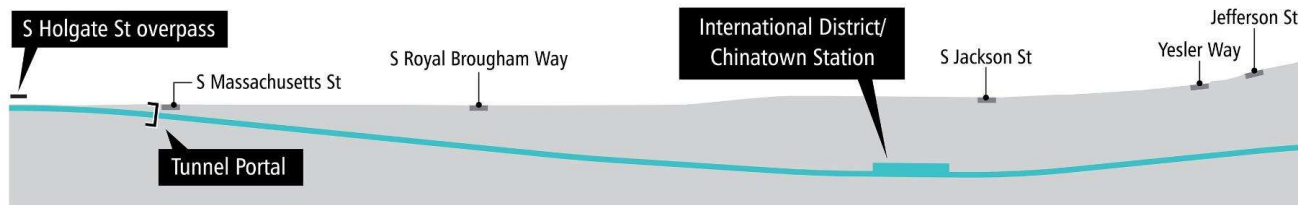
4th Avenue Shallow (CID-1a)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Chinatown-International District



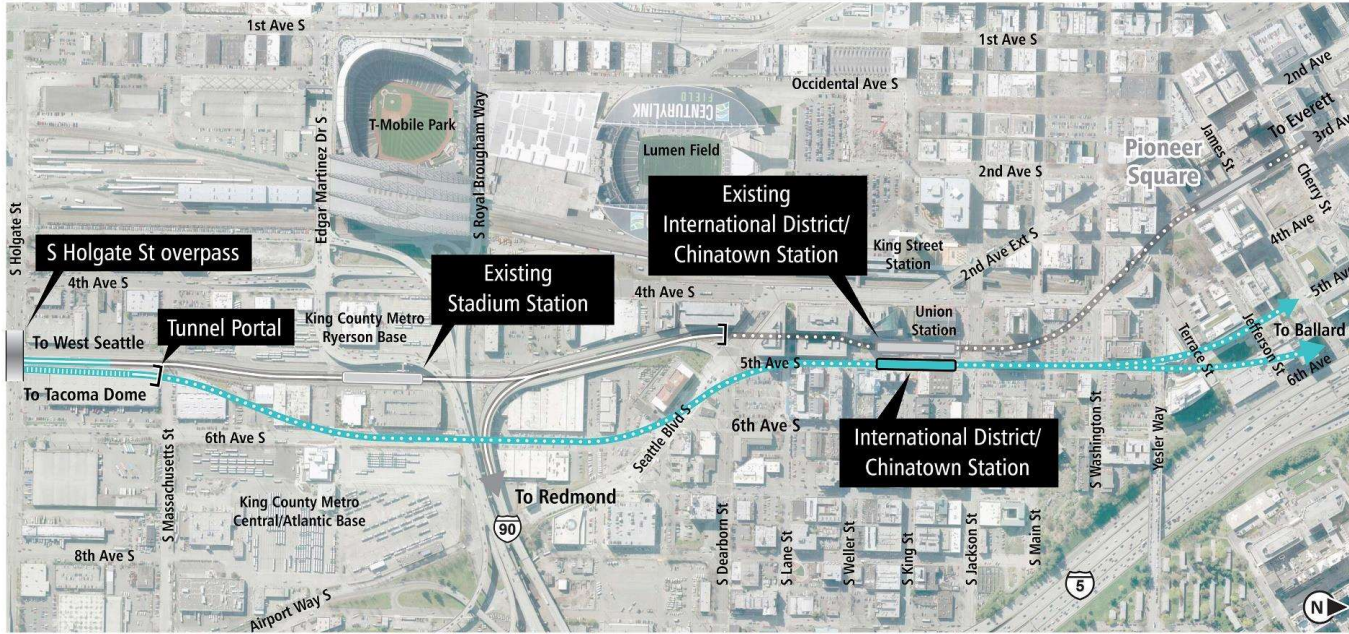
Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.



4th Avenue Deep Station Option (CID-1b)

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Draft EIS alternatives Chinatown-International District



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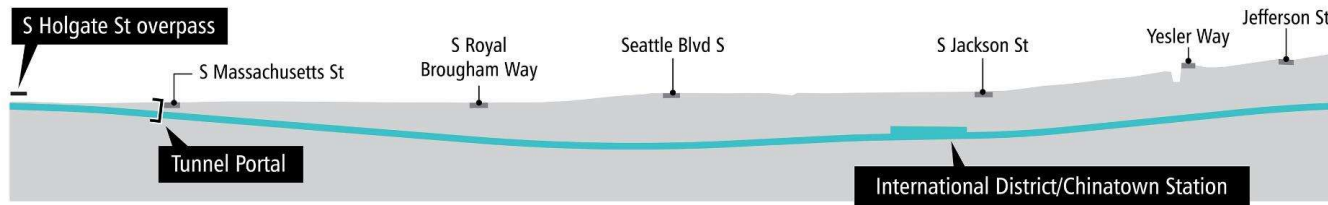
5th Avenue Shallow (CID-2a)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Chinatown-International District



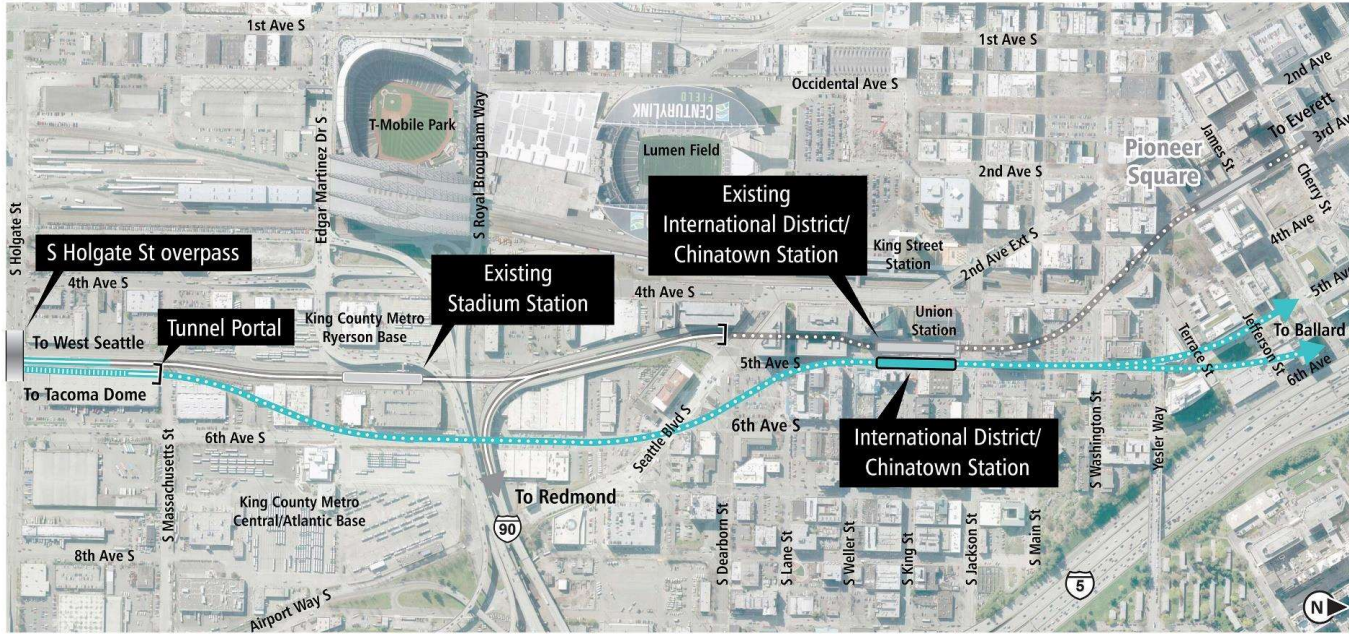
Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.



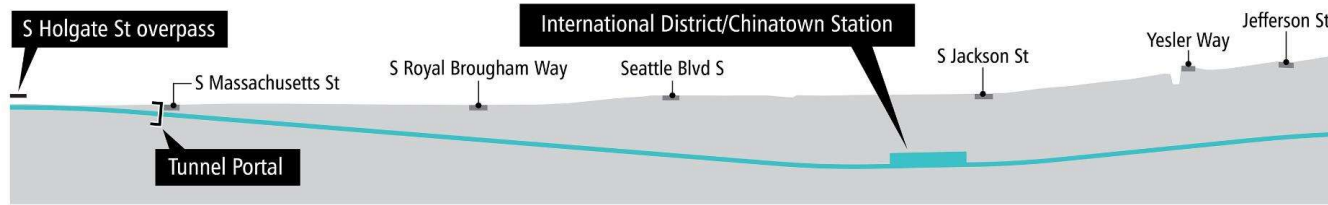
5th Avenue Shallow (CID-2a Diagonal Station Configuration)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Chinatown-International District



Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

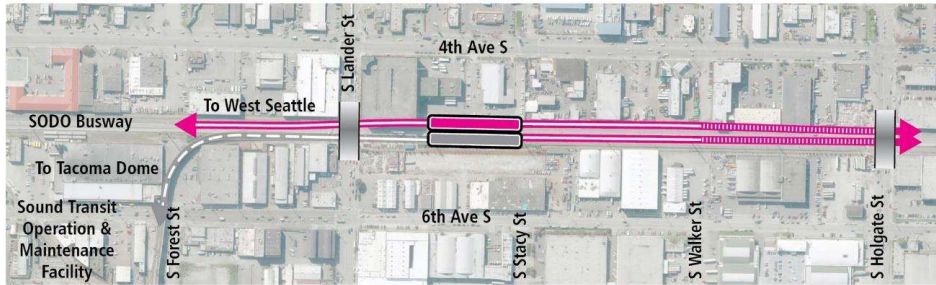


5th Avenue Deep Station Option (CID-2b)

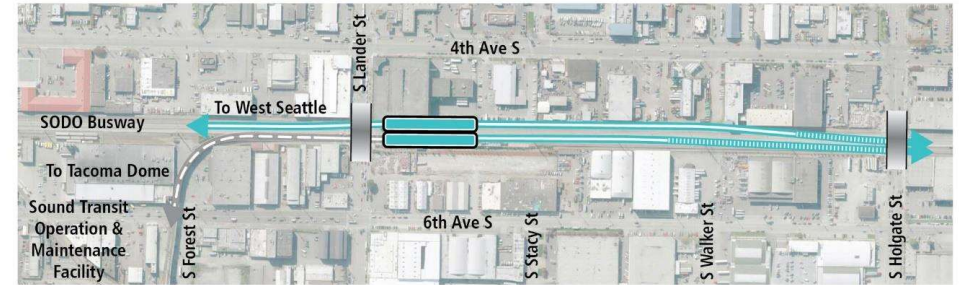
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SODO segment

