

West Seattle Link Extension

Community Forum

April 1, 2026



1451

54 Judkins Park

Link

crosslake connect march 28 • 2026

SOUNDTRANSIT

SOUNDTRANSIT

7

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CARLETON



Sound Transit Staff Presentation

- Progress update on project design opportunities
- Responses to comments from November forum
- Next steps



Cost savings workplan

Following the Board's directives from Motions Nos. M2024-59 & M2025-36.

- **Programmatic opportunities:** across the portfolio of projects
- **Project opportunities:** unique for specific capital projects

Benefits include: improved passenger experiences, lower operations and maintenance costs, and cost savings

Pre-baselined projects developing cost savings opportunities

Conceptual engineering phase

- Ballard Link Extension
- Tacoma Dome Link Extension
- Everett Link Extension
- Infill Stations
- Sounder Program
- OMF North

Post-preliminary engineering phase

- OMF South
- **West Seattle Link Extension**

Design Refinements

Design Refinement Opportunities



ROUTE PROFILES

- Elevated
- At-grade
- Retained cut
- Tunnel

STATION PROFILES

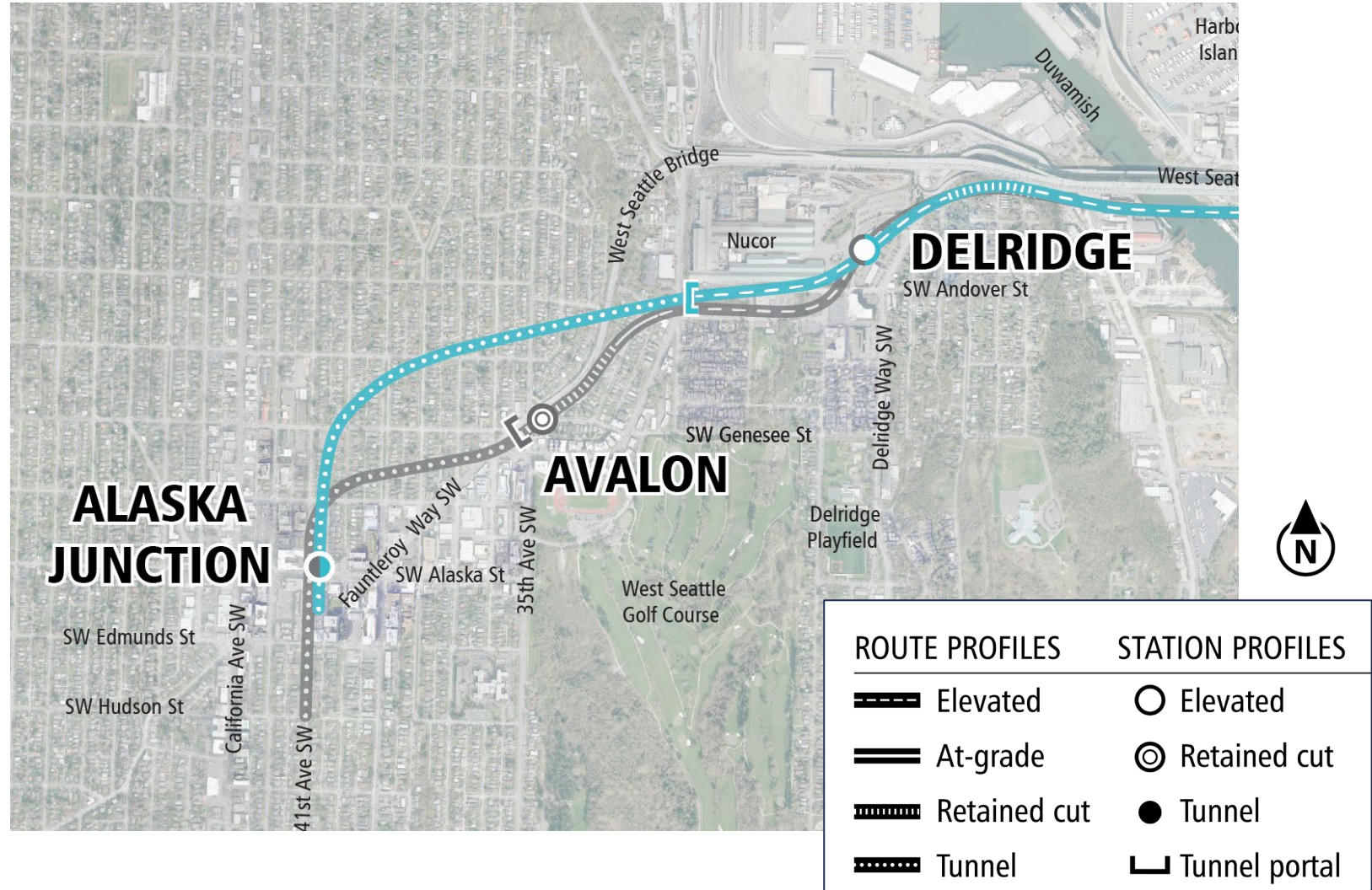
- Elevated
- Retained cut
- Tunnel
- Tunnel portal



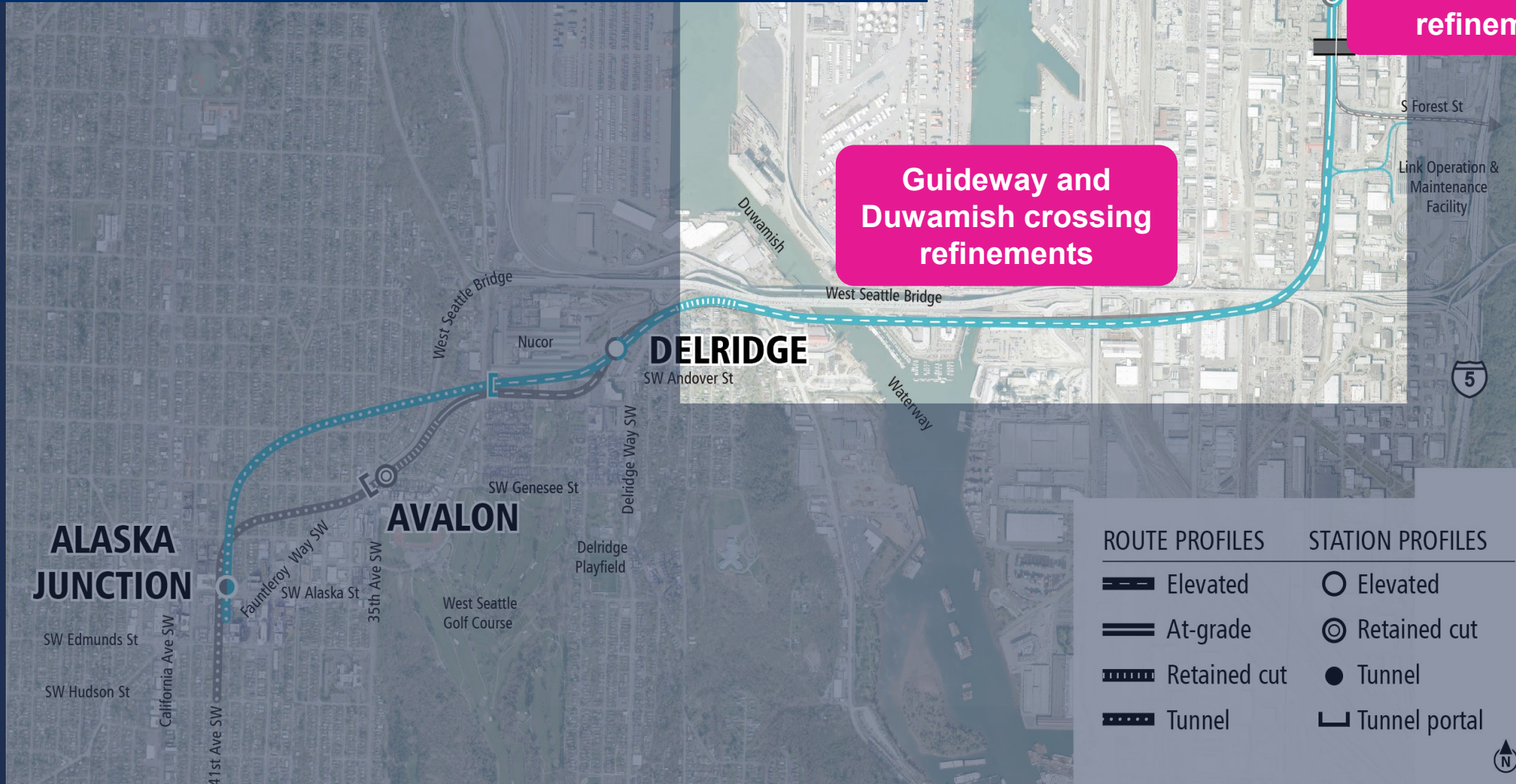
Avalon Station Elimination

Unlocks potential for additional cost saving opportunities

- Board-approved alignment
- Cost savings alignment



SODO Area & Duwamish Crossing



Guideway and Duwamish crossing refinements

SODO Station refinements

SODO Station Area Refinements

More efficient vertical circulation (elevators, escalators and stairs)

