



# *West Seattle and Ballard Link Extensions*

*Mercer Corridor Stakeholder meeting | June 19, 2019*

**Link Light Rail**

**Future service:**

- Everett–Seattle–West Seattle
- Redmond–Seattle–Mainier
- Ballard–Seattle–Tacoma
- Issaquah–Bellevue–South Kirkland
- Tacoma Dome–Tacoma Community College

**In service:**

- Univ. of Washington–Angle Lake
- Tacoma Dome–Theater District

**Souder Commuter Rail**

**Future service:**

- DuPont–Lakewood

**In service:**

- North Line (Everett–Seattle)
- South Line (Lakewood–Seattle)

**Bus**

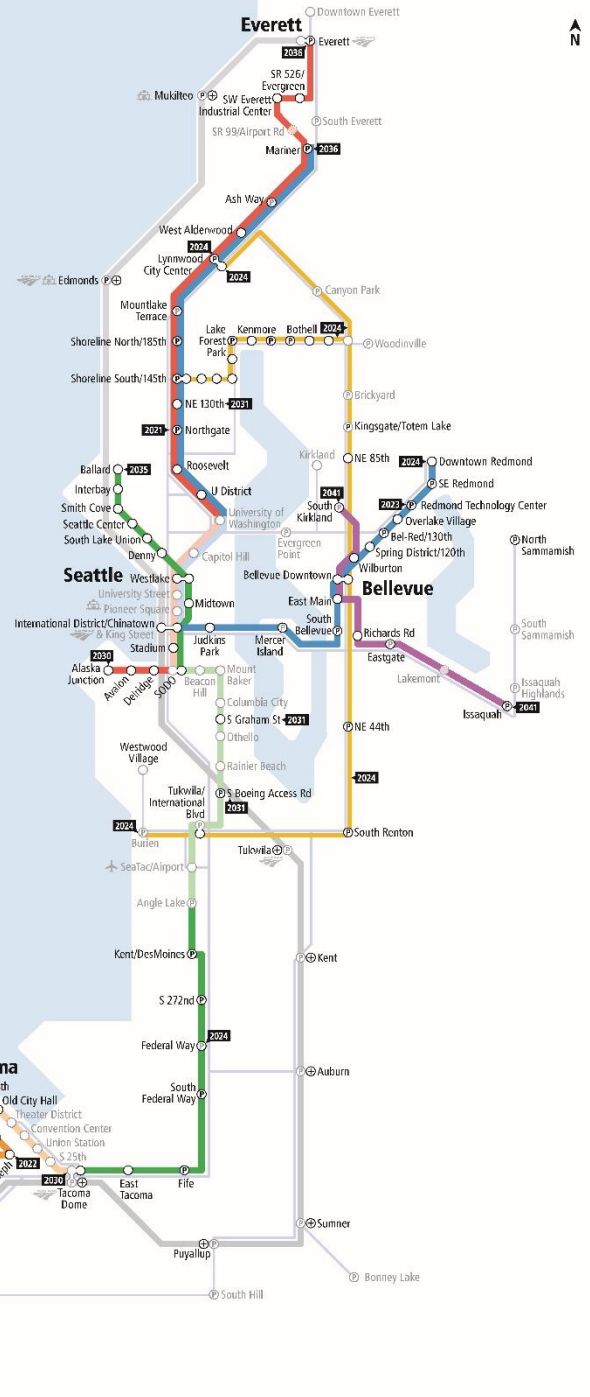
**Future service:**

- Bus Rapid Transit (BRT)

**In service:**

- ST Express bus (service re-evaluated annually)

○ New station or bus facility  
 P Added parking  
 ⊕ Station improvements  
 ⊕ Major transfer hub  
 ○ Existing station or bus facility  
 P Existing parking  
 ○ Provisional light rail station