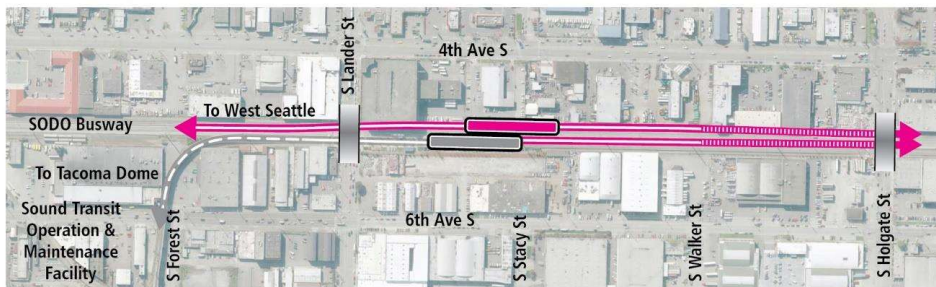
Draft EIS alternatives SODO



At-Grade (SODO-1a)









At-Grade South Station Option (SODO-1b)




At-Grade (SODO-1a Staggered Configuration)



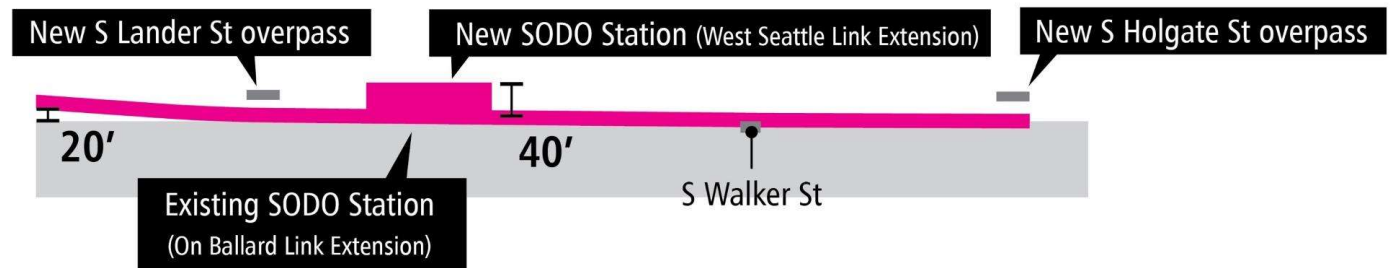
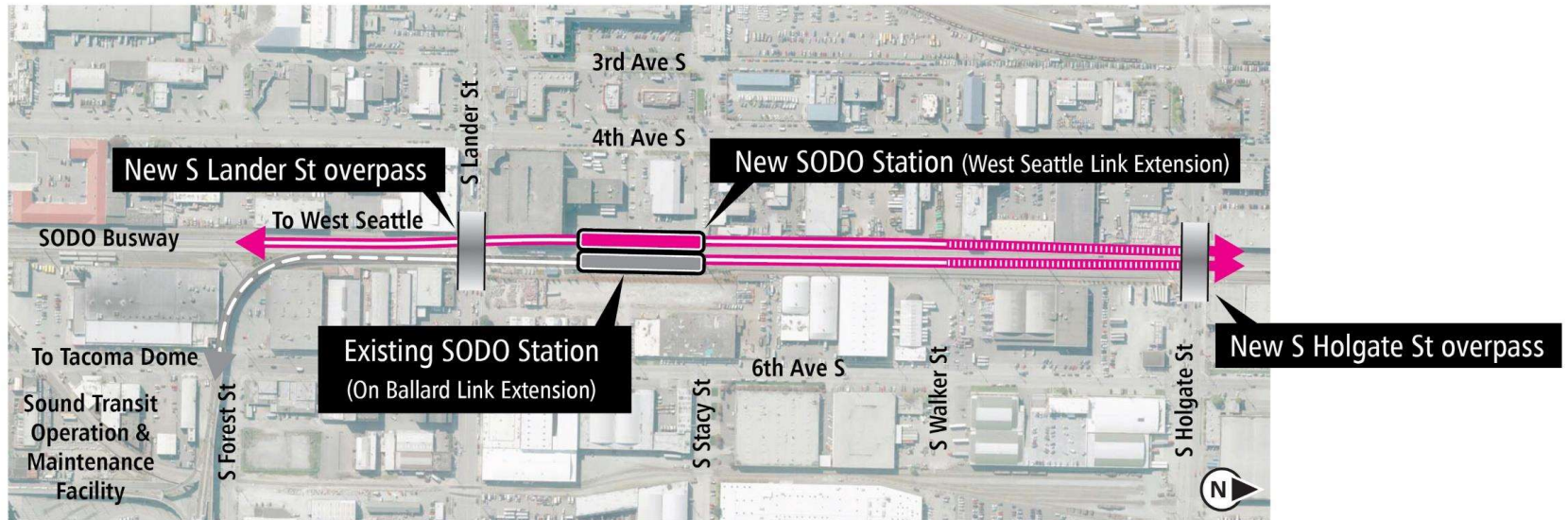
Mixed Profile (SODO-2)

DRAFT EIS ALTERNATIVES		ROUTE AND STATION PROFILES	
	Preferred alternatives		At-grade
	Other alternatives		Retained cut
			Elevated
			Street overpass



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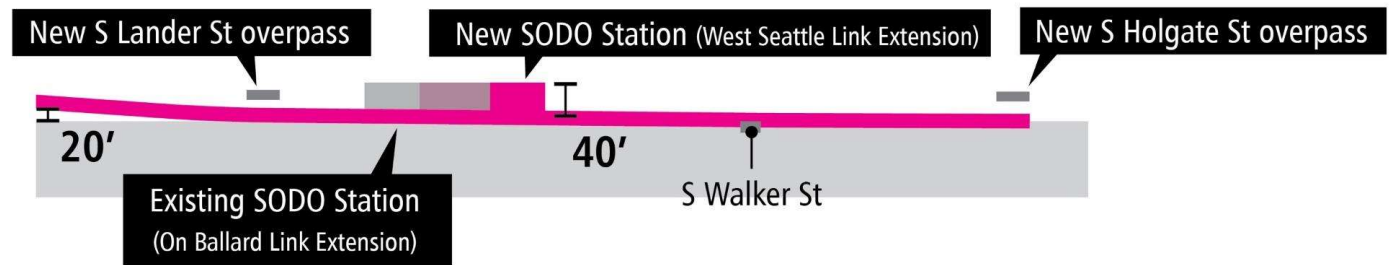
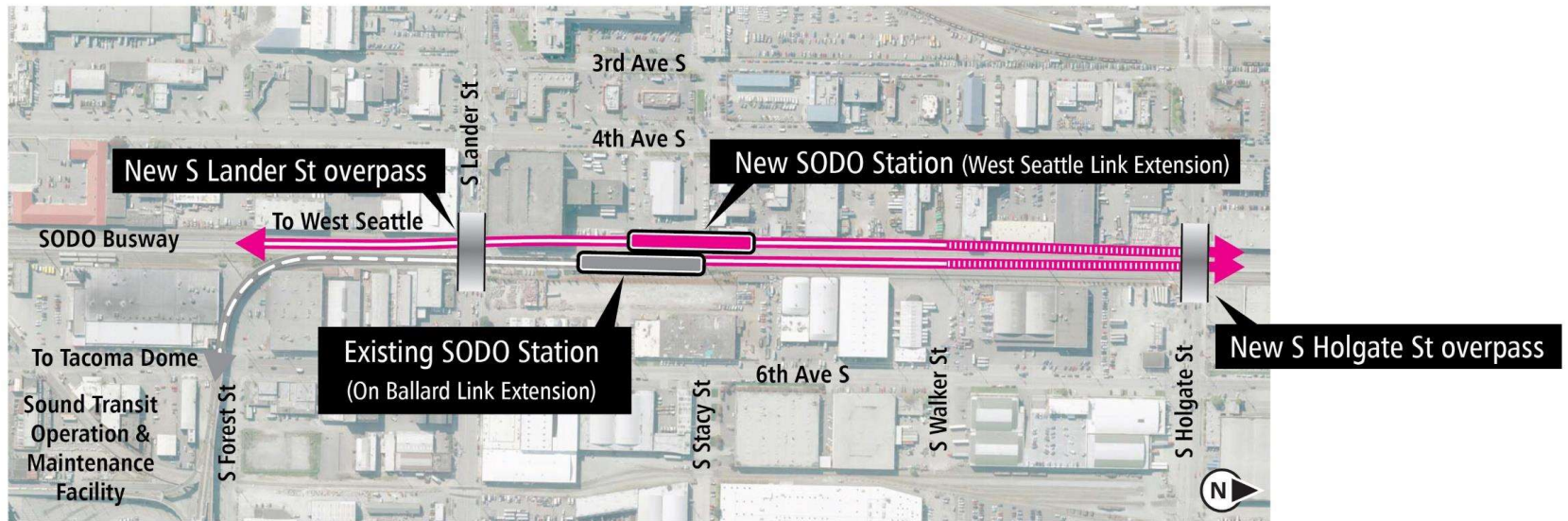
Draft EIS alternatives SODO



At-Grade (SODO-1a)