Smaller concourse and canopy structure

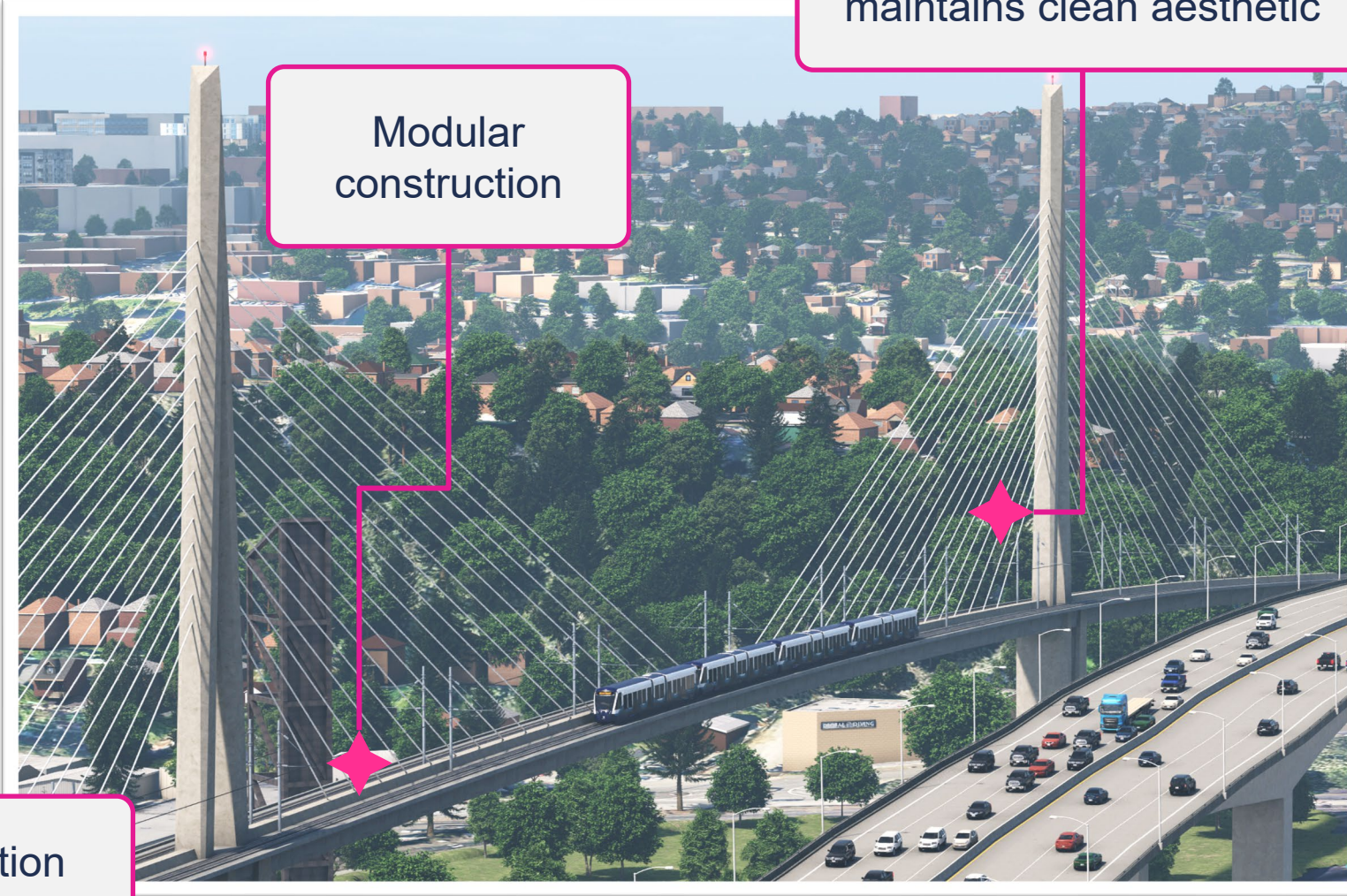
Reduced foundation depth and complexity



Aerial Guideway and Duwamish Crossing



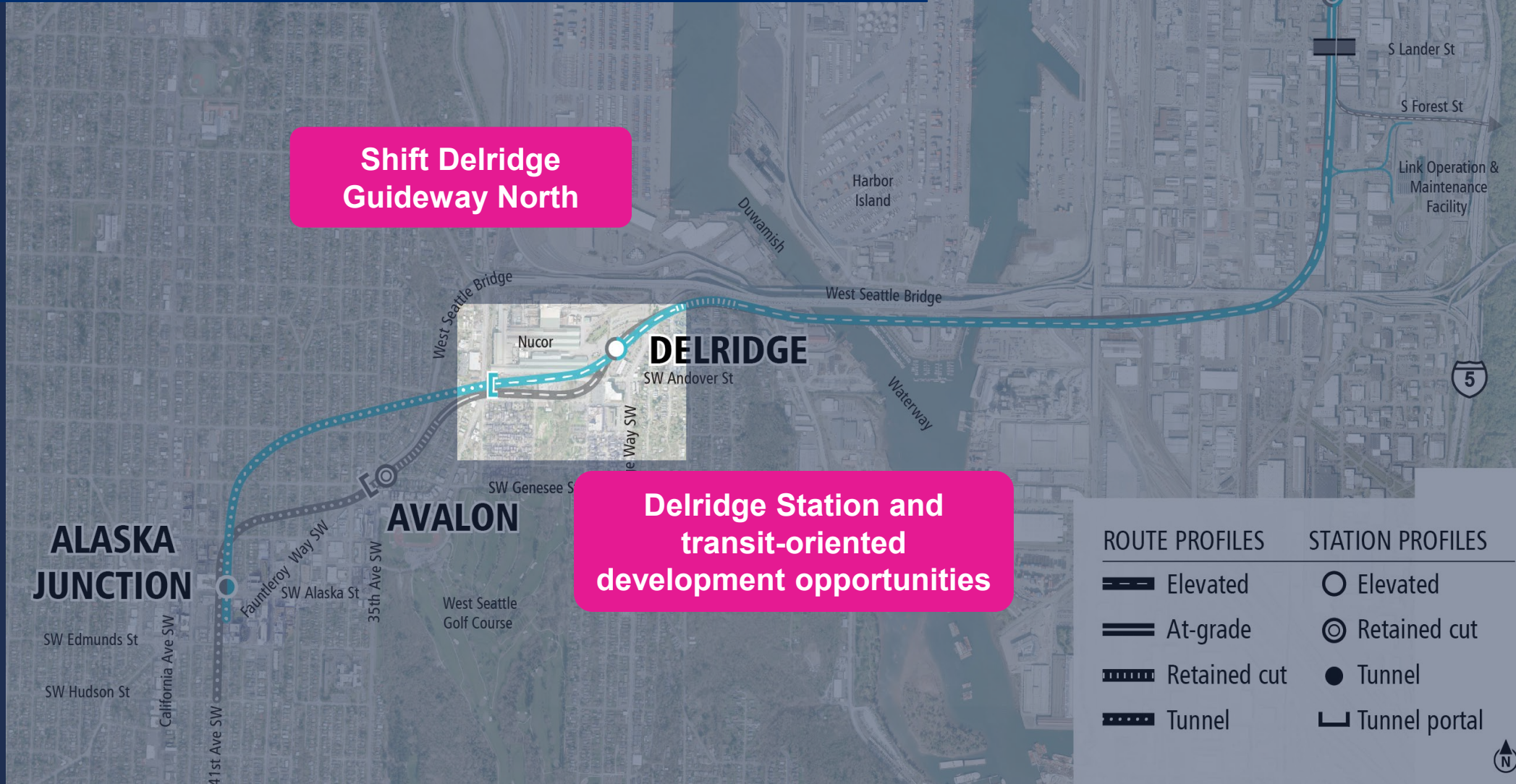
Foundation optimization



Modular construction

Simplified bridge design maintains clean aesthetic









Delridge Area



Shift Delridge Guideway North

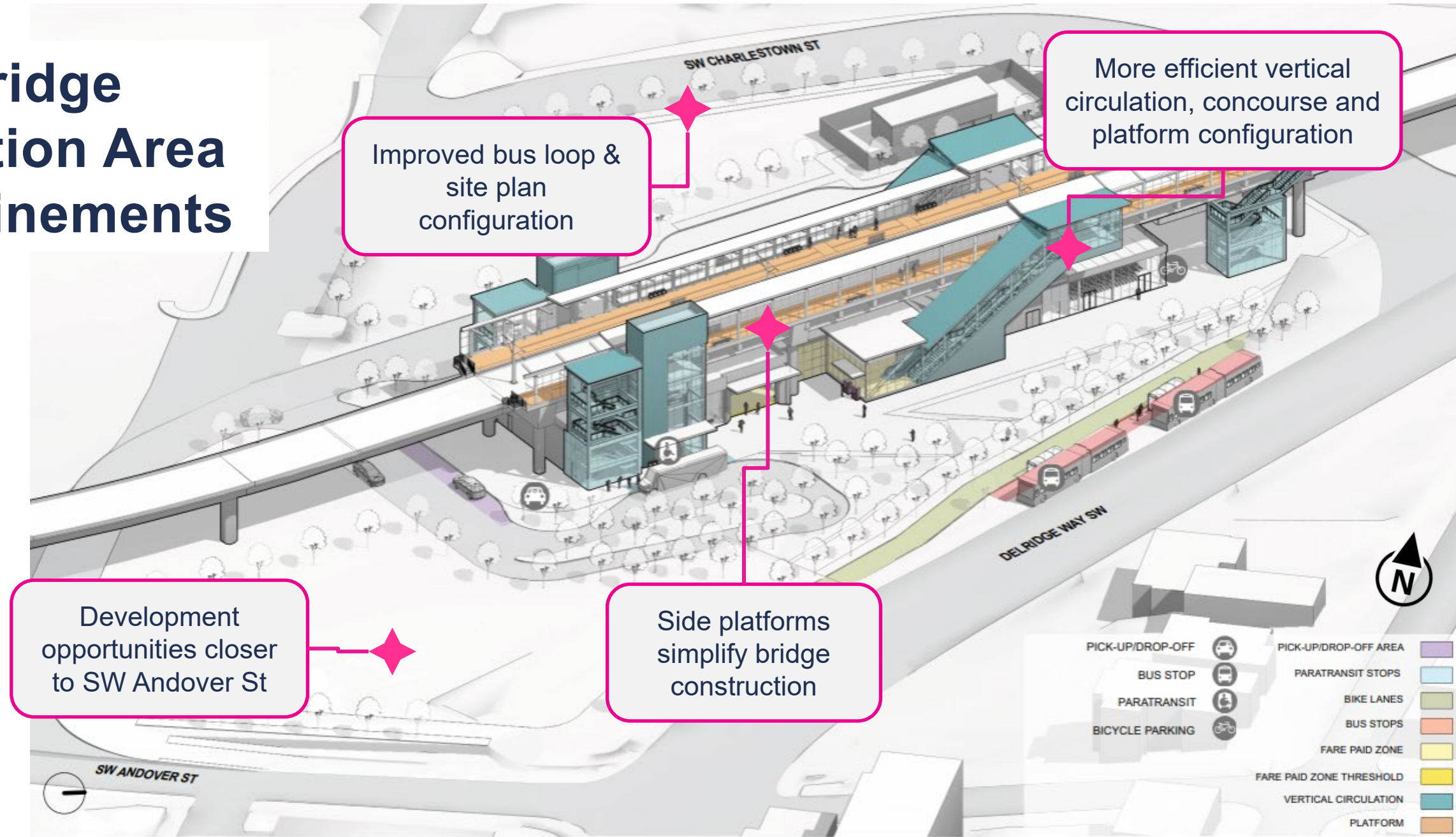
- Board-approved alignment
- Cost savings alignment

