

West Seattle and Ballard Link Extensions

*CID/SODO
Community Advisory Group
3/10/2022*



Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: CID/SODO
- City of Seattle: Draft EIS Review
- Next steps and next meeting

Why we're here today

- Learn more about the results in the Draft EIS, informed by CAG members questions and discussion in February
- Engage on the City of Seattle's review of the Draft EIS, including potential key trade-offs and to inform their eventual comments on the Draft EIS

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Meeting etiquette and accessibility



Upon joining the meeting, please mute your line when you are not speaking to minimize audio feedback. Unmute before talking.



Please raise your “hand” if you have a question or comment. Facilitator will call on you to speak.



One person speaks at a time. Please reference a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.



You are viewing Chris Johnstone's screen

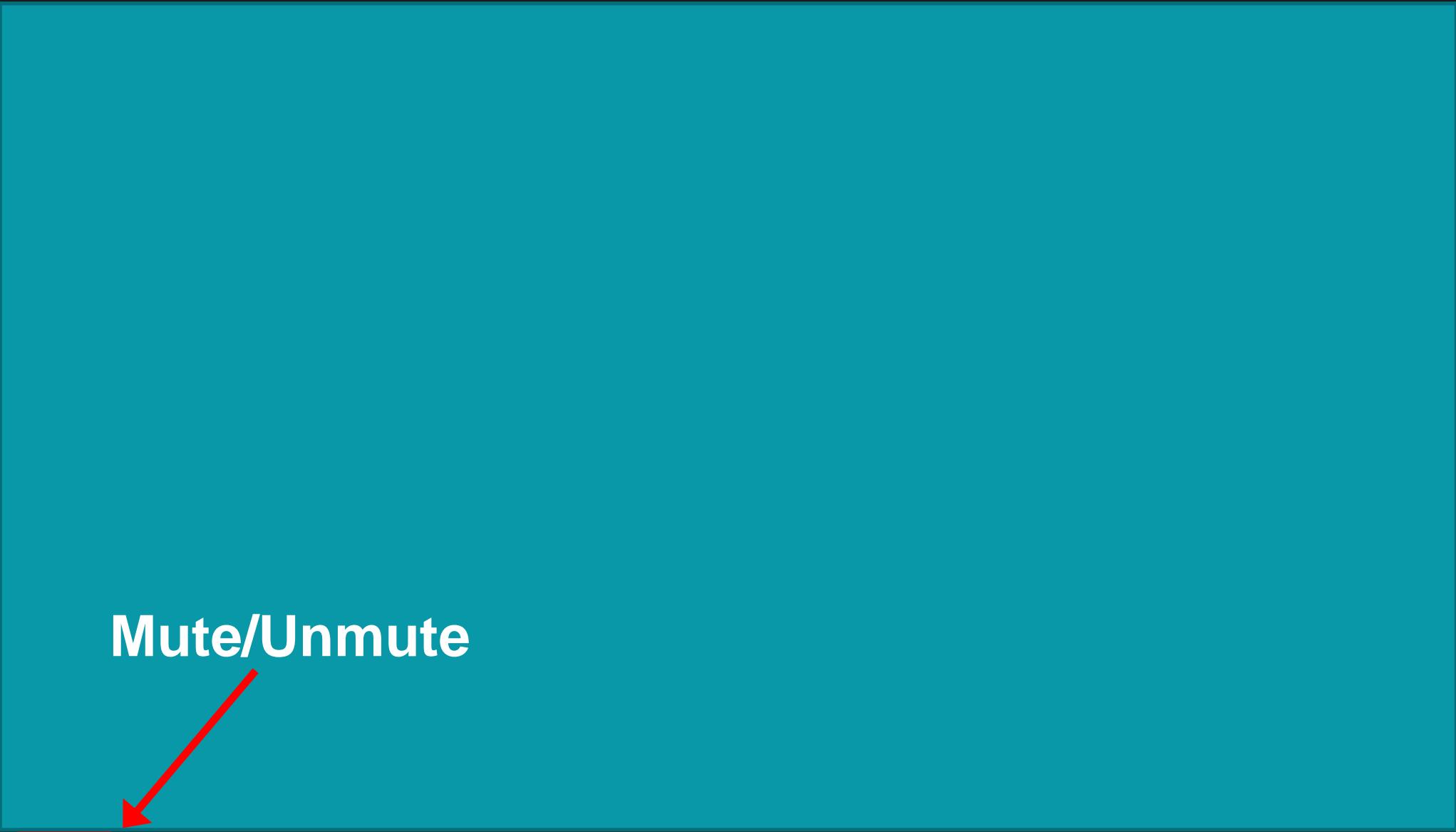
View Options ▾

View



- Mute
- Stop Video
- Participants 1
- Polls
- Chat
- Share Screen
- Raise Hand
- Live Transcript
- More

Leave

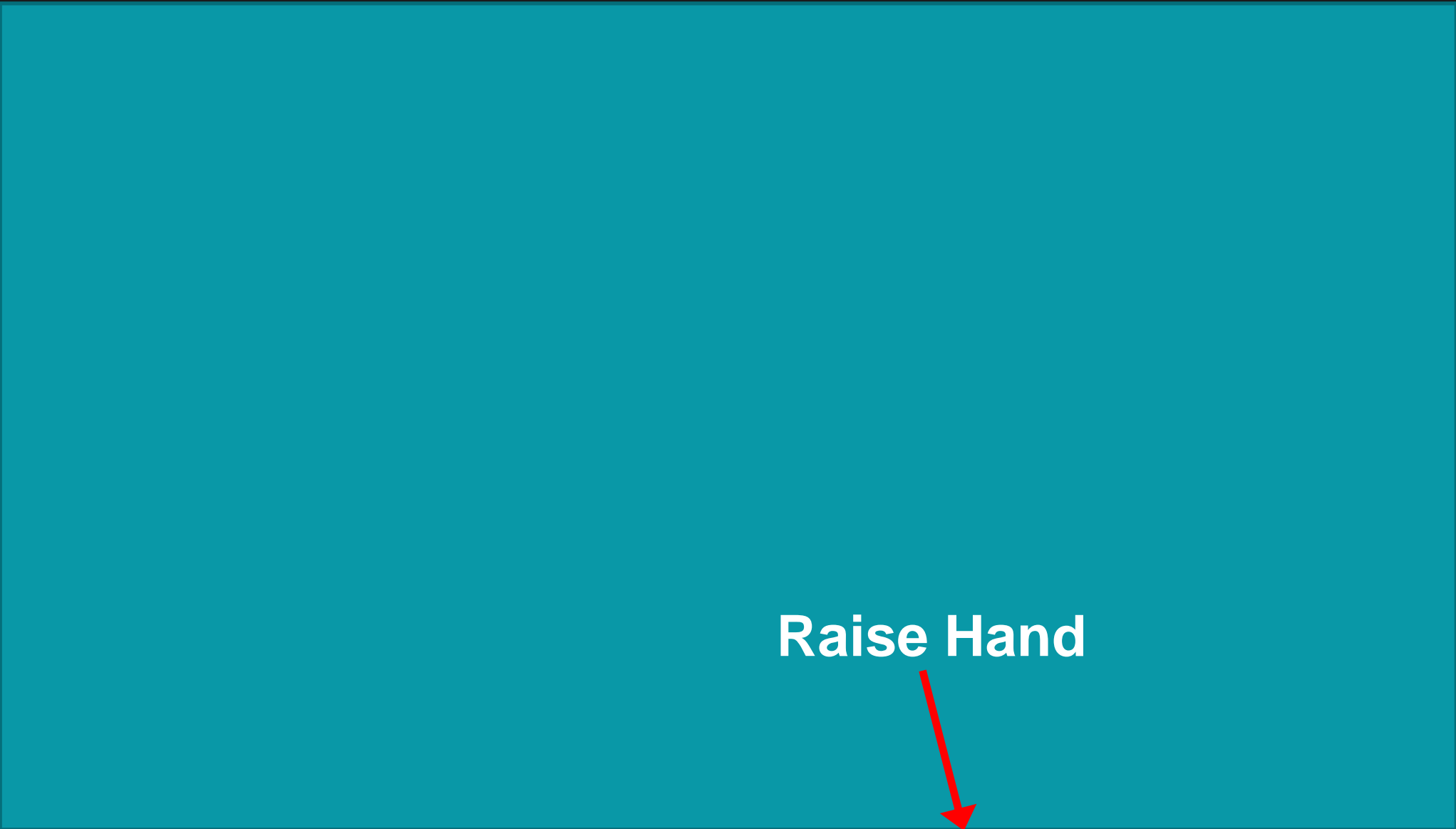


Mute/Unmute



Unmute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

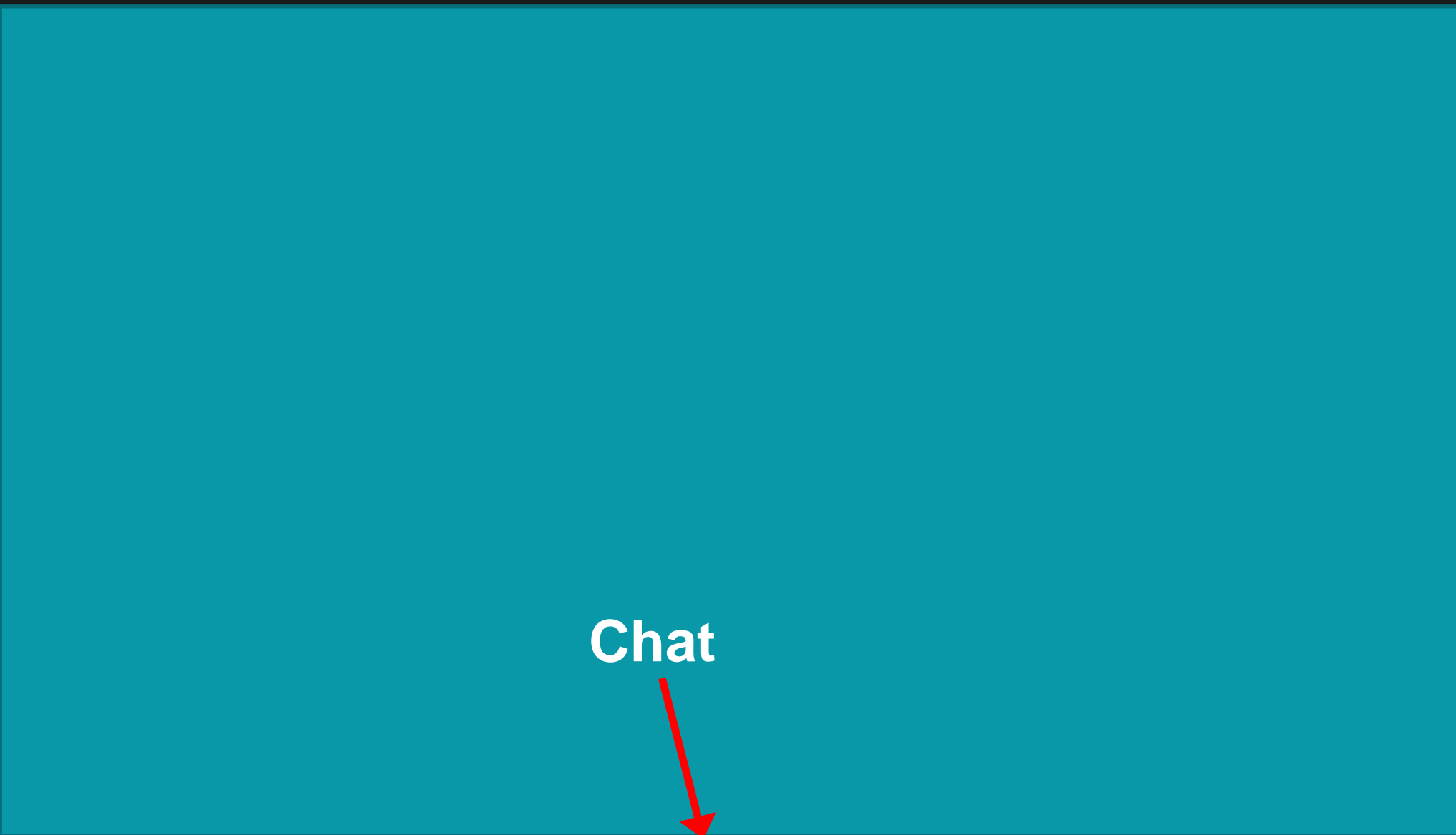


Raise Hand



Mute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

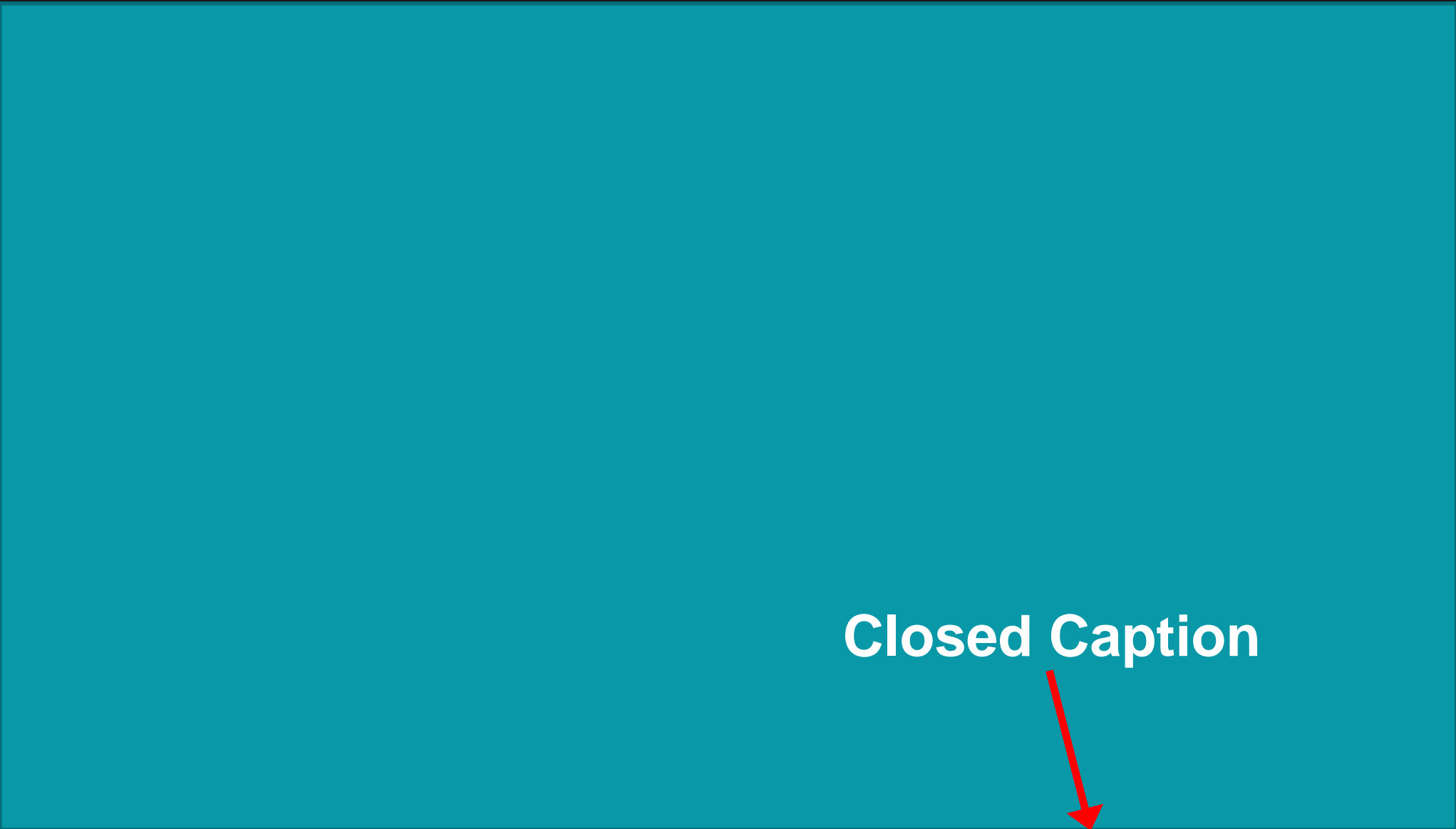


Chat



Mute Stop Video Participants 1 Polls Chat Share Screen Raise Hand Live Transcript More

Leave



Closed Caption



Mute Stop Video Participants Polls Chat Share Screen Raise Hand **Live Transcript** More

Leave

Introductions

Please share briefly:

- 1) Your name and pronouns
- 2) Days are getting longer – how do you plan to use the extra daylight?