# 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://soundtransit.org/system)

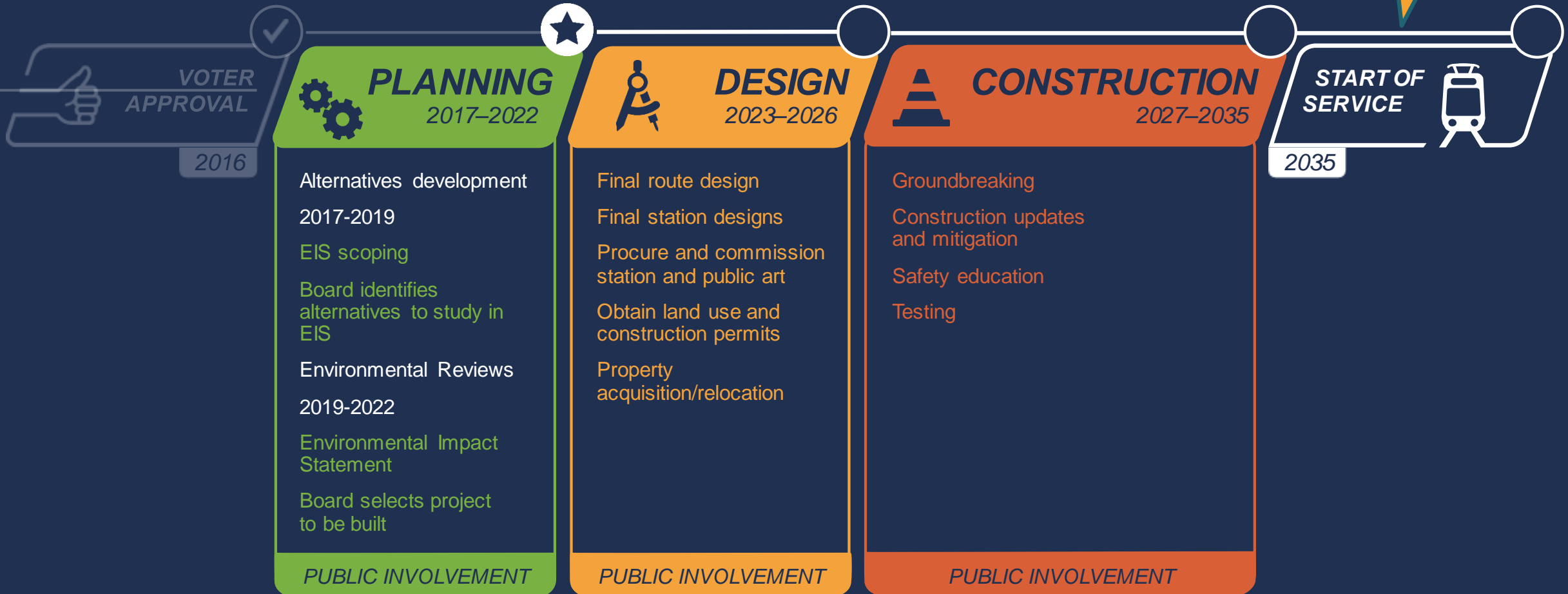


# ST3 Representative project

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

# Ballard project timeline

2035



# Screening process

**Level 1**

**Broad range of initial  
alternatives**

**Level 2**

**Refine remaining  
alternatives**

**Level 3**

**Further  
evaluation**

**EIS**

**Preferred Alternative(s)  
and other EIS alternatives**

# External engagement overview

*During Alternatives Development Phase: Jan 2018 – April 2019*



**5,600+** comments and questions



**189** community briefings



**25** email updates



**14** Stakeholder Advisory Group meetings



**26** fairs, festivals, tabling events



**7** Elected Leadership Group meetings



**17** open houses, forums, workshops



**3** online open houses

# *EIS alternatives*

Identification of EIS alternatives informed by:

- Technical ***evaluation results***
- ***Public feedback*** gathered during scoping period and documented throughout the year
- ***Racial Equity Toolkit***, including findings from evaluation results and community input



***Preferred and other  
DEIS alternatives***



# What is a preferred alternative?

- SEPA / NEPA term
- Makes clear to public **where project is headed**
- **“Preference”** among alternatives to be considered
- **Not a final decision** or obligation
- Board also identified **other DEIS alternatives** in coordination with FTA



A photograph of a light rail train at a station platform. The train is white with blue and green decorative graphics. Several people are walking on the platform. A blue sign with a train icon is visible in the background. The text "Environmental Review" is overlaid in the center.

# ***Environmental Review***

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



Anticipated  
publication  
date:  
Late 2020

PUBLIC INVOLVEMENT

\*The Sound Transit Board identifies a preferred alternative(s) and other alternatives to study in the Environmental Impact Statement.

# *What is an Environmental Impact Statement?*

- Starts with scoping
- Evaluates reasonable range of alternatives
- Identifies potential impacts
- Identifies potential mitigation

# *Environmental Impact Statement (EIS)*

What is typically studied in an

**EIS?**

# *Environmental Impact Statement (EIS)*

What is typically studied in an

Transportation

← EIS?

- Ridership
- Transit
- Regional and local traffic
- Non-motorized facilities and modes
- Freight movement
- Marine navigation
- Aviation
- Construction traffic

# Environmental Impact Statement (EIS)

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## Transportation

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## Natural Environment

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



# Environmental Impact Statement (EIS)

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## Built Environment

- Noise and vibration
- Economic effects
- Visual resources
- Parks resources
- Land use
- Acquisitions, displacements and relocations
- Energy use
- Hazardous materials
- Public services and utilities
- Impacts on low income and minority populations
- Cultural, historic and archaeological resources
- Construction impacts



# Environmental Review

WE ARE HERE 

2019

2020

2021

Q3

Q4

Q1

Q2

Q3

Q4

Q1

EIS kickoff.....



Conceptual Engineering .....



Develop DEIS .....



Station planning activities .....



Publish DEIS and public comment period .....



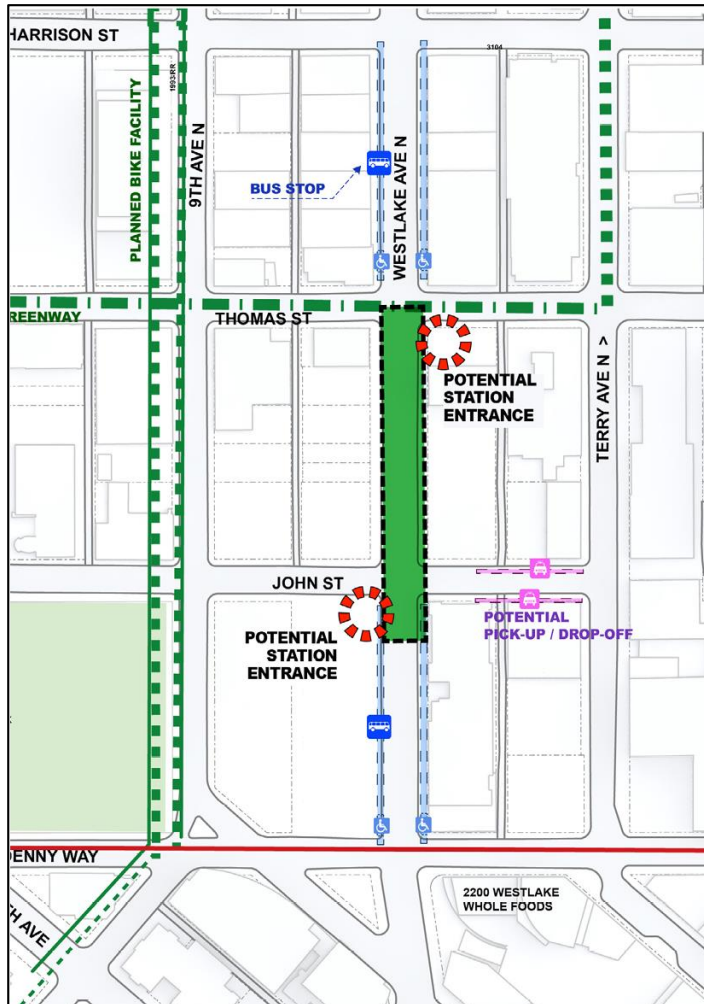
ST Board confirms or modifies PA

A light rail train is stopped at a station platform. Several people are visible: one man is entering the train, a woman is walking past, and a group of three people is walking along the platform. The train has a white body with blue and green decorative graphics. A blue sign with a white train icon is visible in the background. The scene is set in an urban environment with buildings and trees in the distance.