ROUTE PROFILES STATION PROFILES

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



Delridge Station Area Refinements



Delridge Station Area Planning

What we heard...

Station Area Planning Engagement

Input gathered from community workshops, survey and in-language focus groups

Priority Businesses or Services



“ **Public safety** in shared spaces.

“ A **multi-use plaza** with seating, benches, and fountains. Open grounds for activities.

“ A station that prioritizes getting people in and out as **efficiently as possible**.

Priority Transit-Oriented Development (TOD)



Affordable housing

Ownership housing

Rental housing

Large apartment units for families

Public space elements



Public restrooms

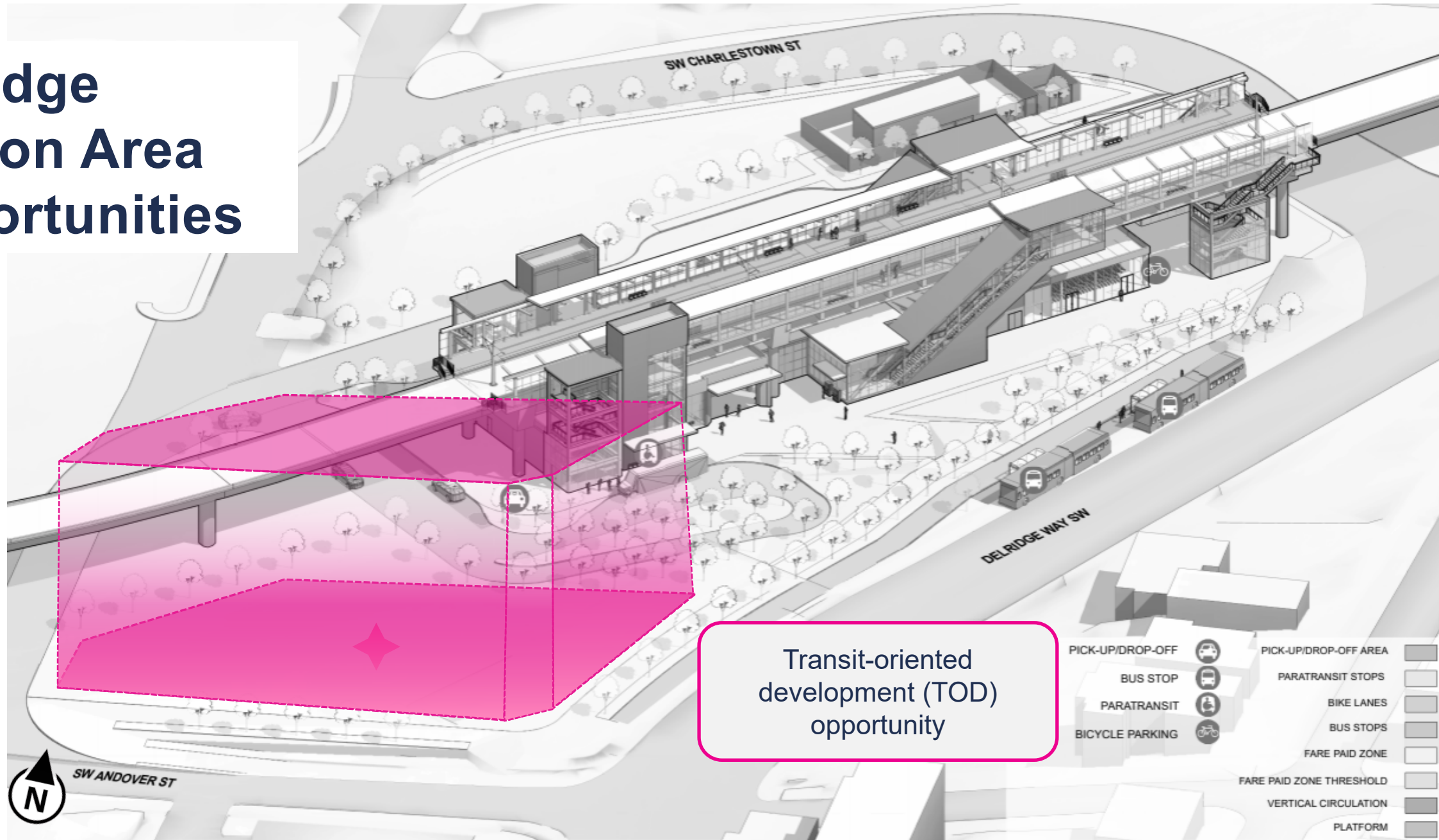


Seating opportunities

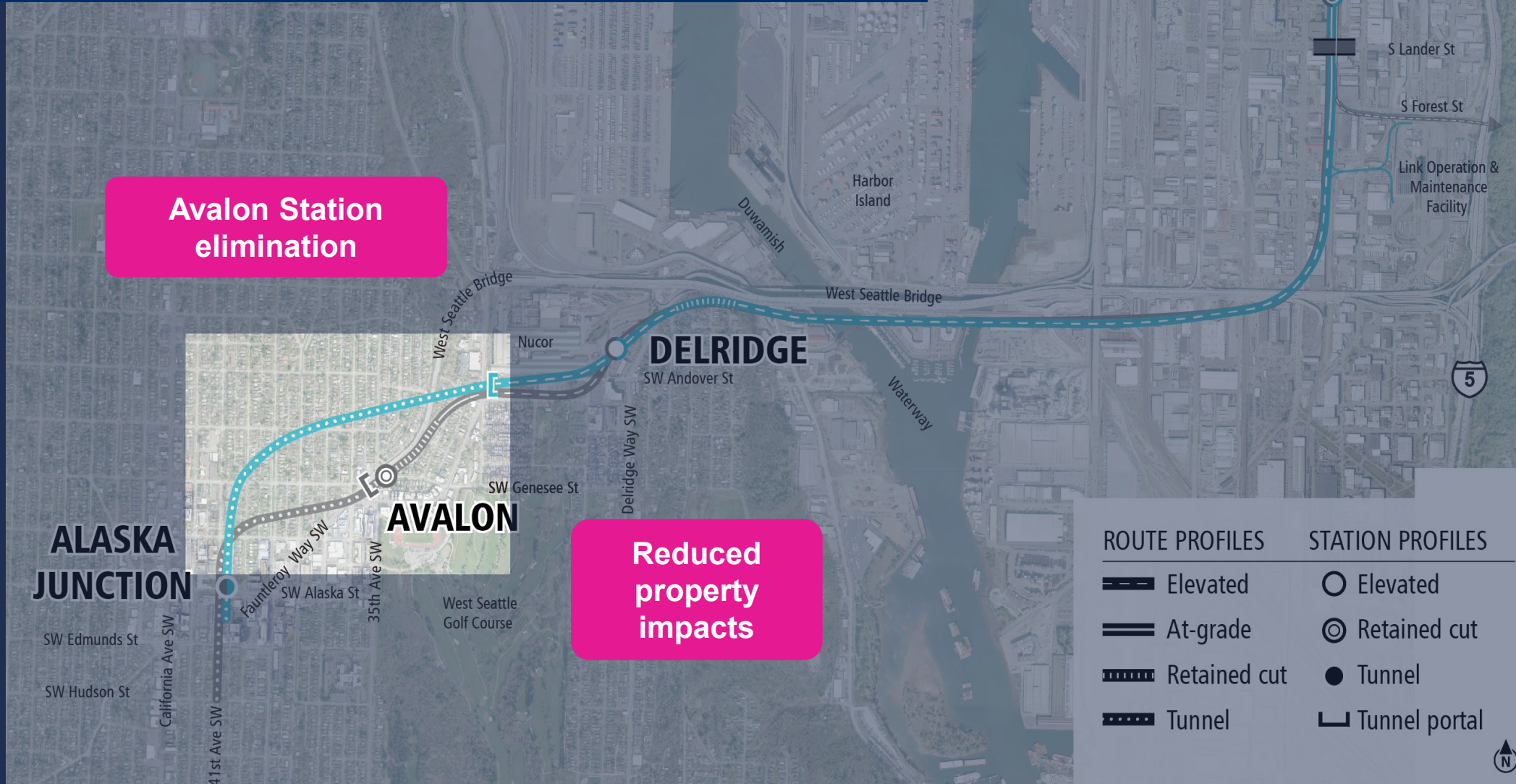


