

West Seattle Link Extension

Board of Directors

10/24/2024



Why we're here today

- Seek Board action to select the project to be built

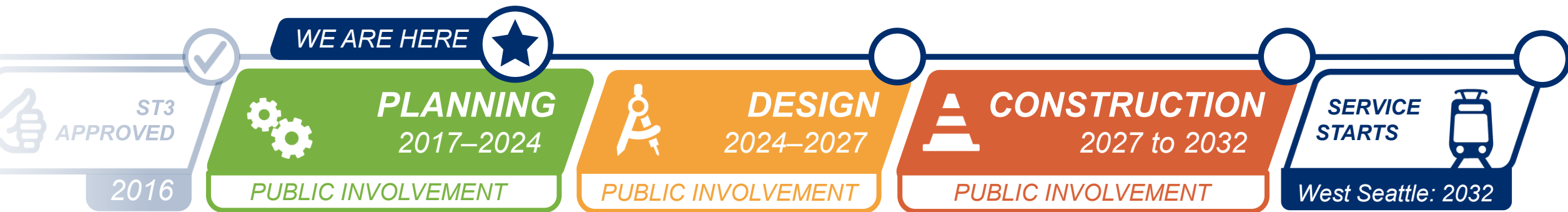
Where we've been / where we're going

- ✓ **2019:** Board identified preferred alternatives and other alternatives to be studied in West Seattle and Ballard Link Extensions (WSBLE) Draft EIS
- ✓ **January 2022:** WSBLE Draft EIS published
- ✓ **July 2022:** Board identified West Seattle Link Extension (WSLE) preferred alternative and other alternatives to be studied in Final EIS
- ✓ **September 19, 2024:** Executive Committee Update on WSLE and Final EIS
- ✓ **September 20, 2024:** WSLE Final EIS publication
- ✓ **September 26, 2024:** Board Update on WSLE and Final EIS
- ✓ **October 10, 2024:** SEC to consider recommendation of project to be built
- **Today:** Board to consider action to select project to be built
- **Late 2024:** Anticipated Record of Decision (ROD) from Federal Transit Administration

***West Seattle Link Extension
project background***

West Seattle Link Extension

Final EIS Project timeline





West Seattle Link Extension

- ✓ Included in Sound Transit 3 (ST3) plan.
- ✓ Provide fast, reliable light rail connections in the SODO, Delridge and West Seattle neighborhoods.
- ✓ 4.1 miles of light rail service and serve 4 stations.