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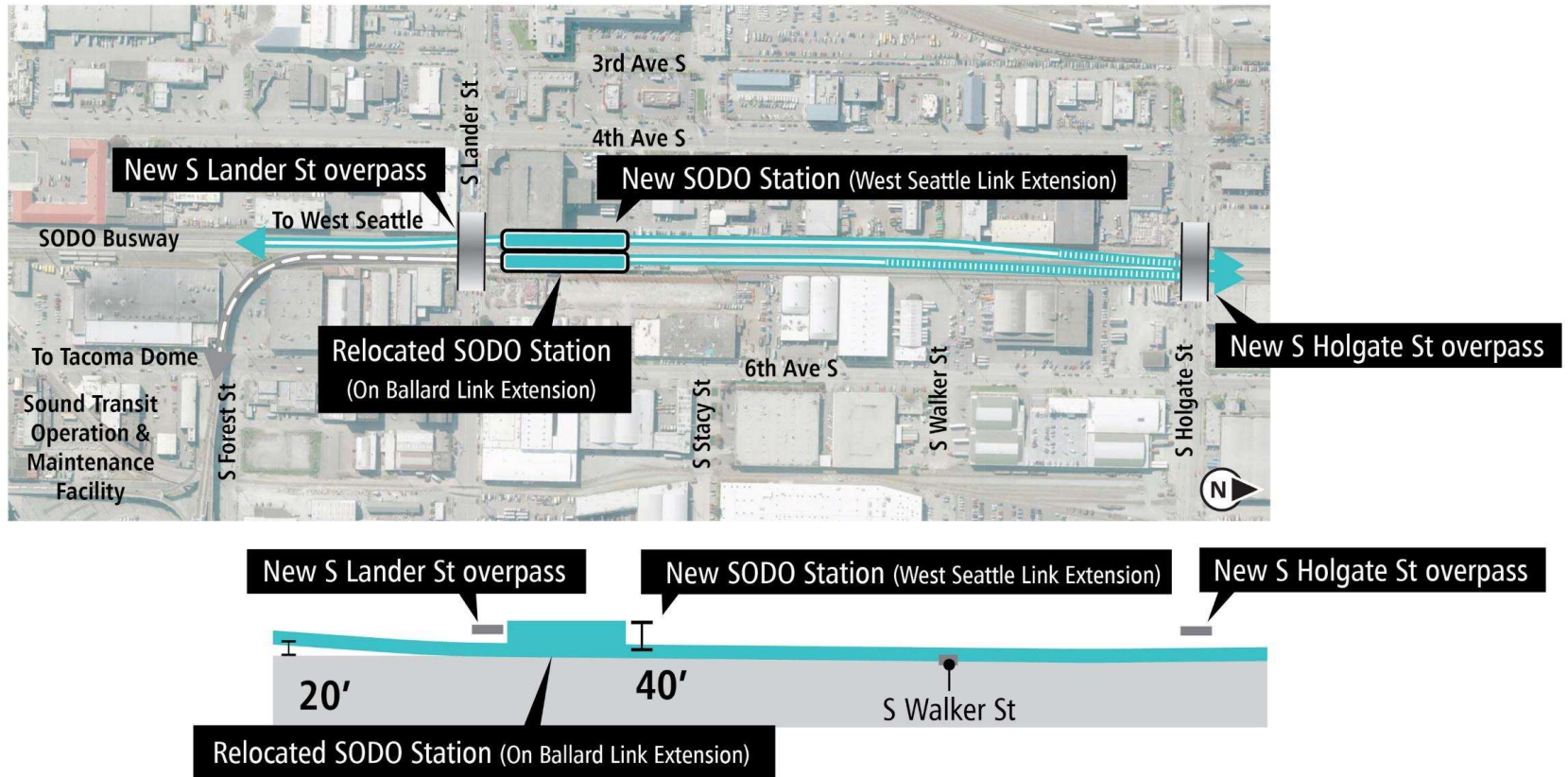
Draft EIS alternatives SODO



At-Grade (SODO-1a Staggered Station Configuration)

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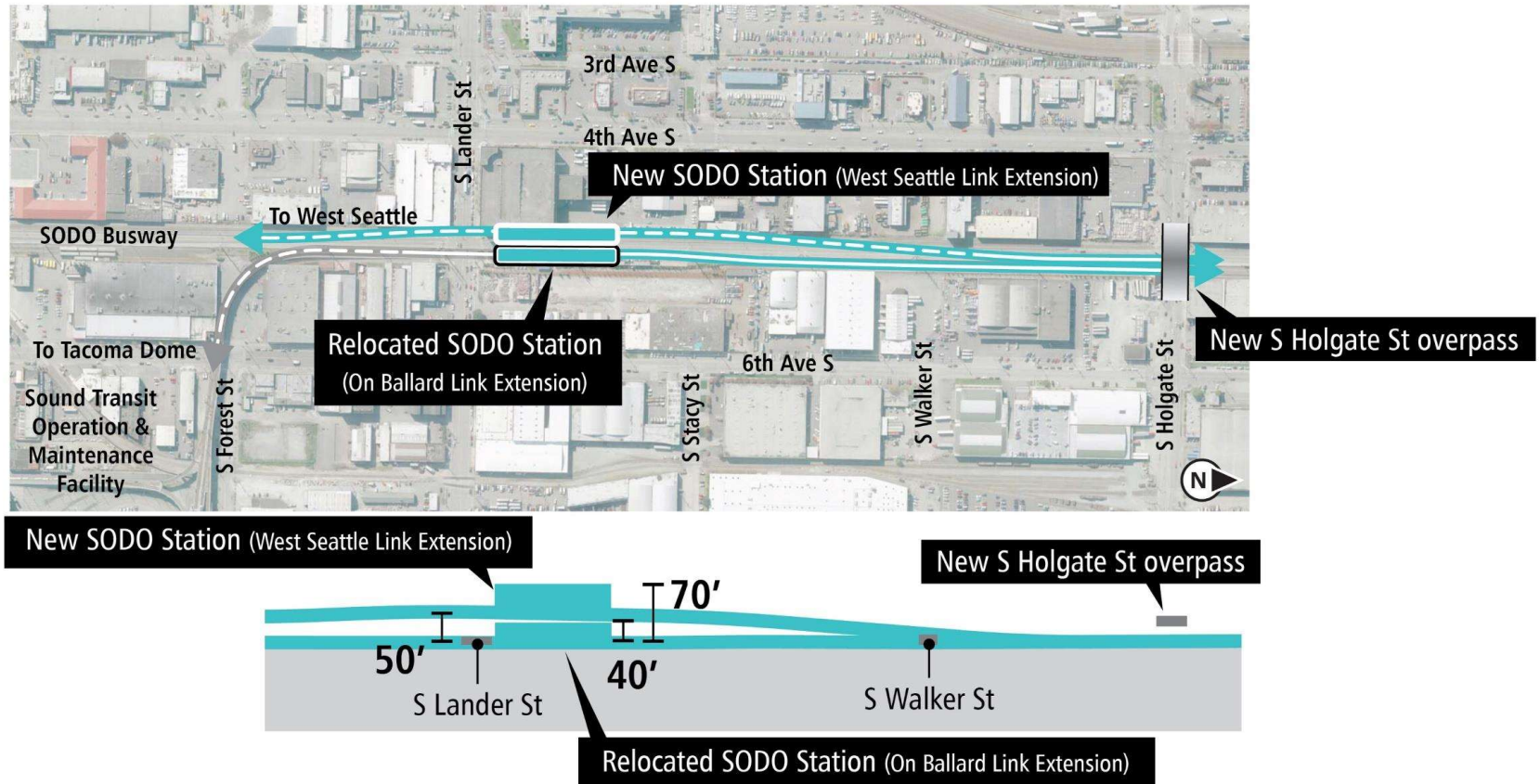
Draft EIS alternatives SODO



At-Grade South Station Option (SODO-1b)

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Draft EIS alternatives SODO

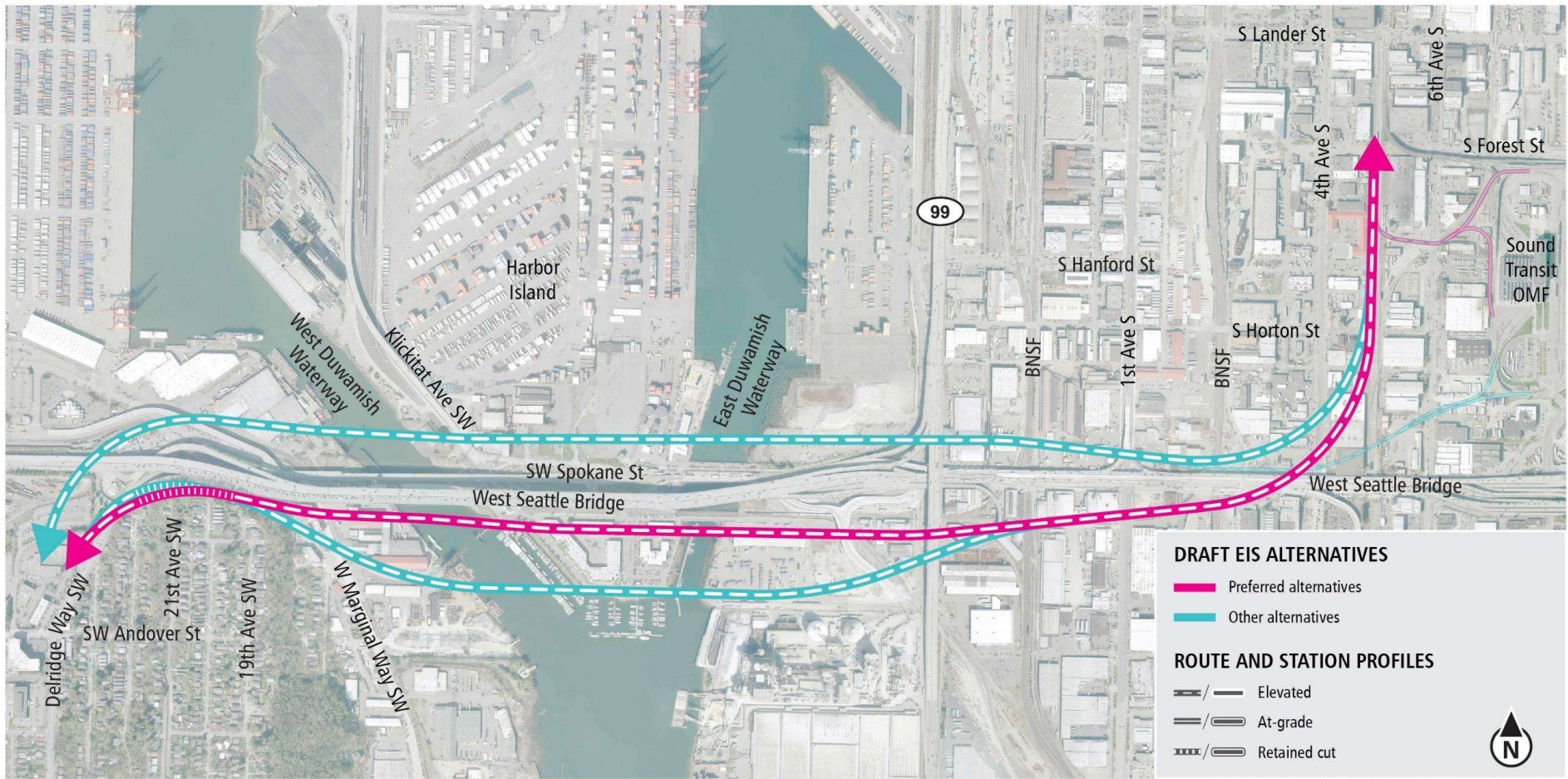


Mixed Profile (SODO-2)