Flexible space for community events, food trucks, and art

Delridge Station Area Opportunities



Avalon Area

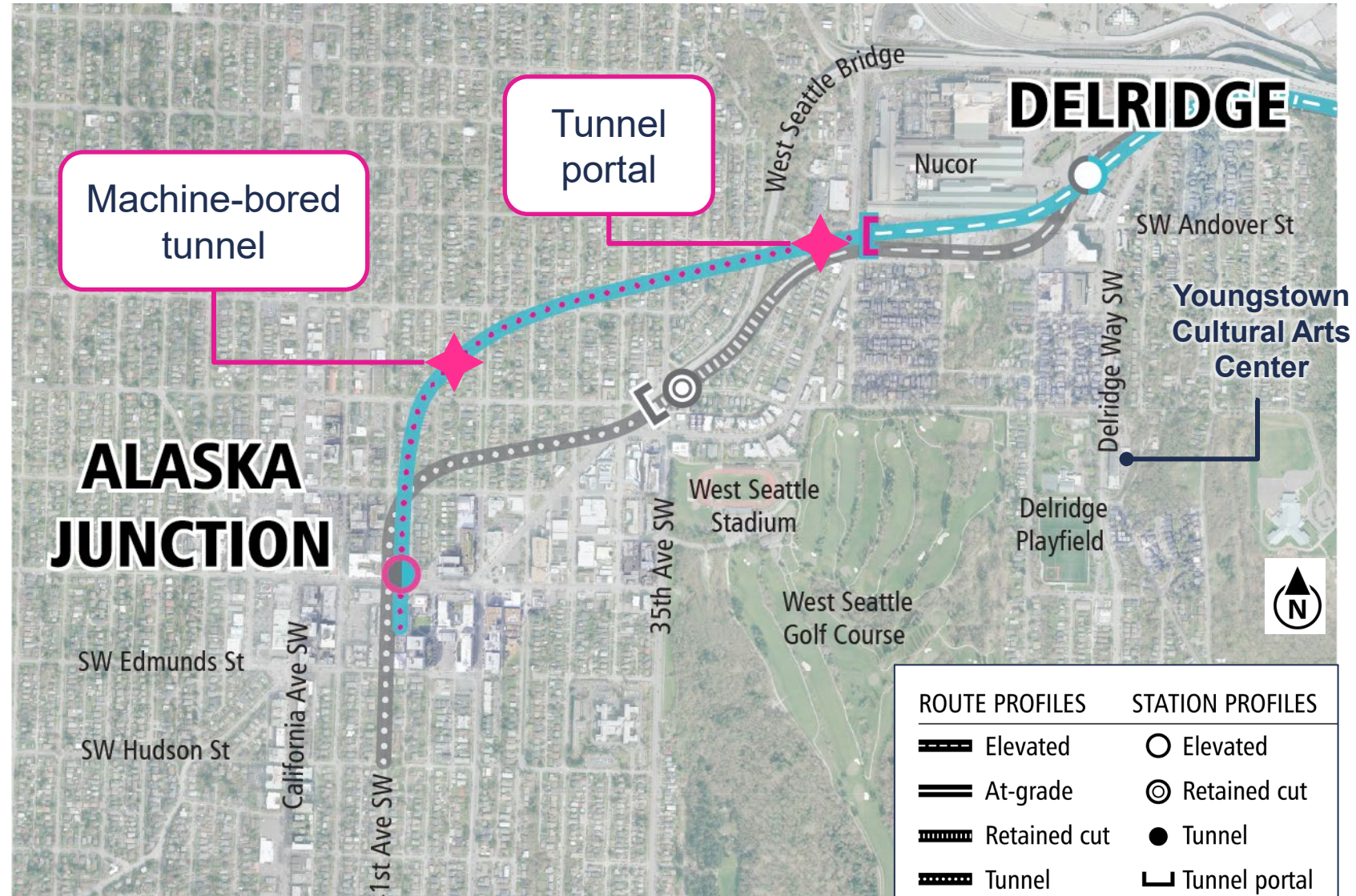


Avalon Station Elimination

Key Considerations:

- Bus Connections
- Ridership
- Property and community impacts

- Board-approved alignment
- Cost savings alignment



Avalon Station Elimination

Board-approved alignment included an at-grade Avalon Station at 35th & Genesee

- [Tunnel portal
- Potential property displacements

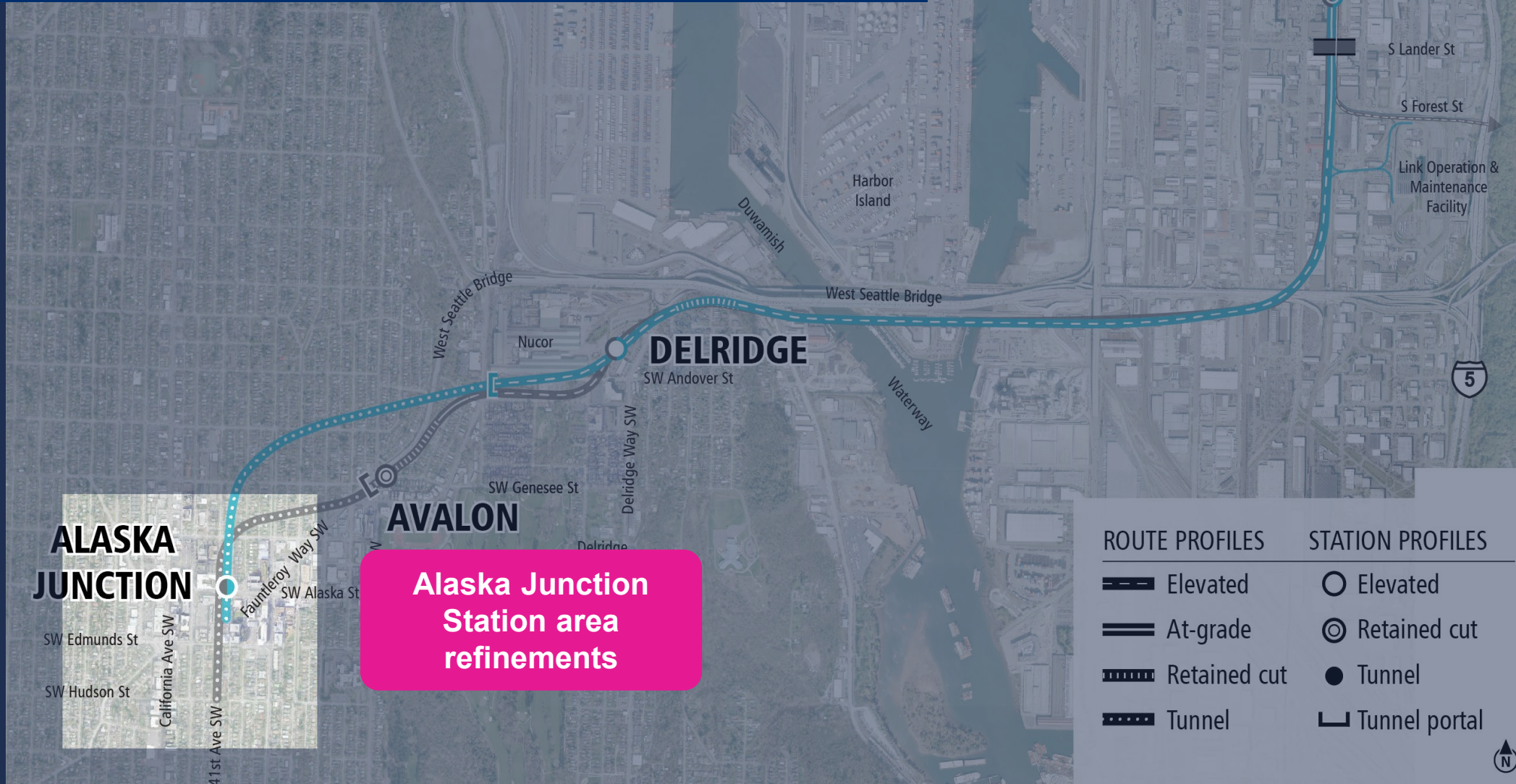


Avalon Station Elimination

Shifting tunnel portal to storage facility would avoid numerous residential and commercial properties



Alaska Junction Area











Alaska Junction Station Refinements

Key Considerations:

- Passenger experience
- Efficient light rail operations
- Property and community impacts