Link light rail

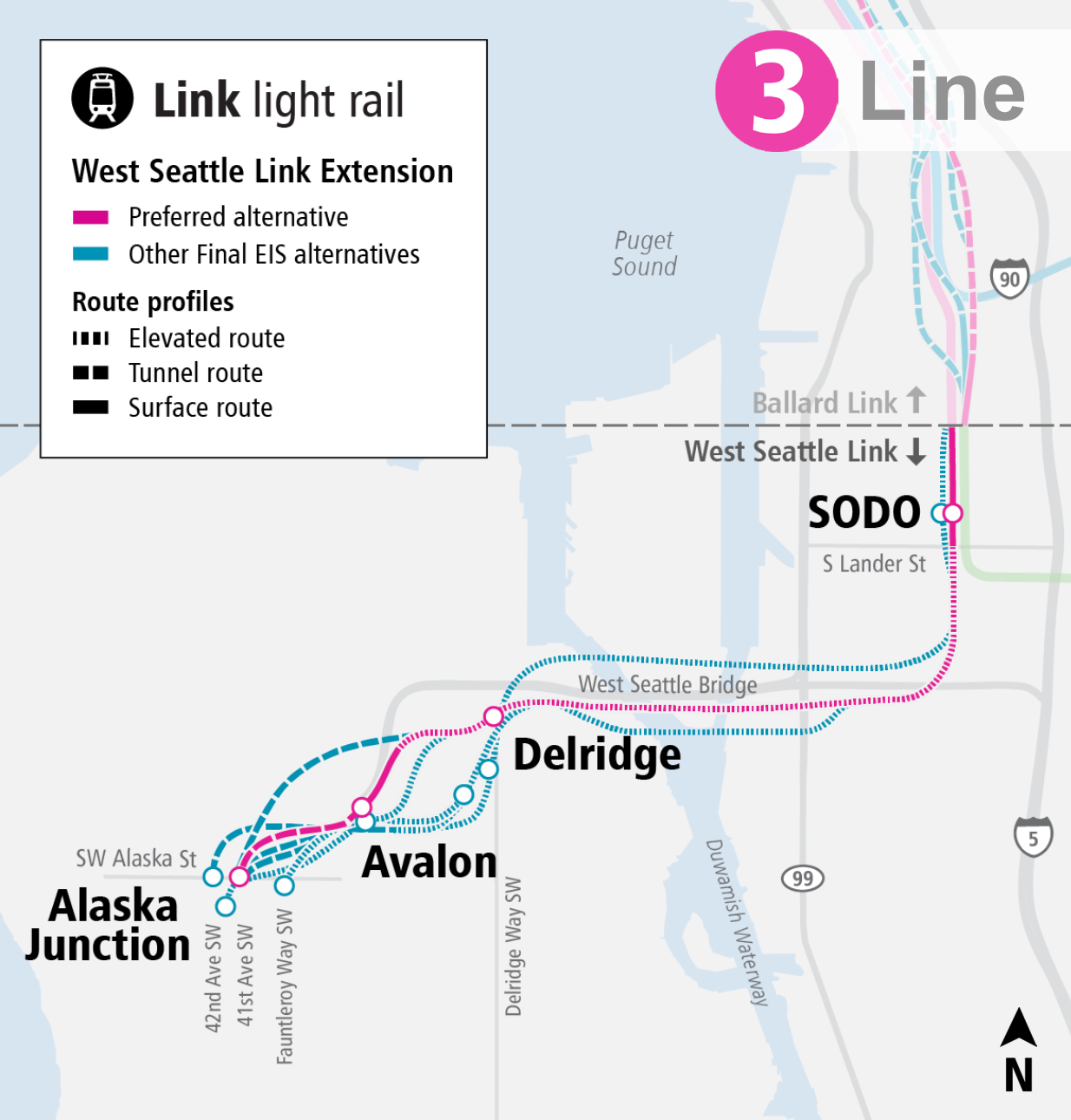
West Seattle Link Extension

- Preferred alternative
- Other Final EIS alternatives

Route profiles

- Elevated route
- Tunnel route
- Surface route

3 Line



West Seattle Link Extension

- **Reduces transit travel** time from Alaska Junction to Westlake Station by 50% once Ballard Link Extension is complete.
- **Improves transit service frequency, reliability and capacity.**
- Facilitates redevelopment near stations, with focus on **affordable housing.**
- **Provides travel alternative** if West Seattle Bridge is congested or closed for repairs.
- **Facilitates future expansion** to south.