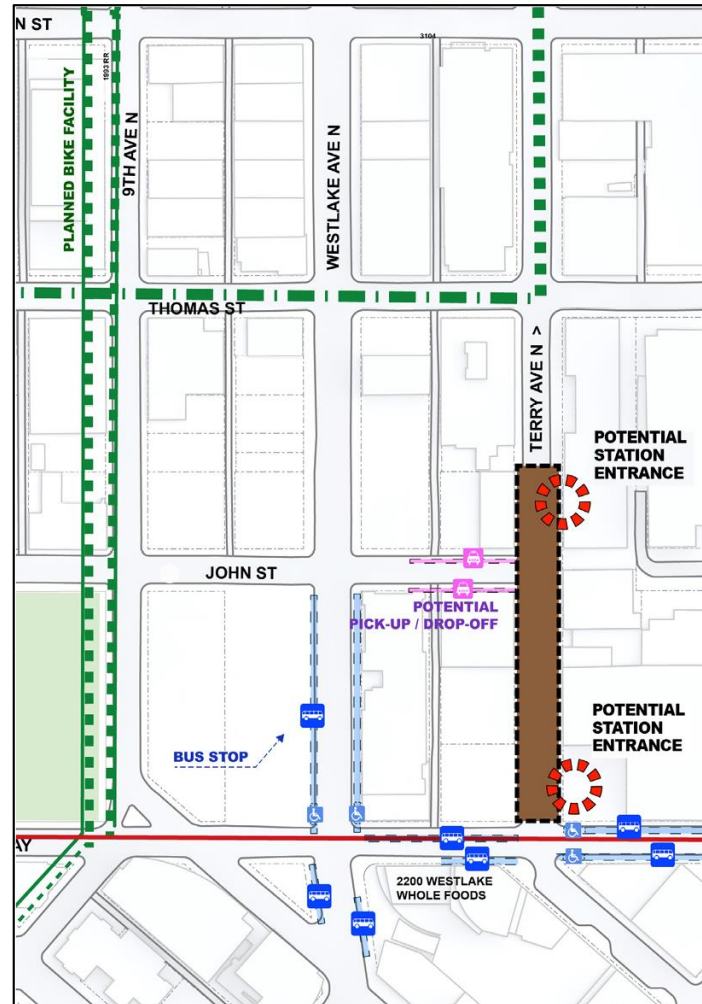
# *Level 3 Station Planning*

# Denny Station Level 3 Alternative Concepts

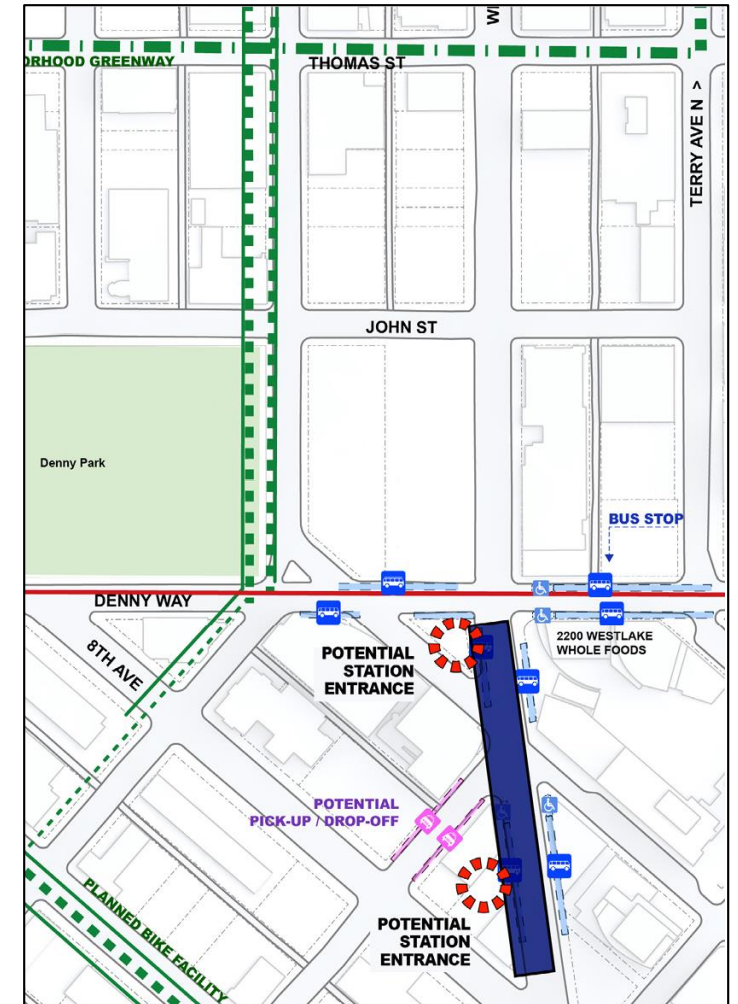
 Westlake Ave N



 Terry Ave N



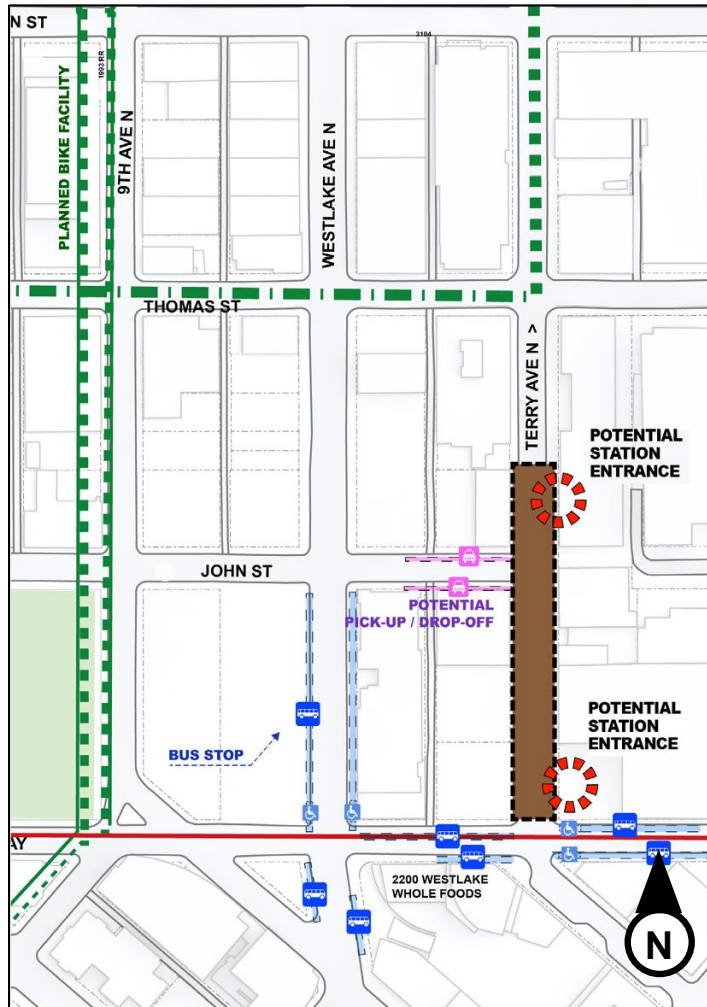
 Westlake Ave



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.



# Denny Station – Terry Ave



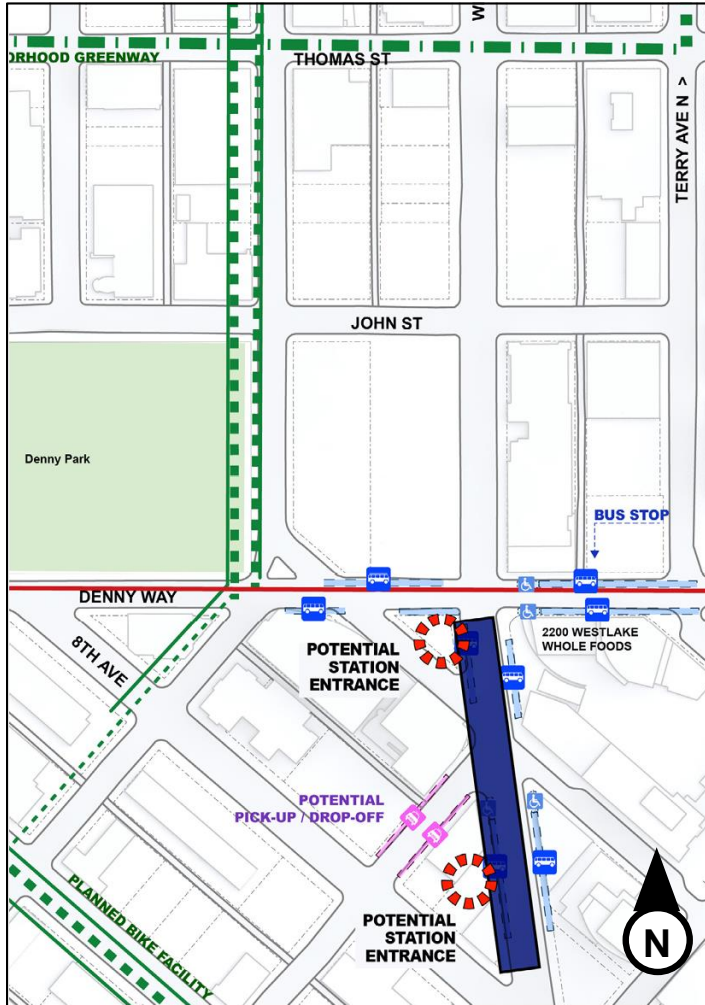
## Transit Integration and Non-motorized Access

- Potential for station entries on both sides of Denny
- Slightly longer transfer for westbound buses on Denny and potentially more challenging wayfinding
