

# *West Seattle Link Extension*

*Community Forum*

*April 1, 2026*





# *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

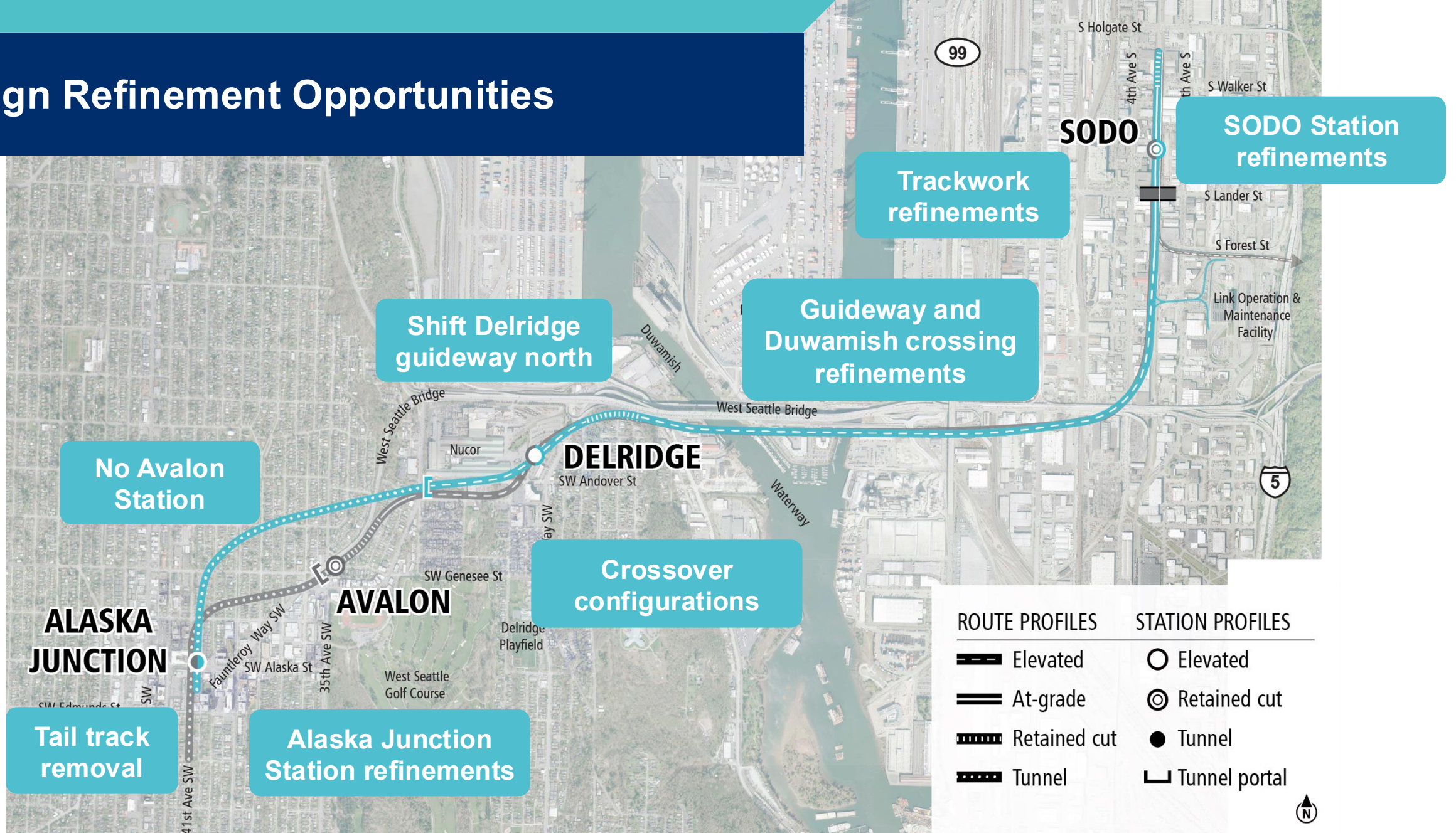
- Ballard Link Extension
- Tacoma Dome Link Extension
- Everett Link Extension
- Infill Stations
- Sounder Program
- OMF North

## Post-preliminary engineering phase

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

# *Design Refinements*

# Design Refinement Opportunities



No Avalon Station

Shift Delridge guideway north

Guideway and Duwamish crossing refinements

Trackwork refinements

SODO Station refinements

Crossover configurations



Tail track removal

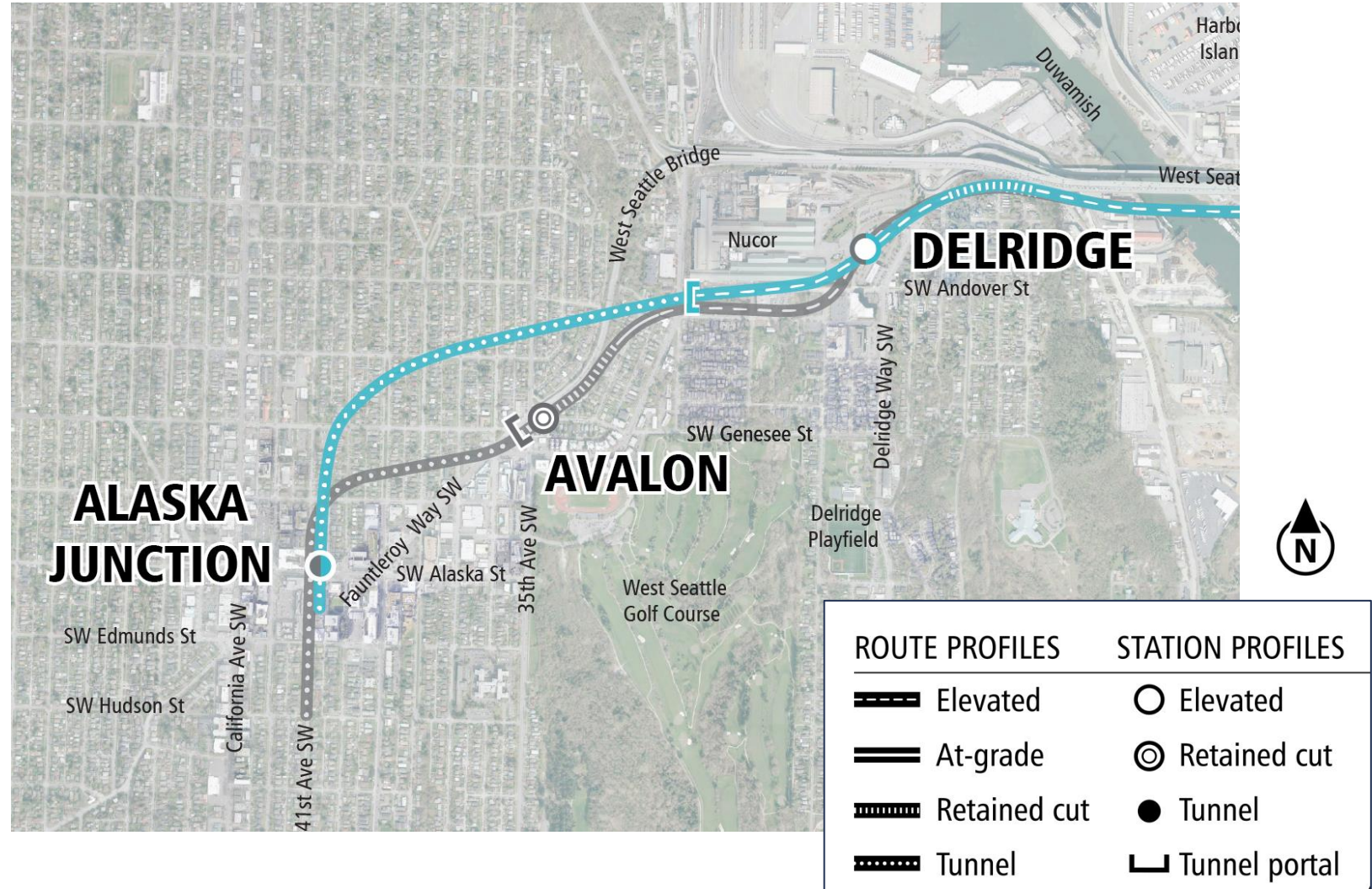
Alaska Junction Station refinements

ROUTE PROFILES	STATION PROFILES
Elevated	Elevated
At-grade	Retained cut
Retained cut	Tunnel
Tunnel	Tunnel portal