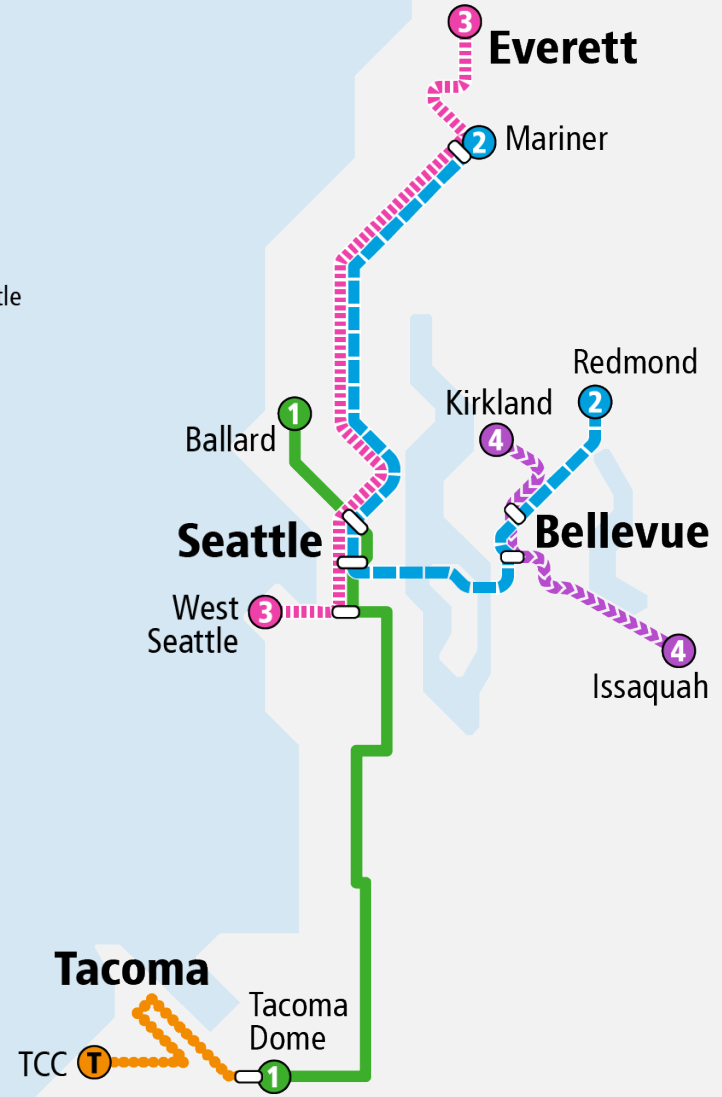
Operating plan: 2032

-  1
Lynnwood–Tacoma
-  2
Lynnwood–Redmond
-  3
West Seattle–SODO
-  T
Tacoma Dome–Hilltop
-  Transfer



Operating plan: 2042

-  1
Ballard–Tacoma
-  2
Mariner–Redmond
-  3
Everett–West Seattle
-  4
Kirkland–Issaquah
-  T
Tacoma Dome–Tacoma Community College
-  Transfer