- Opportunity to negotiate grade on Denny Way

## Land Use and Development

- Station area built out
- Potential to integrate entries into existing or future development
- Could serve Cascade neighborhood better with a higher-elevation entry

# Denny Station – Westlake Ave



## Transit Integration and Non-motorized Access

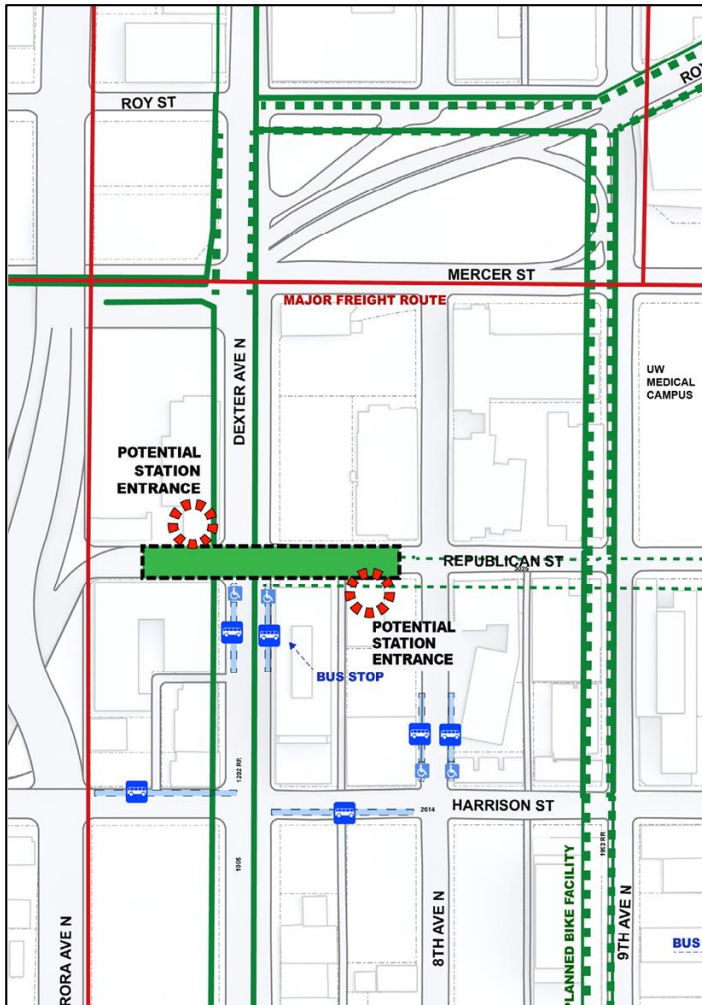
- Potential for station entries on both sides of Denny and Westlake
- Better integration with buses, streetcar operating on Denny and Westlake in all directions
- More distant from planned greenway on Thomas St