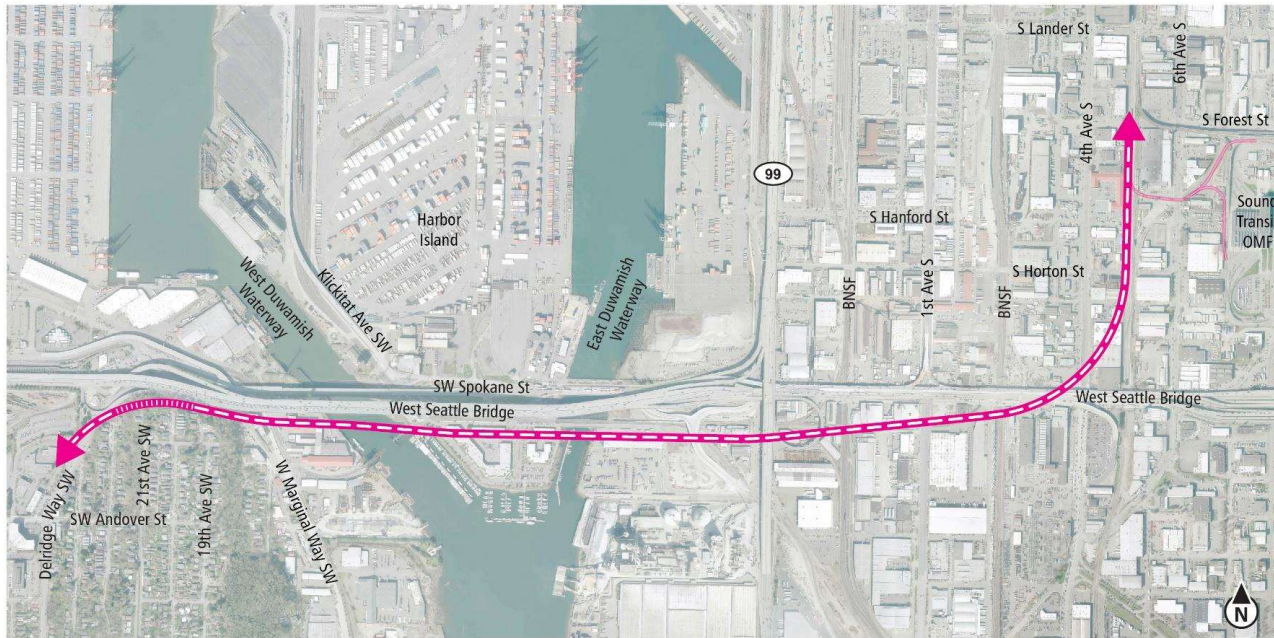
Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Duwamish segment

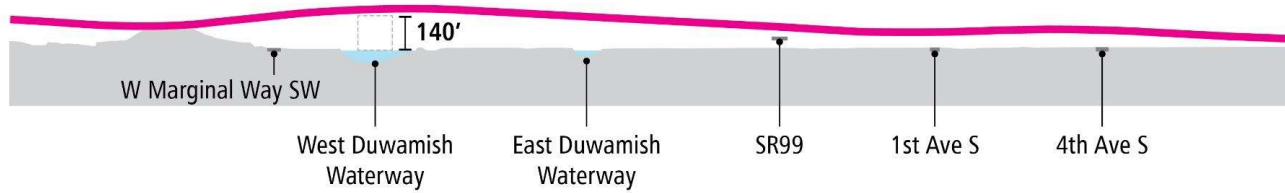
Draft EIS alternatives Duwamish



Draft EIS alternatives Duwamish



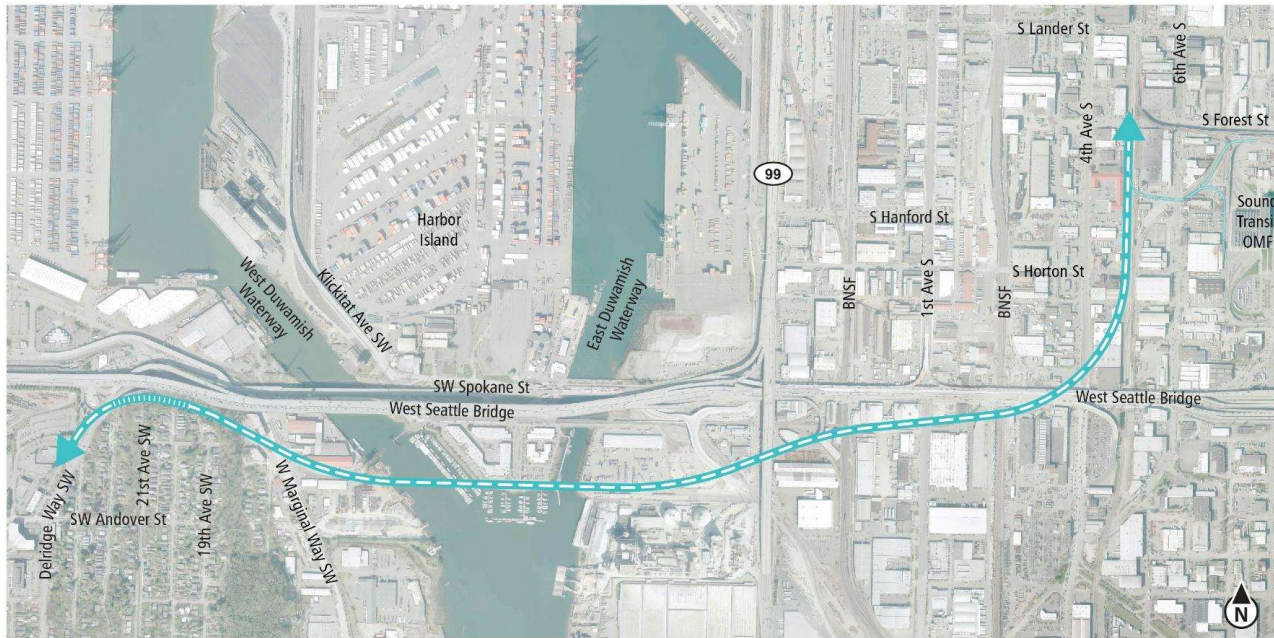
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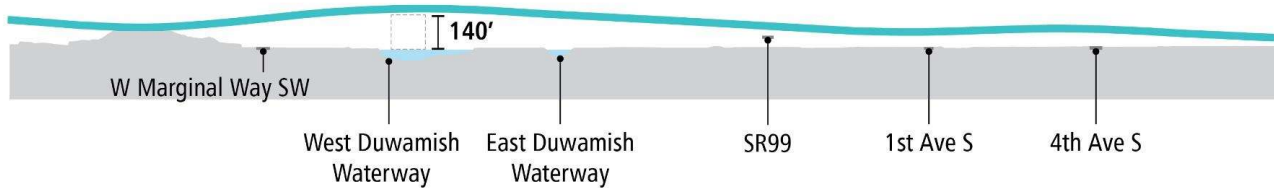
South Crossing Alternative (DUW-1a)

This height could be adjusted through coordination with the United States Coast Guard.

Draft EIS alternatives Duwamish



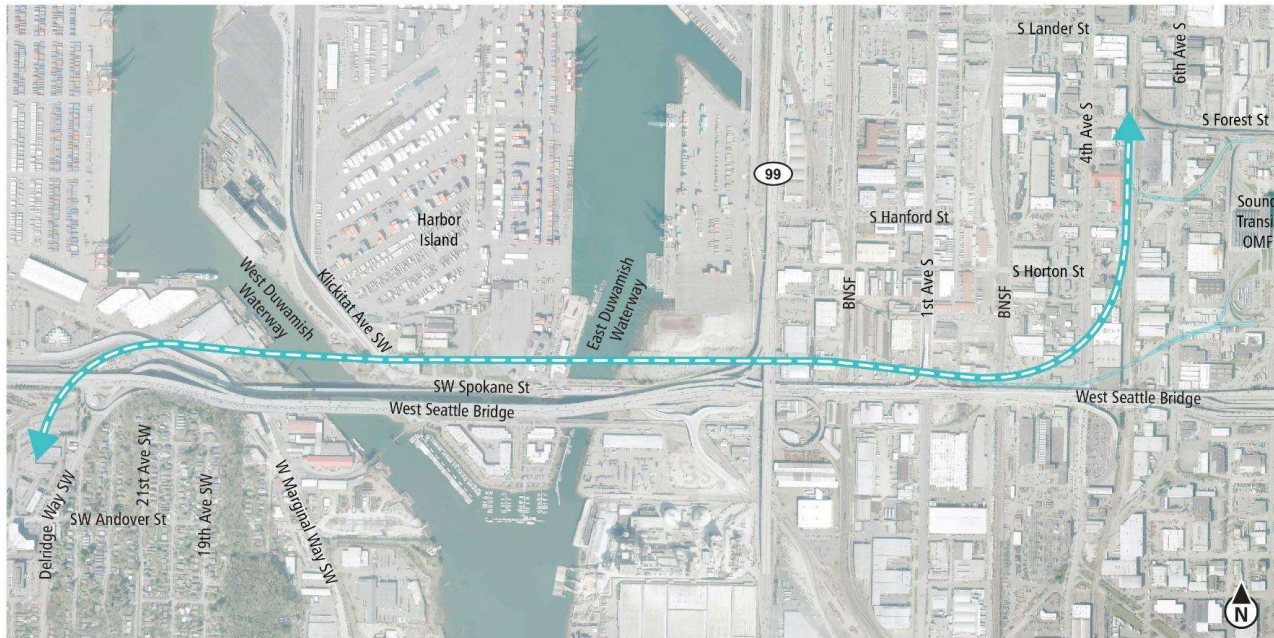
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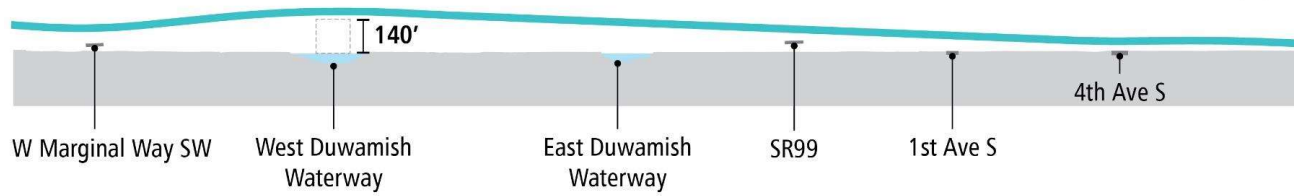
South Crossing South Edge Crossing Alignment Option (DUW-1b)

This height could be adjusted through coordination with the United States Coast Guard.