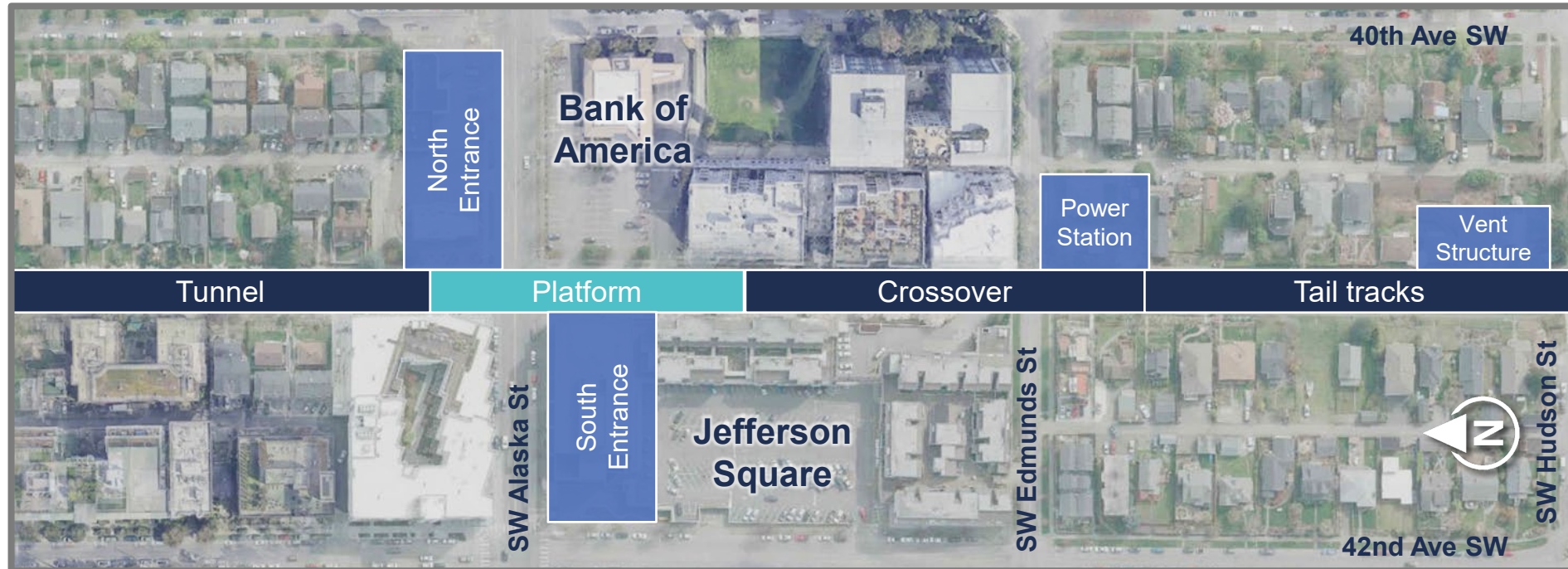
- Board-approved alignment
- Cost savings alignment

| ROUTE PROFILES | STATION PROFILES |
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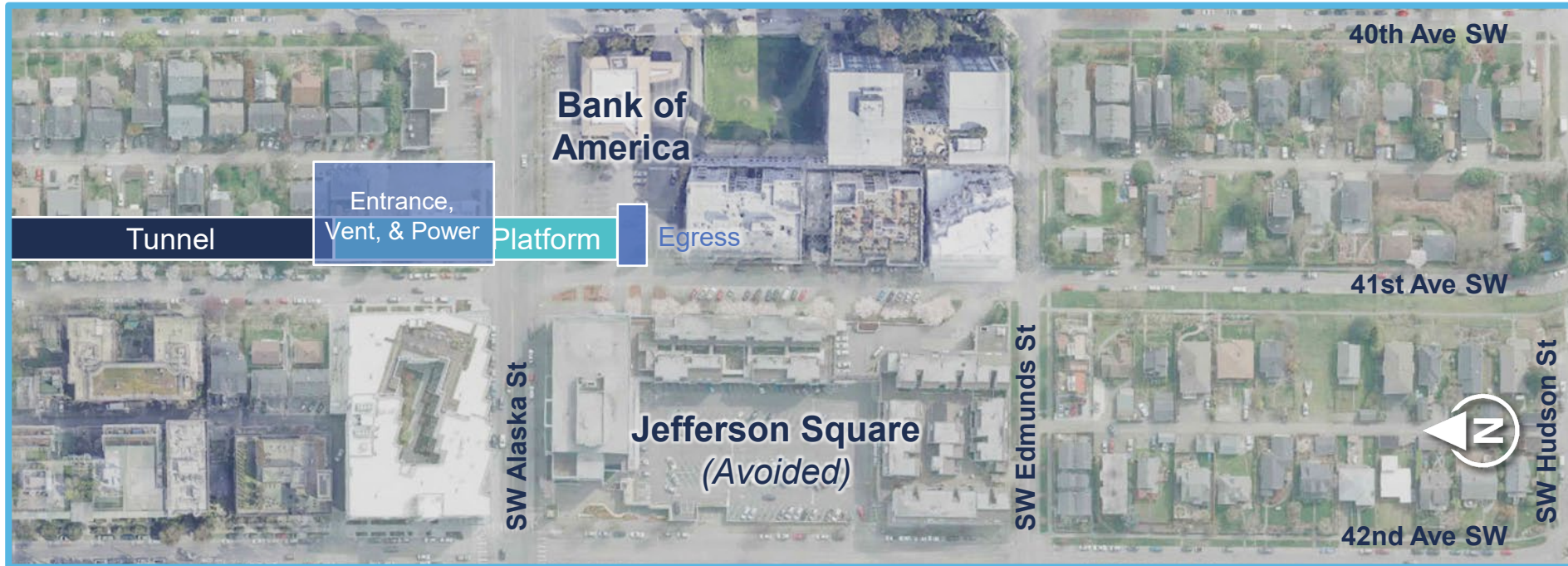
Alaska Junction Station Refinements