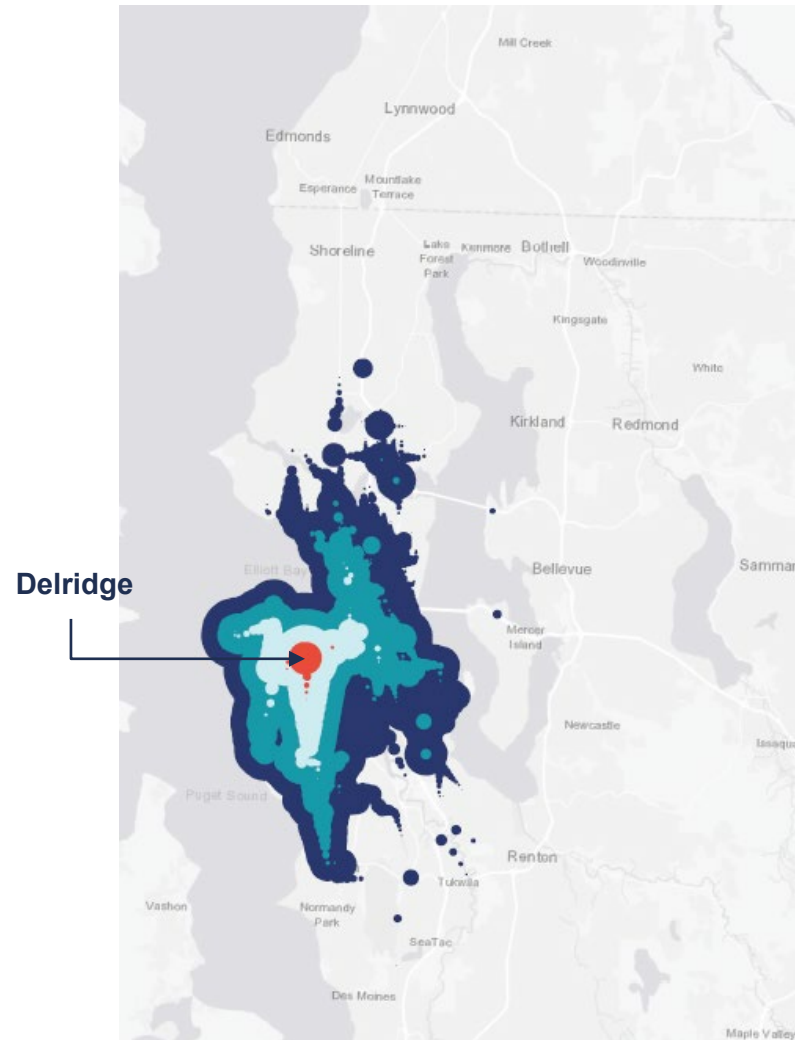


Transit travel sheds Delridge Station

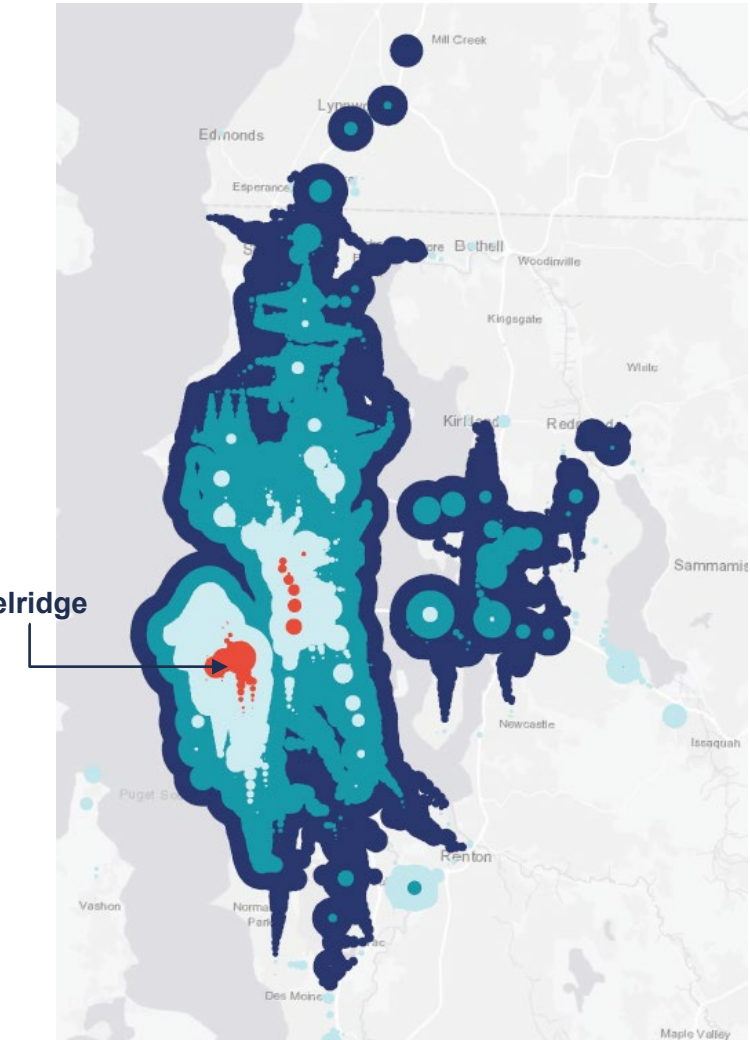
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves transit service frequency, reliability and capacity**