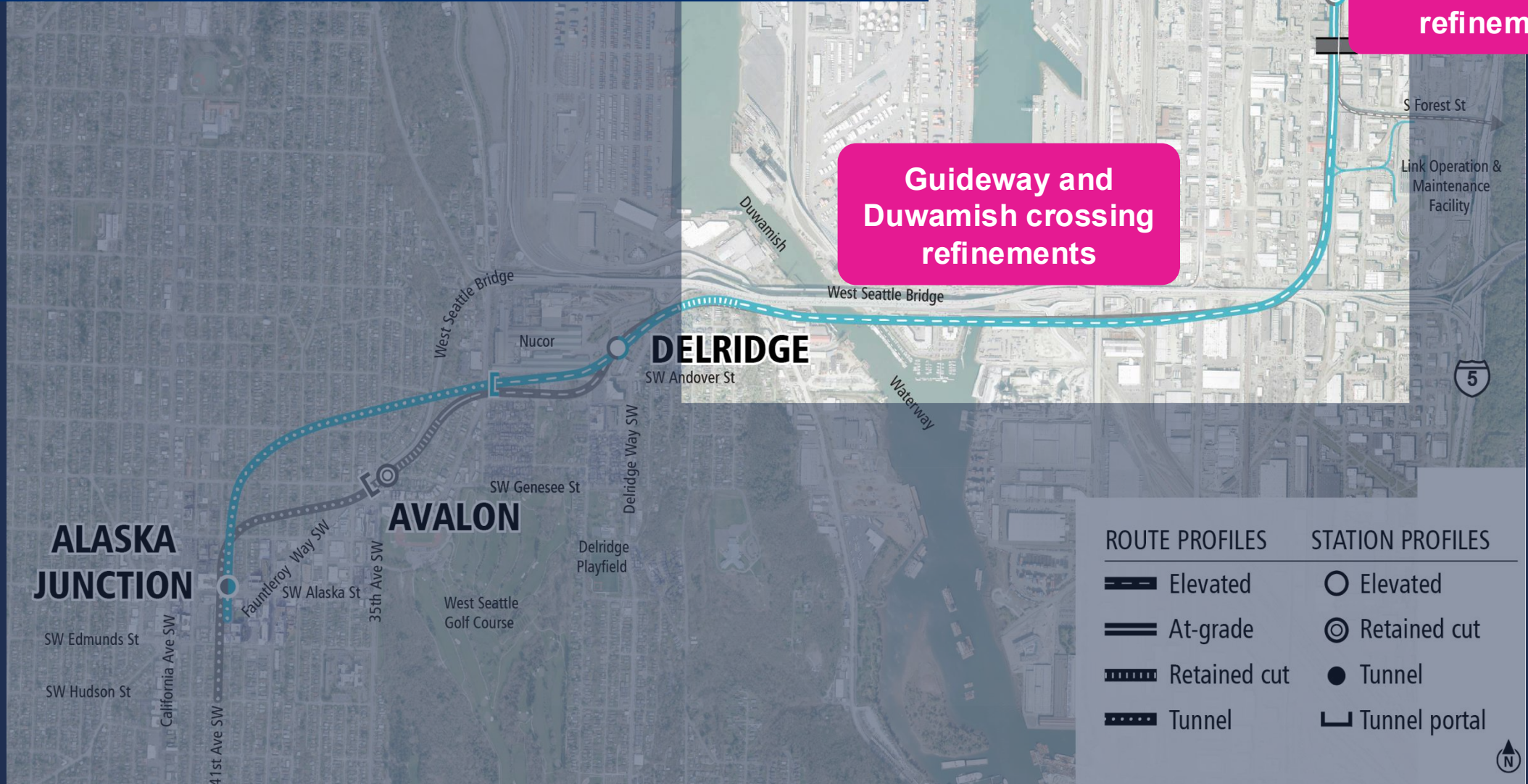
# Avalon Station Elimination

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

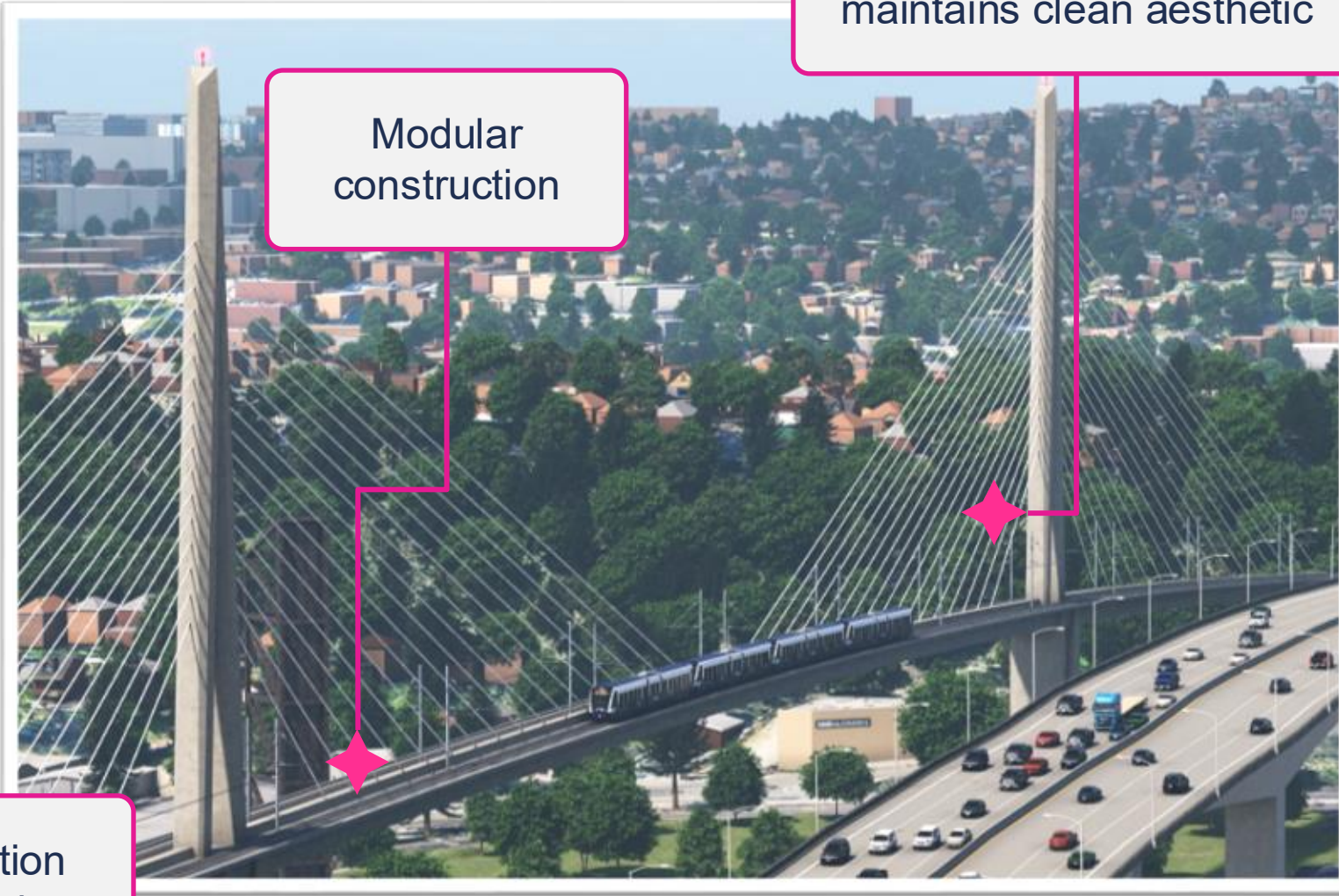
Reduced foundation depth and complexity



# Aerial Guideway and Duwamish Crossing



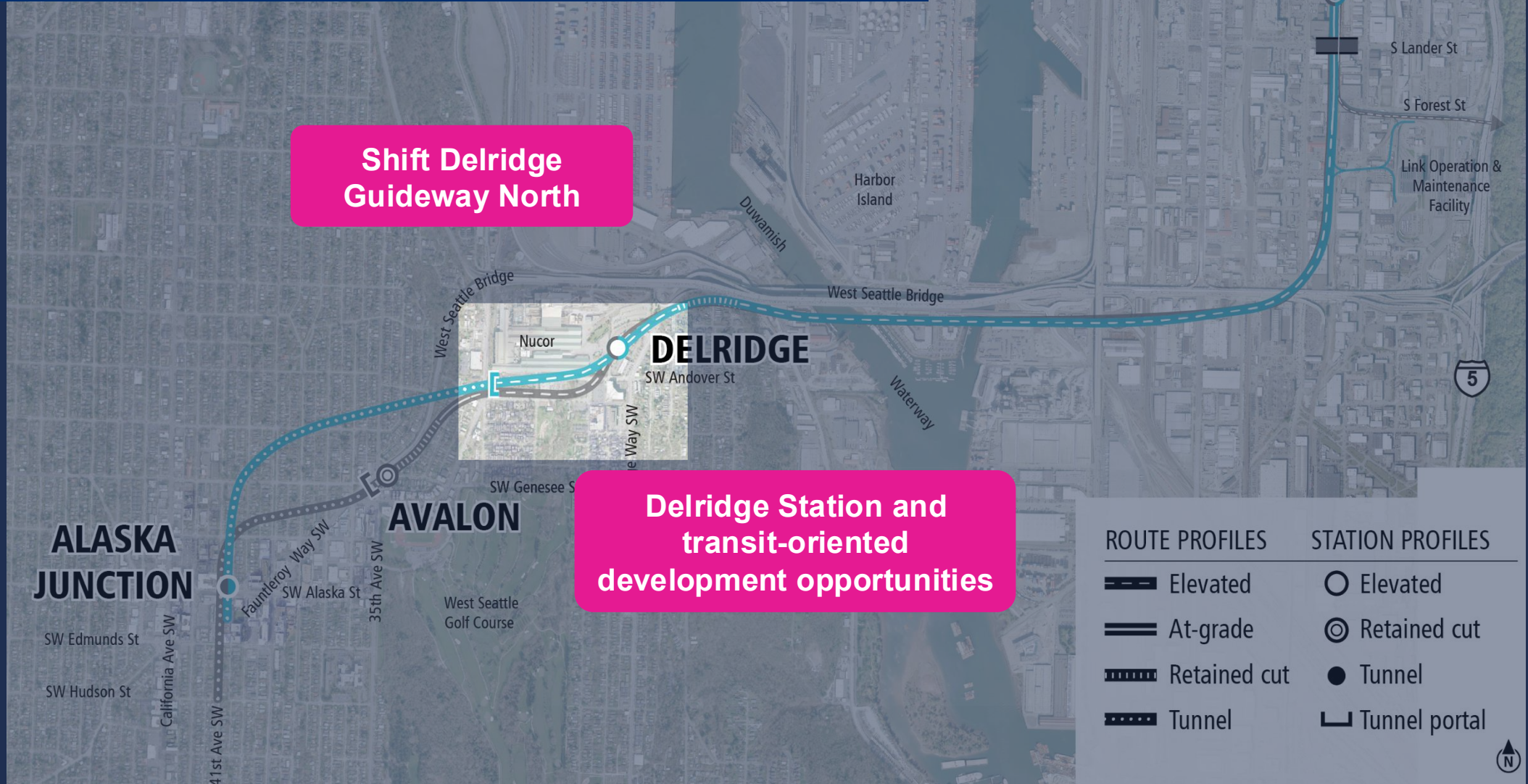
Foundation optimization







Modular construction

Simplified bridge design maintains clean aesthetic





# Delridge Area



## ROUTE PROFILES

-  Elevated