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ST3
APPROVED

2016



PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2023

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

2023: Publish Final EIS

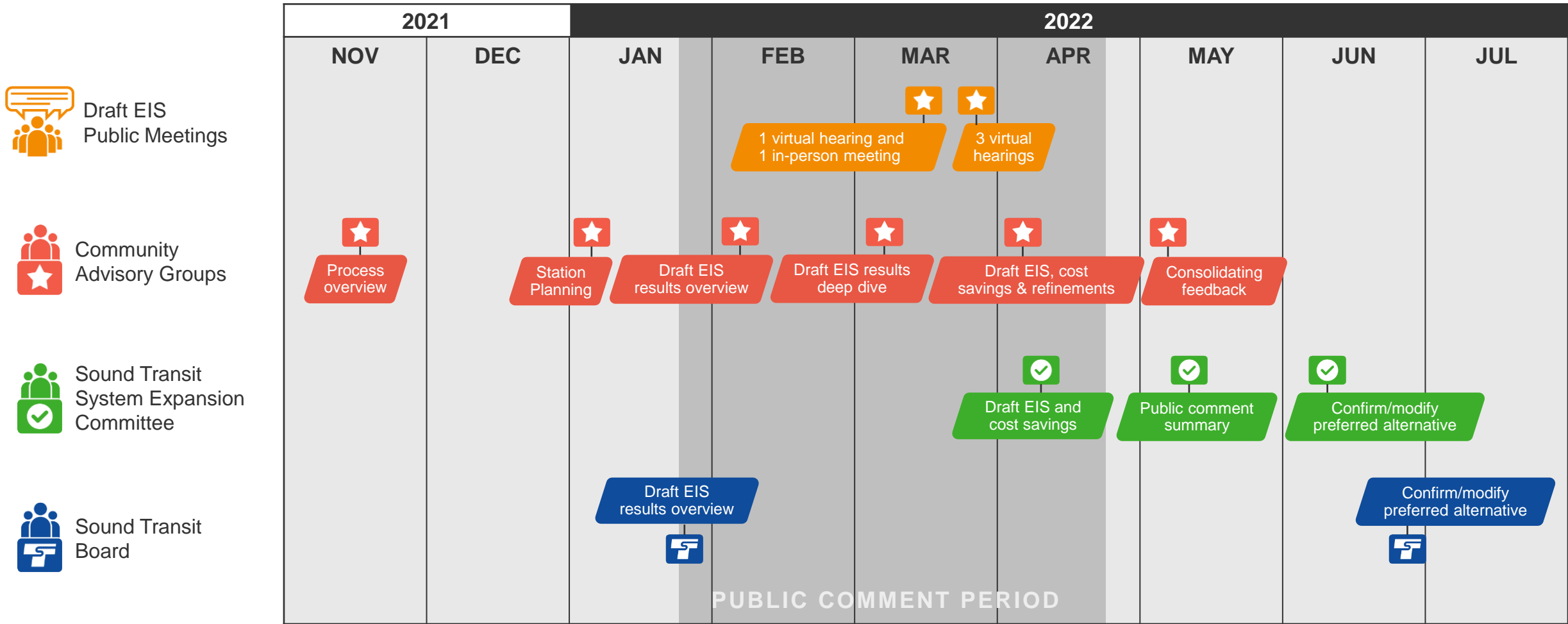
Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



External Engagement Snapshot (1/28-2/28)



409 Draft EIS comments



1 mailer

Sent to more than
130,000 addresses



1 online
open house

engaging more than
5,246 online visitors



21 community briefings



14 property owner webinars
and meetings



4 Community Advisory Group meetings



Ads featured on **15** unique radio, digital
and print publications



12 posts on social media platforms,
with 100K+ impressions



3 office hour sessions



2 email
updates engaging more than
70,905 subscribers

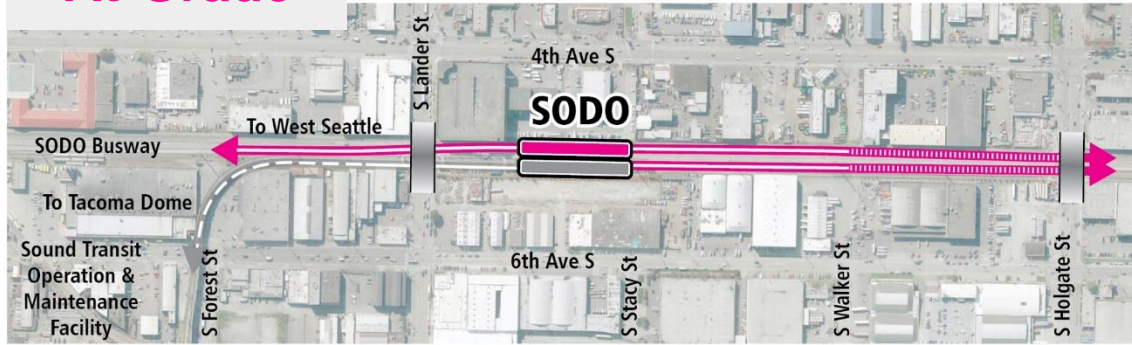


800 posters delivered along
the corridor

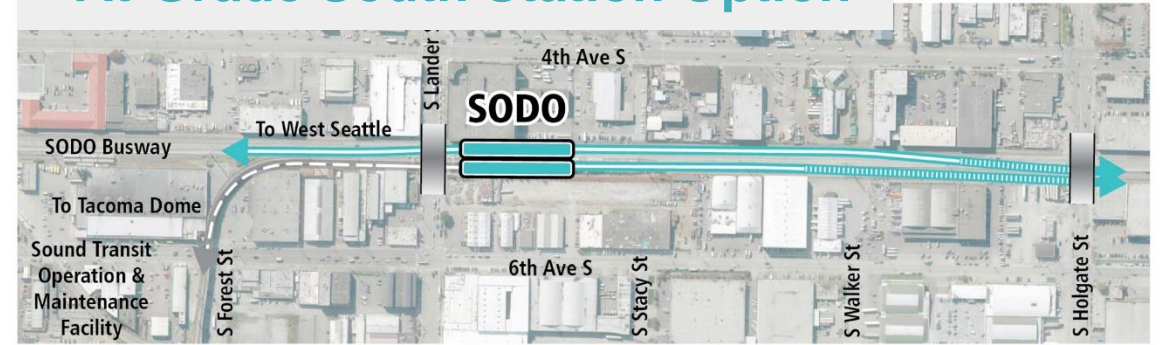


10 Community
liaisons engaging more than
100 businesses

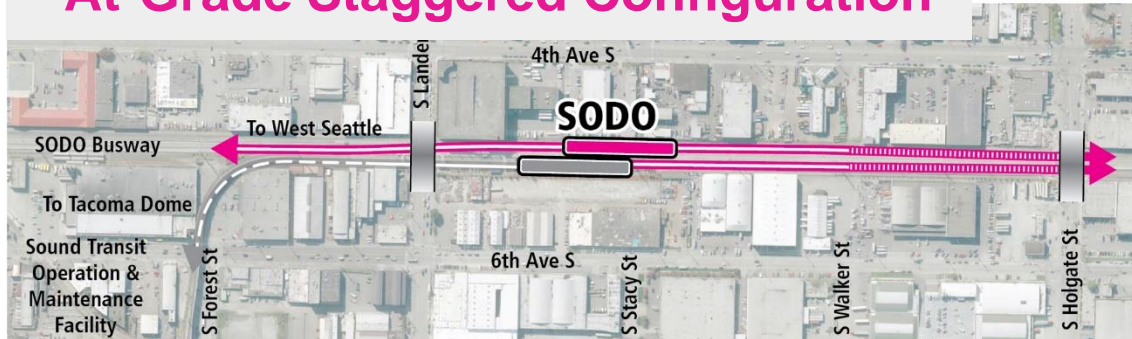
At-Grade



At-Grade South Station Option



At-Grade Staggered Configuration



Mixed Profile








DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Other alternatives
- █ Existing Link

ROUTE AND STATION PROFILES

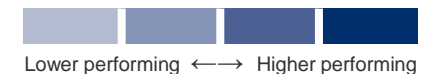
- At-grade
- Retained cut
- Elevated
- Street overpass



	At-Grade	At-Grade Staggered Station Configuration	At-Grade South Station Option	Mixed Profile
Project cost  (2019\$ in billions)	\$0.6-0.7B	\$0.5-0.6B	\$0.6-0.7B	\$0.8B
Business displacements 	20 to 32	19 to 31	17 to 29	23
Transportation effects 	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (temporary closure 10 years)
Construction effects 	S. Lander Street closure (2 years)	S. Lander Street closure (2 years)	S. Lander Street closure (3 years)	S. Lander Street closure (nights/weekends)
Other considerations 	Two new grade separated crossings Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep	Two new grade separated crossings Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep Avoids USPS relocation	Two new grade separated crossings Connects to all CID alternatives	One new grade separated crossing Connects to CID 4th Shallow, 5th Shallow and 5th Shallow Diagonal

The above information is for illustration only. Please refer to DEIS for further detail.

Performance












DRAFT EIS ALTERNATIVES

- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- At-grade
- Retained cut
- Tunnel
- Tunnel portal

	4th Shallow	4th Deep	5th Shallow	5th Shallow Diagonal Station Configuration	5th Deep	
Project cost  (2019\$ in billions)	\$1.8B (+\$100M)*	\$1.7B (+200M)*	\$1.2-1.3B	\$1.2-1.3B	\$1.3B (+200M)*	
Residential displacements 	120 units	none	none	none	none	
Business displacements 	5 to 8	5	19	19	18	
Platform access 		Elevator only			Elevator only	
Construction effects 	Station construction duration (9 to 11 years)	Station construction duration (8 to 10 years)	Station construction duration (8 to 9 years)	Station construction duration (5 to 6 years)	Station construction duration (6.5 to 7.5 years)	
	Detours 15,000 vehicles per day (6 years)	Detours 30,000 vehicles per day (6.5 years)	Detours 5,000 vehicles per day (9 months)	—	—	
	Disrupts streetcar operations (2 years)	Disrupts streetcar operations (2 years)	Disrupts streetcar operations (6 months)	—	—	
	Relocates major utilities	Relocates major utilities	Relocates major utilities and utility corridor	Avoids major utility relocations	Avoids major utility relocations	
	Closes Stadium Station (up to 2 years)	—	—	—	—	
	Link light rail closure ** (6 to 7 weeks)	—	—	Re-routes trolley bus (to 7th or 8th Ave S)	Temporary closure: 8 businesses (< 1 year)	—
Other considerations 	Connects to all Downtown alternatives	Connects only to Downtown 5th Ave/ Harrison St.	Connects to all Downtown alternatives	Connects to all Downtown alternatives	Connects only to Downtown 5th Ave/ Harrison St.	
	Connects to all SODO Alternatives	Connects only to SODO At-Grade South Station Option	Connects to all SODO alternatives	Connects to all SODO alternatives	Connects to SODO At-Grade, SODO At-Grade Staggered Station Configuration and SODO At-Grade South Station Option	
	Affects Ryerson Bus Base	Displaces Ryerson Bus Base				
	<i>The above information is for illustration only. Please refer to DEIS for further detail.</i>					
				Performance  Lower performing ← → Higher performing		

*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)

** Between SODO and International District/Chinatown stations

RET Report: Environmental Review Phase

- **Released as a Draft, will be updated based on comments received on the Draft EIS**
- **CID Station RET Outcomes:**
 - Limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm
 - Maximize connections for all users
 - Community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations



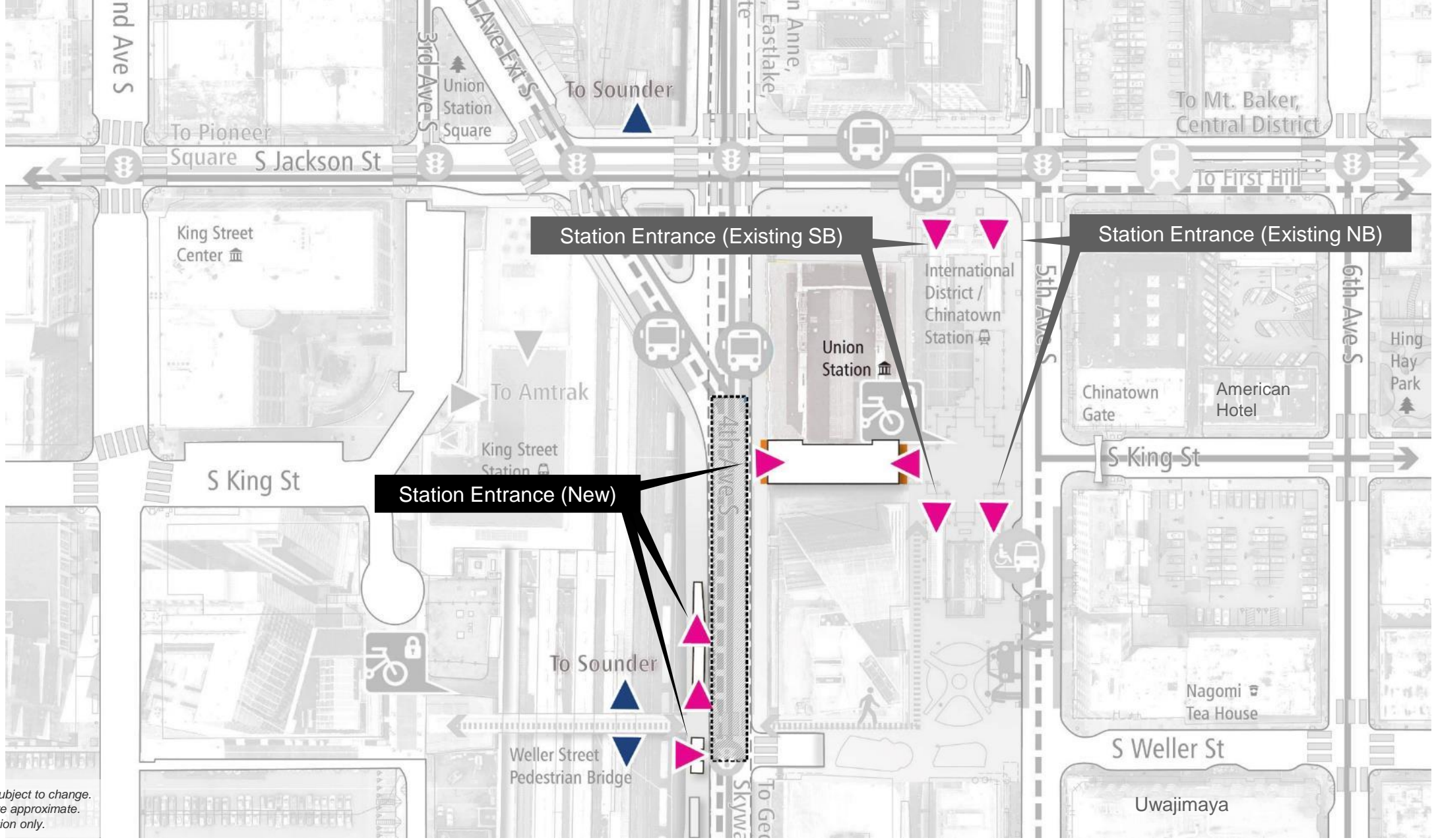
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Deep dive topics