Enhancing mobility and access

Existing



2042 – With WSLE & BLE



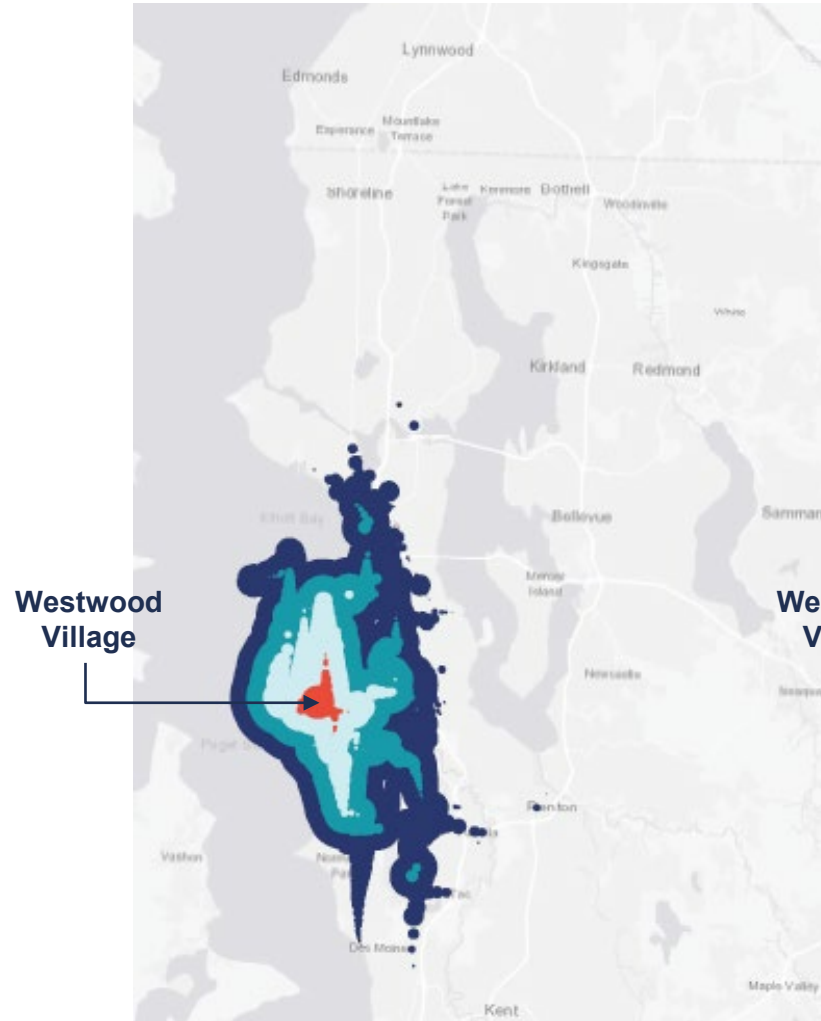
15 - minutes 30 - minutes 45 - minutes 60 - minutes

Transit travel sheds Westwood Village

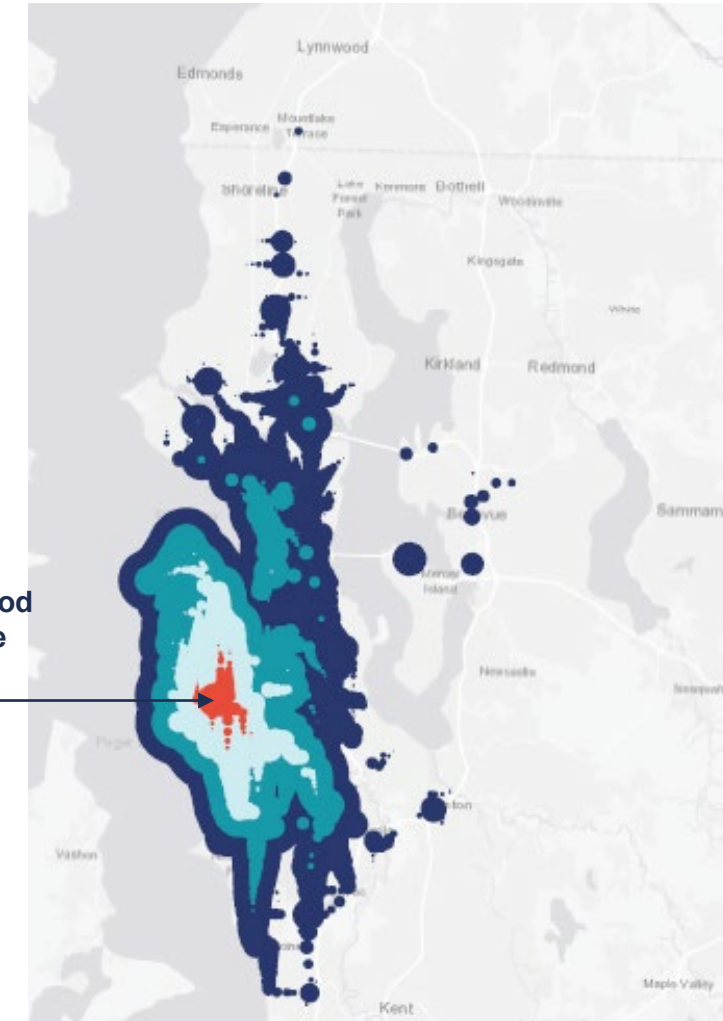
- **Connecting communities to a system with light rail to Everett, Tacoma, Redmond and Ballard**
- **Improves transit service frequency, reliability and capacity**