-  At-grade
-  Retained cut
-  Tunnel

## STATION PROFILES

-  Elevated
-  Retained cut
-  Tunnel
-  Tunnel portal

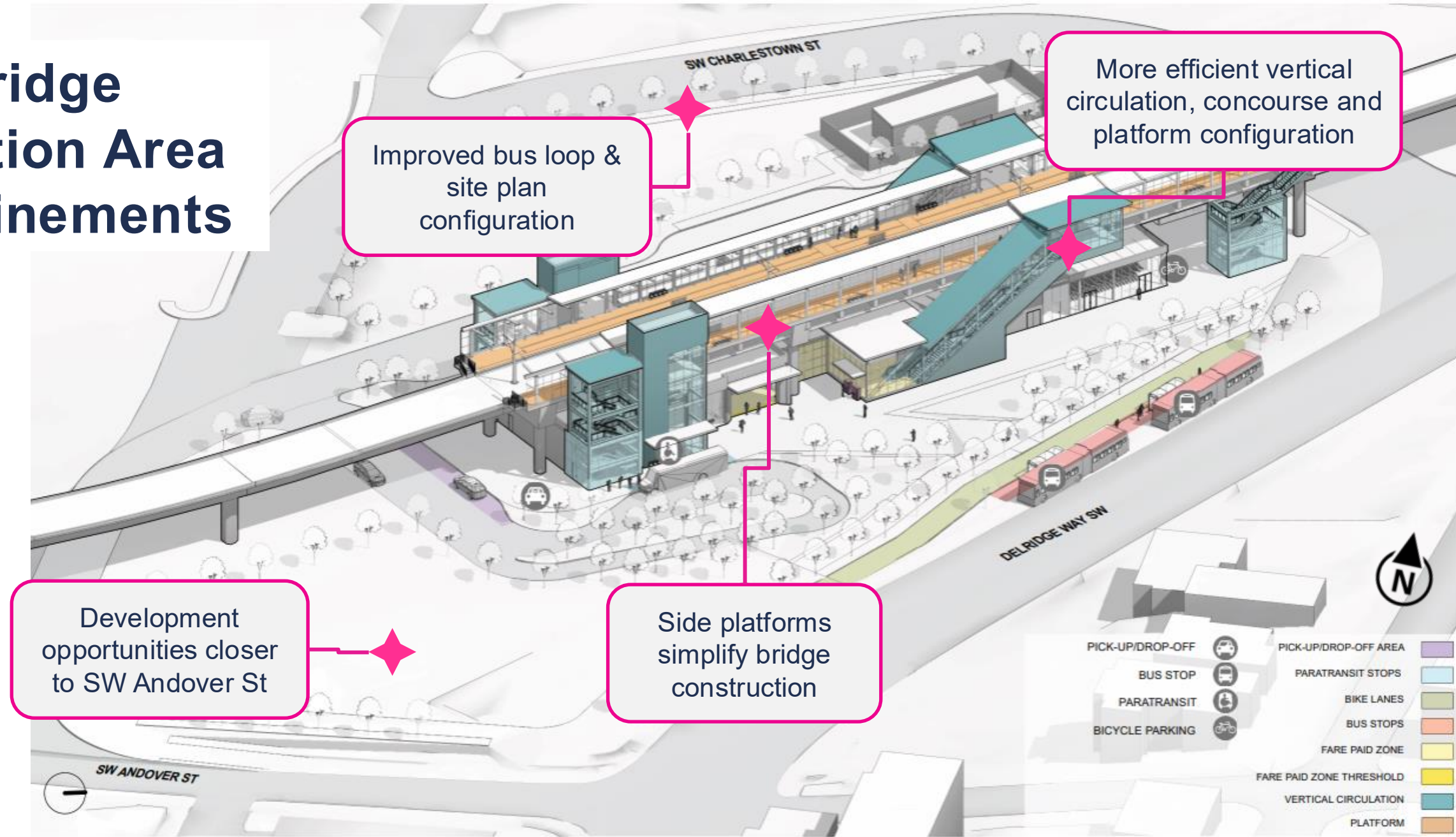
# Shift Delridge Guideway North

- 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

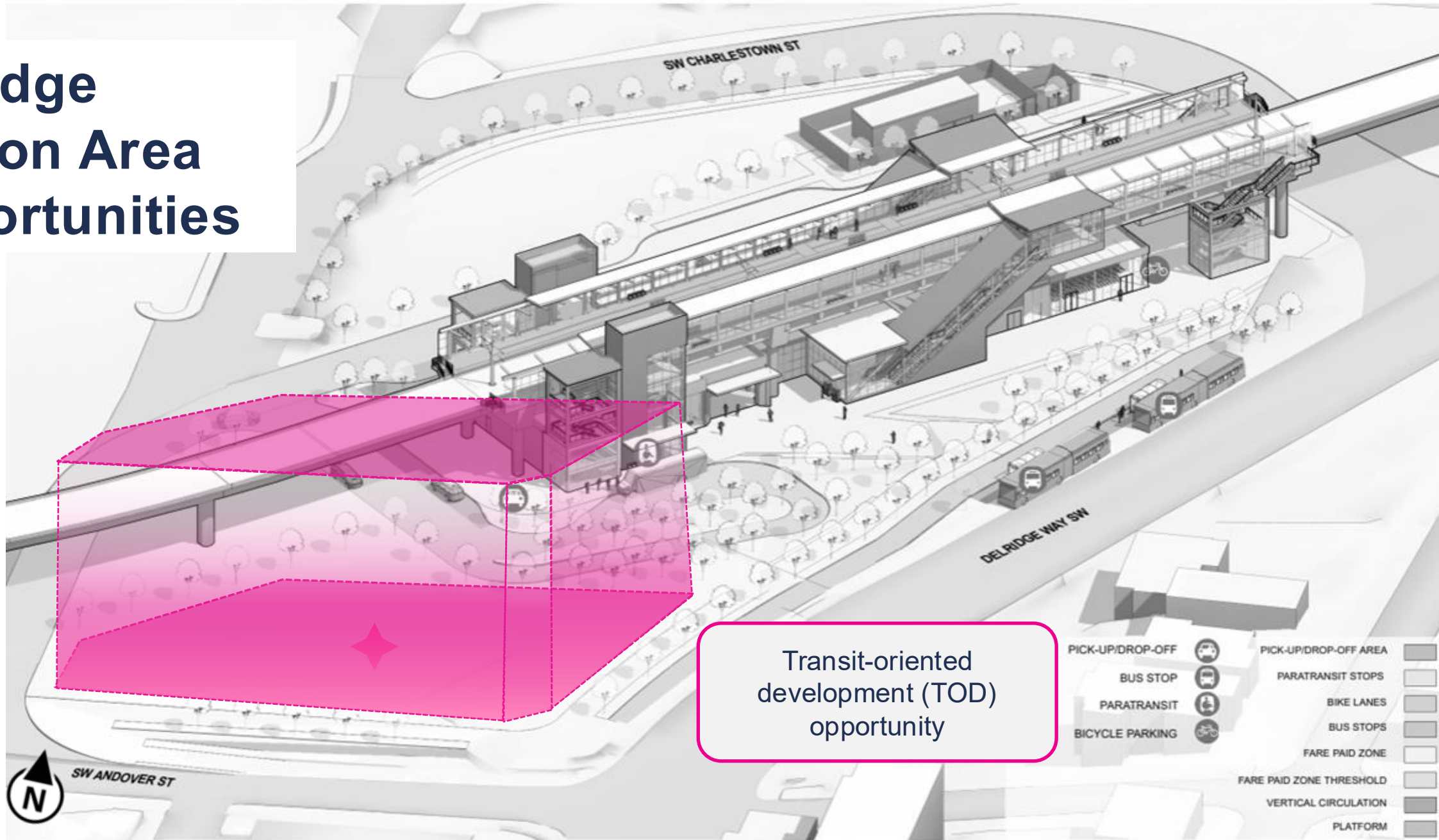


Seating opportunities

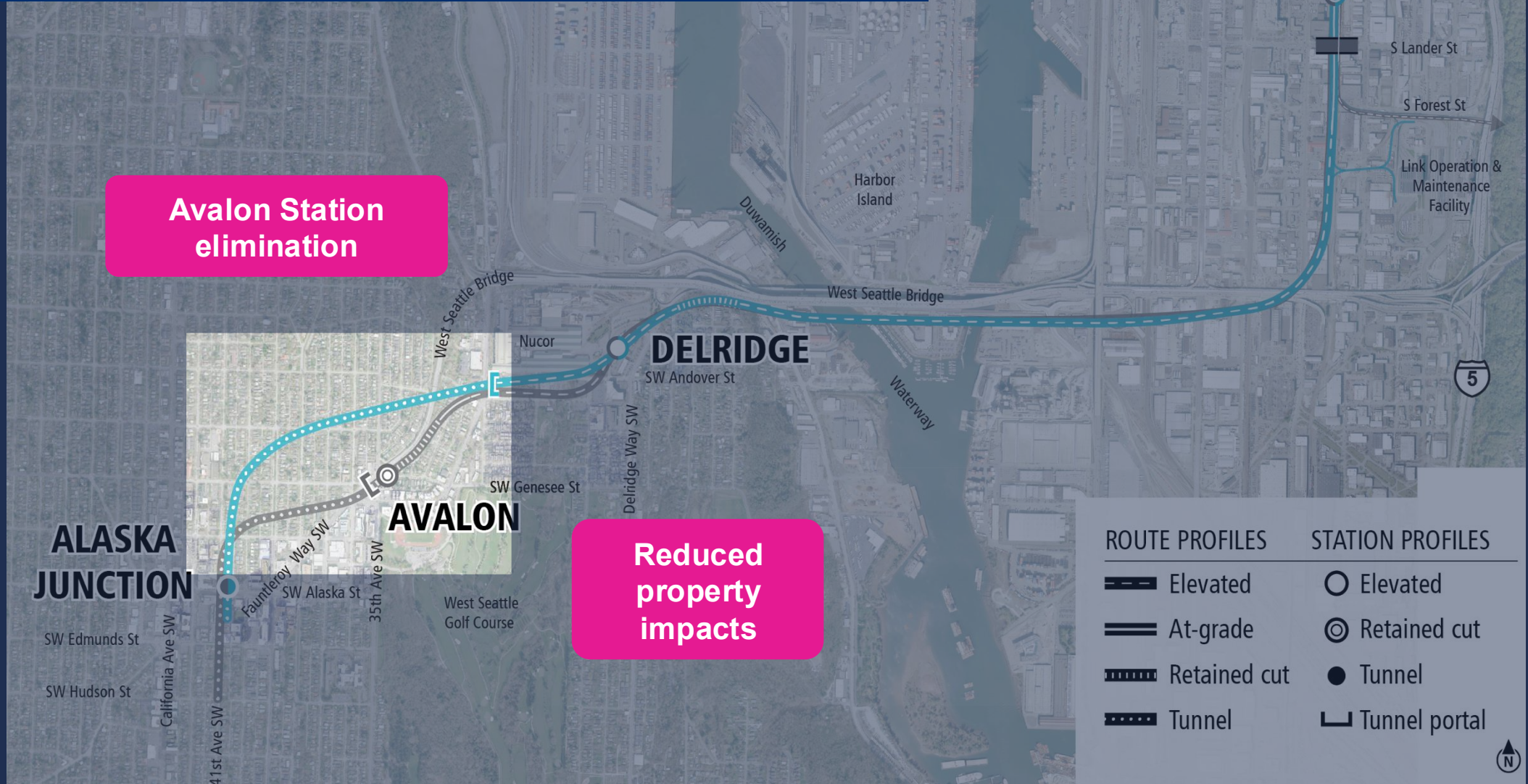


Flexible space for community events, food trucks, and art