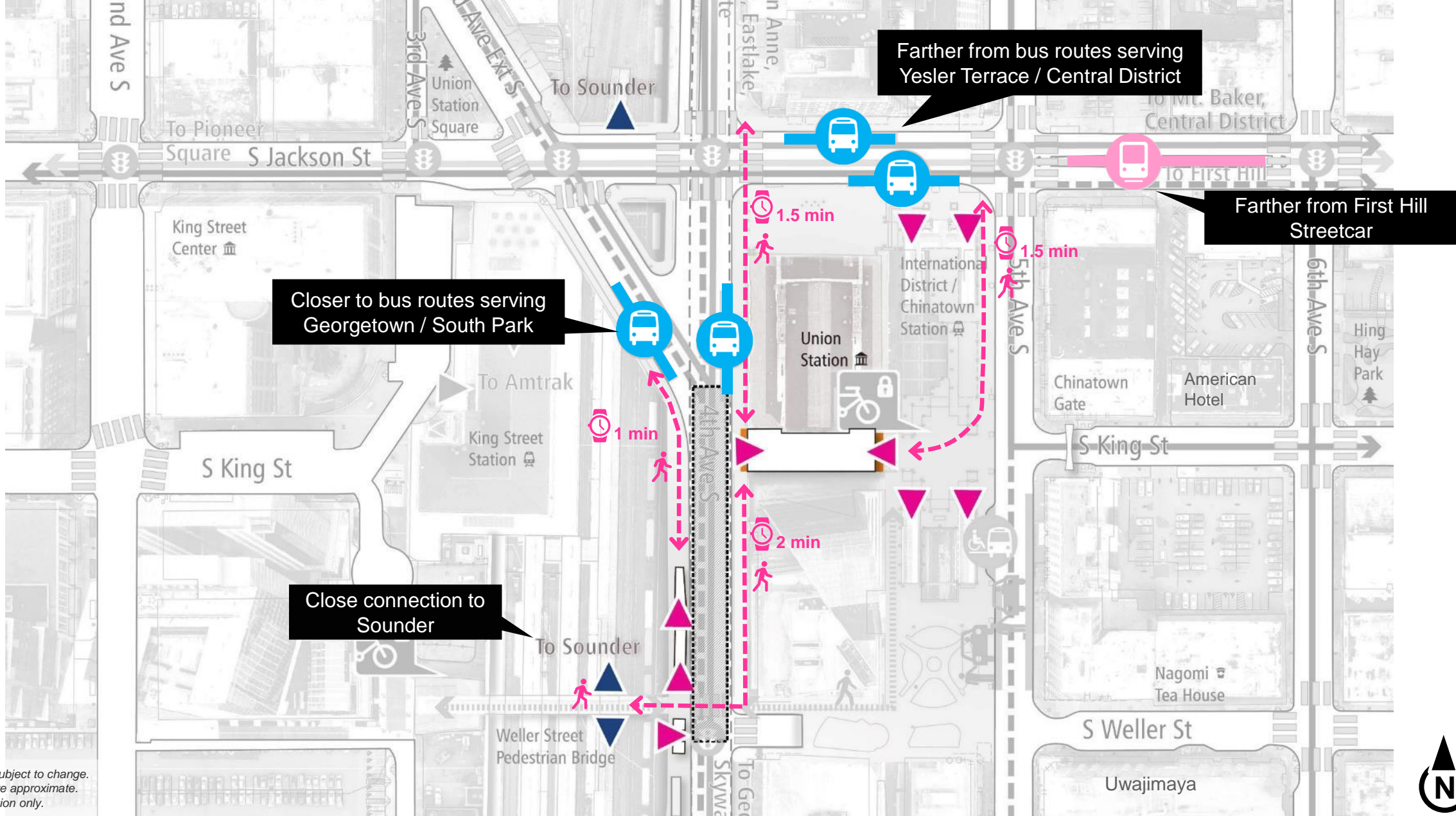
- Station access and transfer times (CID)
- Potential Displacements (CID)
- Construction roadway closures (SODO and CID)

Station access and transfer times



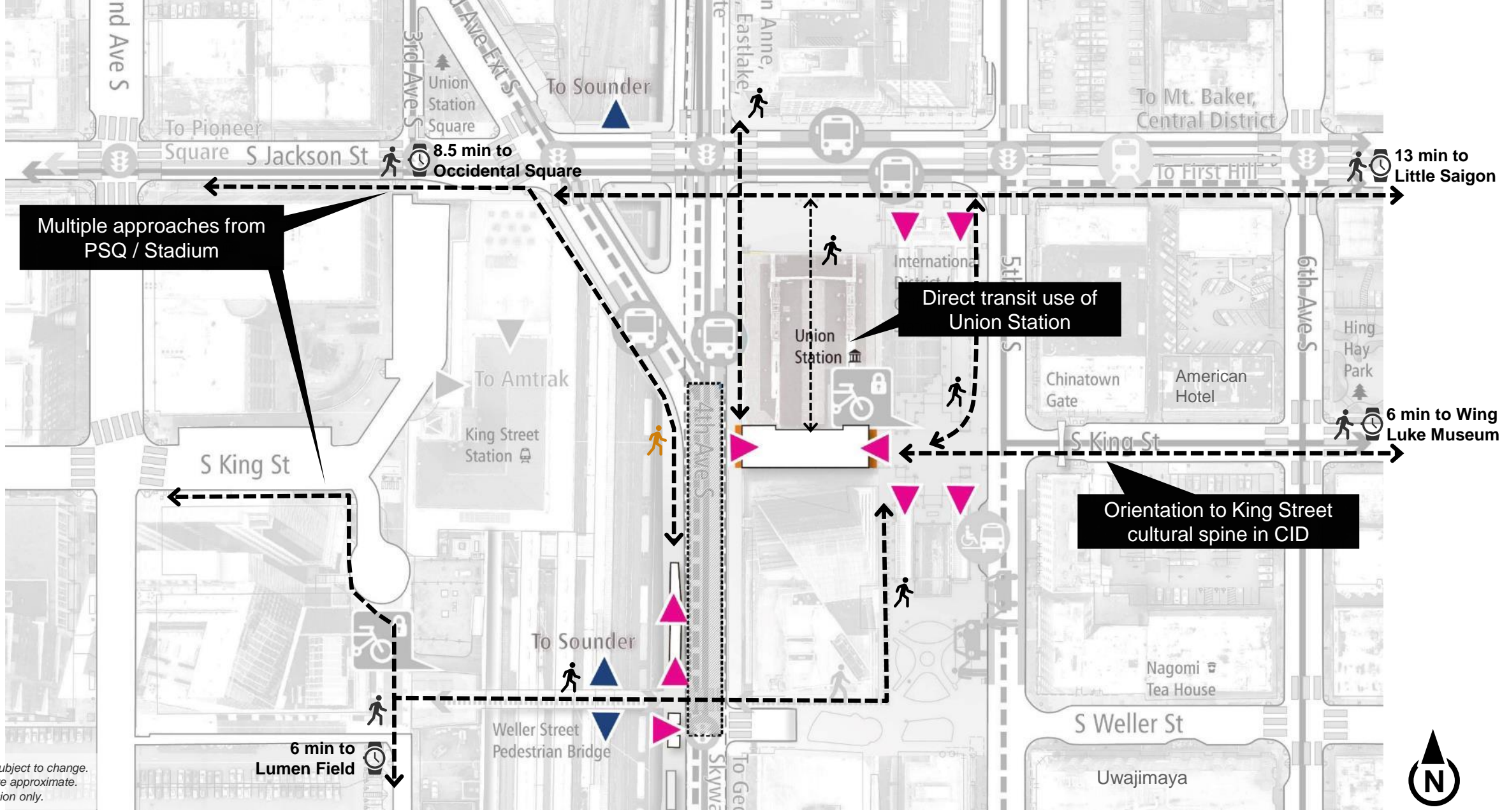
Conceptual design subject to change.
 All measurements are approximate.
 Diagrams for illustration only.





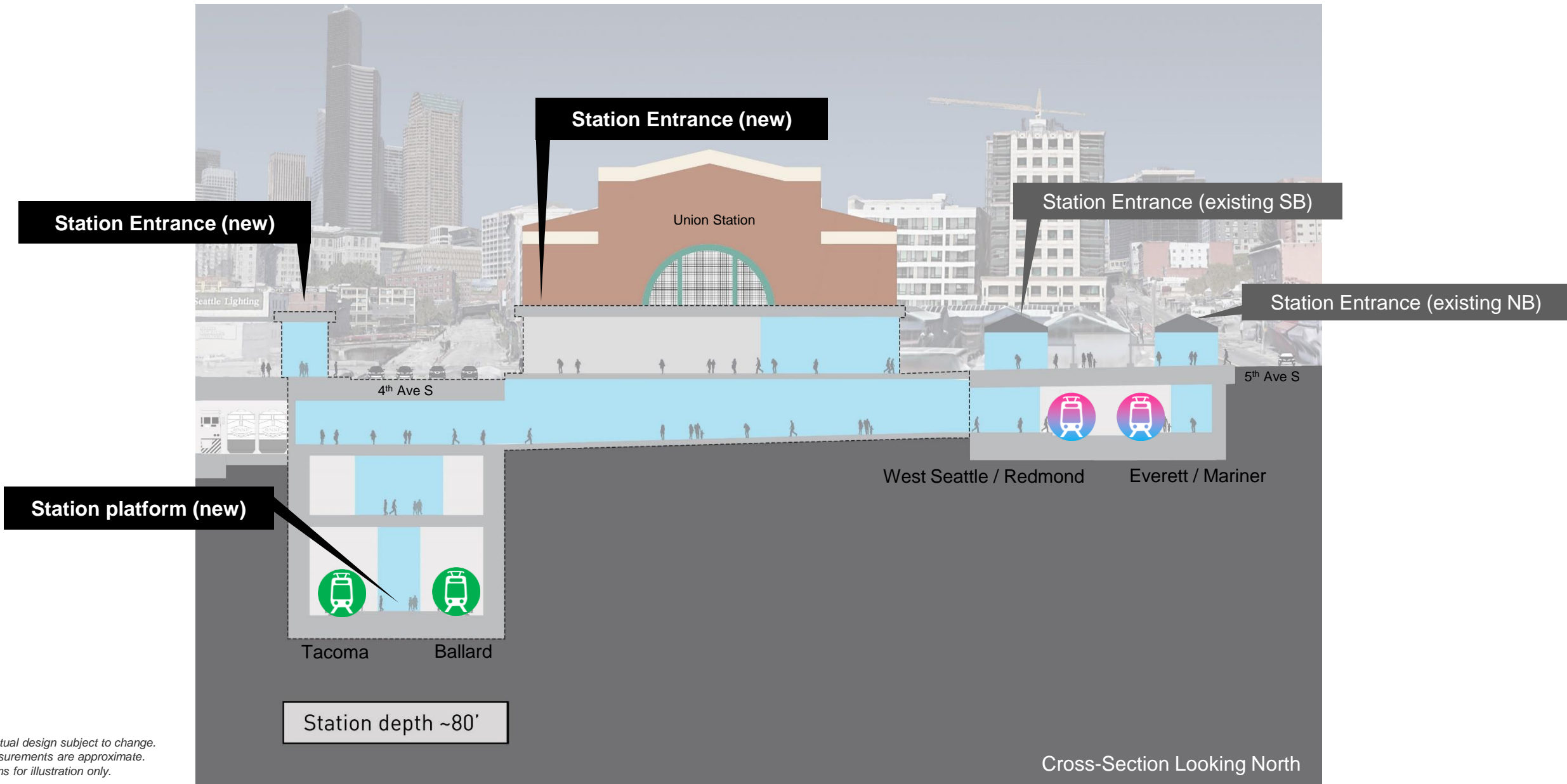
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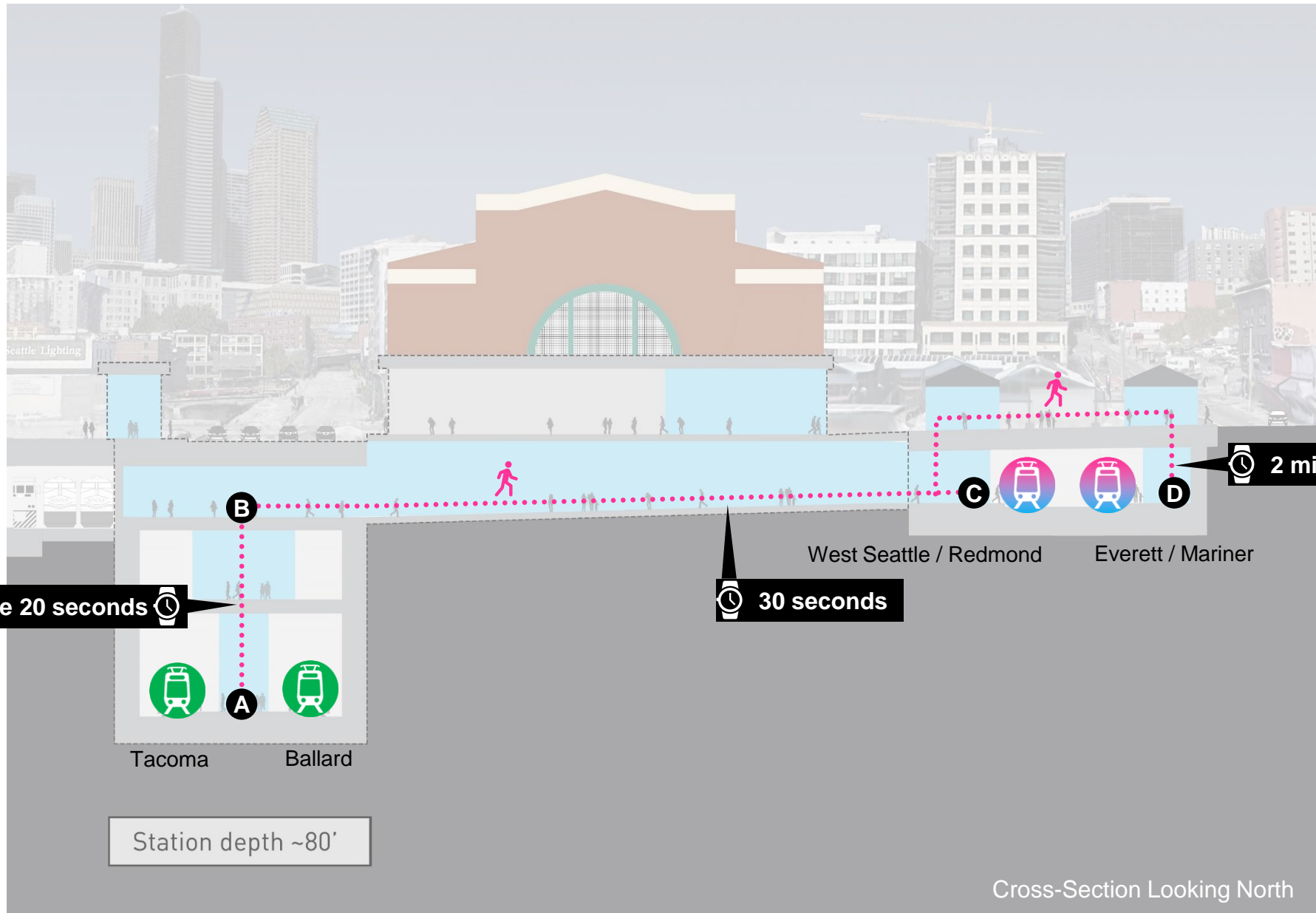