Enhancing mobility and access, with bus-rail connections

Existing



2042 – With WSLE & BLE



15 - minutes 30 - minutes 45 - minutes 60 - minutes

Final EIS alternatives

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

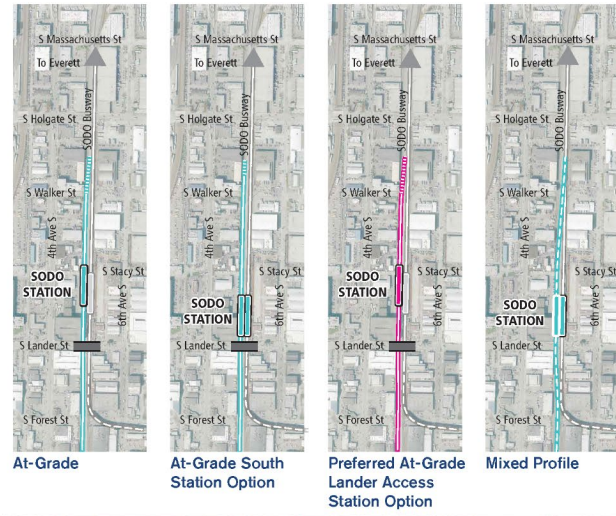
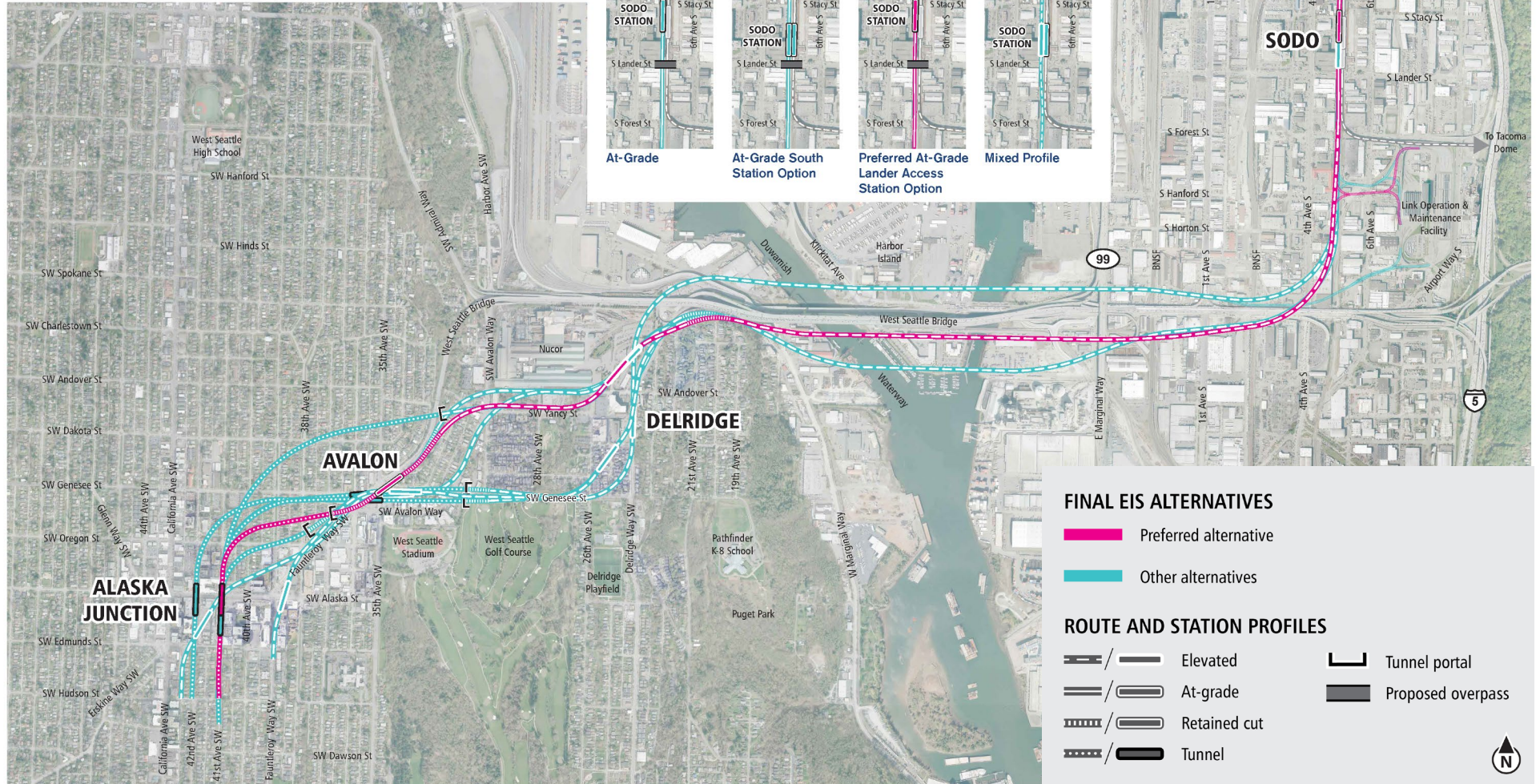
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