# Delridge Station Area Opportunities



# Avalon Area

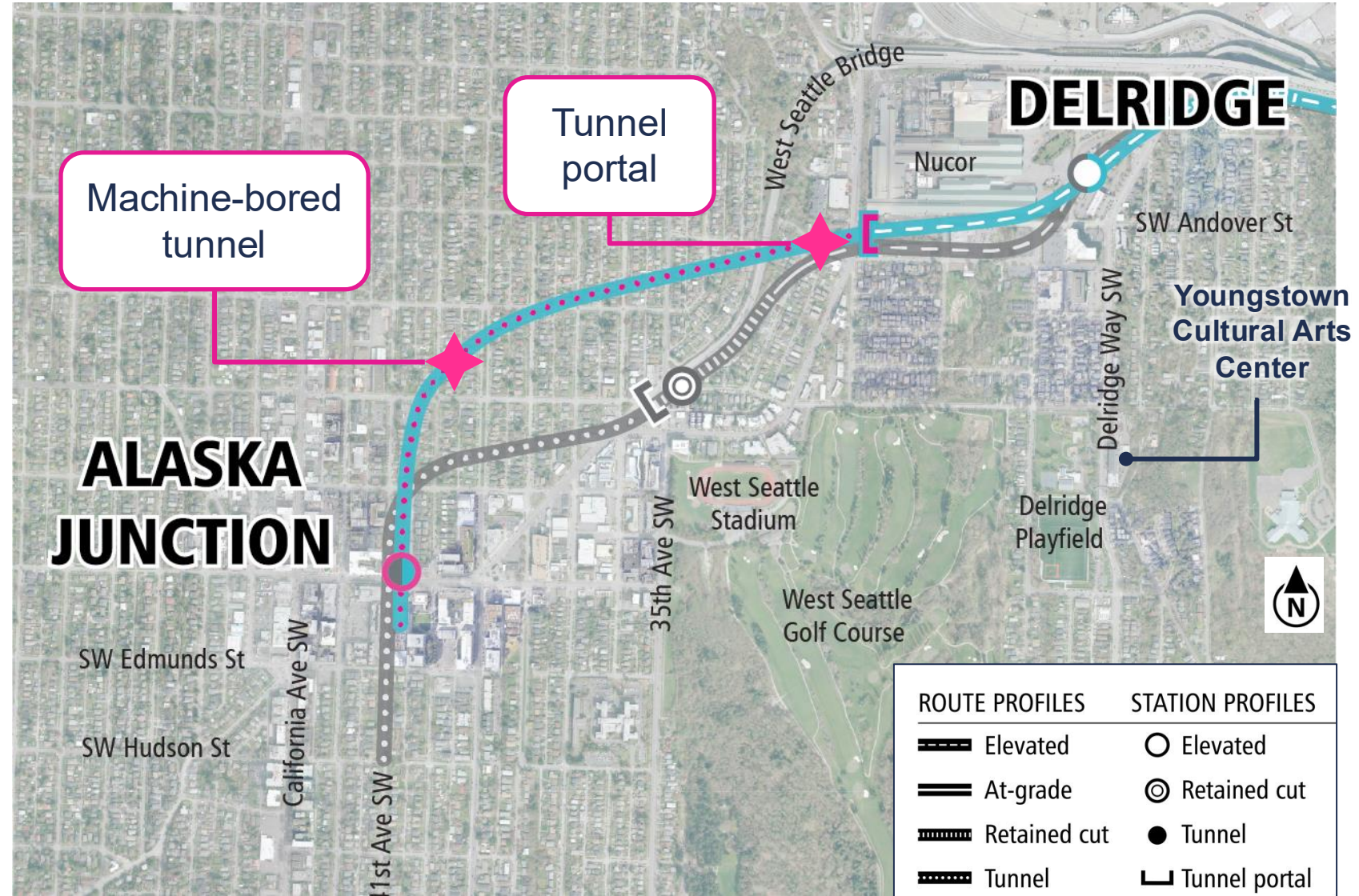


# Avalon Station Elimination

## Key Considerations:



- Bus Connections
- Ridership
- Property and community impacts

- Board-approved alignment
- Cost savings alignment



# Avalon Station Elimination

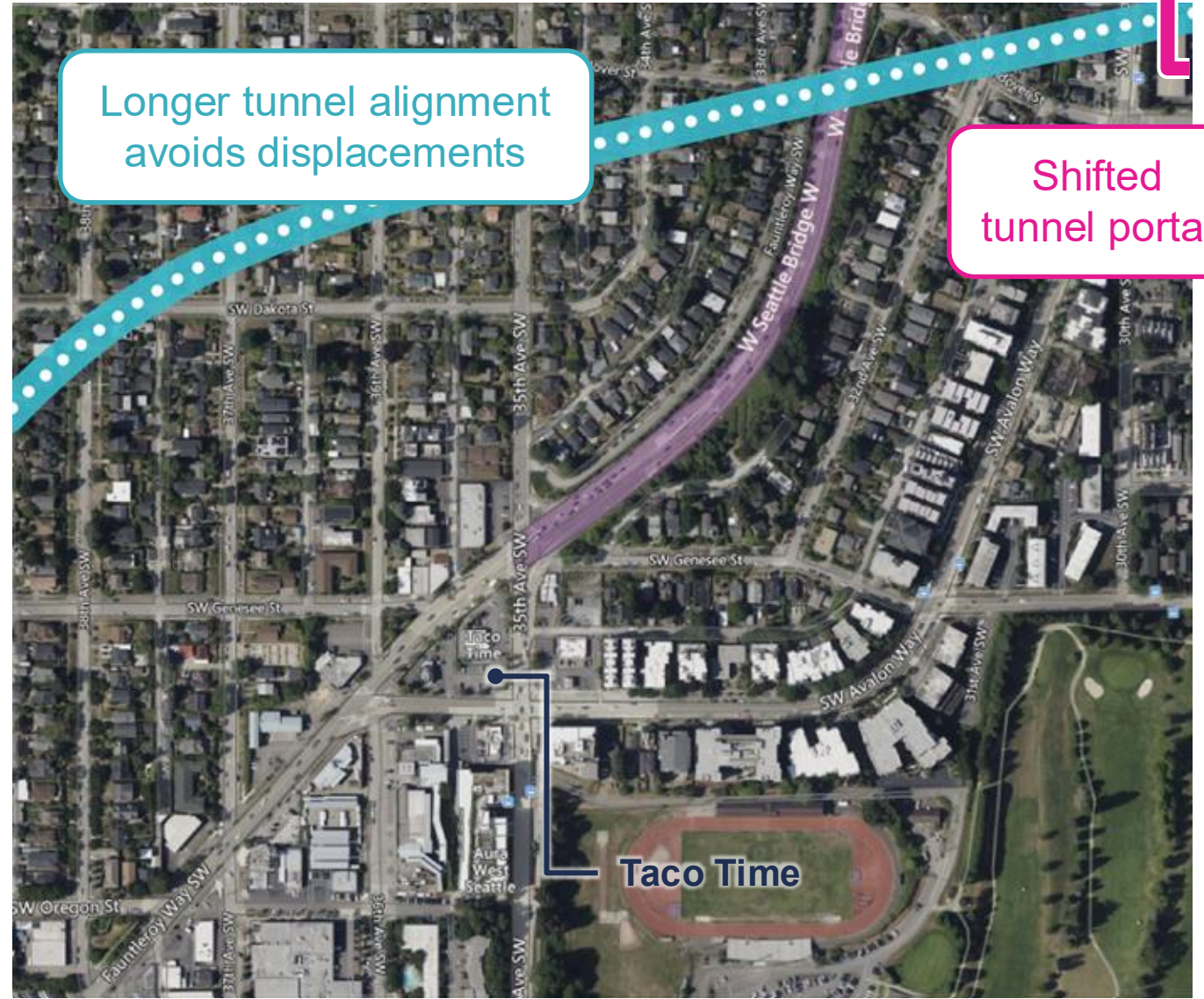
Board-approved alignment included an at-grade Avalon Station at 35<sup>th</sup> & Genesee