Draft EIS alternatives Duwamish



Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to DEL-1a is shown for illustration purposes.

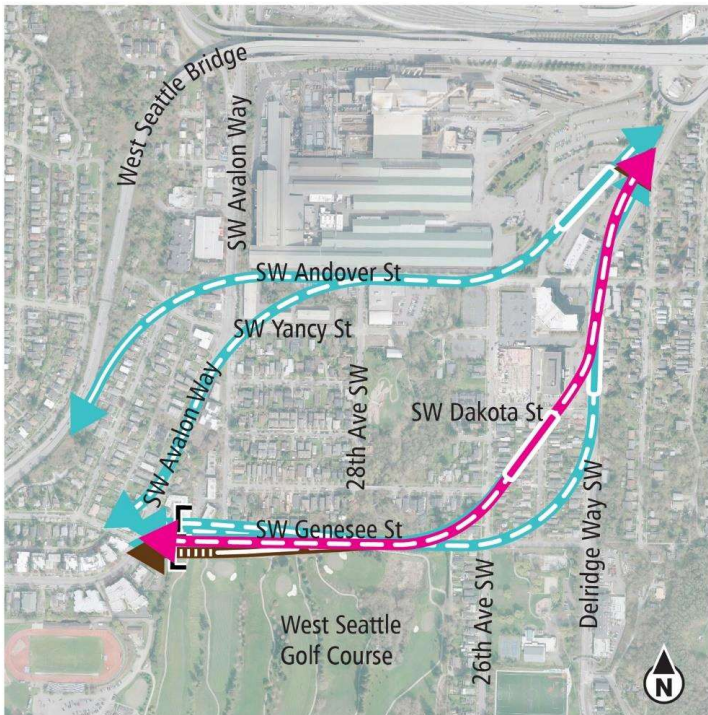


North Crossing Alternative (DUW-2)

This height could be adjusted through coordination with the United States Coast Guard.

Delridge segment

Draft EIS alternatives *Delridge*




DRAFT EIS ALTERNATIVES

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

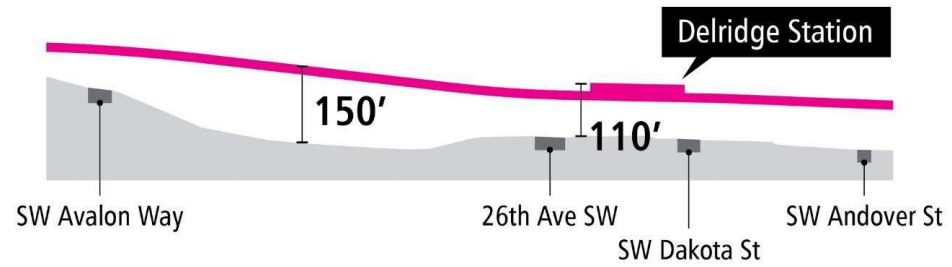
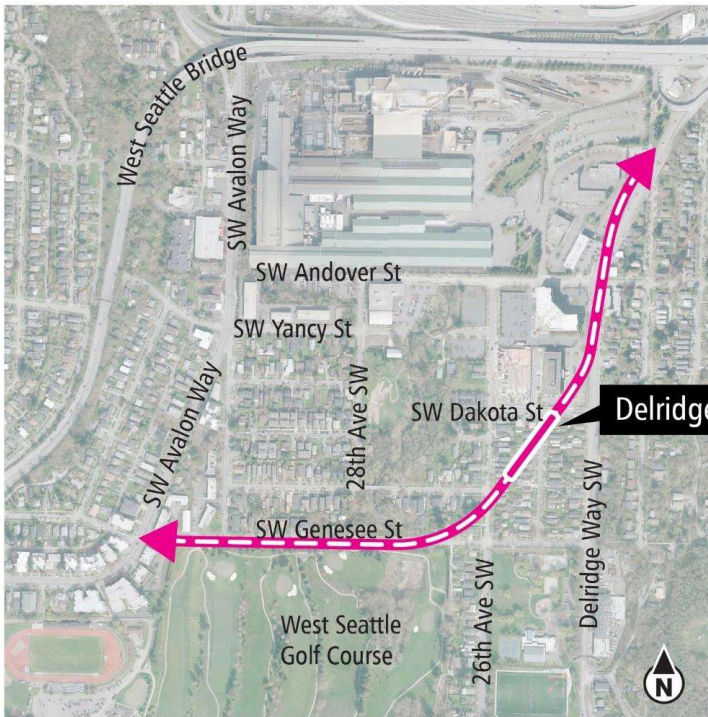
ROUTE AND STATION PROFILES

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



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

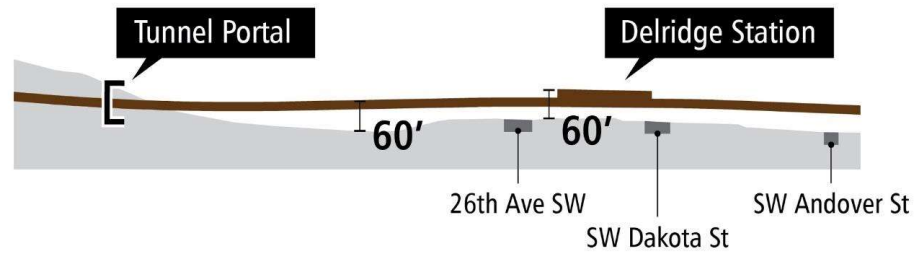
Draft EIS alternatives Delridge



Dakota Street Station (DEL-1a)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

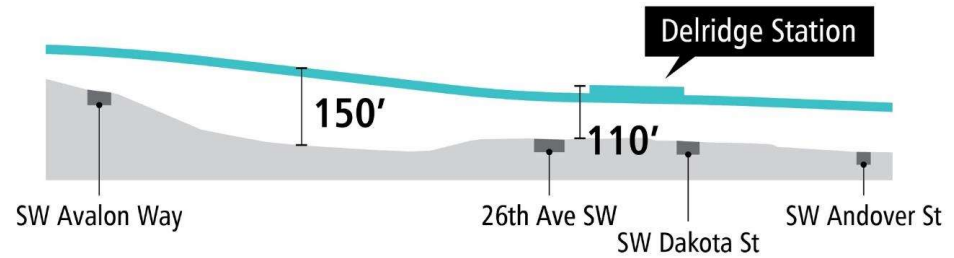
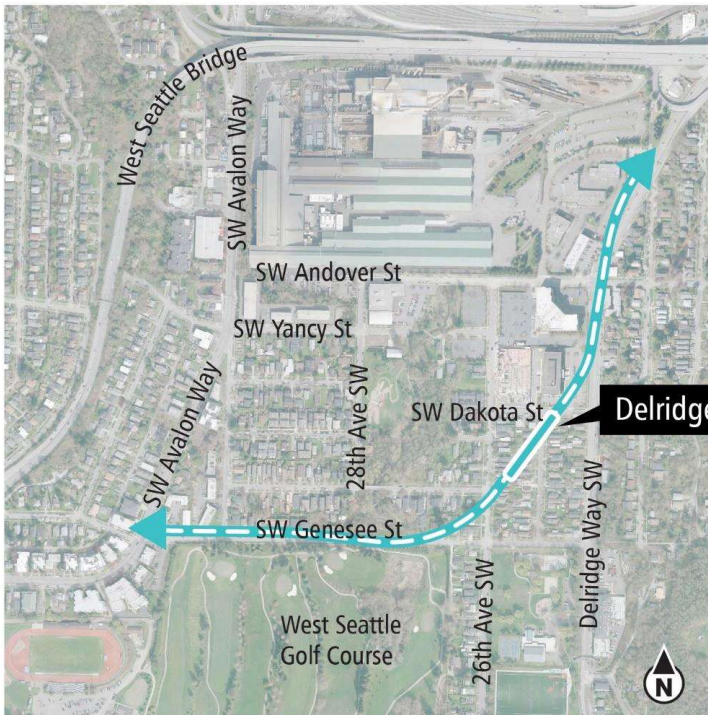
Draft EIS alternatives Delridge



Dakota Street Station Lower Height (DEL-2a)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

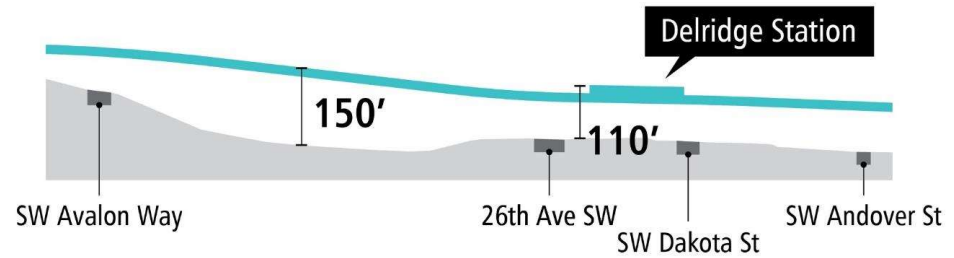
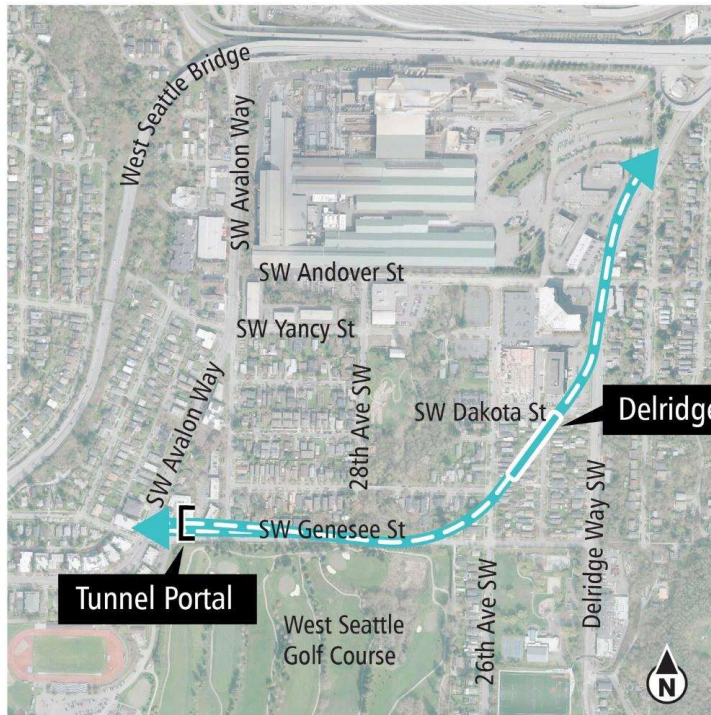
Draft EIS alternatives *Delridge*