Built environment

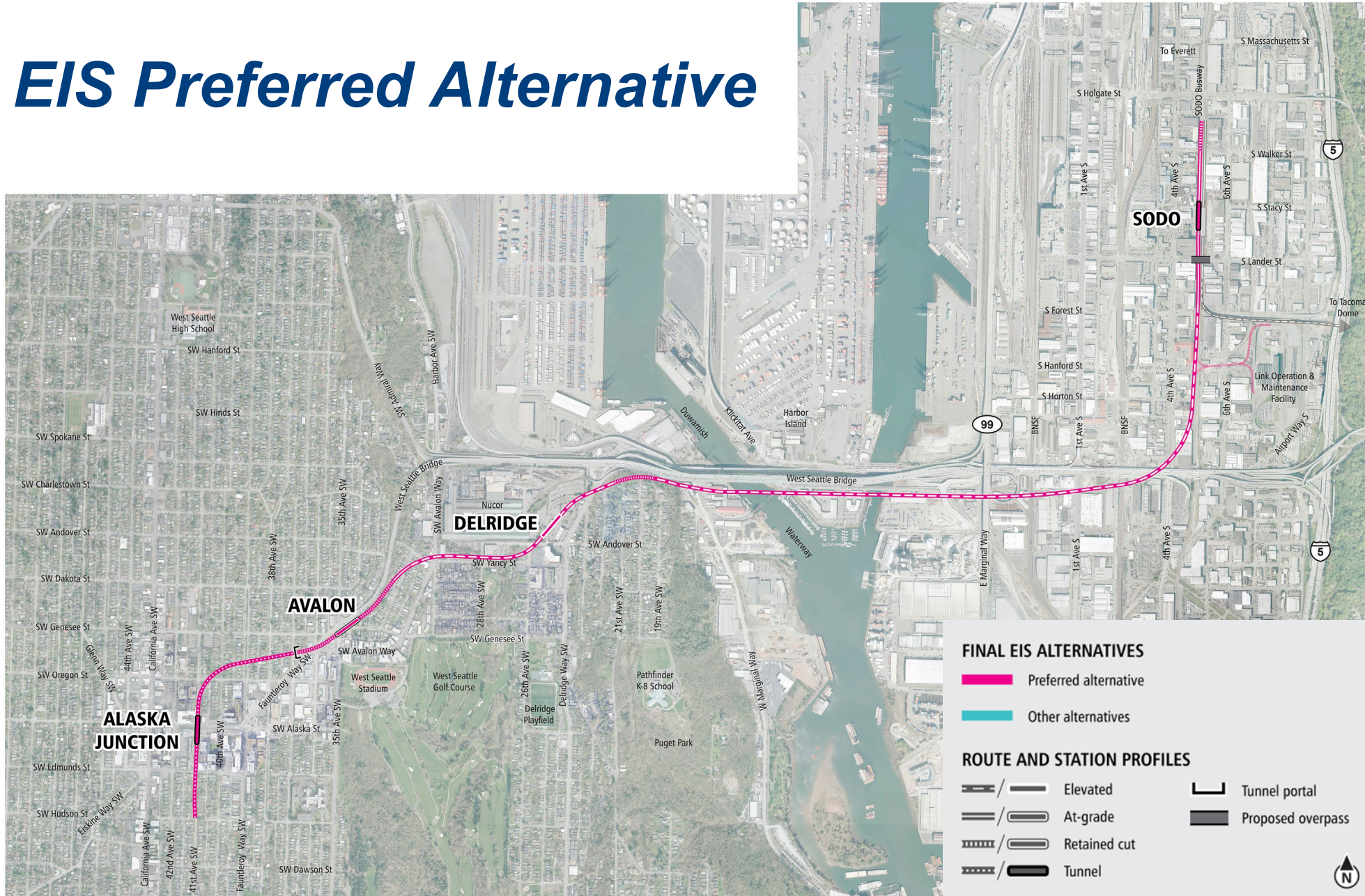
- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic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