-  Tunnel portal
-  Potential property displacements

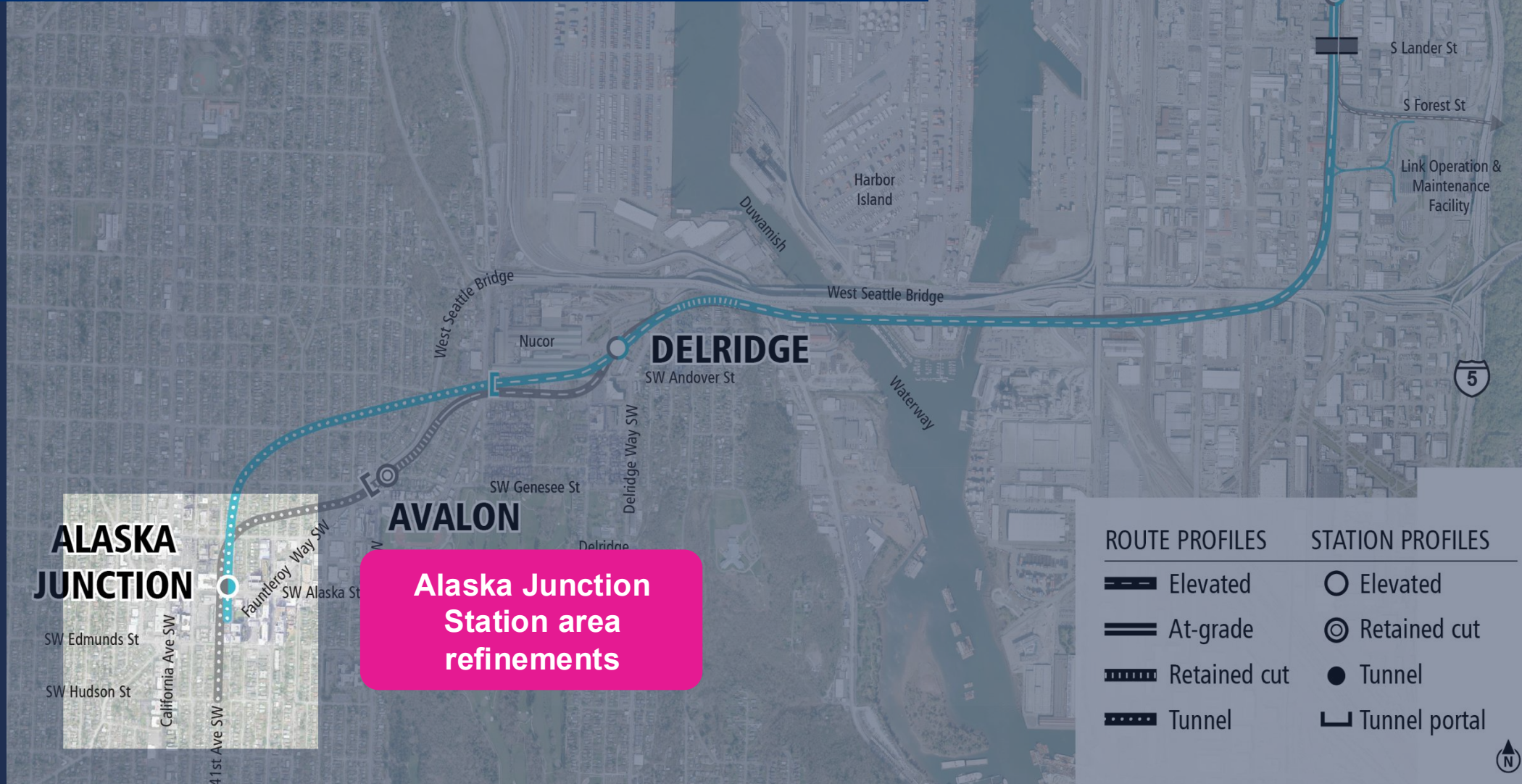


# Avalon Station Elimination





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







# Alaska Junction Area



## ROUTE PROFILES

-  Elevated
-  At-grade
-  Retained cut
-  Tunnel

## STATION PROFILES









-  Elevated
-  Retained cut
-  Tunnel
-  Tunnel portal

# Alaska Junction Station Refinements

## Key Considerations:

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

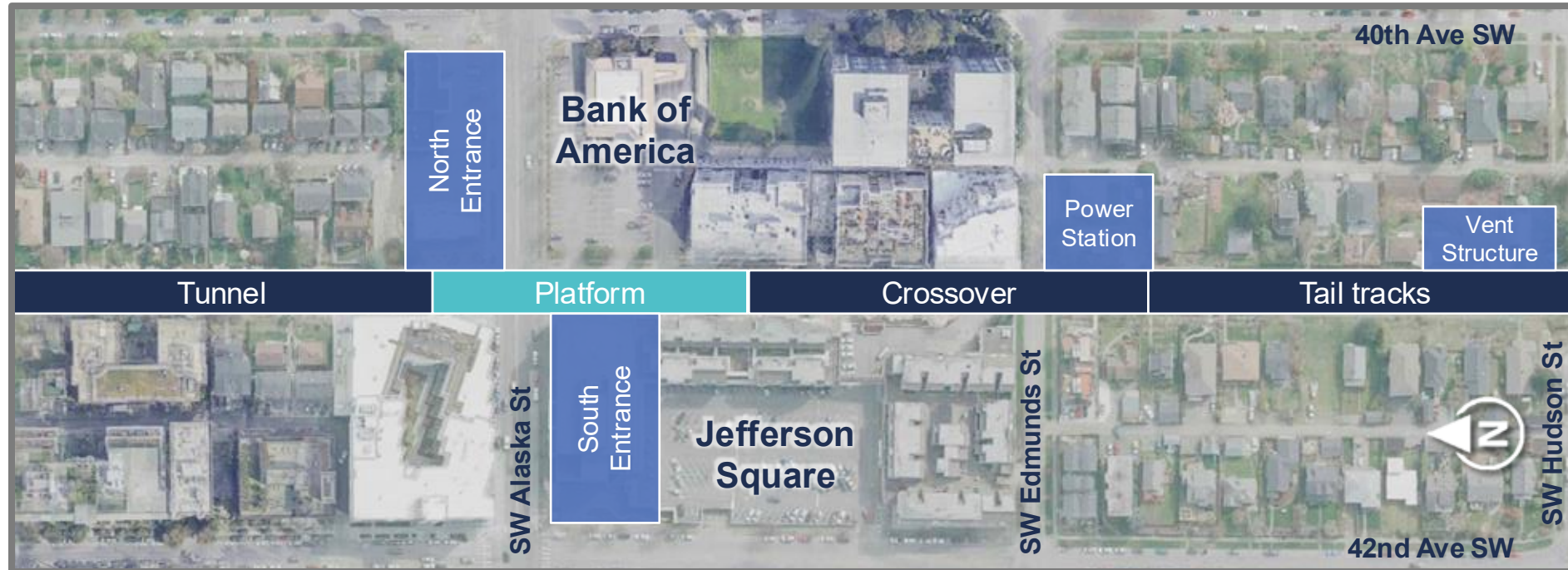
- Board-approved alignment
- Cost savings alignment

ROUTE PROFILES	STATION PROFILES
 Elevated	 Elevated
 At-grade	 Retained cut
 Retained cut	 Tunnel
 Tunnel	 Tunnel portal