From Tacoma/Ballard to Everett
4 minutes

From Tacoma/Ballard to Redmond
2 minutes 20 seconds



Cross-Section Looking North

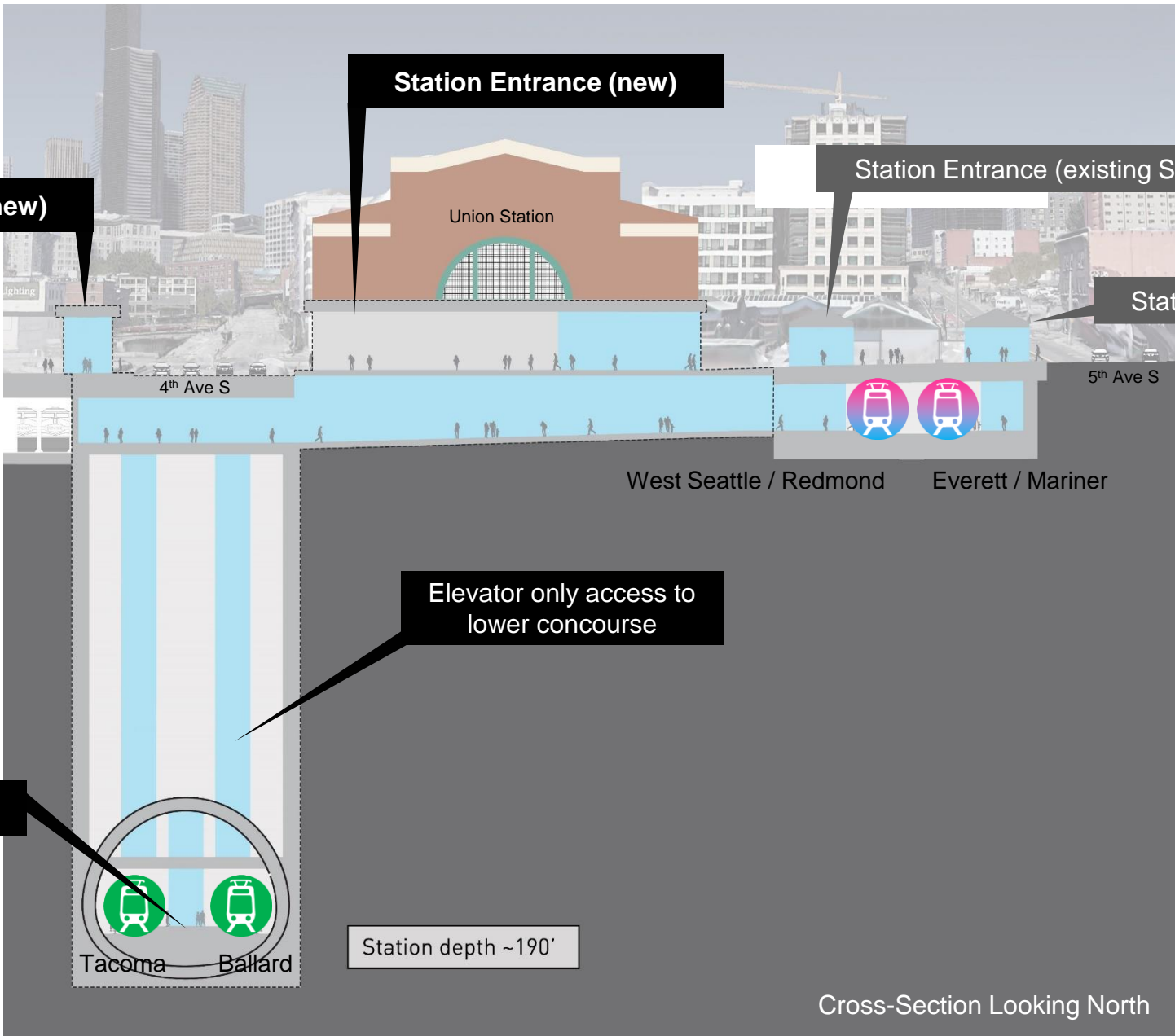
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Station Entrance (new)

Station Entrance (new)

Station Entrance (existing SB)

Station Entrance (existing NB)



Station platform (new)

Elevator only access to lower concourse

Station depth ~190'

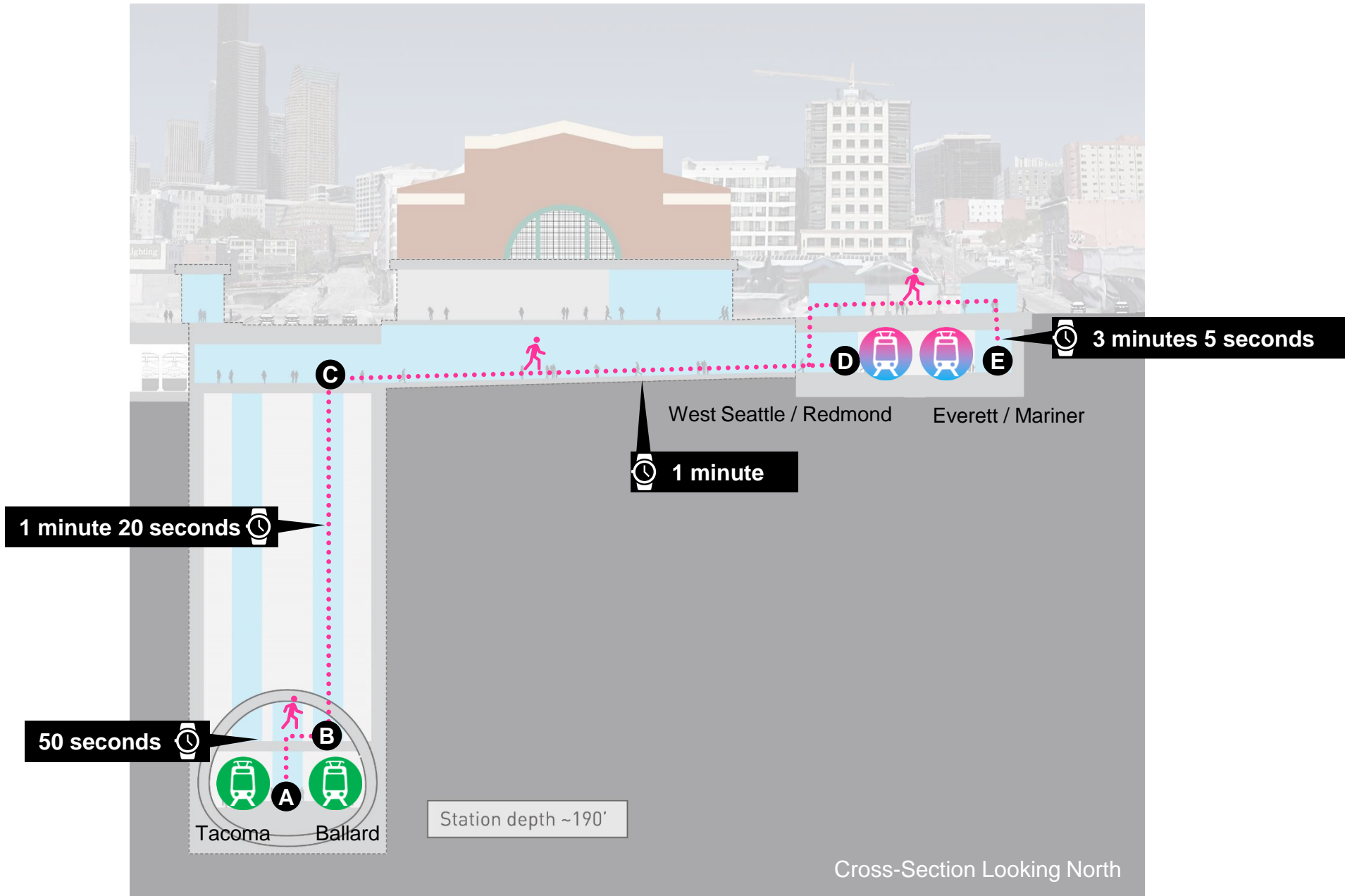
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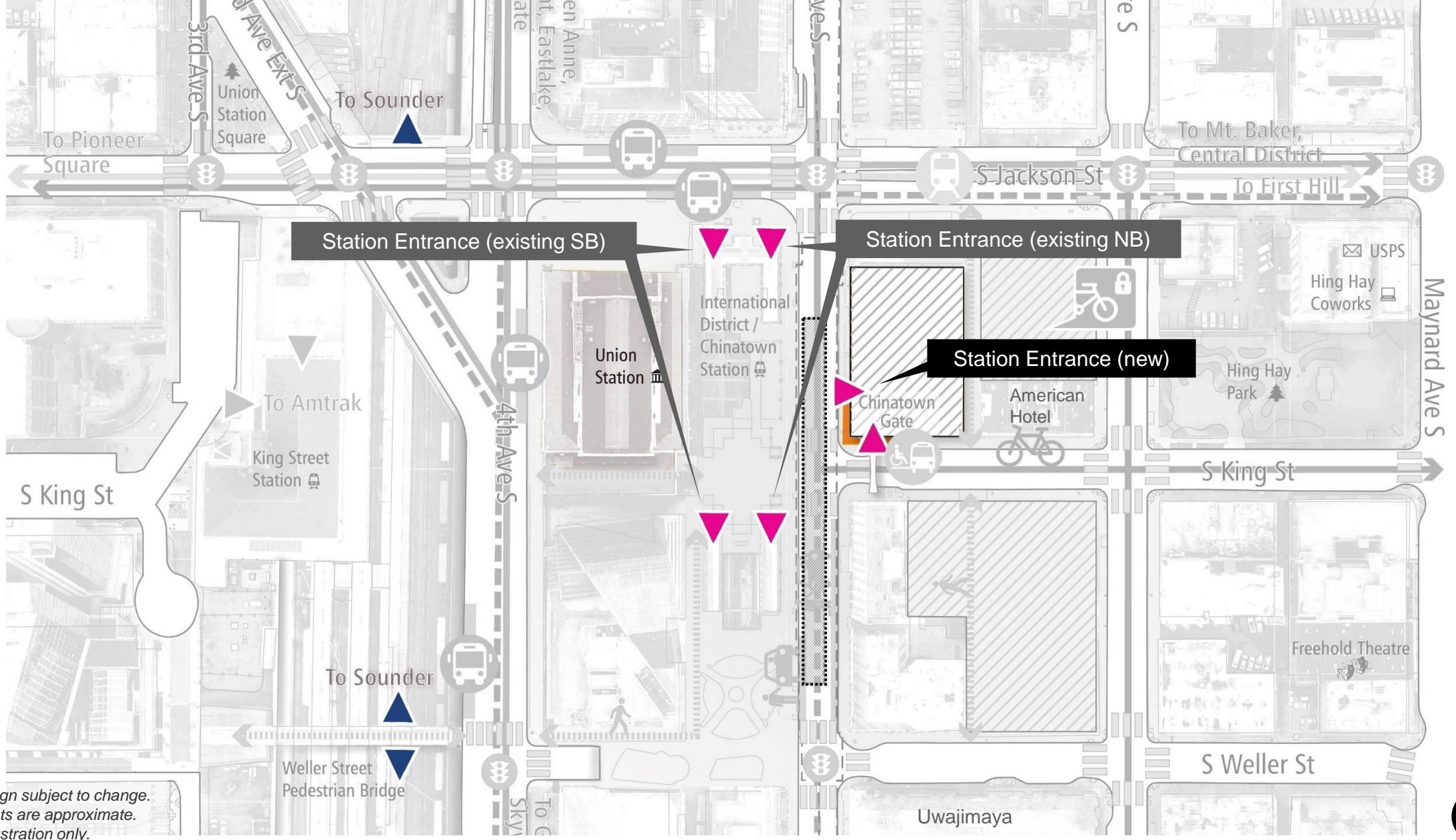