Dakota Street Station North Alignment Option (DEL-1b)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Delridge



Dakota Street Station North Alignment Option (DEL-1b)



Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

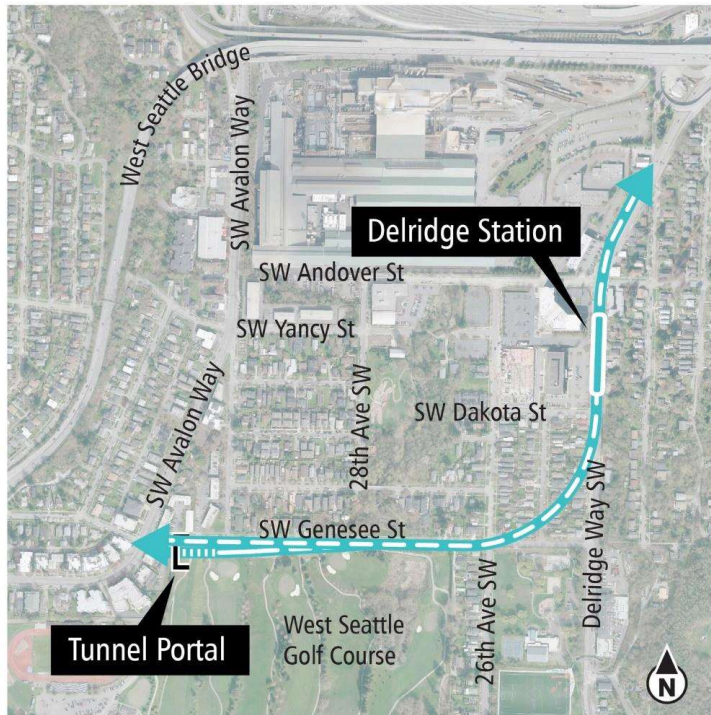
Draft EIS alternatives Delridge



Delridge Way Station (DEL-3)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Delridge



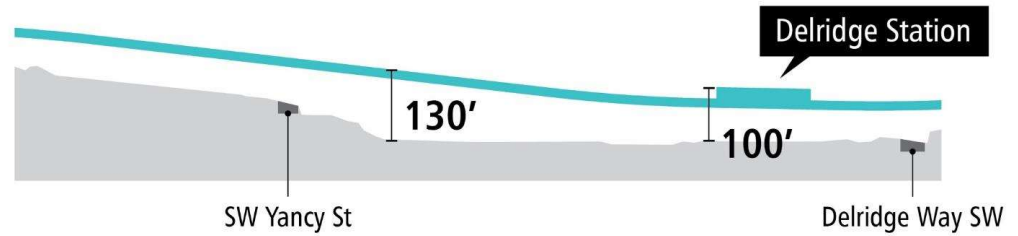
Delridge Way Station (DEL-3)



Delridge Way Station Lower Height (DEL-4)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

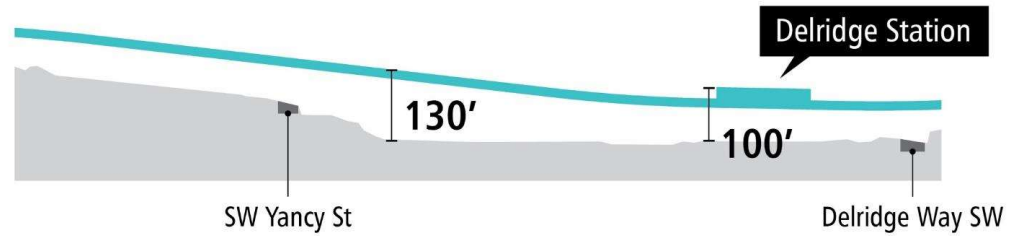
Draft EIS alternatives Delridge



Andover Street Station Alternative (DEL-5)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Delridge



Andover Street Station Alternative (DEL-5)

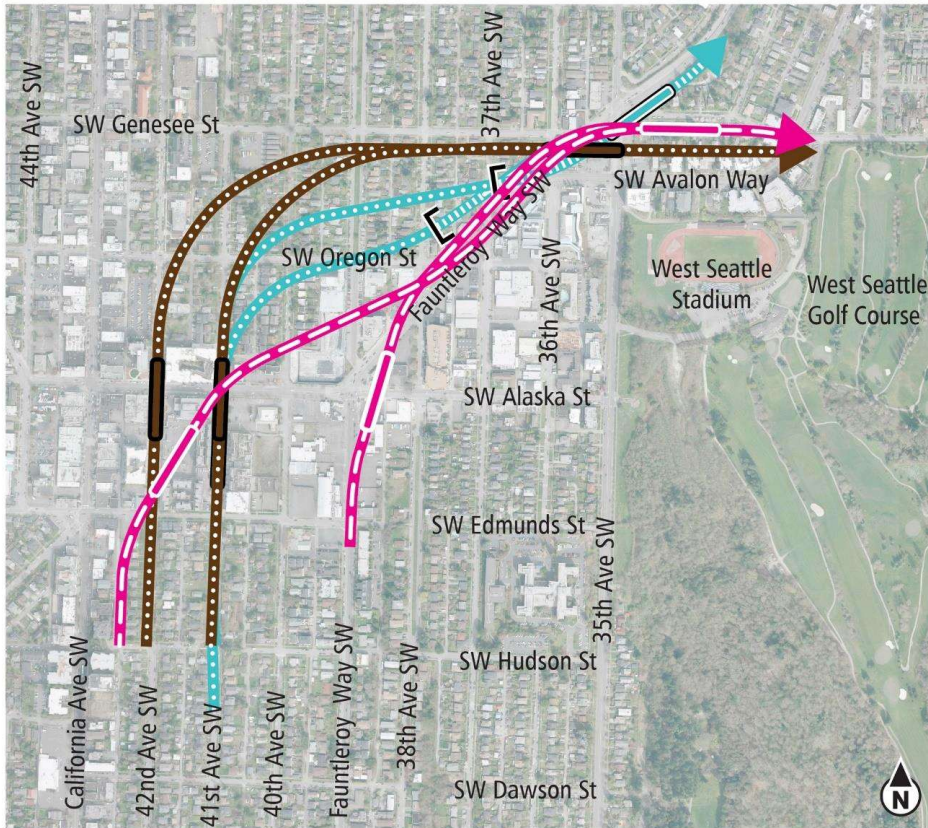


Andover Street Station Lower Height Alternative (DEL-6)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

***West Seattle Junction
segment***






Draft EIS alternatives Junction




DRAFT EIS ALTERNATIVES

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

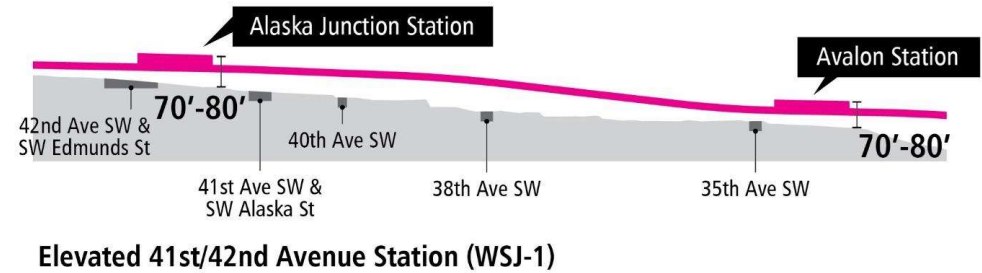
ROUTE AND STATION PROFILES

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



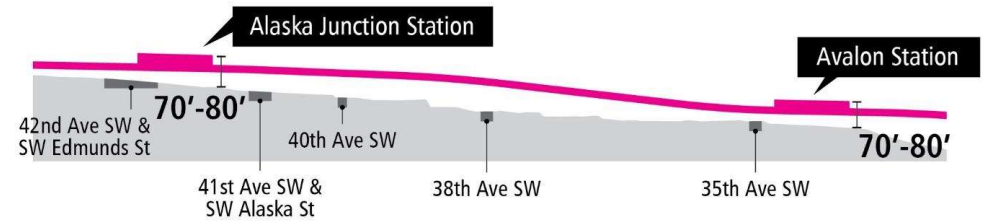
Diagrams are not to scale. All measurements are approximate and are for discussion purposes only.

Draft EIS alternatives Junction

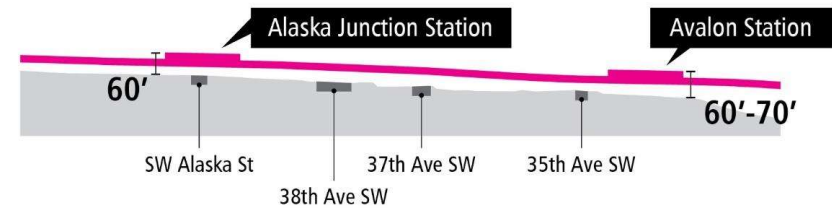


Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Junction



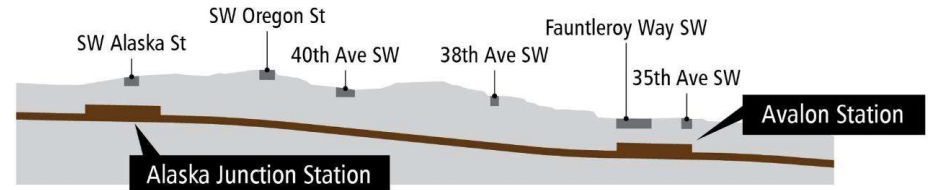
Elevated 41st/42nd Avenue Station (WSJ-1)



Elevated Fauntleroy Way Station (WSJ-2)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