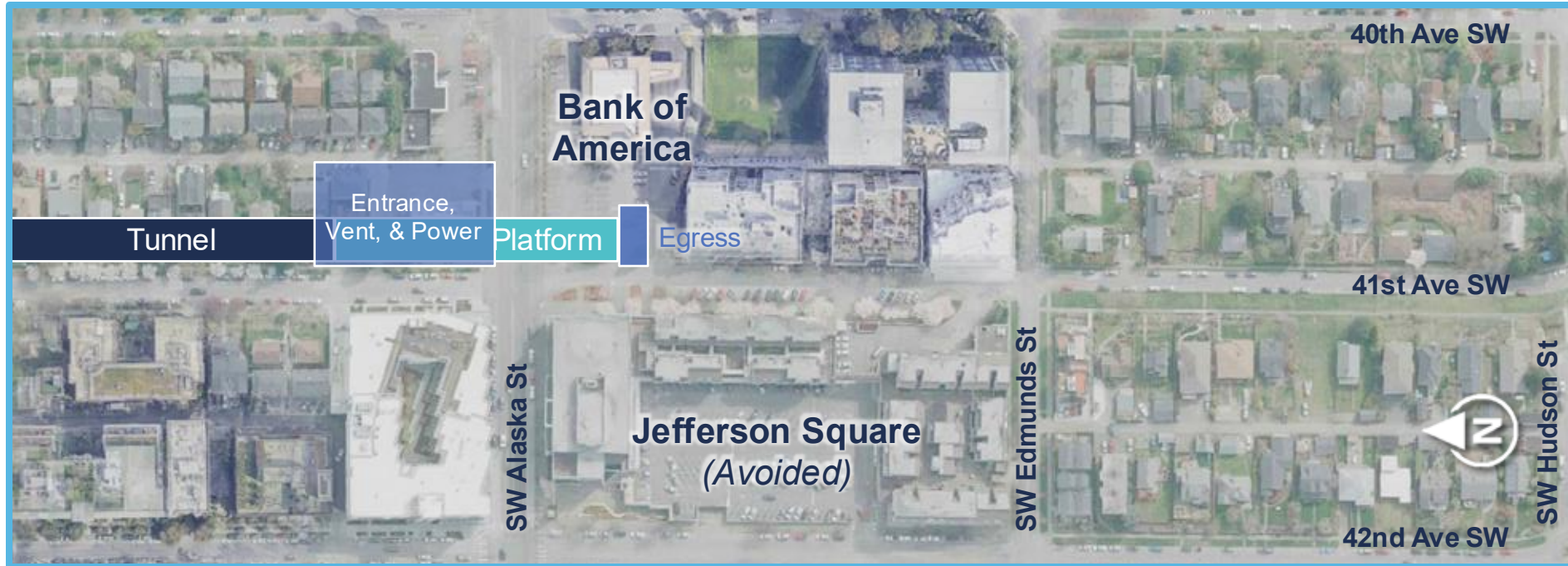
# Alaska Junction Station Refinements

Board-approved alignment



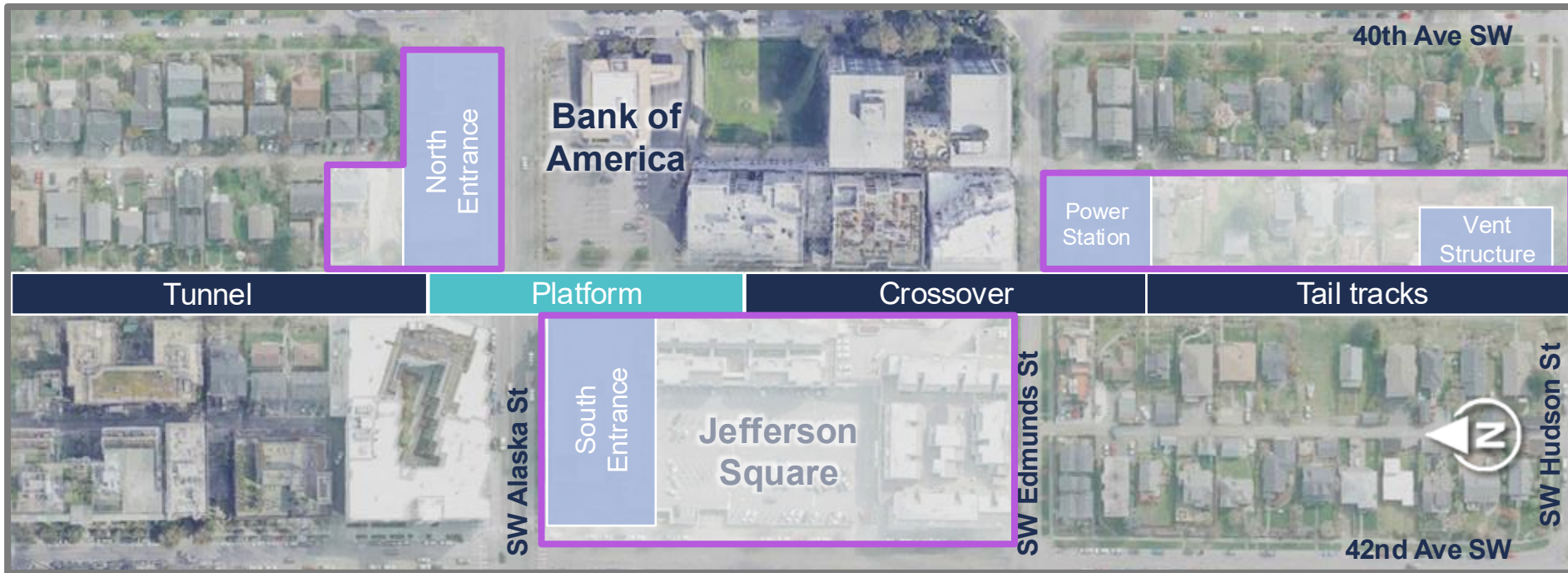
# Alaska Junction Station Refinements

Cost savings alignment

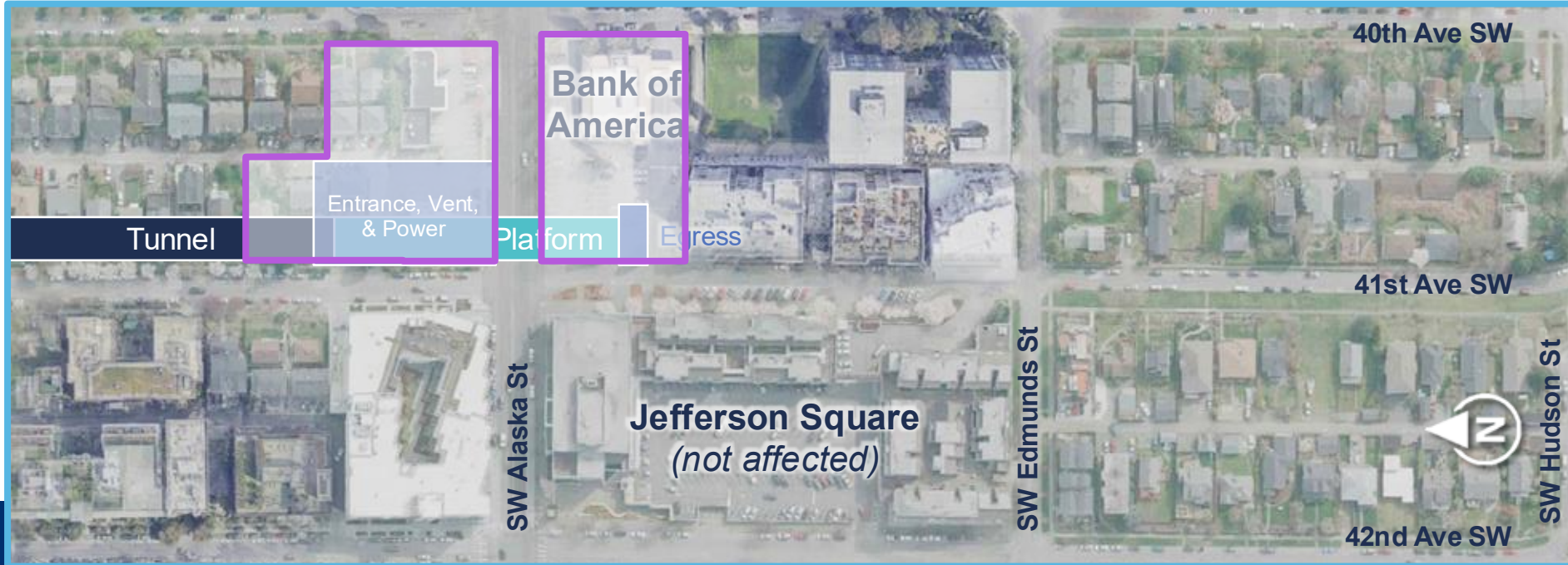


# Alaska Junction Station Refinements

Board-approved alignment

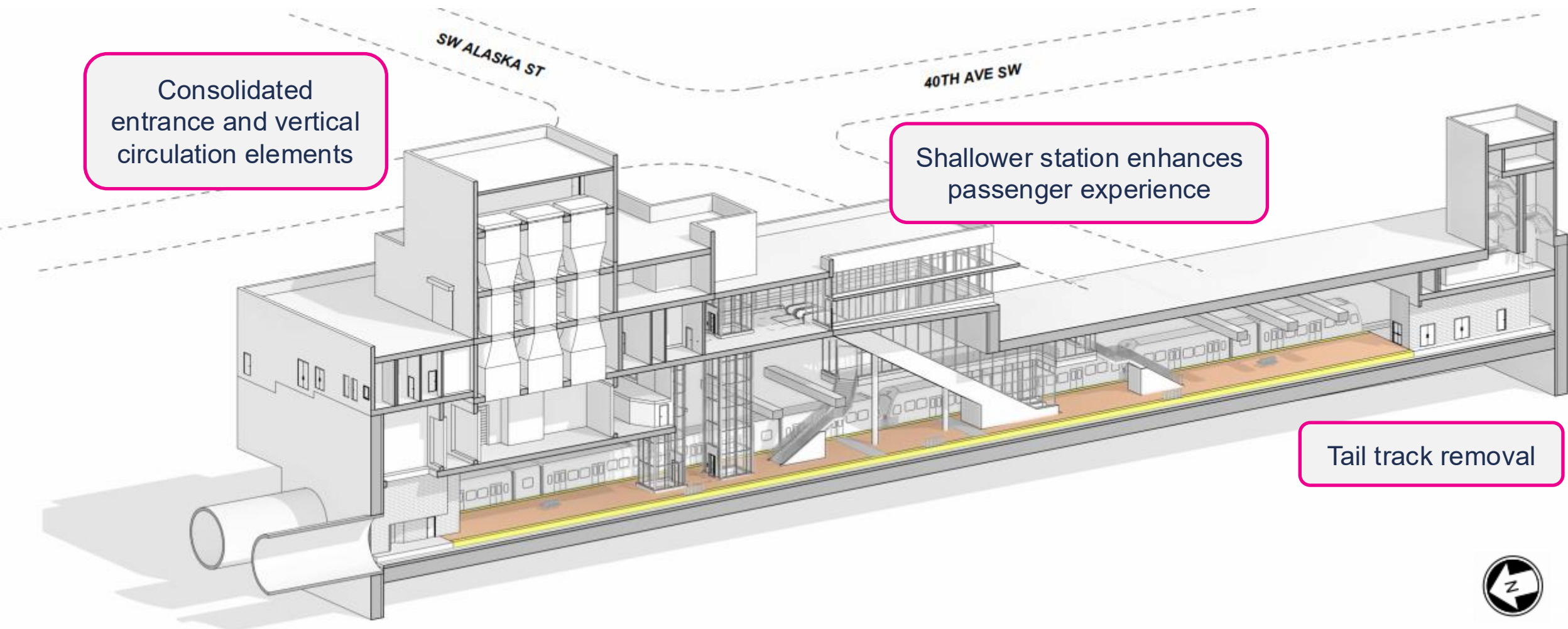


Cost savings alignment



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

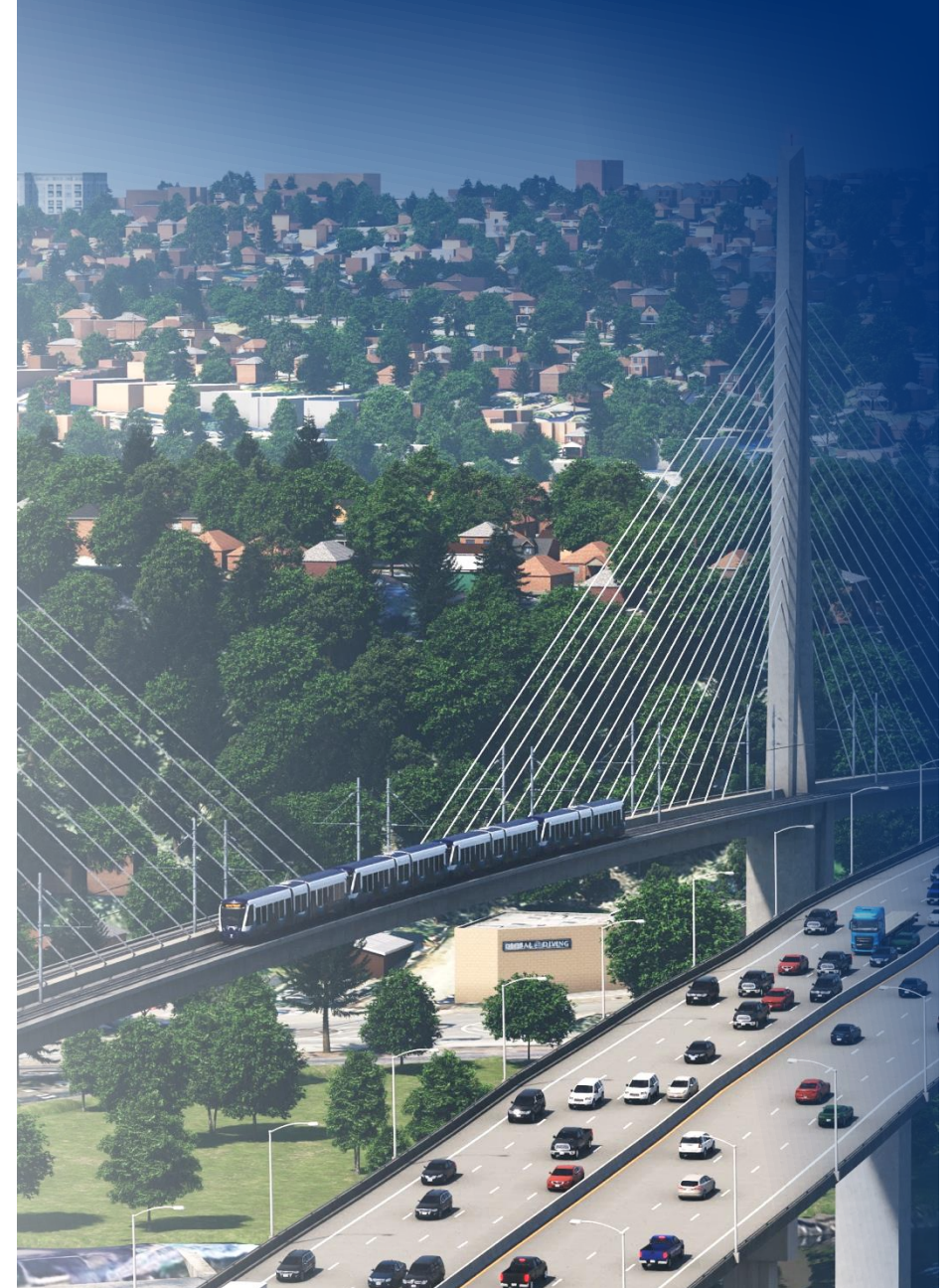


Cost reduction from  
Fall 2024 base estimate