From Tacoma/Ballard to
Everett
5 minutes 20 seconds

From Tacoma/Ballard to
to Redmond
3 minutes 40 seconds

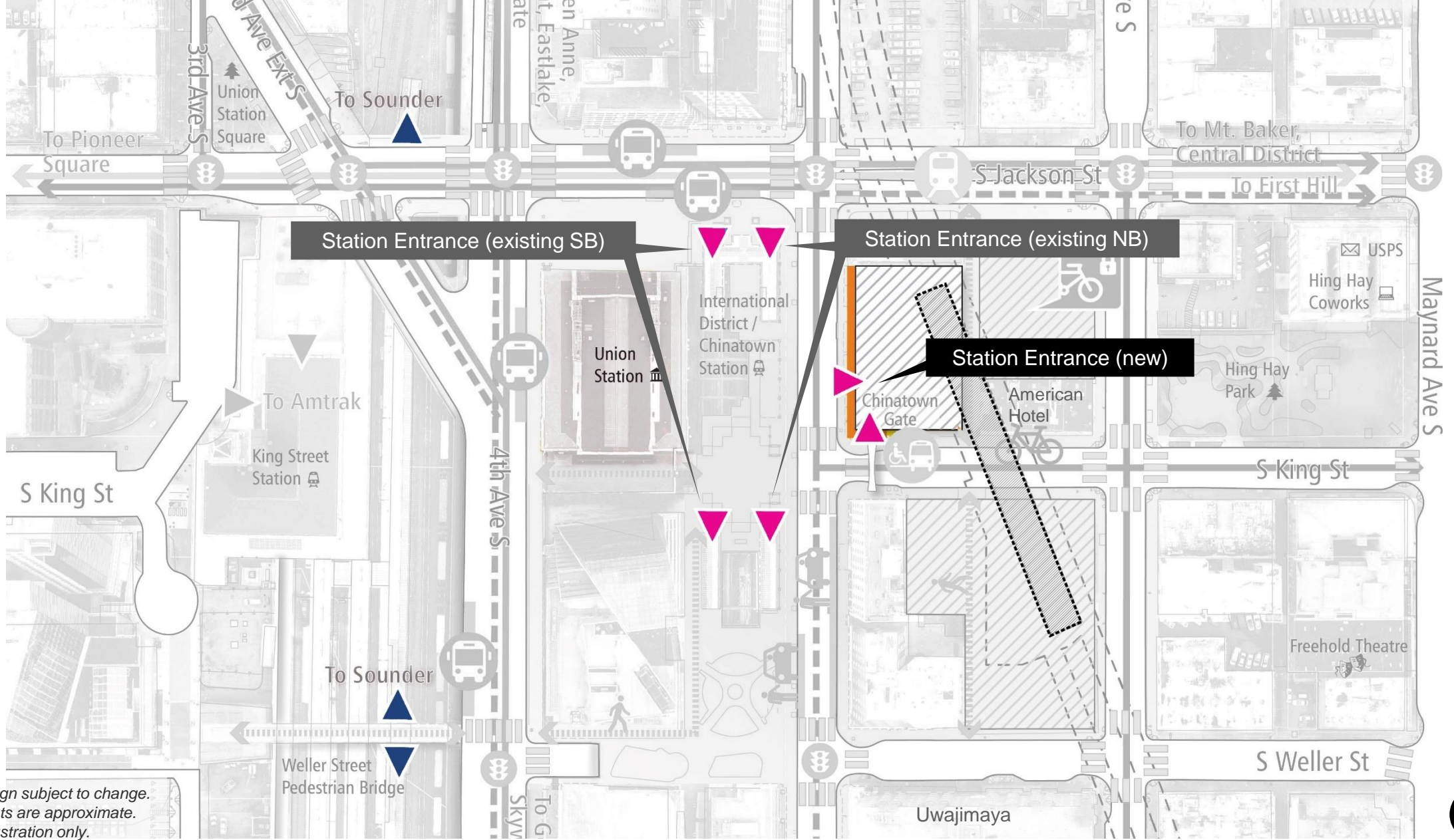


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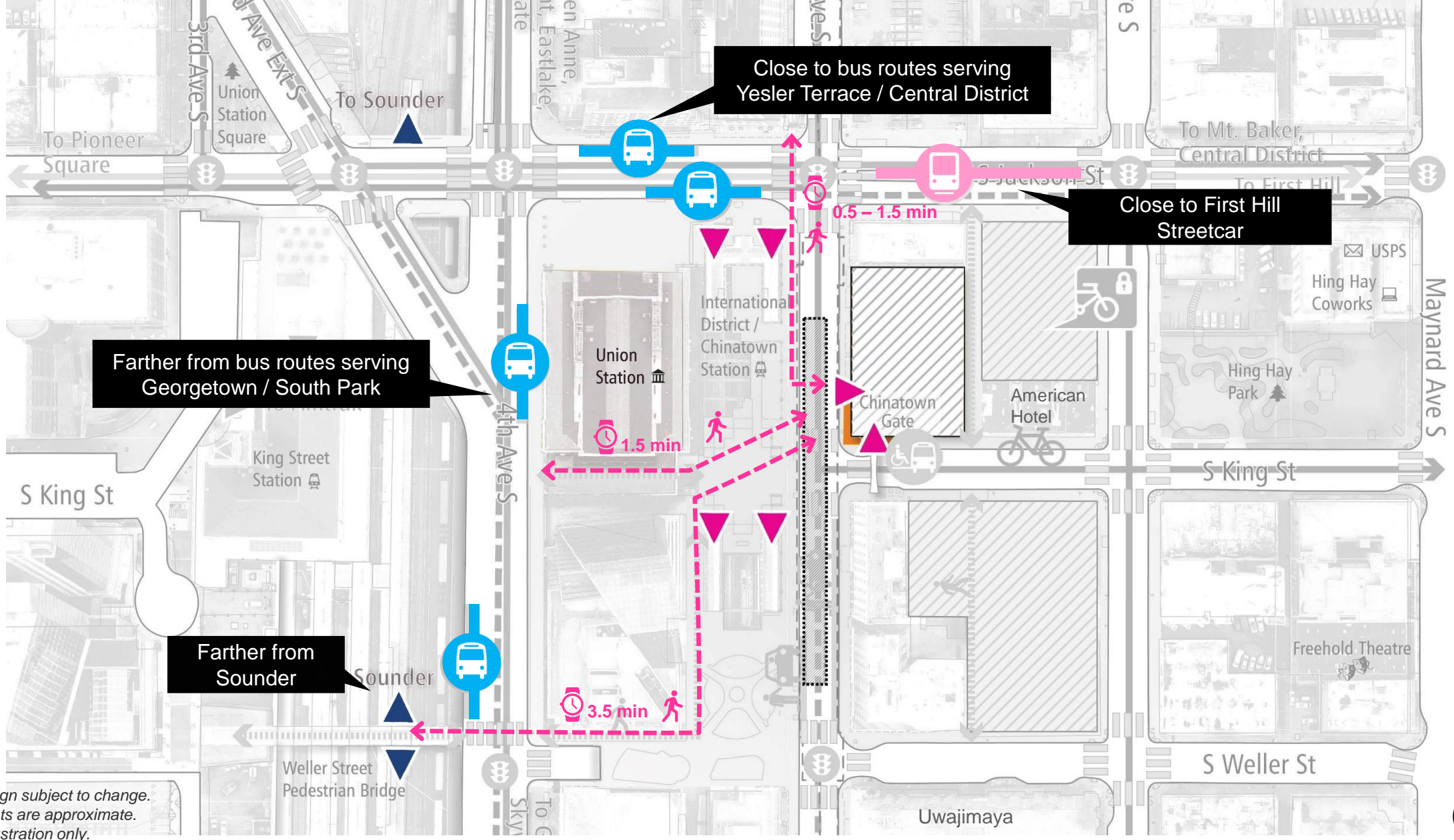


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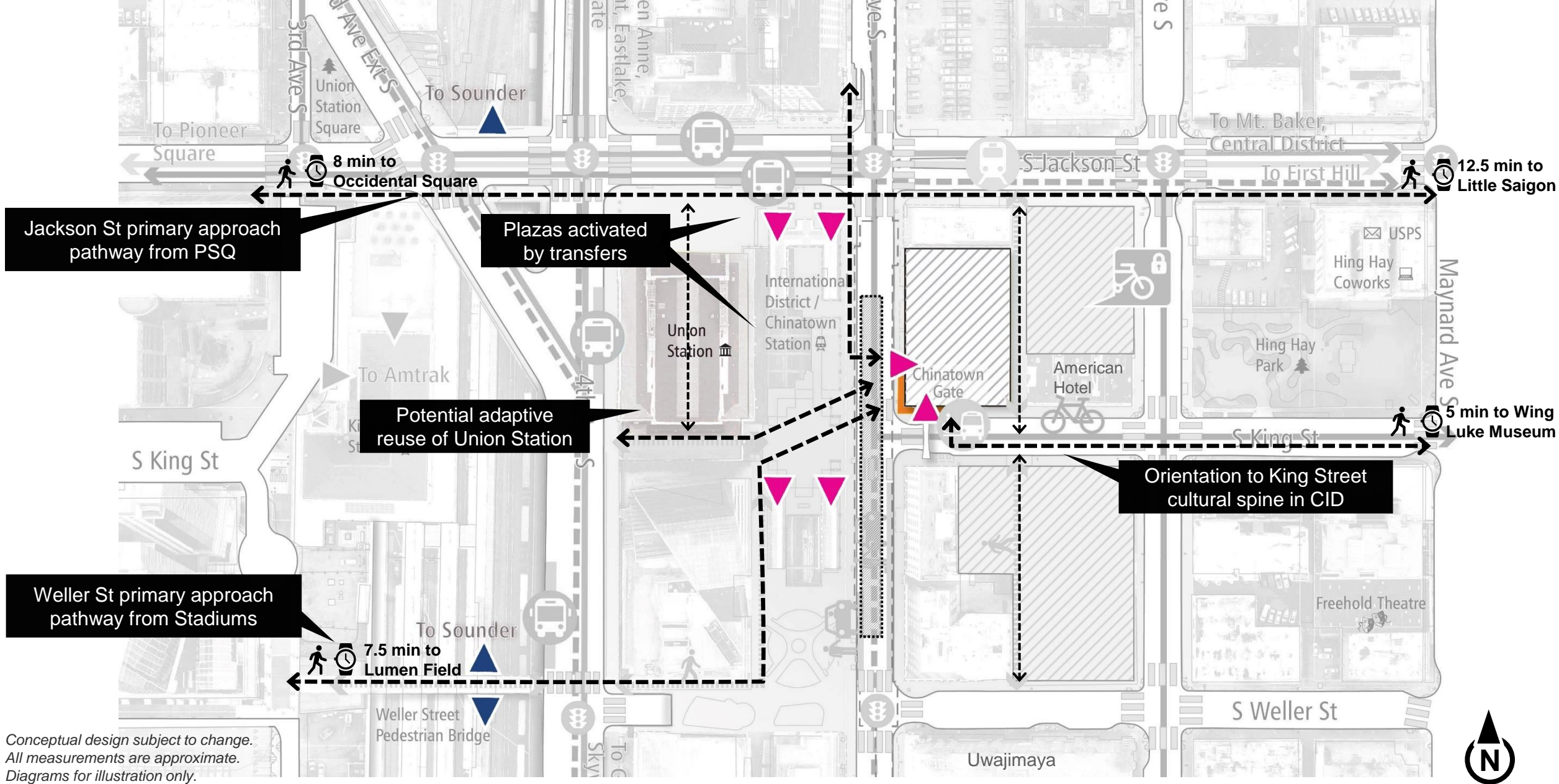


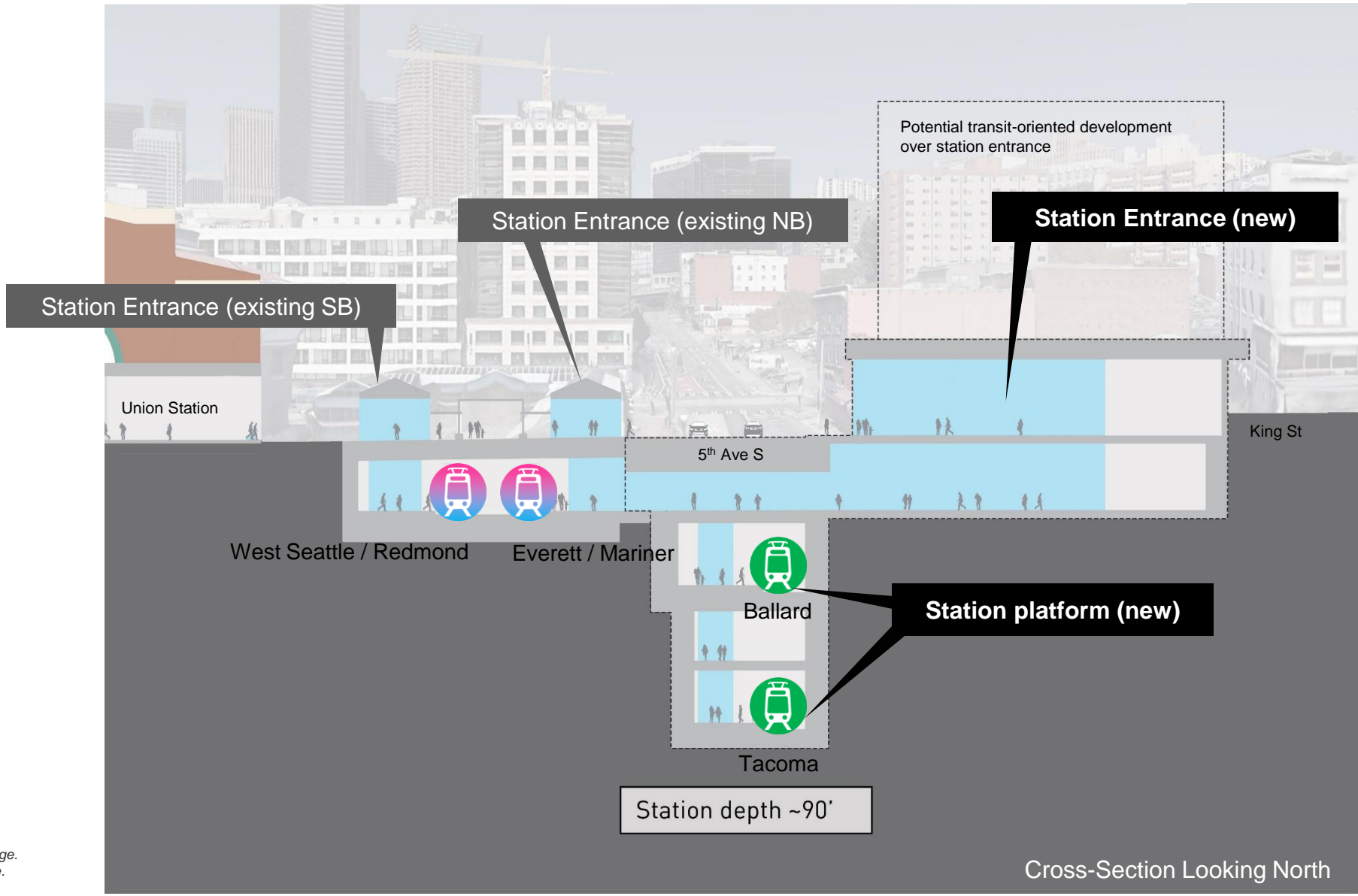
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From Tacoma to Everett
40 seconds

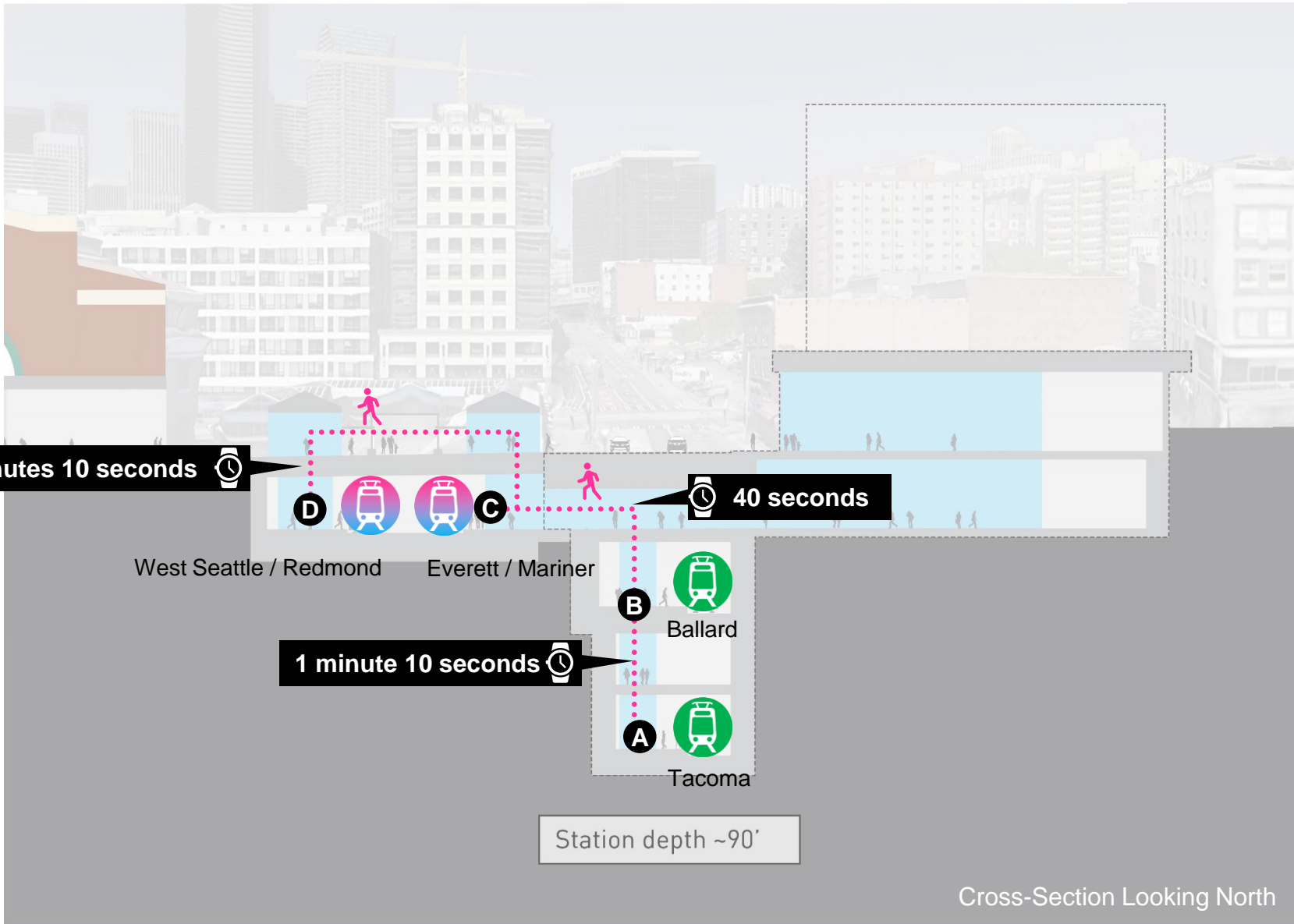
From Tacoma to Redmond
2 minutes 50 seconds