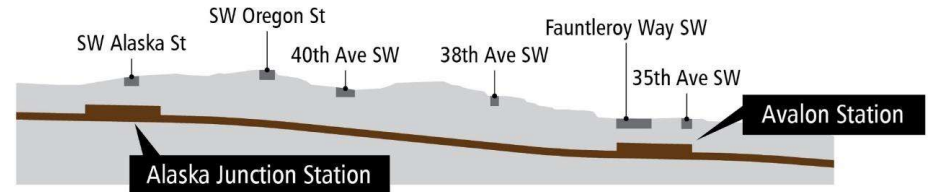
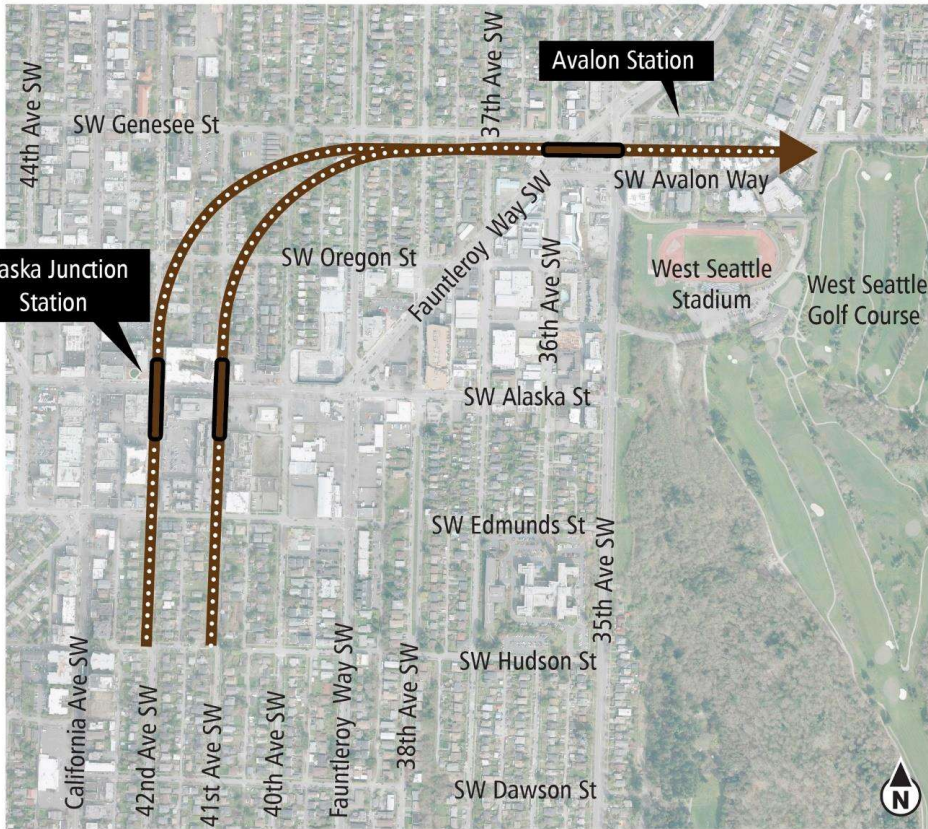
Draft EIS alternatives Junction



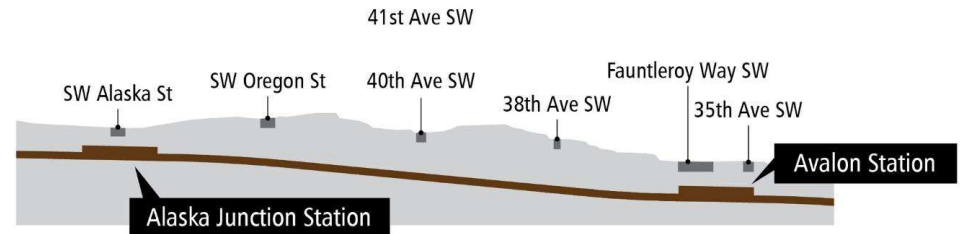
Tunnel 41st Avenue Station (WSJ-3a)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Junction



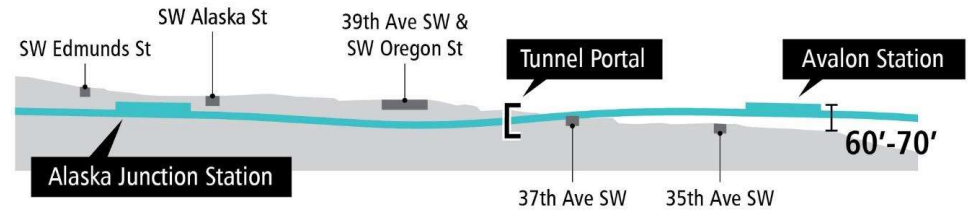
Tunnel 41st Avenue Station (WSJ-3a)



Tunnel 42nd Avenue Station Option (WSJ-3b)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

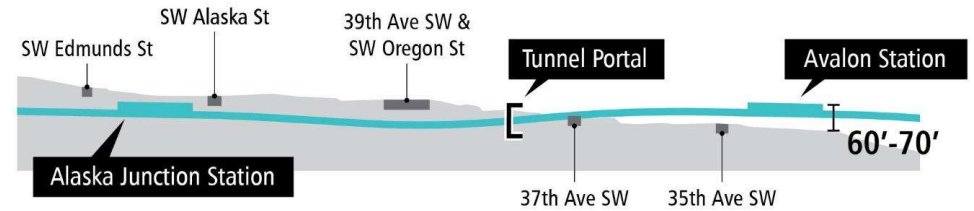
Draft EIS alternatives Junction



Short Tunnel 41st Avenue Station (WSJ-4)

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Draft EIS alternatives Junction



Short Tunnel 41st Avenue Station (WSJ-4)



Medium Tunnel 41st Avenue Station (WSJ-5)

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Agenda

- Welcome and introductions
- Sound Transit and System Expansion
- West Seattle and Ballard Link Extensions
- ***City of Seattle and Sound Transit partnership***
- Community engagement and collaboration
- Next steps and next meeting

Roles



- Evaluate potential alignment and station locations.
- Conduct planning, environmental review, and design of the light rail system.
- Build and operate new light rail system.

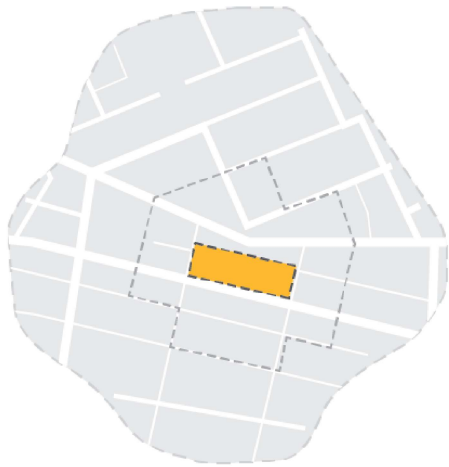
Center racial equity for better outcomes
+
Co-planning stations with communities



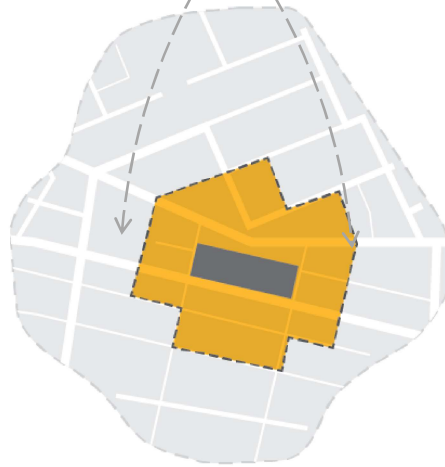
Seattle

- Elected officials from the City of Seattle on the ST Board that will make final decisions.
- Plan streets, housing, businesses, & open spaces to make great neighborhoods around stations.
- Issue permits to Sound Transit to build stations and track.

Co-planning partnership



Station



Station context



Station area

Snapshot: Current City Work to Support Communities

- Engaging community in imagining the potential for different station locations and alternatives
- Preparing to make formal comments on the DEIS based on racial equity outcomes, neighborhood planning goals, research, and community feedback
- Listening to communities to guide decision-making toward a City position on a preferred alternative



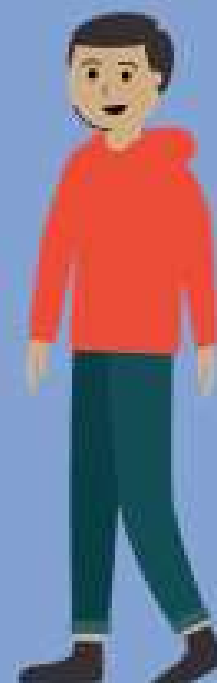
Guiding Principles

- Equity
- Dependable Transit
- Vibrant Communities
- Climate Action

[Community Survey Results: seattle.gov/lightrail](https://seattle.gov/lightrail)

What is racial equity?

When social, economic and political opportunities are not determined by a person's race.



Racial Equity Toolkit Outcomes

1. Advance environmental and economic justice to improve economic and health outcomes for communities of color
2. Enhance mobility and access for communities of color and low-income populations
3. Create opportunities for equitable development that include expanding housing and community assets for communities of color
4. Avoid disproportionate impacts on communities of color and low-income populations
5. Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome.
6. Meaningfully involve low-income populations and communities of color in the project.



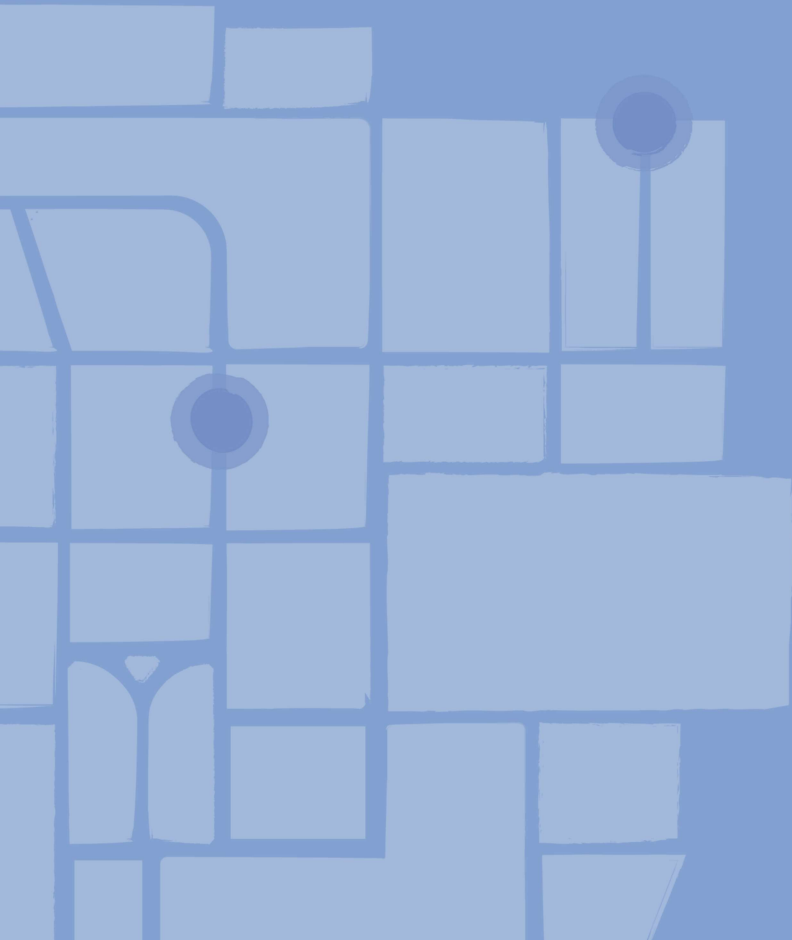
City of Seattle



SOUNDTRANSIT

Sense of Belonging

What kinds of things give you a sense of belonging or make you feel welcome and safe in a place?