Board-approved alignment



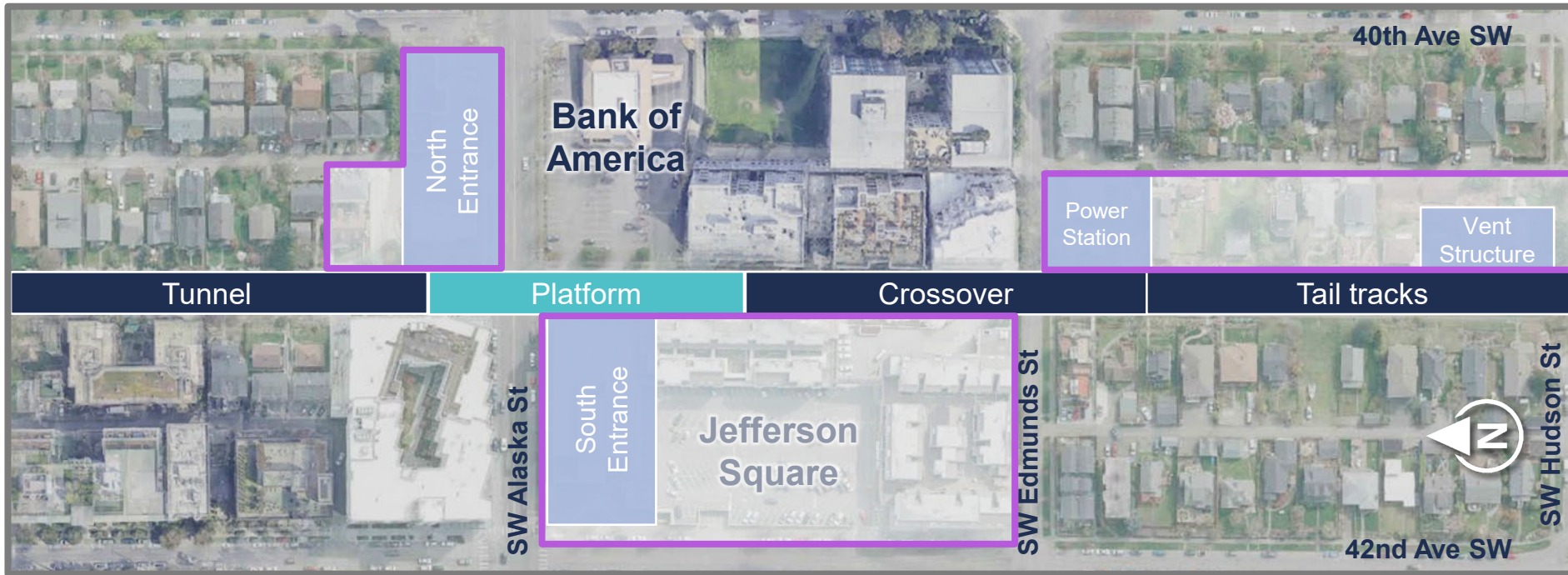
Alaska Junction Station Refinements

Cost savings alignment

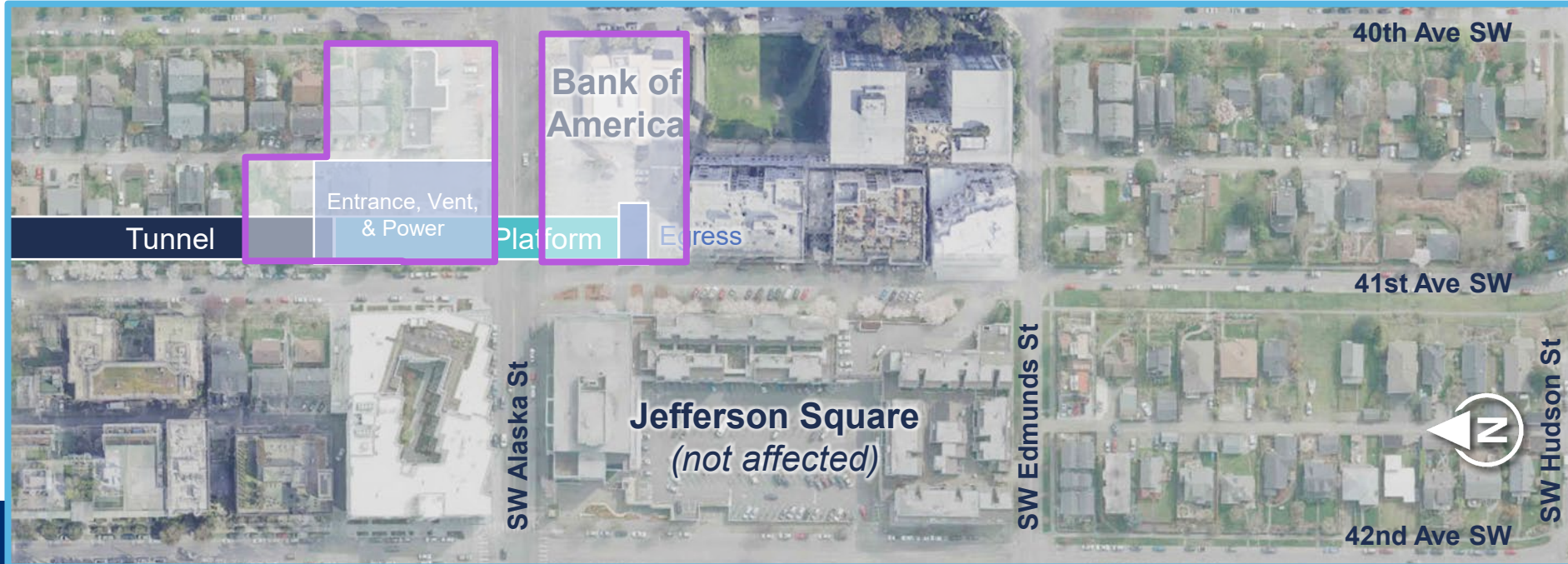


Alaska Junction Station Refinements

Board-approved alignment

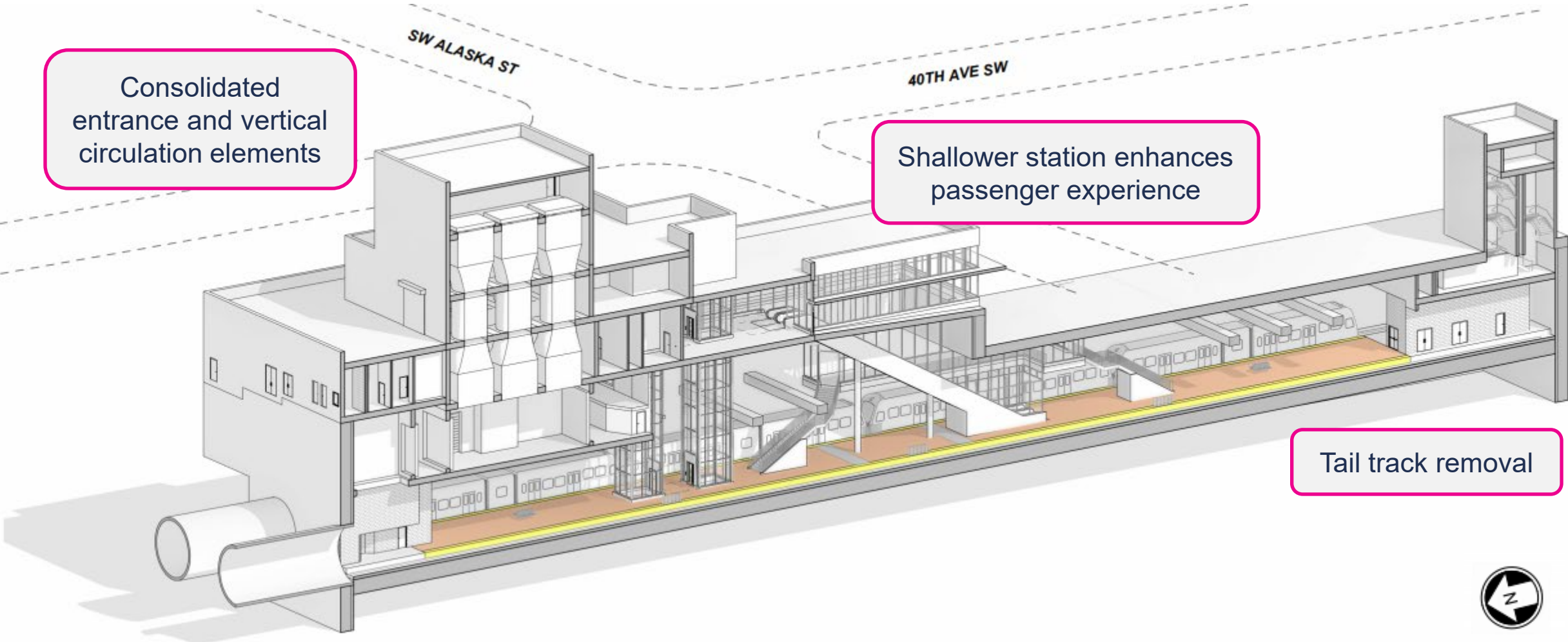


Cost savings alignment



 Potential property effects

Alaska Junction Station Refinements



Consolidated entrance and vertical circulation elements

Shallower station enhances passenger experience

Tail track removal

Project cost

(2025\$)

- Fall 2024 estimate adjusted for inflation
- Fall 2025 and March 2026 estimates reflect cost savings opportunities

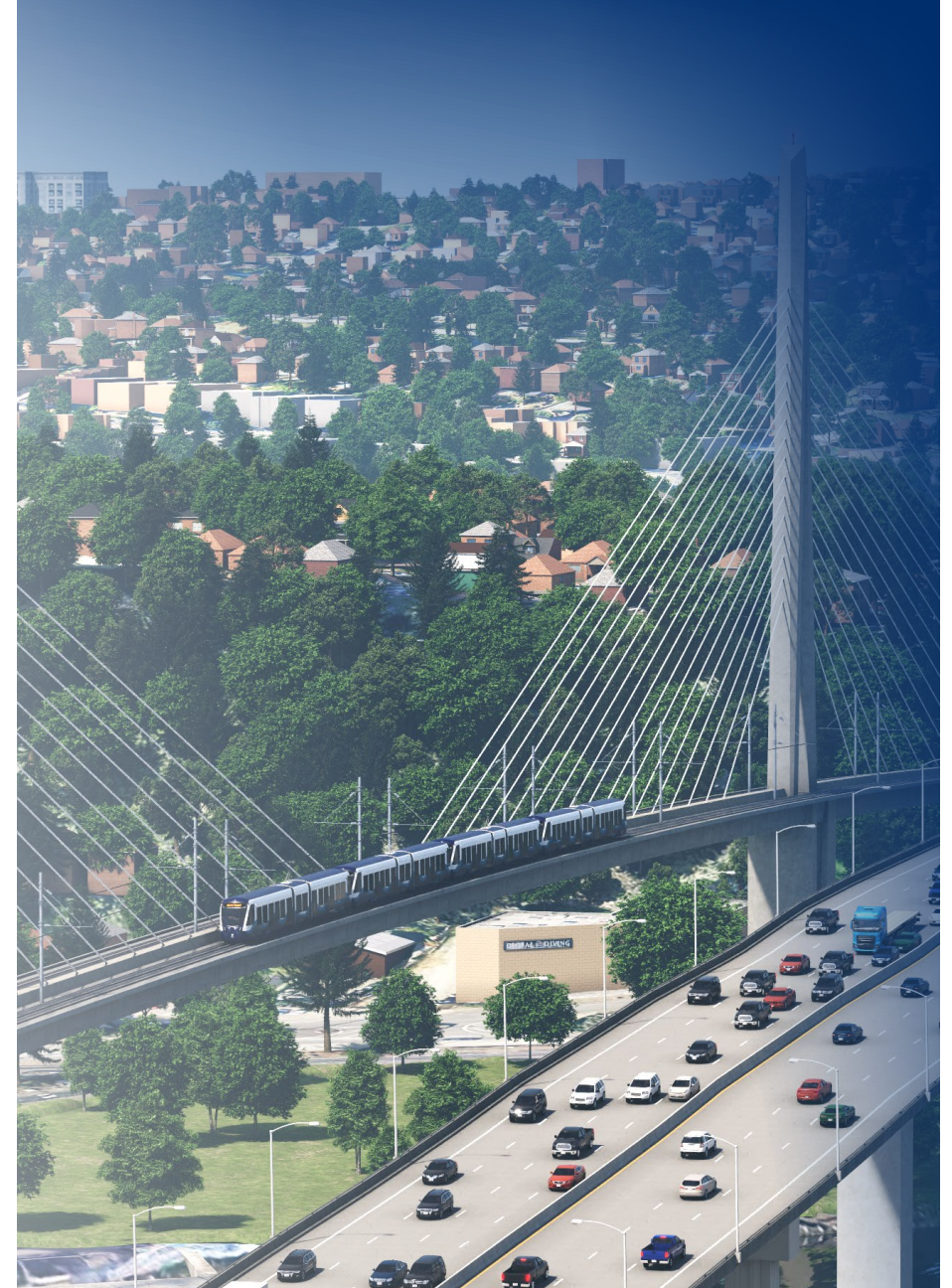


Cost reduction from
Fall 2024 base estimate

Next steps

Potential Board action to advance Final Design

- Progress project and station designs, including opportunities to further reduce community impacts
- Advance property acquisitions and relocations
- Engage community on design refinements; seek feedback on station planning and transit-oriented development priorities



Thank you.