## Land Use and Development

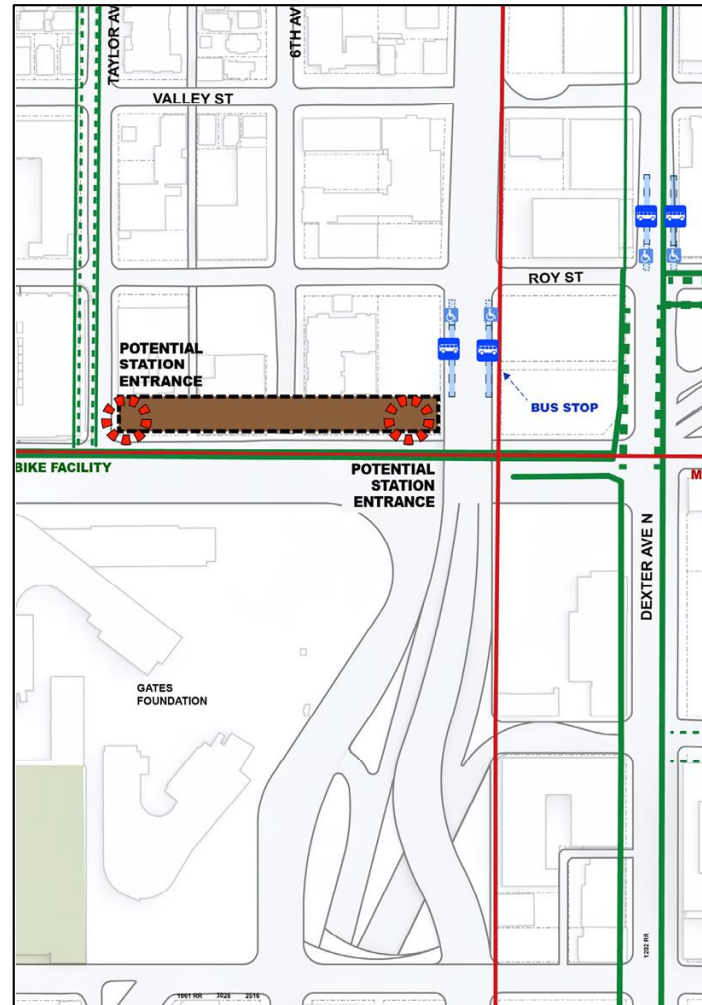
- Station area built out
- Potential to integrate entries into existing development
- Could serve Amazon HQ, existing and planned density in Denny Triangle better