From Ballard to Redmond
4 minutes

2 minutes 10 seconds

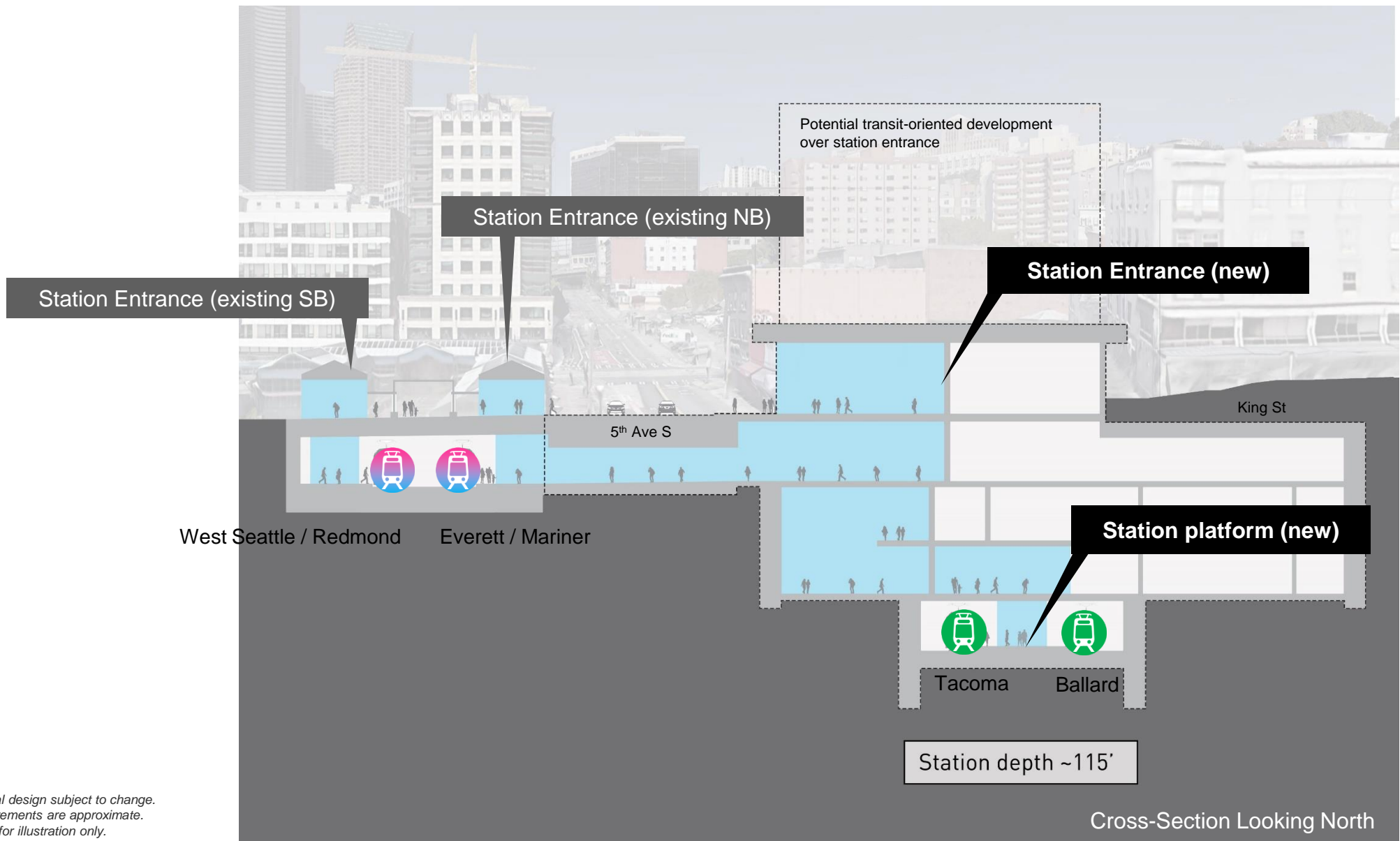
40 seconds

1 minute 10 seconds



Cross-Section Looking North

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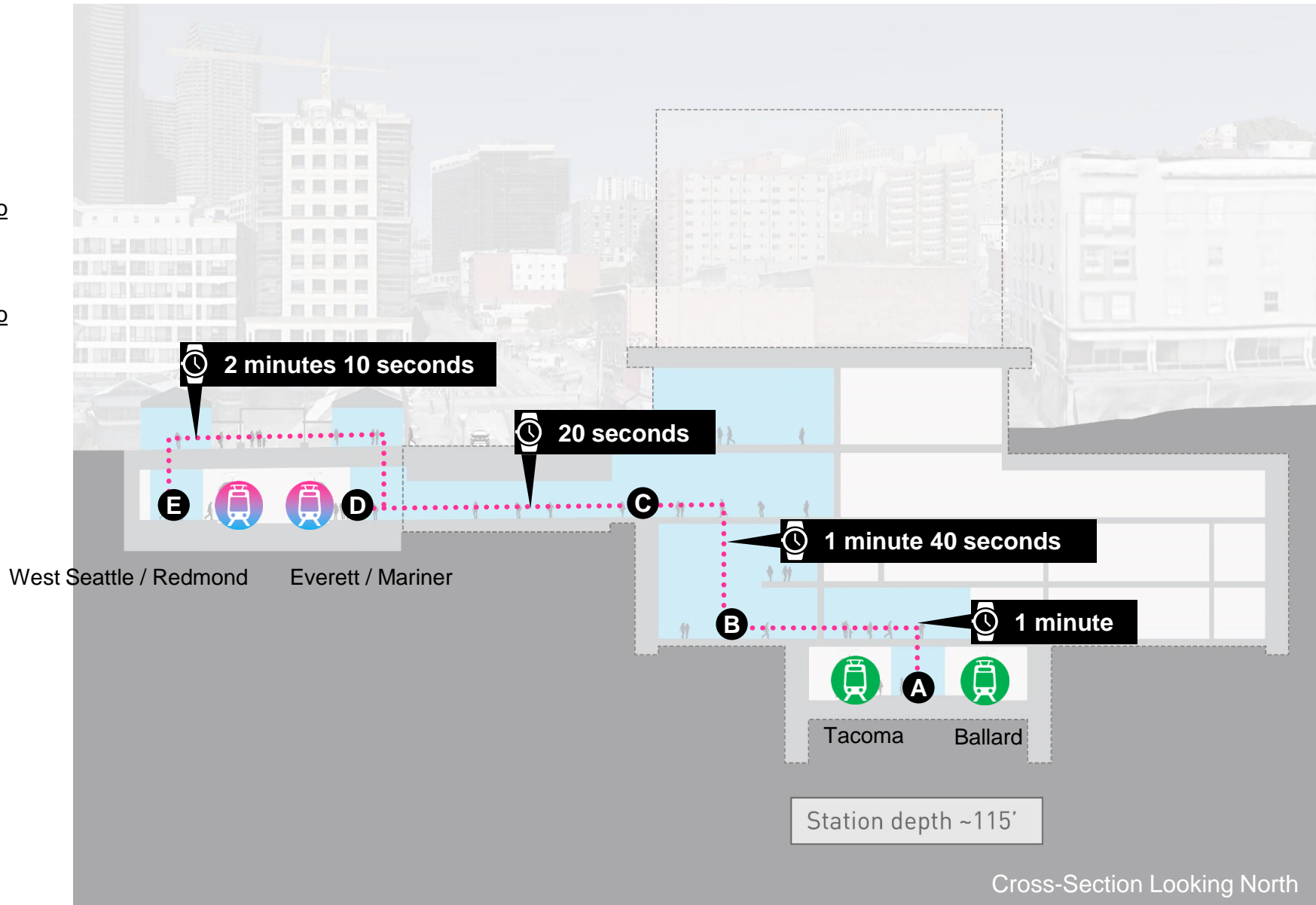


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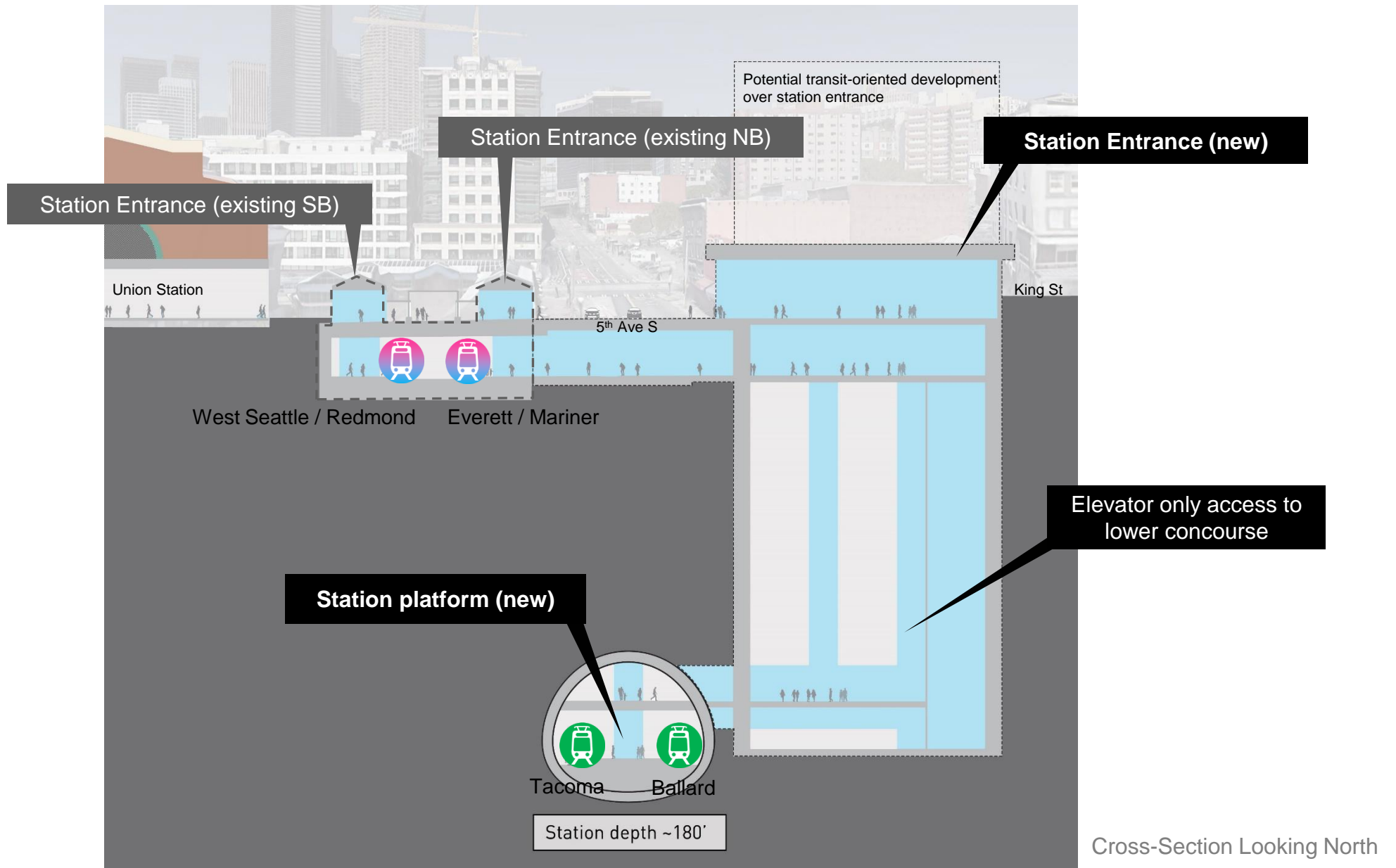


From Tacoma/Ballard to Everett
3 minutes

From Tacoma/Ballard to Redmond
5 minutes 10 seconds



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Diagrams for illustration only.*



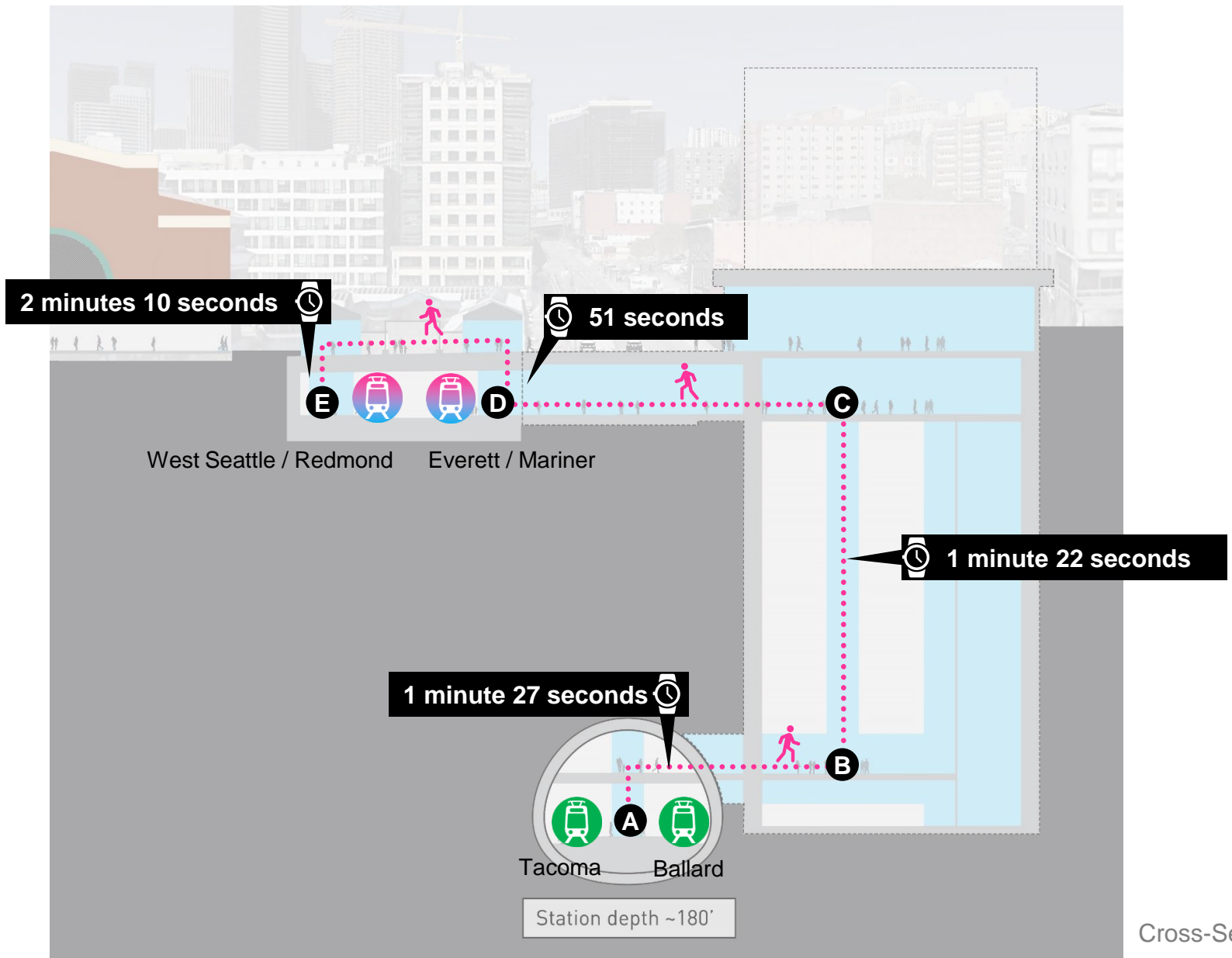
Cross-Section Looking North

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From Tacoma/Ballard to Everett
5 minutes 20 seconds