Email the project

WestSeattleLink@soundtransit.org



 *soundtransit.org*





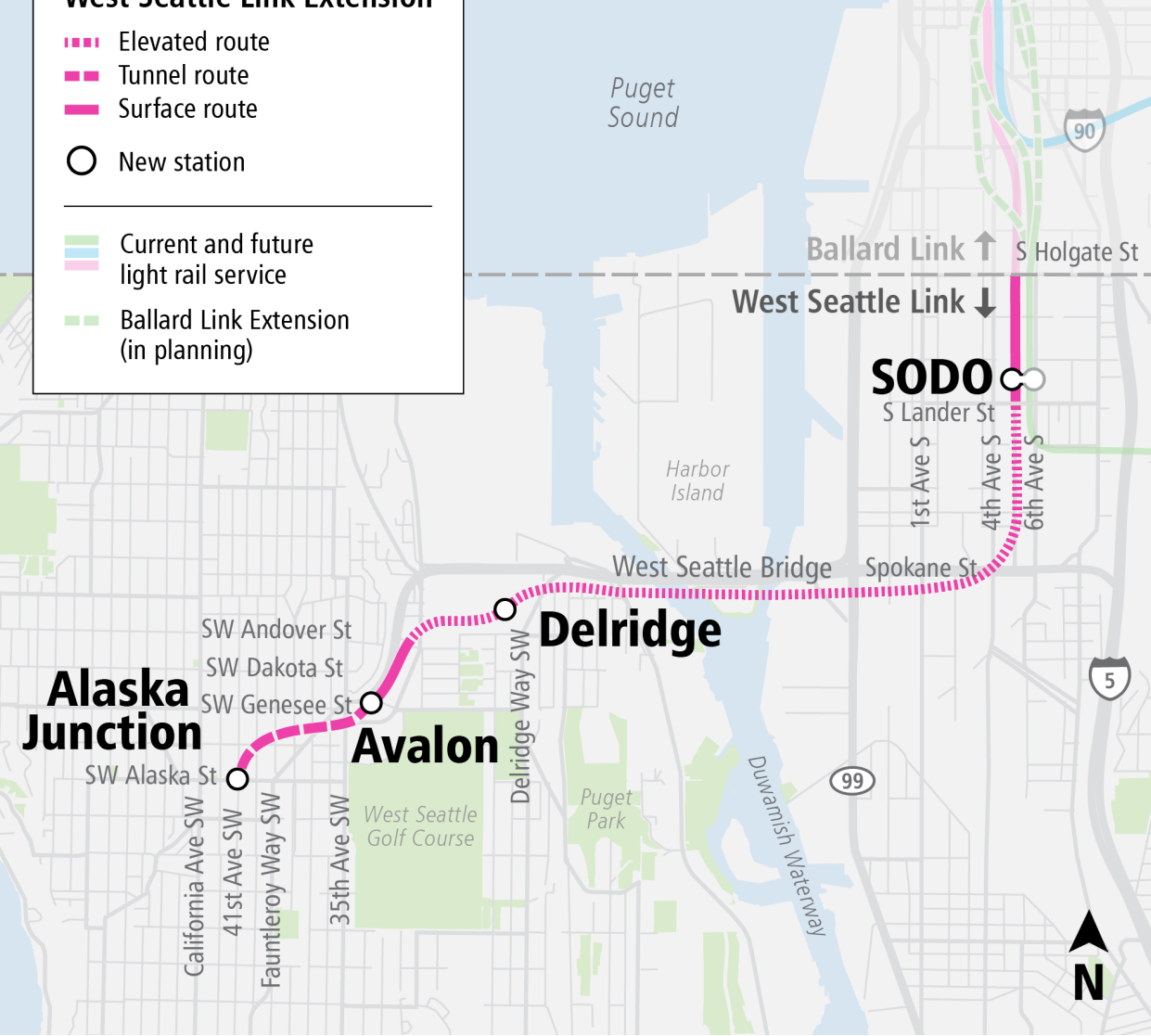
Link light rail

West Seattle Link Extension

- Elevated route
- Tunnel route
- Surface route
- New station

- Current and future light rail service
- Ballard Link Extension (in planning)

3 Line



West Seattle Link Extension

- **Adds 4.1 miles** of light rail service and **4 stations** with connections in SODO, Delridge, and West Seattle.
- **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.

Relocation Process

Acquisition and relocation timeline

WE ARE HERE

Planning

Design

Construction

Ongoing community & small business engagement

i Notification letters to potentially affected property owners

Prior to Draft EIS and Final EIS

Notices of Relocation Eligibility

Final determination of properties needed to build the project

- Sound Transit Board authorizes packages of properties needed to be acquired over 2 to 3 years
- Sound Transit staff prepares appraisals and offers to owners
- Relocation agents assist impacted residents and businesses in finding a new home or location

i Being a **potentially affected property** means that a property is close enough to one or more alternative alignments or station locations that it might need to be acquired in order to build the project.

It does not mean that a decision has been made to purchase the property.

Real Property Acquisition

Sound Transit follows state and federal statutes in the property acquisition process - formally known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

The acquisition program is designed to treat affected property owners and tenants fairly, minimize hardships, and maintain communications with all parties involved.



Residential *Relocation Assistance*

- **Advisory Services**
- **Moving and related expenses**
- **Replacement housing payments**
 - Price differential for homeowners
 - Rental assistance for tenants
 - Down payment assistance for tenants wishing to buy
- **Temporary housing assistance**
- **Incidental and other purchase-related expenses**



Business *Relocation Assistance*

- **Advisory Services**
- **Moving costs** (packing, transportation, and reconnecting equipment, storage, search costs) – ***uncapped***
- **Replacement of removable building equipment and trade fixtures**
- **Re-establishment *may* include:**
 - Repairs or improvements to the replacement real property
 - Signage
 - Advertisement of replacement location
 - Estimated increased costs of operation during the first two years



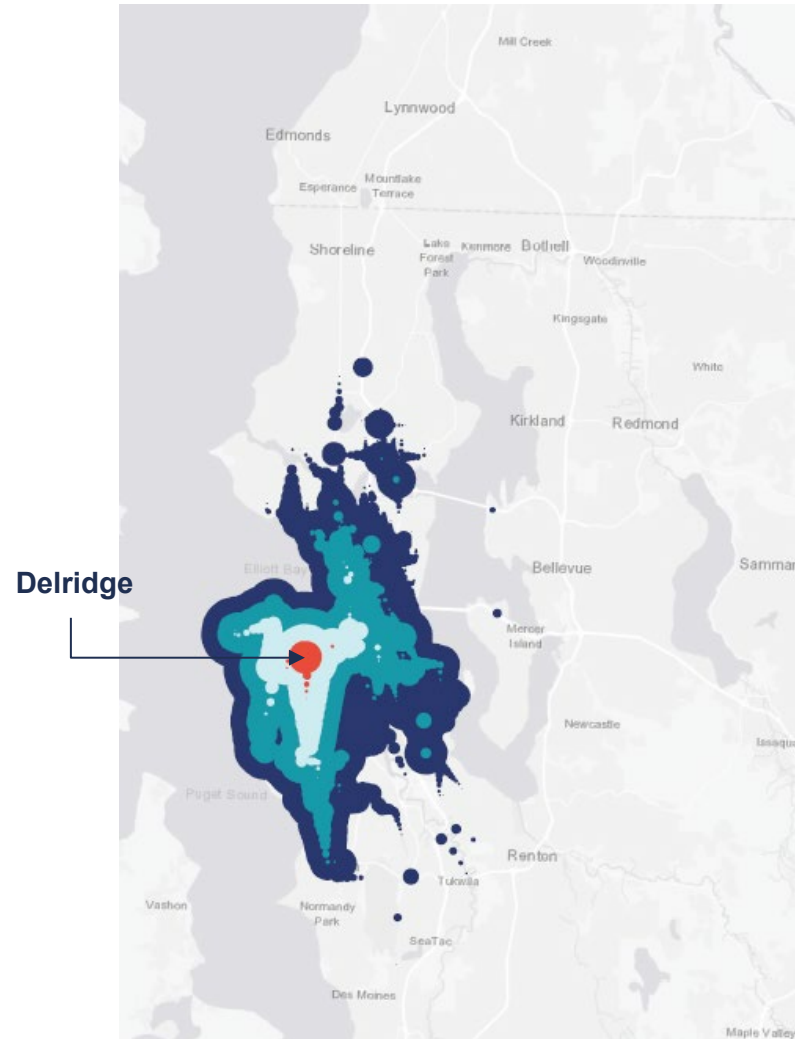
Transit Travel Sheds

Transit travel sheds Delridge Station

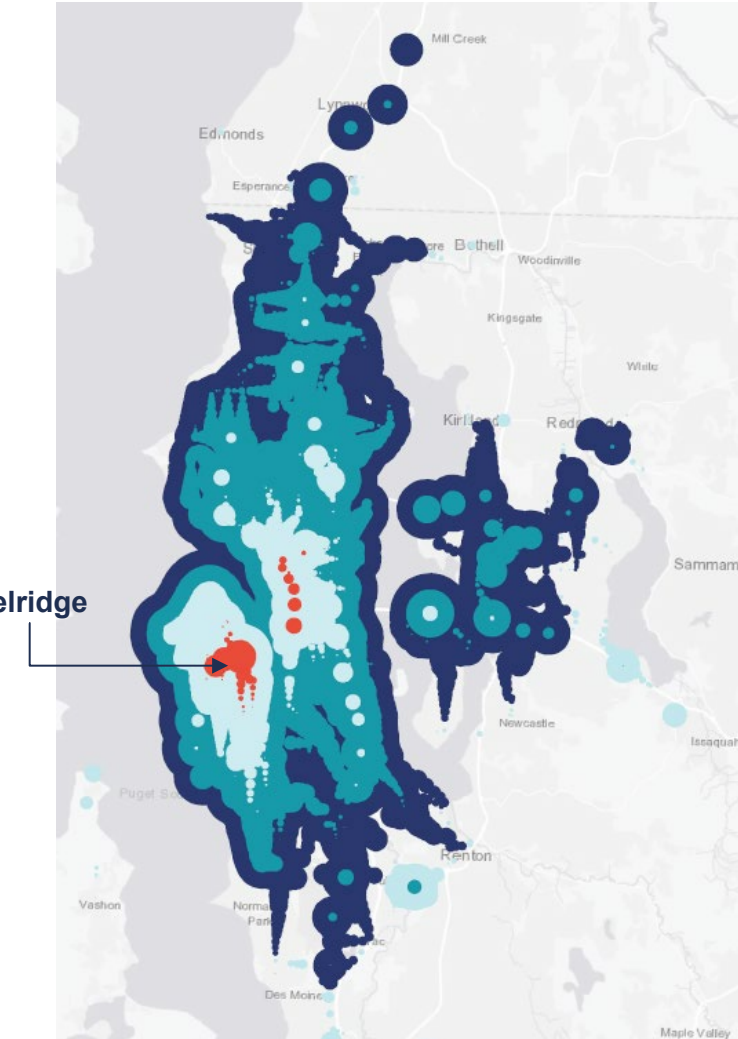
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves transit service frequency, reliability and capacity**