# *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*





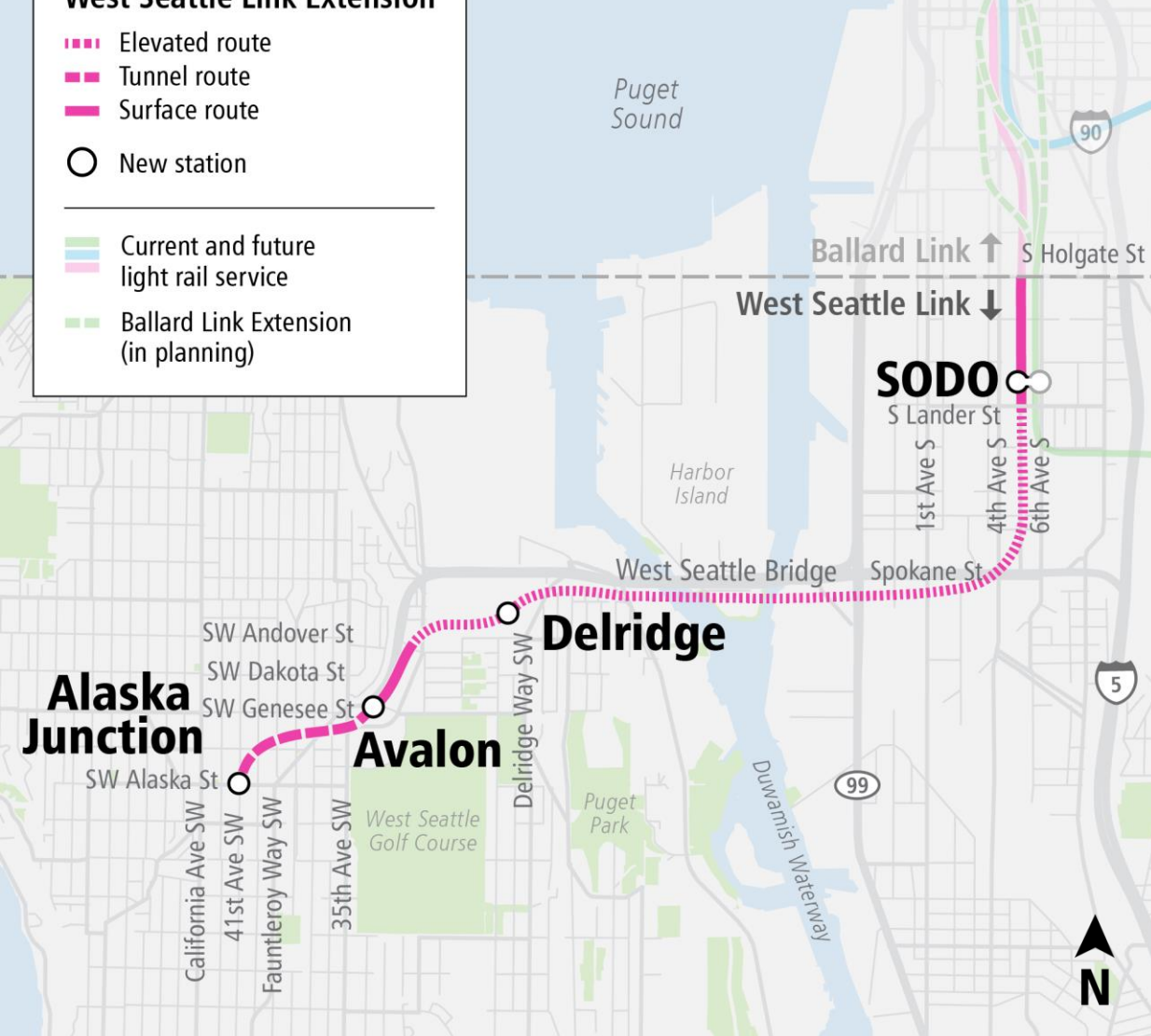
## Link light rail

### 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



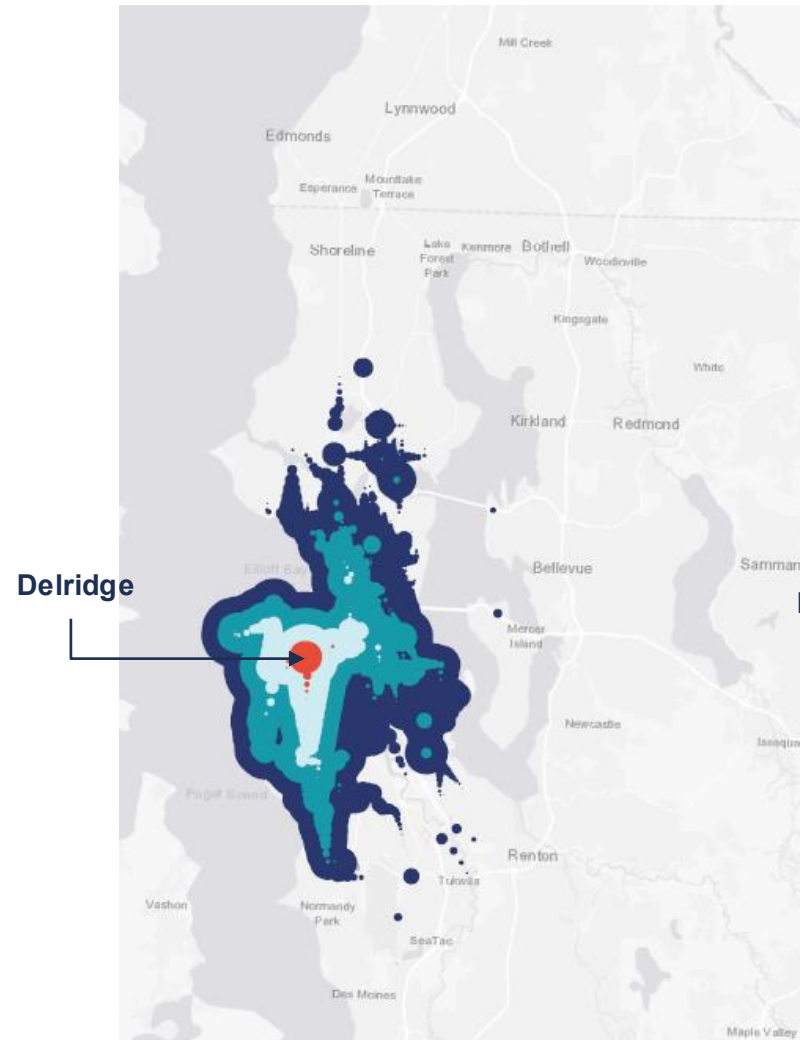
# *Transit Travel Sheds*

# Transit travel sheds Delridge Station

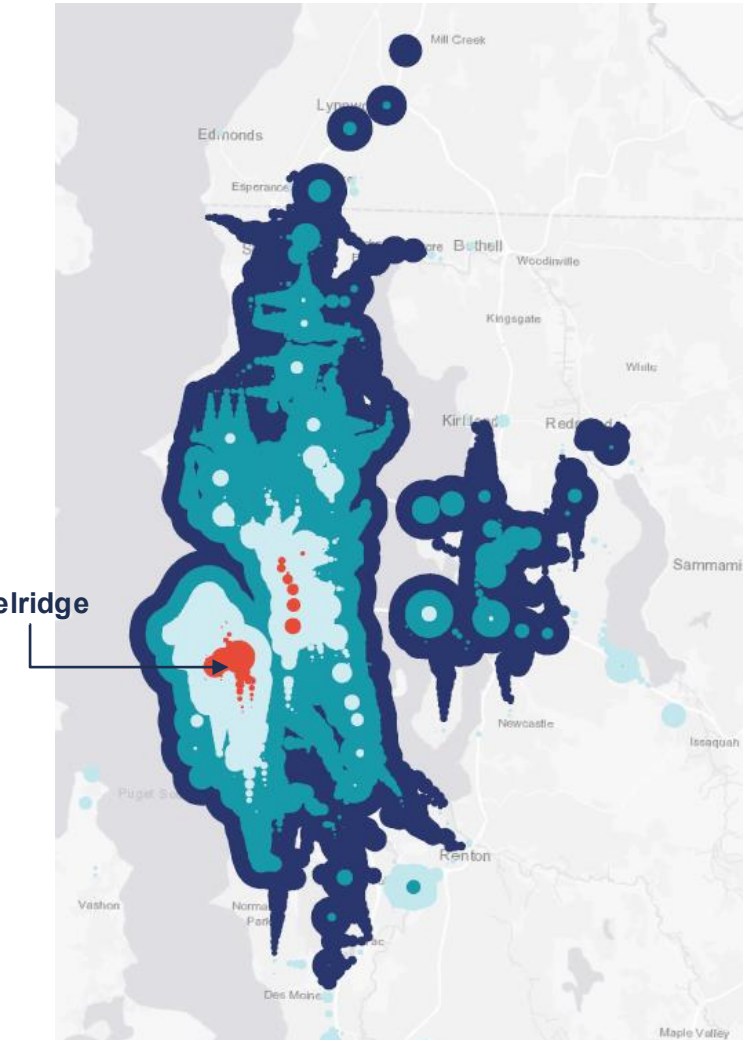
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves transit service frequency, reliability and capacity**

*Enhancing mobility and access*

Existing



With WSLE & BLE



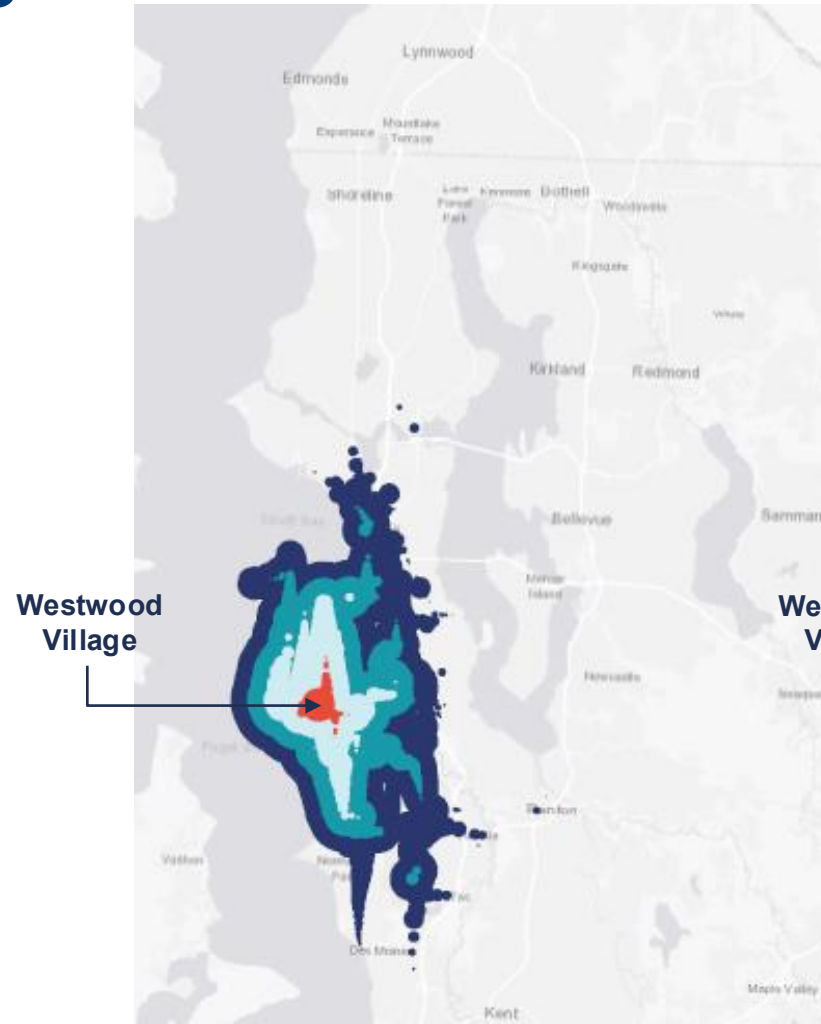
15 - minutes    30 - minutes    45 - minutes    60 - minutes