# South Lake Union Station *Level 3 Alternative Concepts*

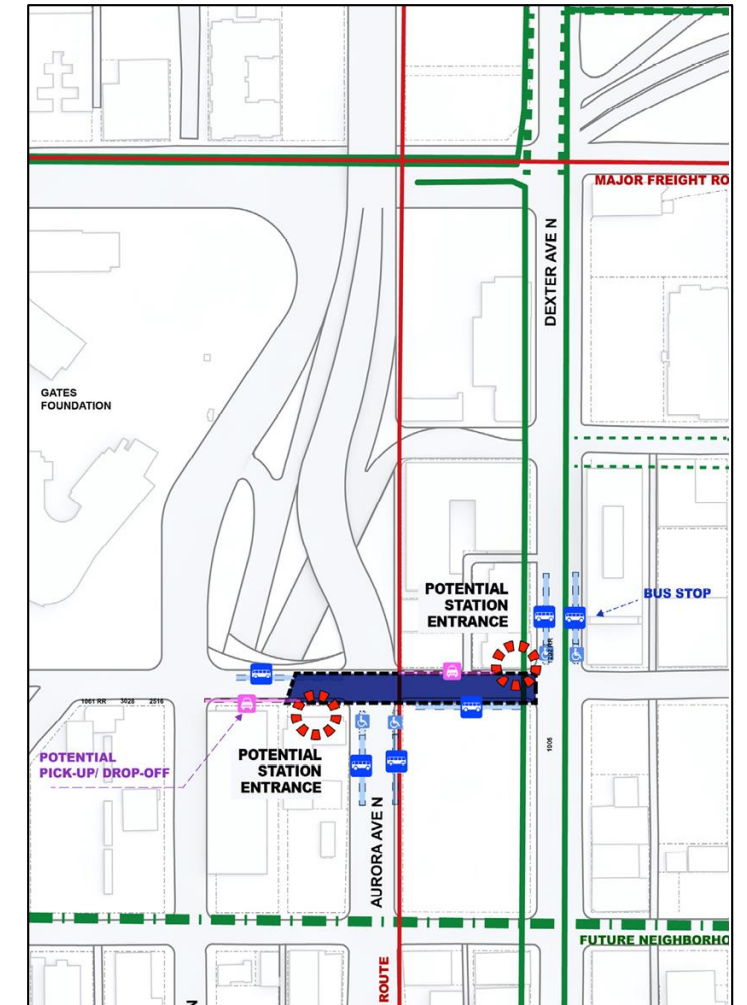
 **Republican St**



 **Mercer St**



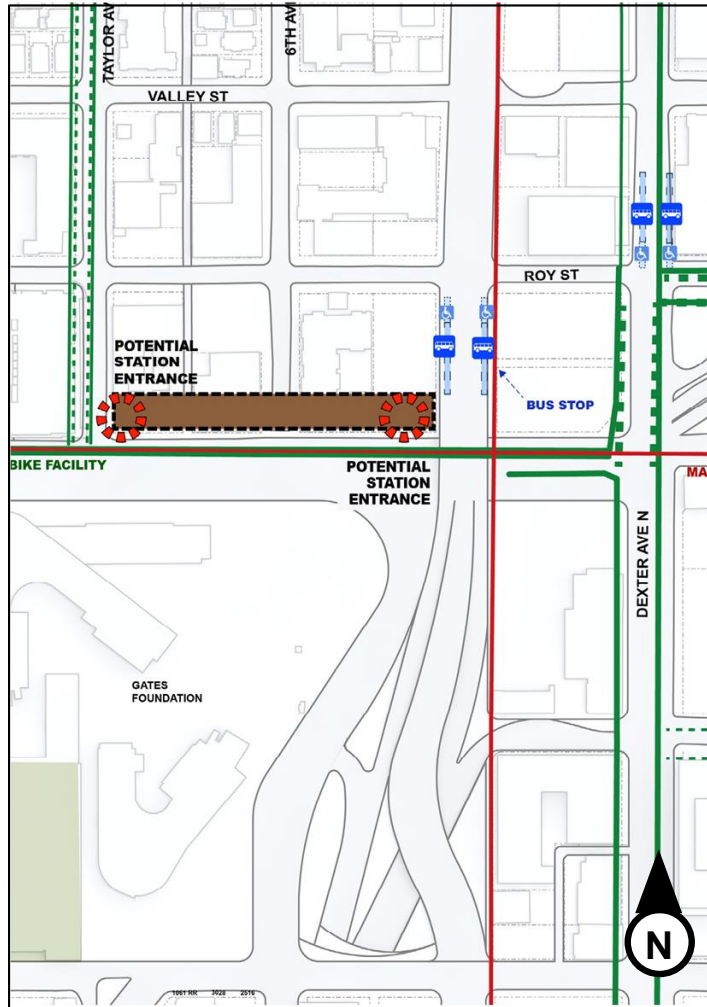
 **Harrison St**



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# SLU Station – Mercer St



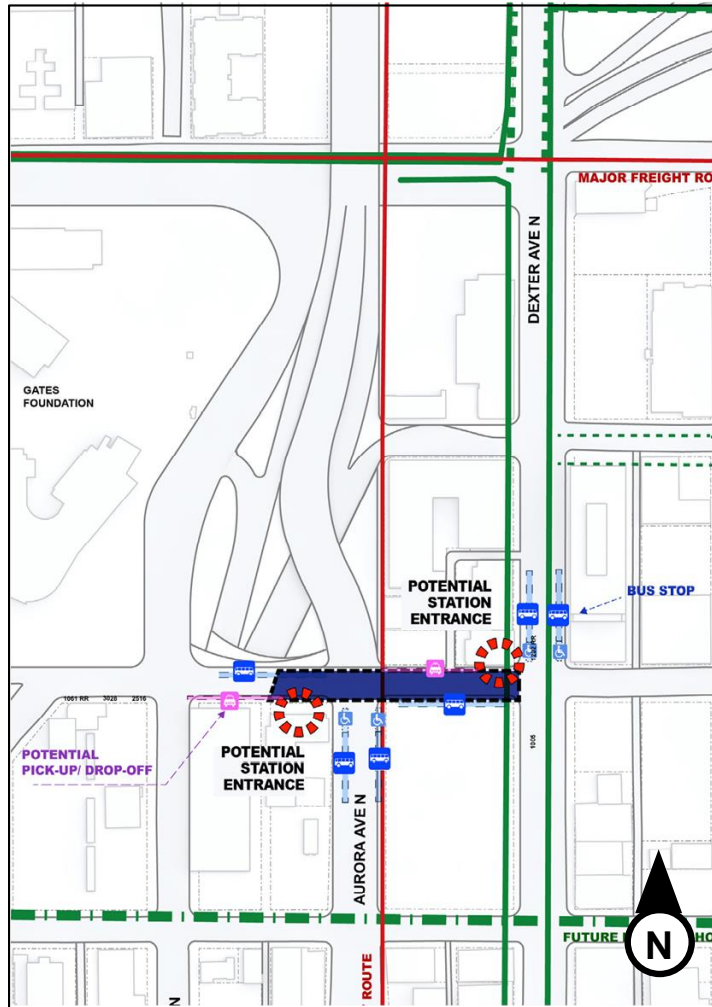
## Transit Integration and Non-motorized Access

- Potential station entries focused on Dexter
- Less opportunity to integrate with planned bus service on SR-99 and Harrison St
- Directly served by existing dedicated bike facilities on Dexter, Mercer, Roy

## Land Use and Development

- Moderate potential for additional development and density
- Closer to emerging density at north end of South Lake Union, including new Google campus

# SLU Station – Harrison St



## Transit Integration and Non-motorized Access

- Excellent pedestrian access to South Lake Union and east edge of Uptown
- Excellent integration with planned bus service on SR-99 and Harrison St
- Directly served by dedicated bike facility on Dexter, could be served by planned facility on Thomas