Enhancing mobility and access

Existing



With WSLE & BLE



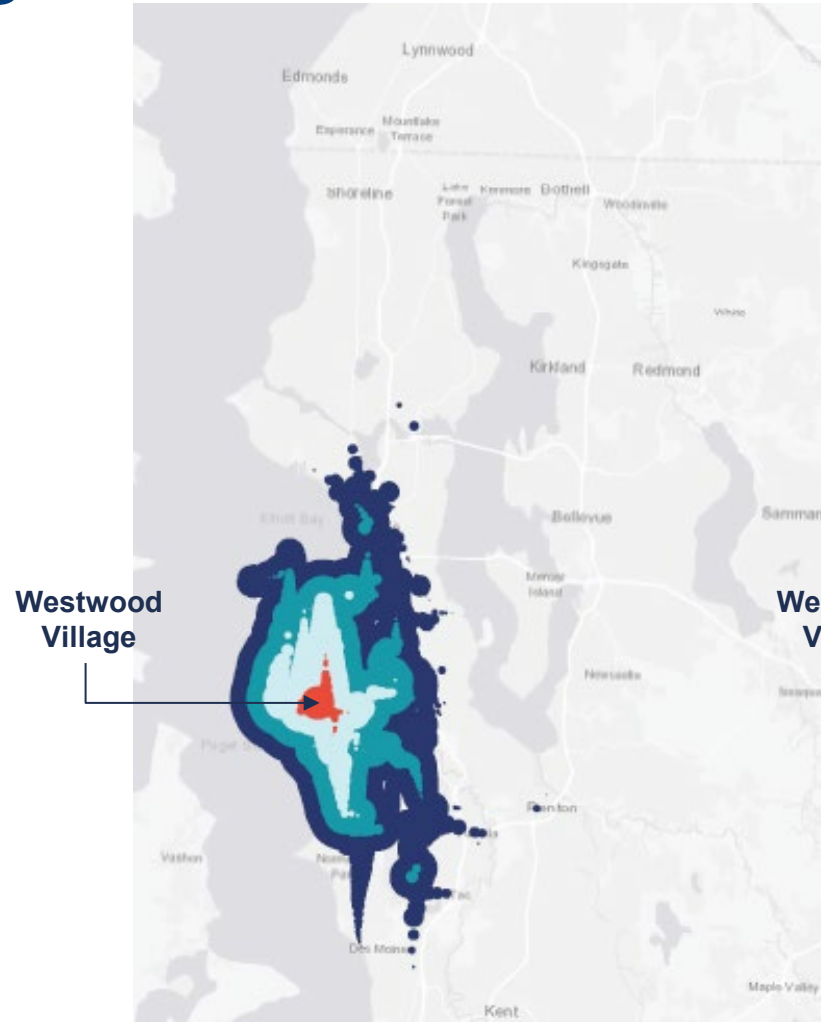
15 - minutes 30 - minutes 45 - minutes 60 - minutes

Transit travel sheds Westwood Village

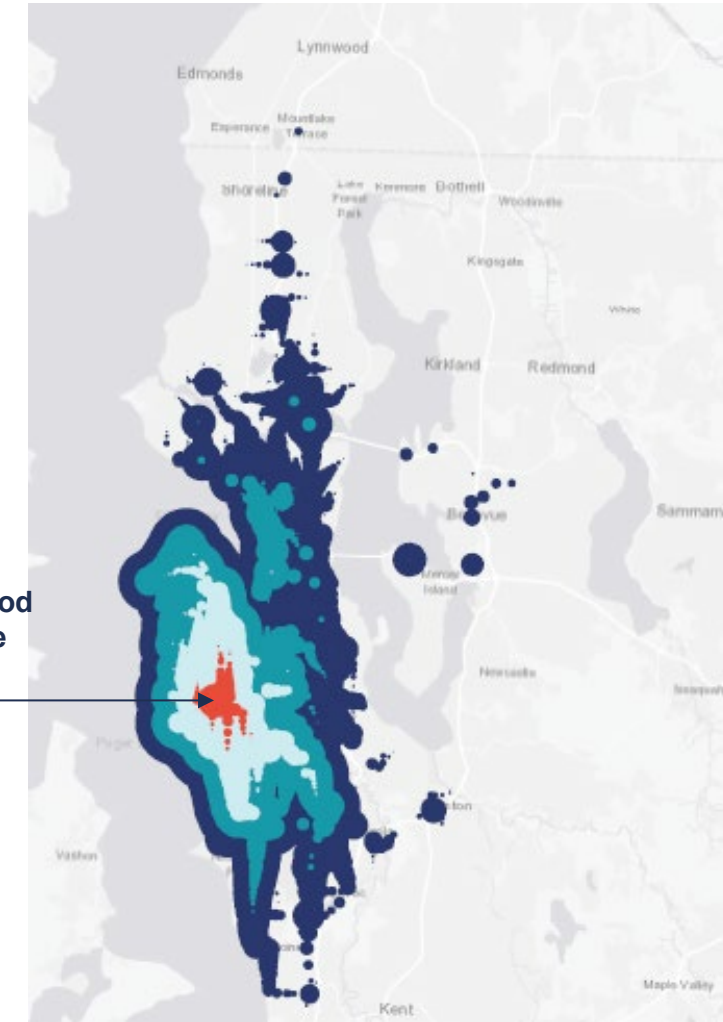
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves transit service frequency, reliability and capacity**

Enhancing mobility and access, with bus-rail connections

Existing



With WSLE & BLE



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

***SODO Shoofly
Refinement***

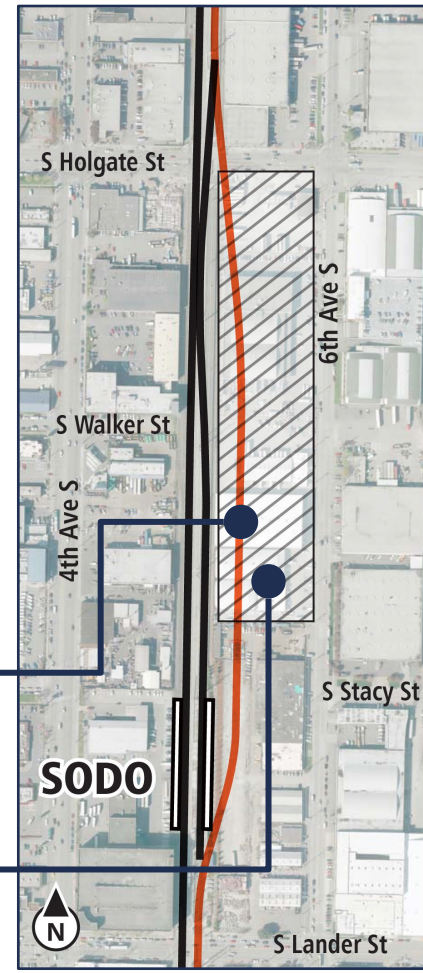
SODO Shoofly Refinement

Shoofly: temporary track that enables train service while the station and permanent track are under construction.

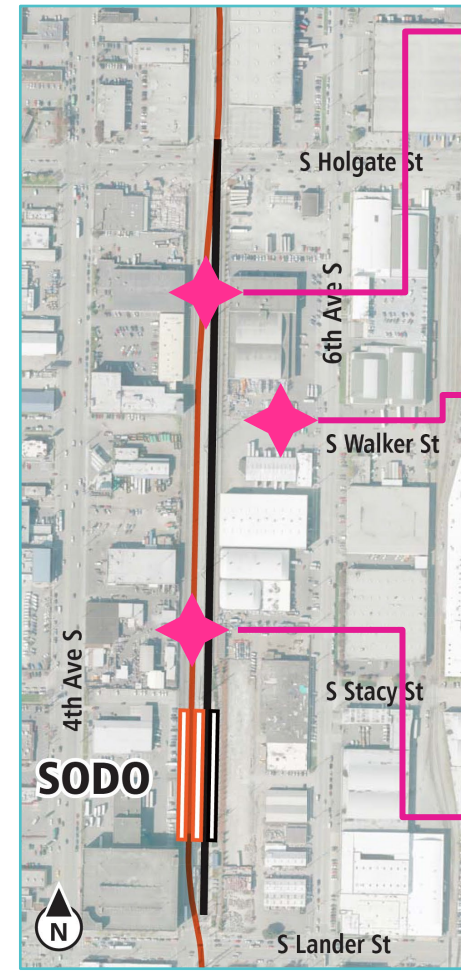
Temporary tracks

Property acquisition required

Initial Shoofly Design



Refined Shoofly



Eliminates 1/3 mile of temporary tracks

Reduces need for property acquisitions (pending coordination with Ballard Link Extension project)

More efficient "shoofly" tracks can be constructed within E3 busway

— Existing track — Temporary track

***Avalon Elimination
Side-by-side***