From Tacoma/Ballard to Redmond
3 minutes 40 seconds



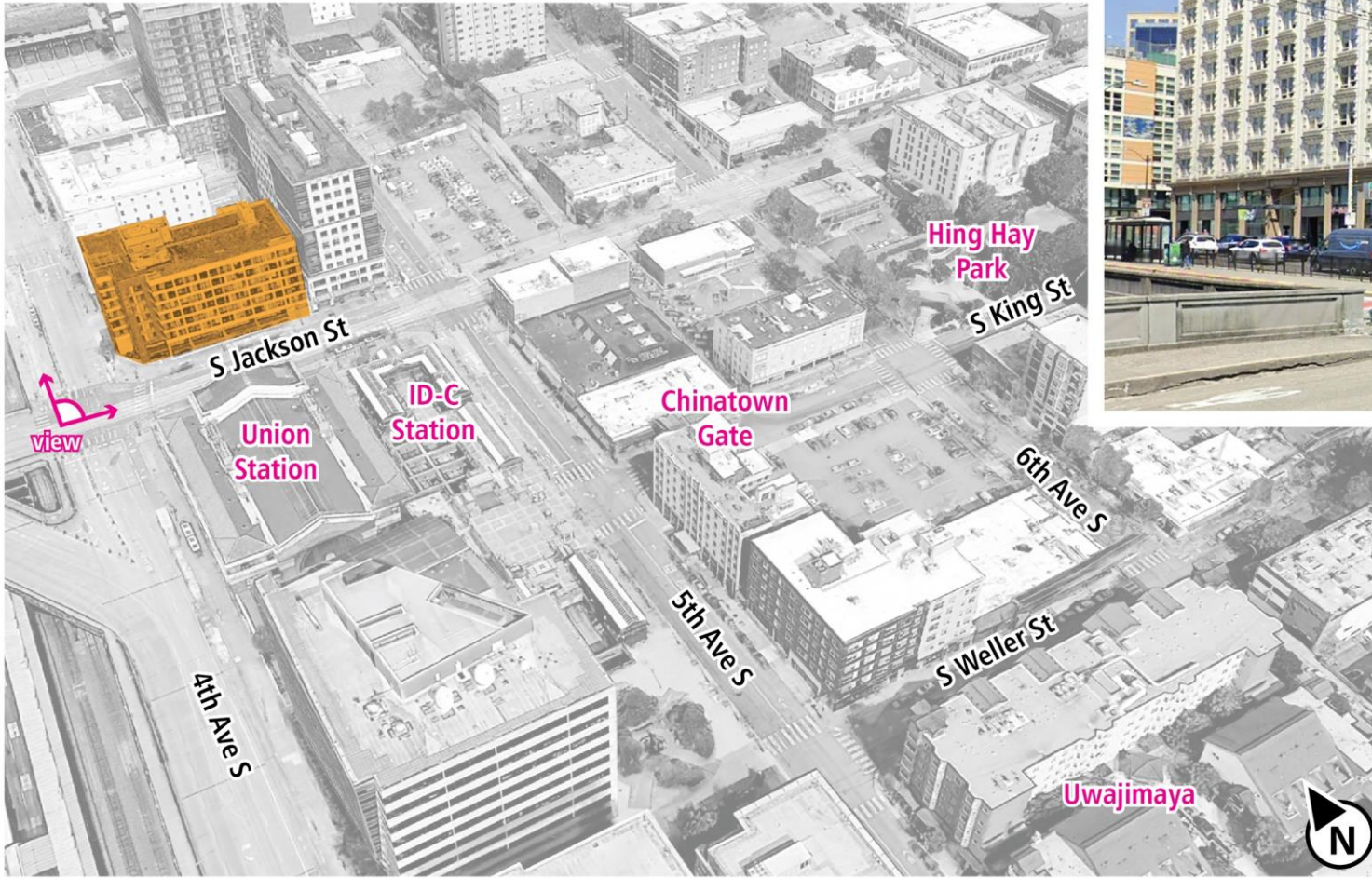
Cross-Section Looking North

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Potential Displacements

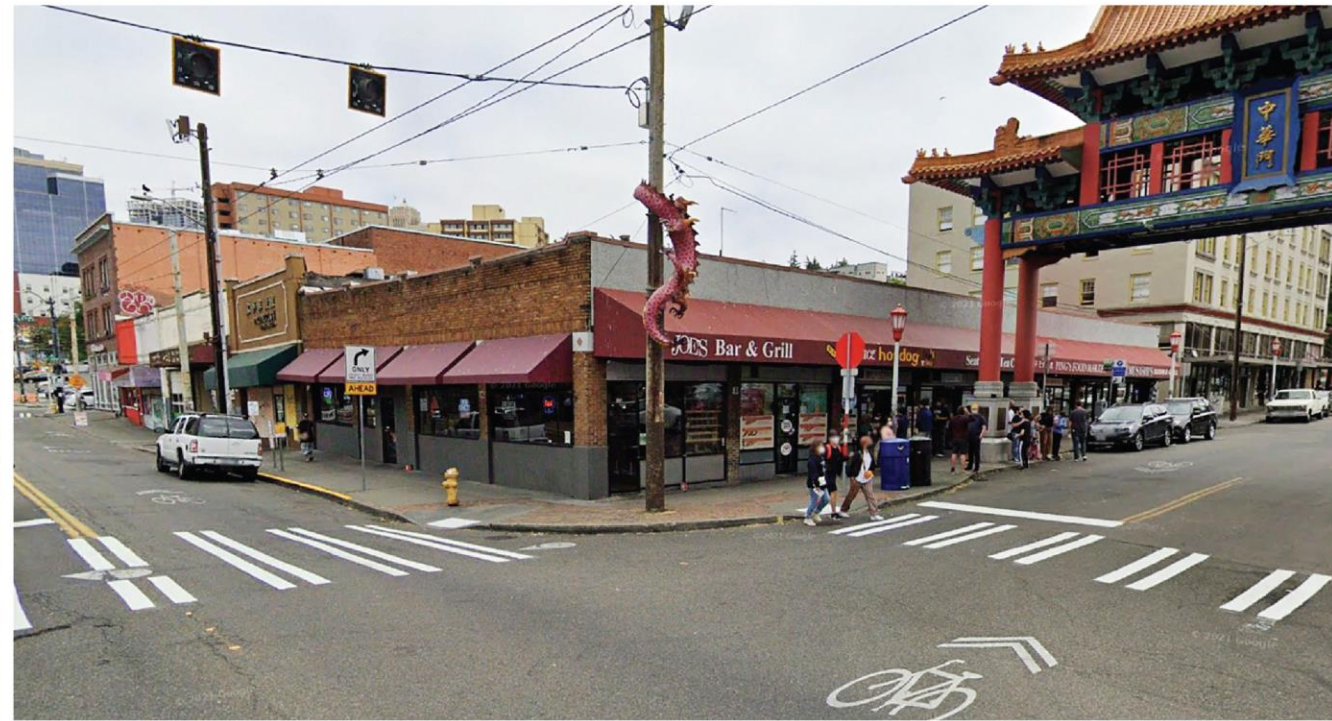
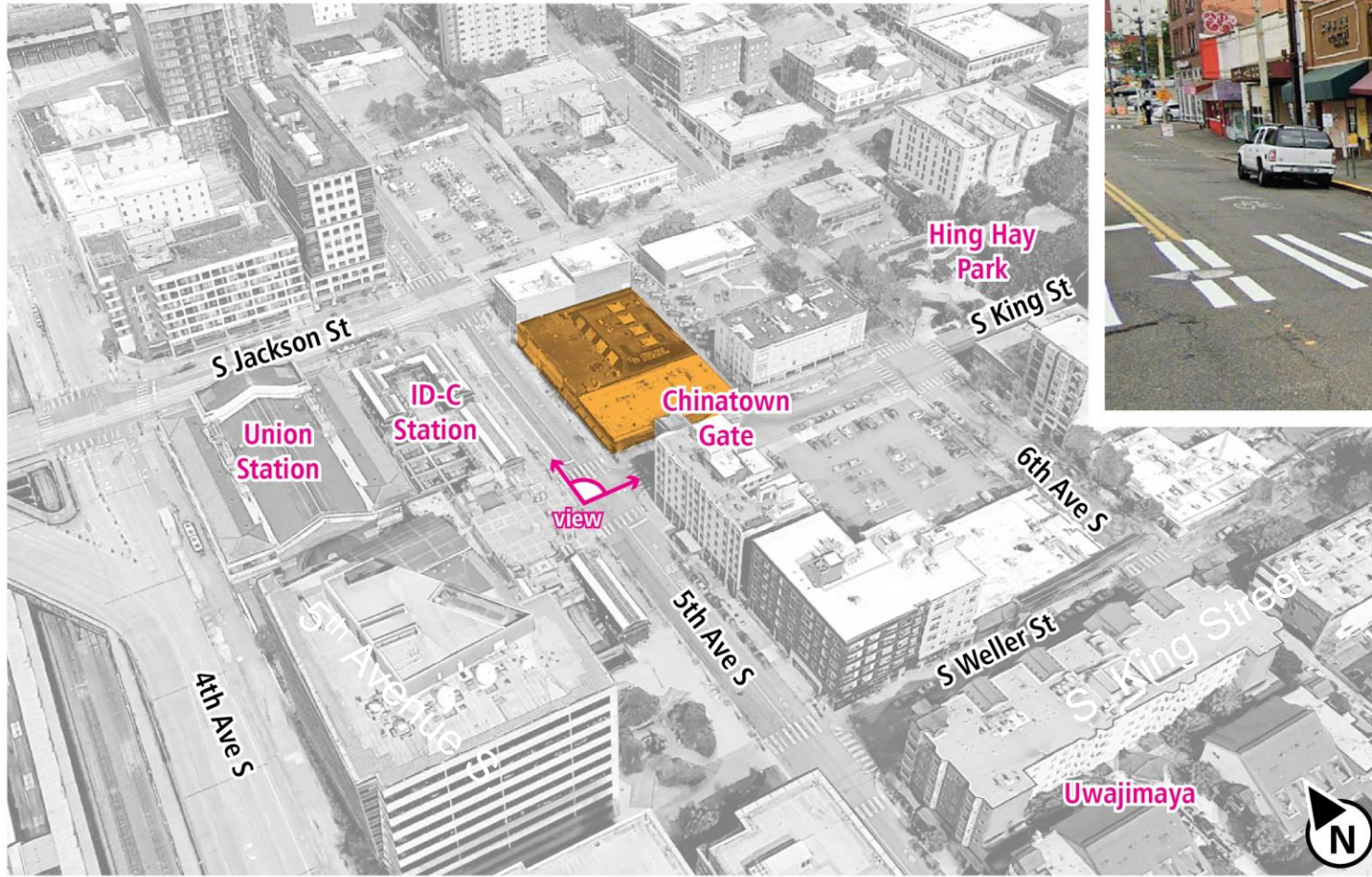
*Permanent
displacements*