## Land Use and Development

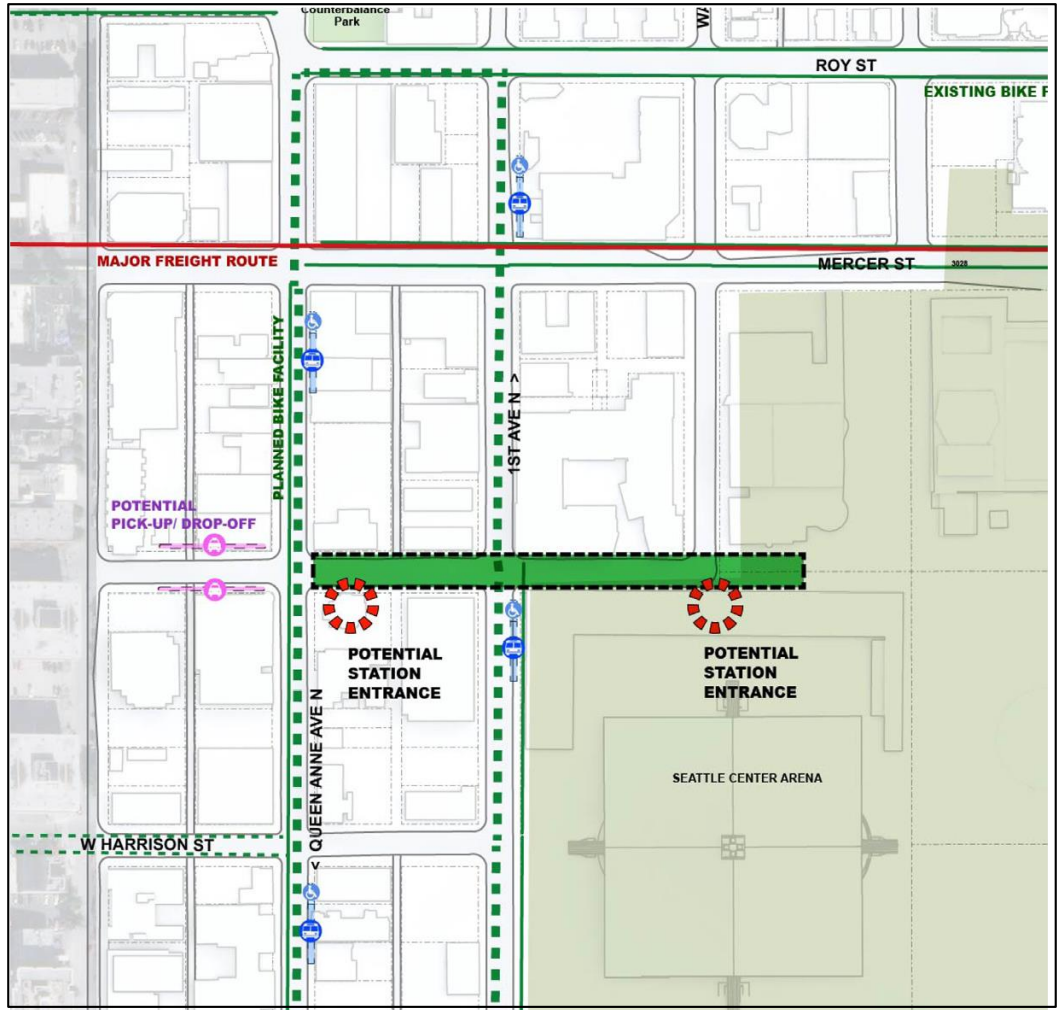
- Strong potential for additional development and density in recently upzoned neighborhood east of Seattle Center
- Excellent location to serve Gates Foundation, eastern edge of Seattle Center and upzoned neighborhood



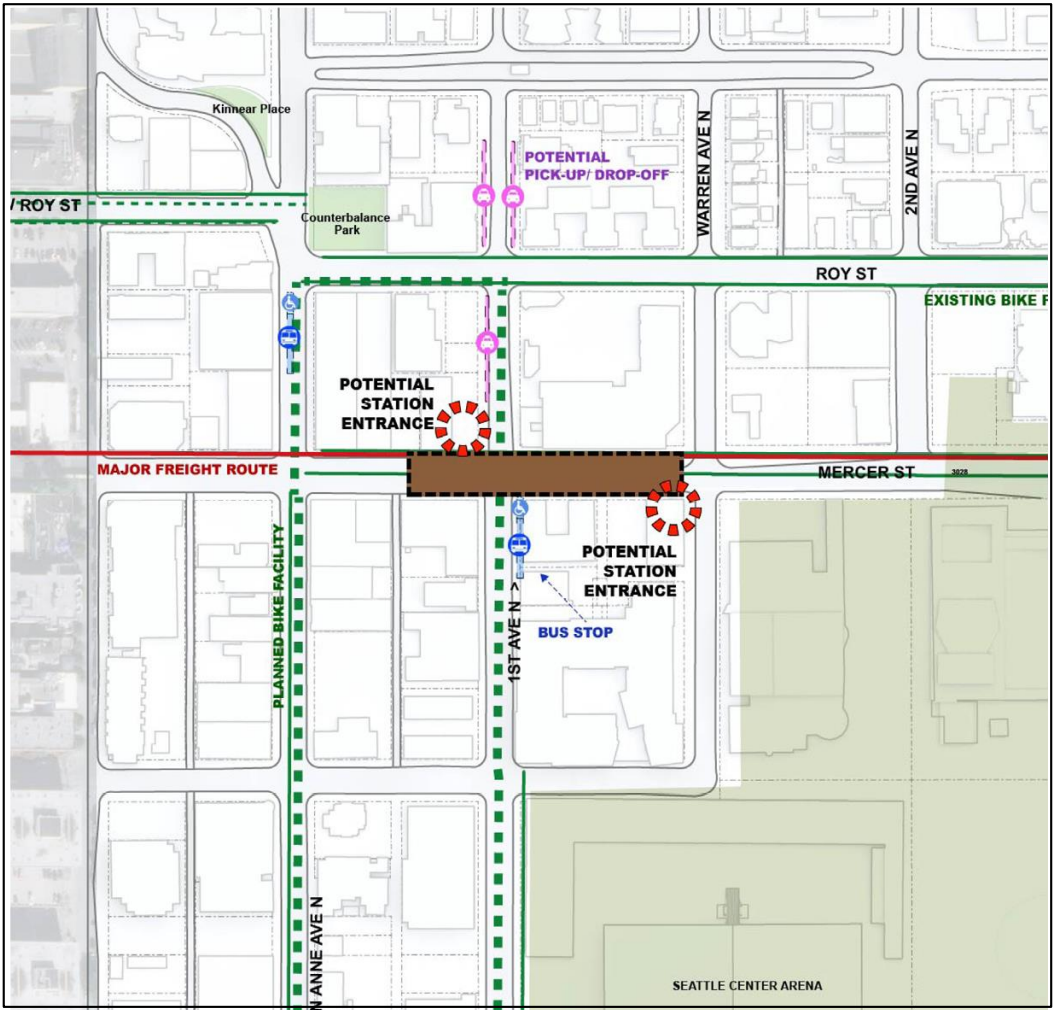
# Seattle Center Station *Level 3 Concepts*