# Transit travel sheds Westwood Village

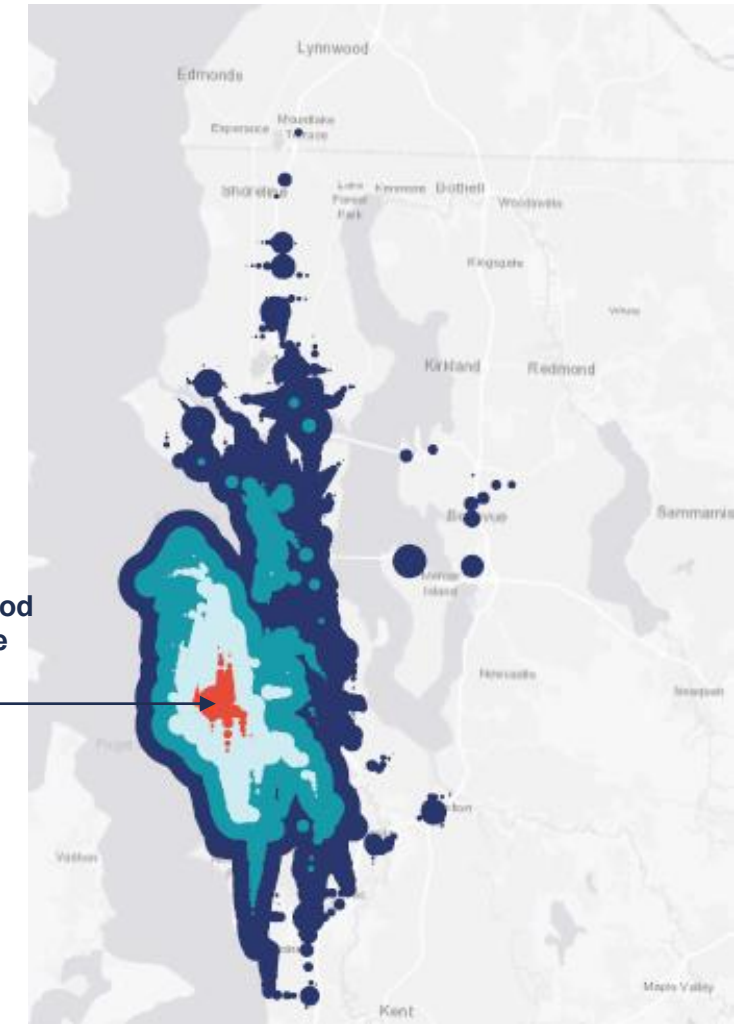
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves transit service frequency, reliability and capacity**

*Enhancing mobility and access, with bus-rail connections*

Existing



With WSLE & BLE



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

***SODO Shoofly  
Refinement***

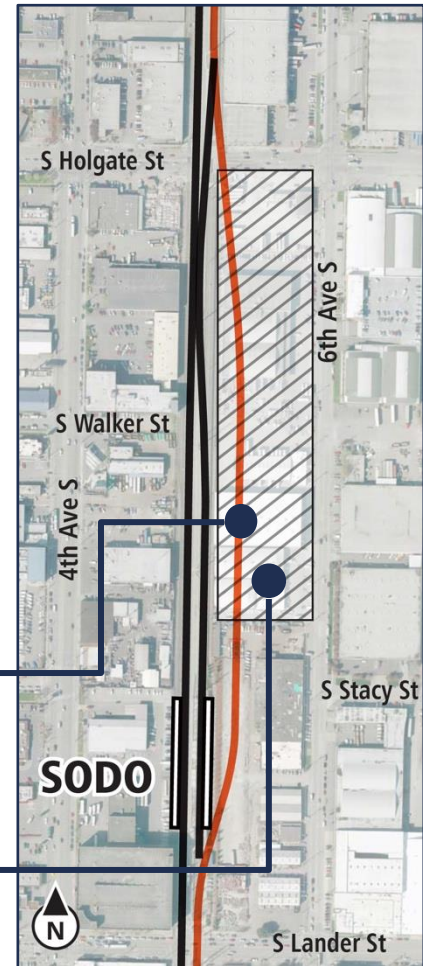
# SODO Shoofly Refinement

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

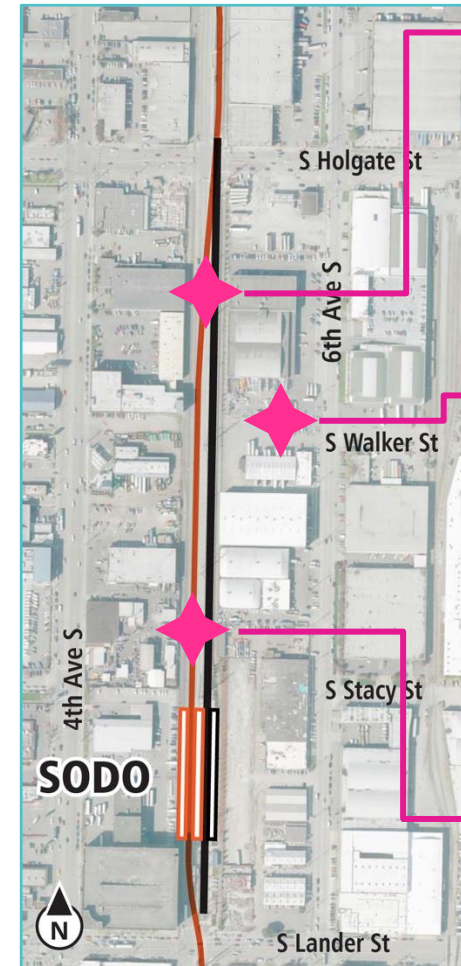
Temporary tracks

Property acquisition required

## Initial Shoofly Design



## Refined Shoofly



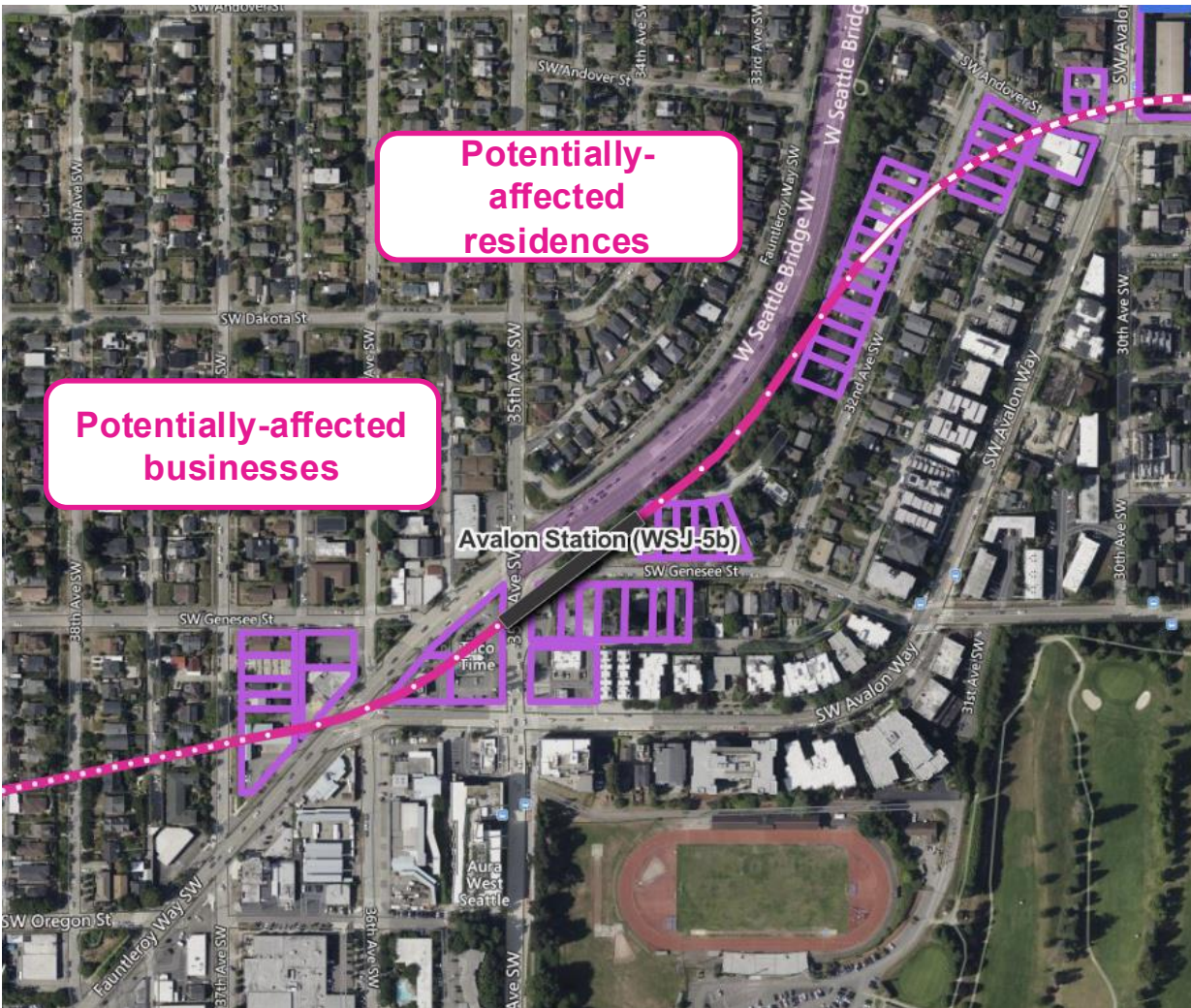
Eliminates 1/3 mile of temporary tracks

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***



Potentially-affected residences

Potentially-affected businesses

Avalon Station (WSJ-5b)