Final EIS Alternatives

SODO Alternatives



Final EIS Preferred Alternative



Final EIS Preferred Alternative

- **West Seattle Junction segment:** Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option
- **Delridge segment:** Preferred Andover Street Station Lower Height South Alignment Option
- **Duwamish Segment:** Preferred South Crossing Alternative
- **SODO segment:** Preferred At-Grade Lander Access Station Option

Passenger Experience

- **Direct and convenient bus/rail connections** at all stations
- **Improved access to California Avenue** at Alaska Junction Station
- **Improved passenger access times** at Avalon Station with shallow depth, and at Delridge Station with lower guideway height
- **High quality transfer between Link lines** at SODO Station

Ridership, Access, and eTOD potential

- **Substantial eTOD & Joint Development** opportunity in Alaska Junction
- Opportunity for **integrated eTOD** at Delridge Station
- **Multimodal access** via wide sidewalk and separated bike lanes on Lander Street and adjacent SODO trail at SODO Station

Environmental

- **Minimizes residential displacements**
- **Minimizes effects to park and historic resources**

Equity

- **Enhances mobility and access**, bus-rail integration, and offers substantial **eTOD opportunities**

***Project to be Built for the
West Seattle Link Extension***

Resolution No. R2024-22:

***Project to be built &
staff recommendation***

Project to be Built decision

What does the Project to be Built action do?

Action on the Project to be Built is a step to completing the environmental review phase and **allows the project to proceed into design** in a timely manner.

Approving the WSLE project to be built will not negatively impact the agency's ability to advance other projects in the expansion program.

The agency will return to the Board in the future as design progresses, to baseline the project and to authorize construction dollars.

Staff Recommendation

Select WSLE Final EIS Preferred Alternative as the Project to Be Built, authorizing the project to advance into final design.

Recommendation minimizes many community impacts while **enhancing mobility and access, improving passenger experience** and offering **substantial equitable transit-oriented development opportunities**.

Compared to other alternatives, the preferred alternative has **fewer residential displacements, minimizes effects to parks and historic resources** and includes a lower height guideway through Delridge, a shallow retained cut Avalon Station and a tunnel alignment and station in the Alaska Junction neighborhood that provides more convenient access to California Avenue.

Today's Action

- Resolution No. R2024-22: Select the West Seattle Link Extension Final EIS preferred alternative as the project to be built, including alignment, profile, stations, and associated infrastructure to be built between SODO and the West Seattle Junction.

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