**Republican St**



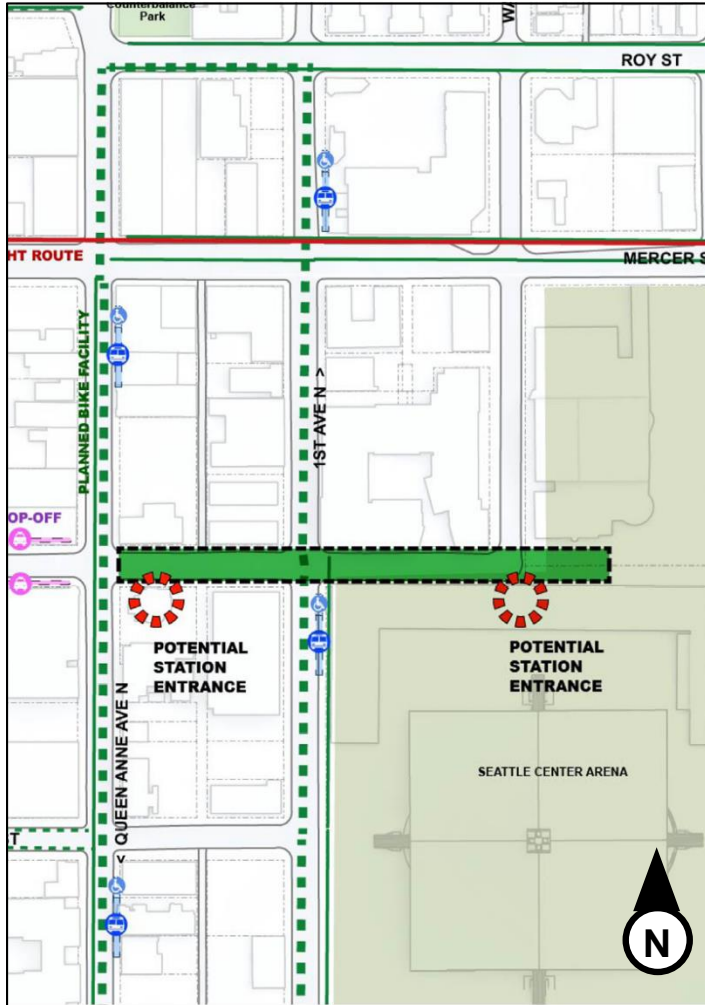
**Mercer St**



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# Seattle Center Station – Republican St



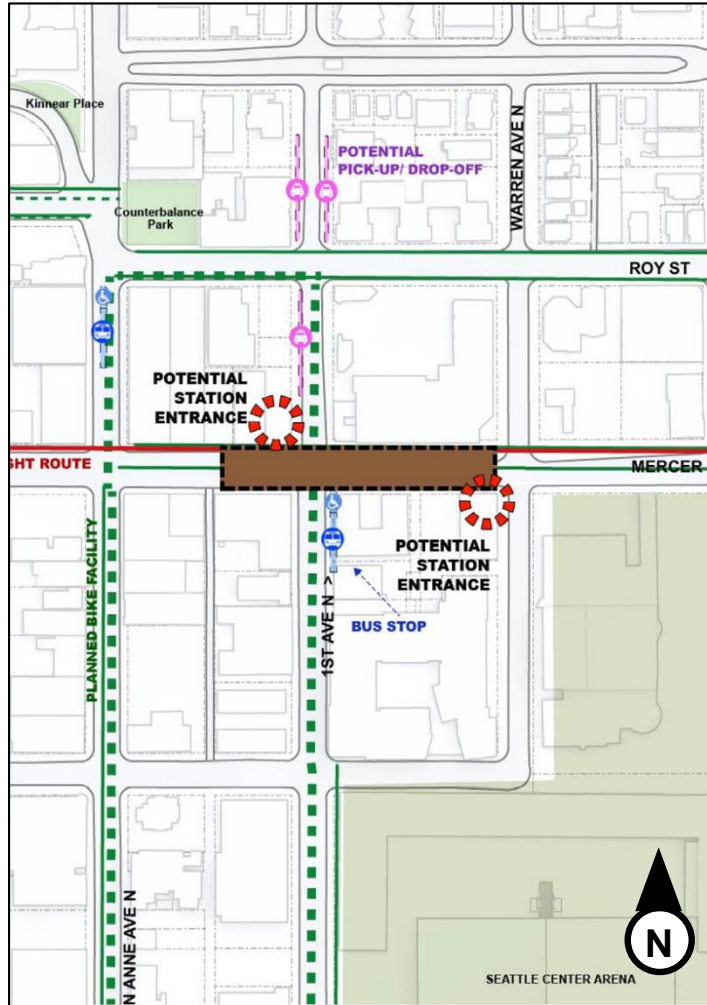
## Transit Integration and Non-motorized Access

- Excellent pedestrian access to Seattle Center and Uptown neighborhood
- Excellent integration with buses on 1st Ave N and Queen Anne Ave N
- Directly served by existing and planned dedicated bike facilities

## Land Use and Development

- Some potential for additional development and density
- Excellent location to provide iconic entry to Seattle Center and serve the heart of recently upzoned Uptown neighborhood

# Seattle Center Station – Mercer St



## Transit Integration and Non-motorized Access

- Good pedestrian access to Uptown neighborhood; slightly longer walk to Seattle Center
- Excellent integration with buses on 1st Ave N and Queen Anne Ave N
- Could be served by existing dedicated bike facilities

## Land Use and Development

- Some potential for additional development and density
- Less opportunity for iconic entry to Seattle Center campus
- Potential for Agency TOD on property acquired for construction staging or station entries

*soundtransit.org/wsblink* 