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Current community engagement

Preparing for upcoming Draft EIS publication

- Online engagement platform: wsblink.participate.online
- Community briefings
- Fairs, festivals and tabling
- Equitable engagement approaches
- Outreach to property owners

Equitable engagement

Capacity building and reaching more people

- Exploring partnerships with community-based organizations
- Partnership with City of Seattle's Department of Neighborhood's Community Liaison program



Upcoming engagement



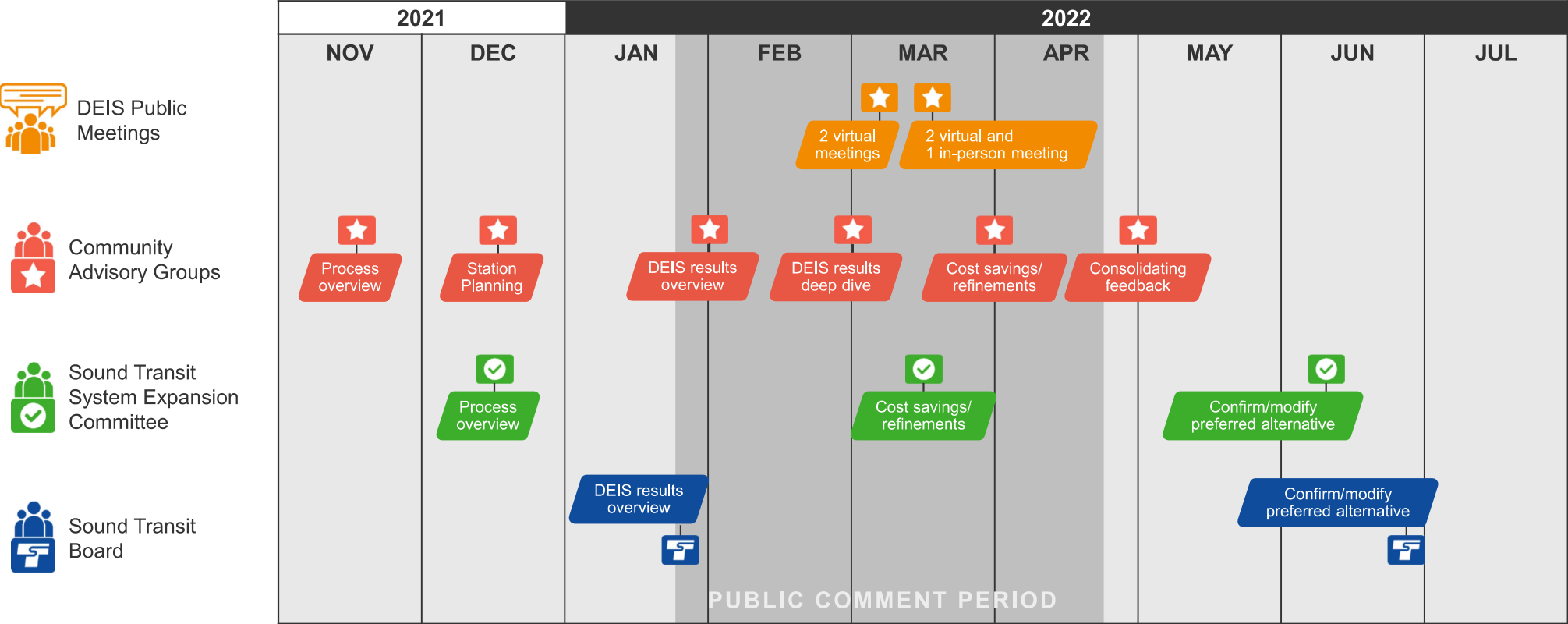
Publish Draft EIS



Collect public feedback

Community Engagement and collaboration

Draft Environmental Impact Statement (DEIS)



Community Advisory Groups

Role

Build understanding and common ground around key project decisions.

Highlight specific issues and trade-offs as Sound Transit works to deliver a project on the target schedule and within scope.

Share feedback with the Sound Transit Board before they confirm or modify the preferred alternative.



Structure

Start: November 16, 2021

***Four community advisory groups (CAGs),
by geographic segment:***

- West Seattle/ Duwamish
- Chinatown-International District/ SODO
- Downtown
- Interbay/ Ballard

***Monthly meetings of each group through Spring 2022
(schedule forthcoming).***

Membership expectations

Act as a community ambassador, willing to share information with community members and bring forth community values, concerns, and ideas.

Consider the community as a whole and go beyond personal interests.

Participate collaboratively with group members whose views may be different from their own.

Attend and participate in approximately six-monthly meetings from fall 2021 through Spring 2022.

Operating guidelines

Try to attend all meetings.

Communicate with and update your communities

regarding the work of the CAG in coordination with Sound Transit staff who can assist with your efforts by attending briefings and providing materials.

Commit to support a process that is open, iterative and transparent, and builds toward common ground.

Be respectful and keep an open mind regarding others' opinions, ideas and viewpoints.

Operating guidelines

Meetings will be led by a facilitator.

Follow instructions given by the meeting facilitator.

Everyone gets their say.

Openly share observations and views.

Disclose any conflicts of interest with the meeting facilitator.

If approached by the media, please represent your perspective, not the perspective of the CAGs.

Or, direct media inquiries to **Rachelle Cunningham**:
rachelle.cunningham@soundtransit.org.

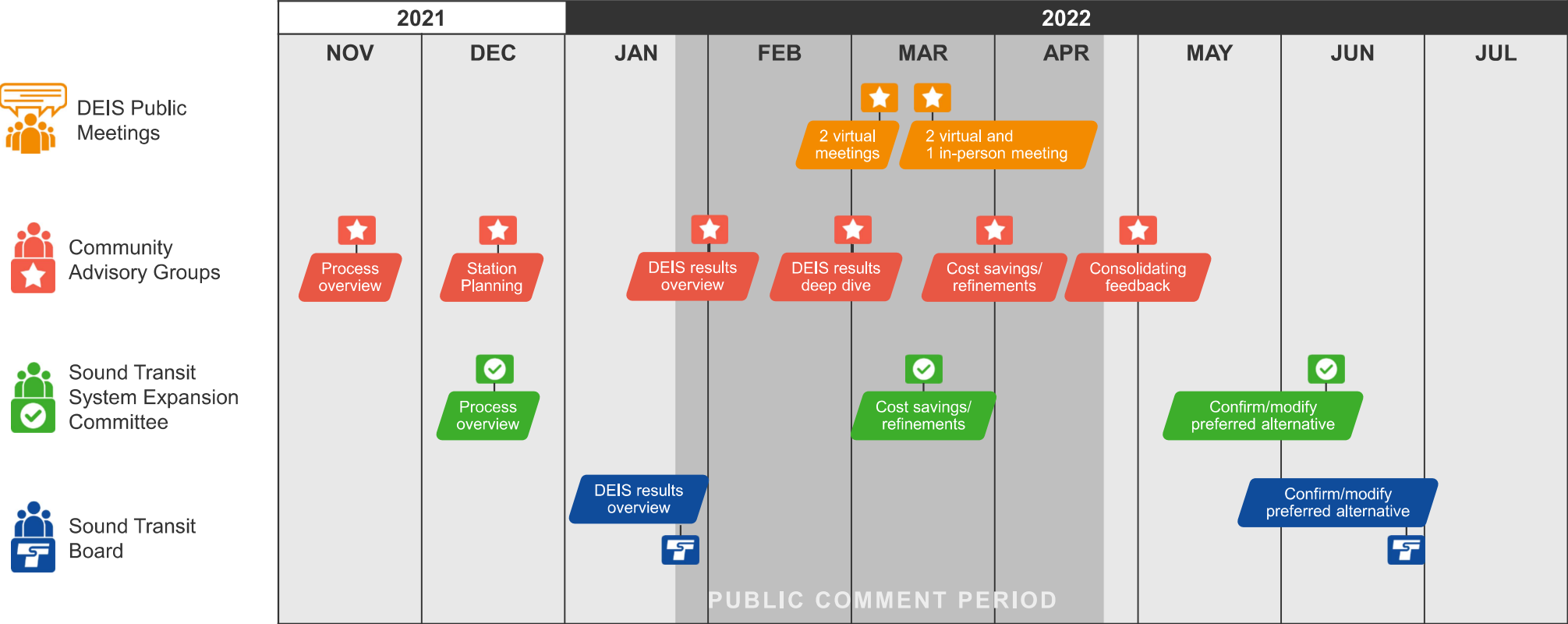
Questions?

Agenda

- Welcome and introductions
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- West Seattle and Ballard Link Extensions
- City of Seattle and Sound Transit partnership
- Community engagement and collaboration
- ***Next steps and next meeting***

Community Engagement and collaboration

Draft Environmental Impact Statement (DEIS)



December 2021 schedule

Date	Meeting	Time
Wed. Dec. 8th	Interbay/ Ballard CAG	5pm – 7pm
Thurs. Dec. 9th	CID/ SODO CAG	5pm – 7pm
Tues. Dec. 14th	West Seattle/ Duwamish CAG	5pm – 7pm
Thurs. Dec. 16th	Downtown CAG	5pm – 7pm

Questions?

Contact Leda Chahim:

leda.chahim@soundtransit.org

 ***wsblink.participate.online***

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



soundtransit.org/wsblink

