West Seattle SkyLink

February 2022



Transportation Challenges

Congestion

Load on bridges

Zero Carbon Transit

Sound Transit 3

•Original Plan: Light rail for West Seattle

• 2030 to SoDo / Stadium, 2035 beyond

Realignment

- Cost escalation by 73% on West Seattle connection (triggered Section 2 of ST3 motion)
- Delay: 2032 to SoDo, 2037/8 beyond, DEIS in 2022

Complex Construction

- 5 year construction impact: New bridge, viaduct, large stations, tunneling?
- **Disrupts/displaces** residences and businesses maritime traffic, Port, BNSF, Nucor, future bridge
- Displacement: up to 633 residences, 100 businesses with 1200 employees

•Planning for Southern Extension (White Center, Renton...)

• More urgent as more diverse and less affluent neighborhoods



Light Rail Impact Duwamish Greenbelt

on Point

st Seattle Bridge

West Seattle Bridge

West Seattle attes





Genesee Guideway

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R 31" ANY ISM

L50 ft



SkyLink 2026 – SODO + ID • Junction directly Or Light Rail: 2032 – SODO

wait for Rainier train
2037 – beyond





CableBus in Mexico City





Advantages



•Affordable:

- Save \$2 billion in construction less taxes
- Automatic operation
- Annual cost: \$12m vs \$40m



Quick to build

• 2 years to plan, 2 years to build, less risk



•Sustainable:

- Construction: Low impact, low carbon footprint
- Operation: Low power, zero emission



More Advantages



•Suitability:

• Designed for hills, waterways, urban density



•Grade separated ROW:

- Direct and separate from road traffic
- No delays due to traffic, construction or accidents



•Space efficient:

- Less displacement of housing/business/parks, less property acquisitions, simplifies permitting
- No interference with Port, BNSF, and Nucor ops
- Independent of West Seattle high bridge issues
- No light rail bridge, guiderails or tunnels
- Small stations





	Light Rail	Gondola
Start of operations:	SoDo – 2032 beyond – 2037/8	SoDo/Intl. District – 2026
Cost to build and operate:	\$3.2 billion / 40 million/year	Below \$1 billion / 12 million/y
Hourly Capacity: (each direction)	1600 - 3200 seats (plus standing)	4500 seats
Frequency:	6 – 12 minutes (peak/off-peak)	Continuous (8-30 seconds)
Total travel: (Junction – SoDo)	10 - 22 minutes	14 minutes
Construction:	5+ years (Guiderail, bridge)	2 years (Few towers)
Stations:	Large (about two blocks long)	Small (about half block long)
Displacement:	Up to 700 homes & business, North Duwamish Greenbelt	little if any
Sustainability:	Higher power & carbon footprint (concrete viaduct, much demolition)	Lower power & carbon footprint (prefab towers, little demolition)

West Seattle SkyLink

- Reliable transit this decade rather than next
- Avoid: Demolition, lengthy construction, viaduct
- Decarbonization years earlier
- Reach diverse and low-income neighborhoods sooner

What you can do:

- Visit WestSeattleSkyLink.org
 - Sign and share **study petition**
 - Sign up on email list