4th Avenue Shallow alternative

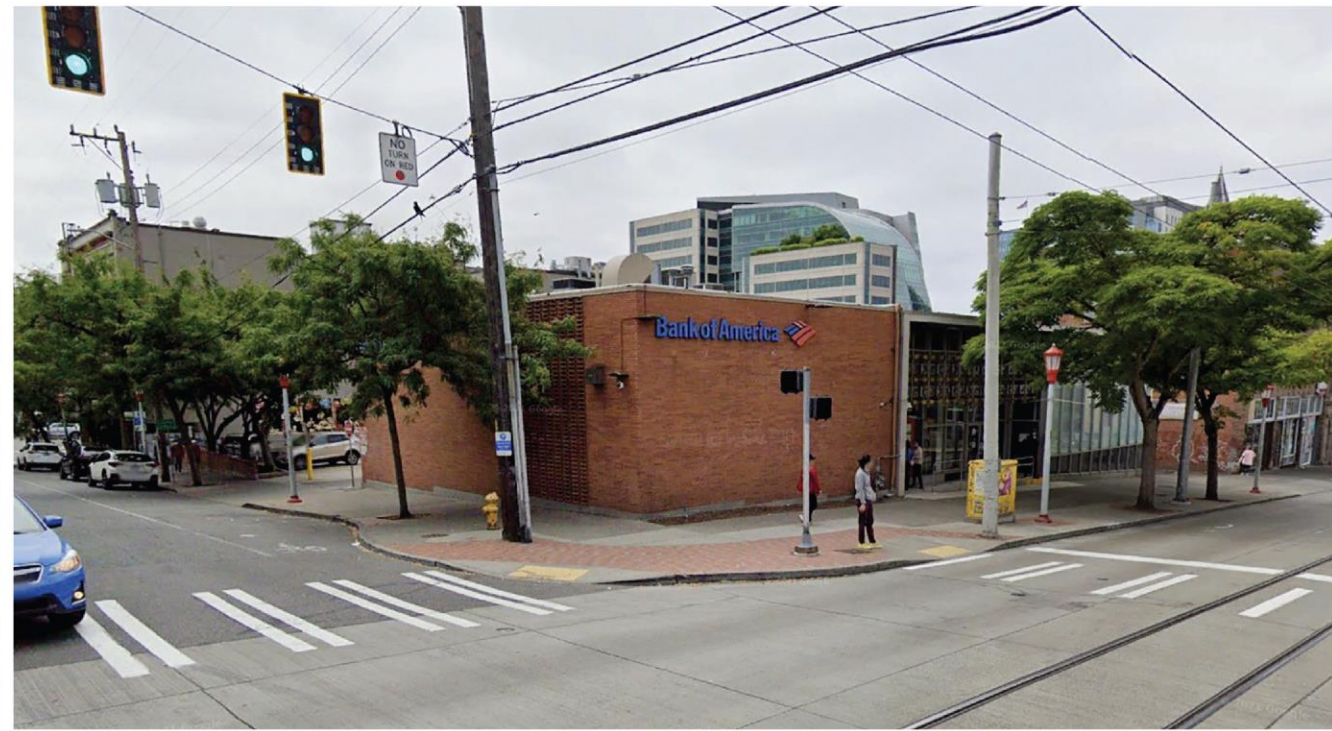
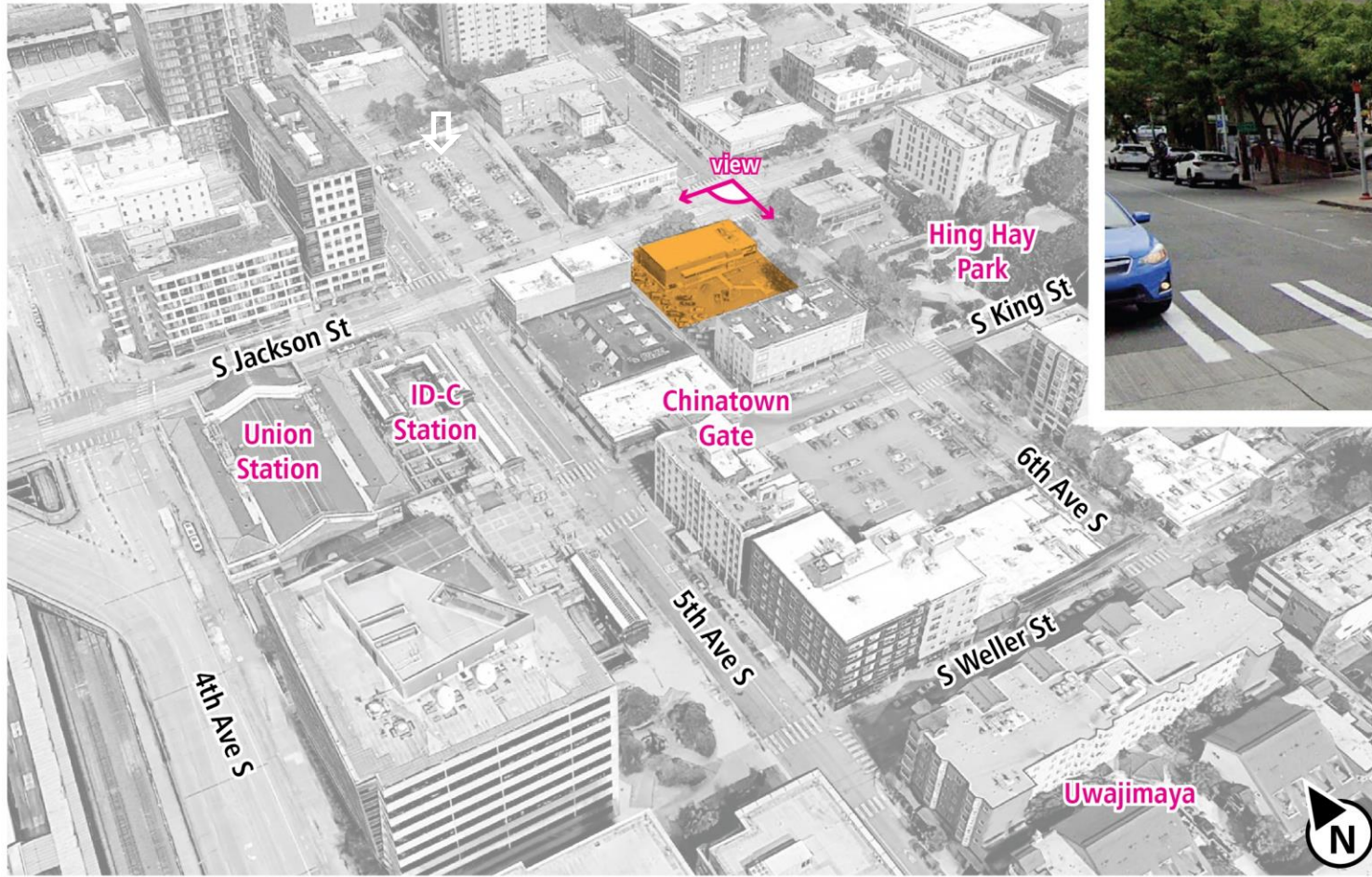


ICON building will remain;
access restricted during
construction for 4 years

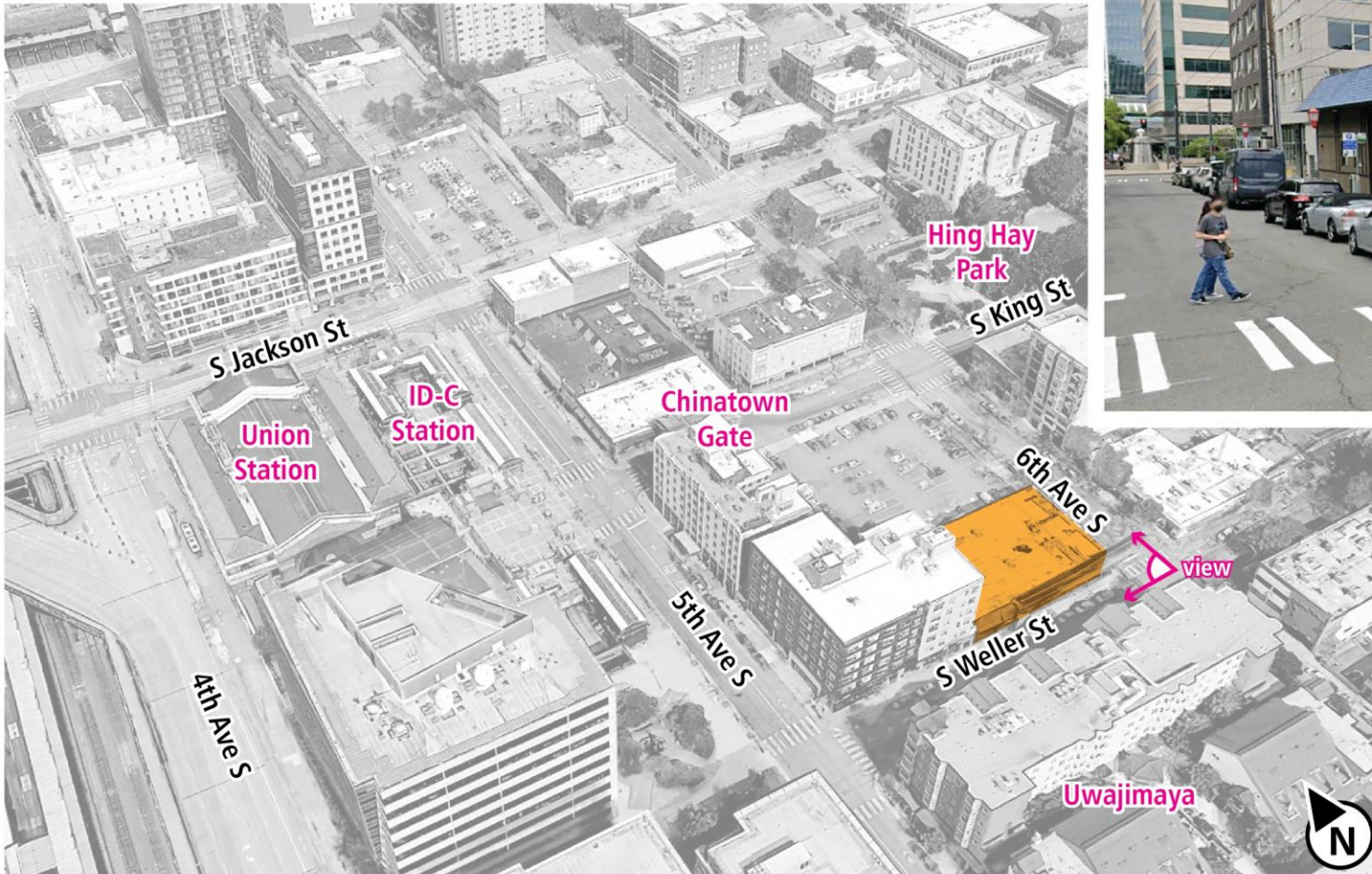
5th Avenue alternatives



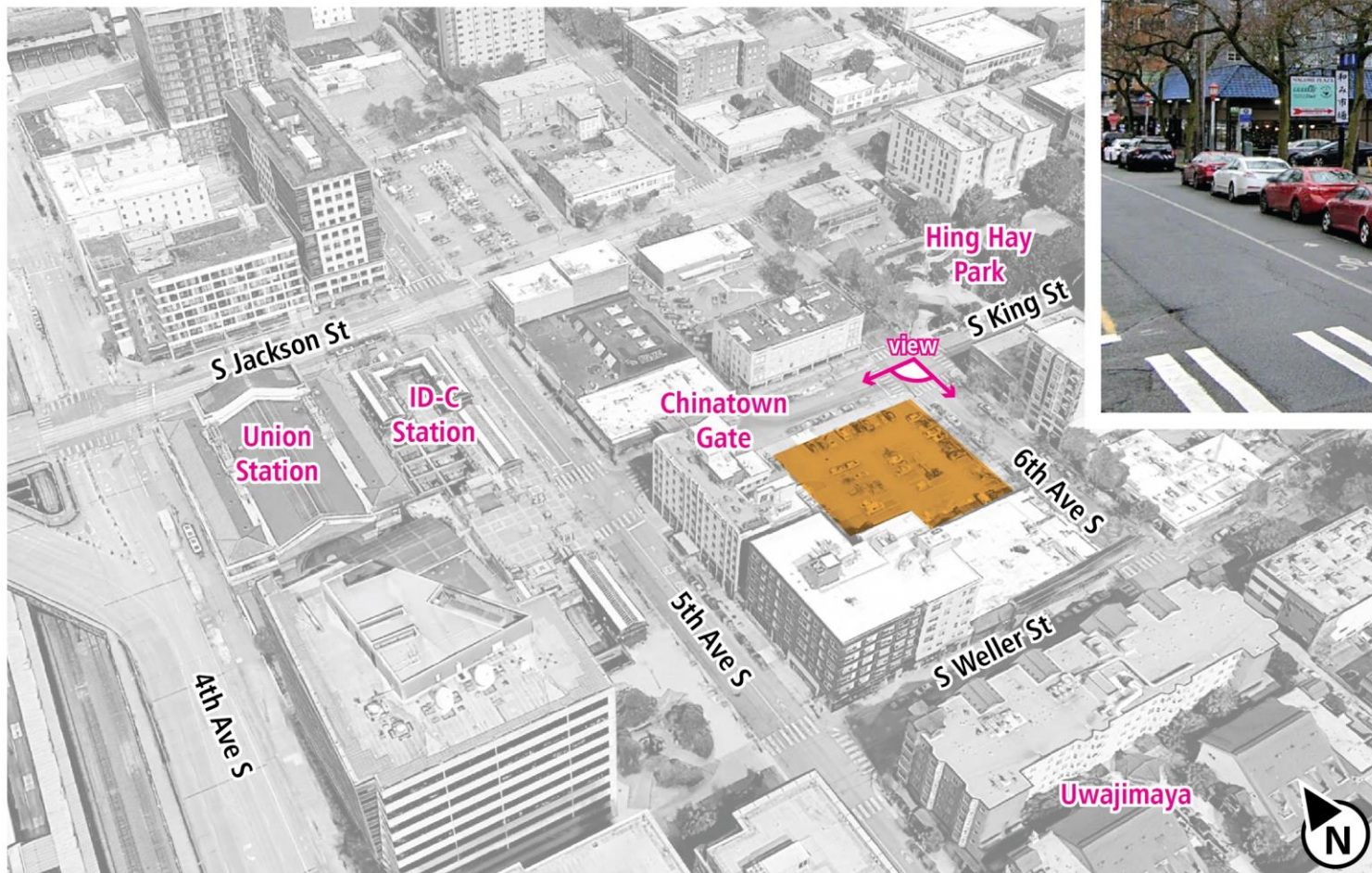
5th Avenue alternatives



5th Avenue alternatives

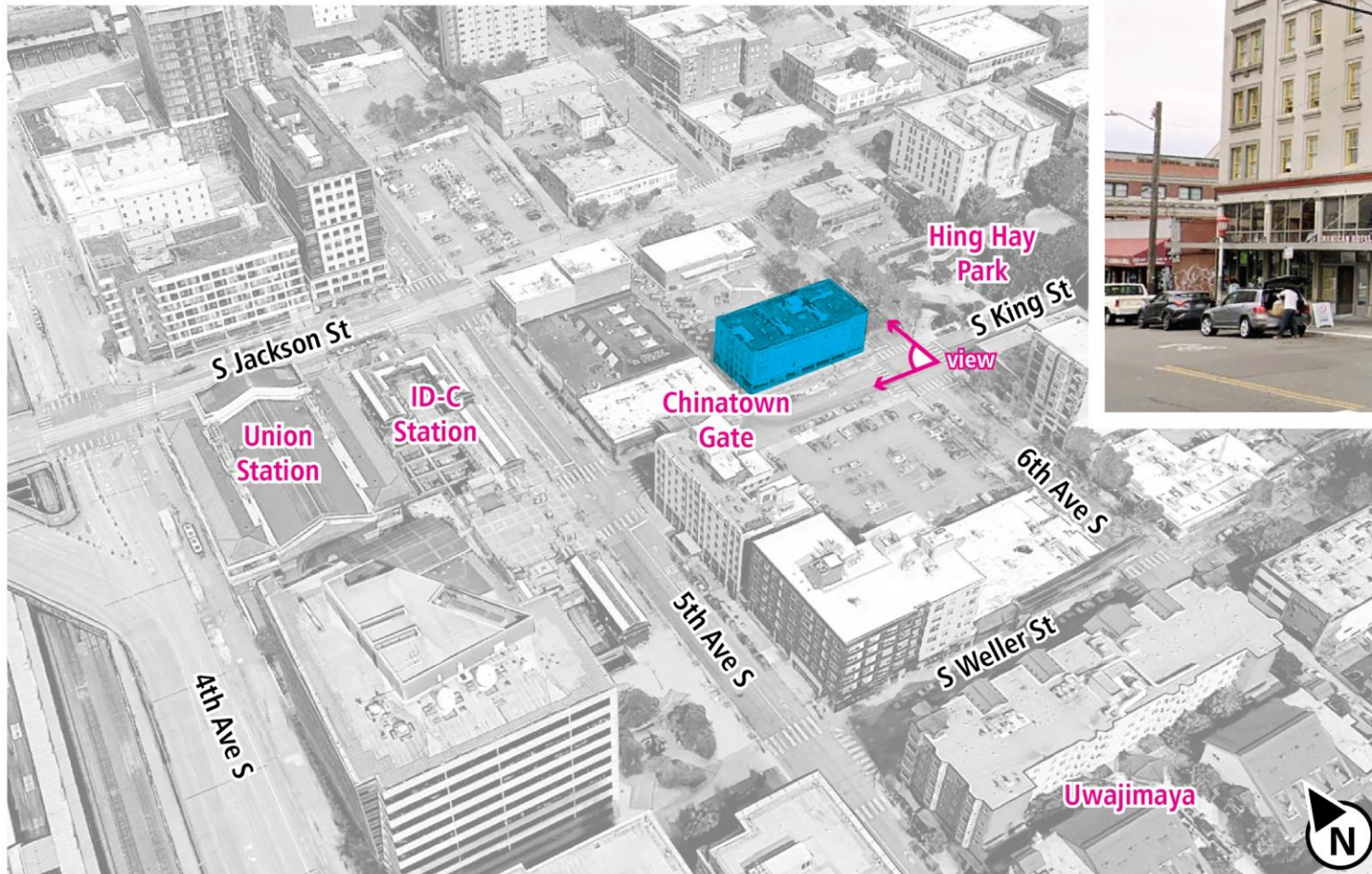


5th Avenue Alternatives

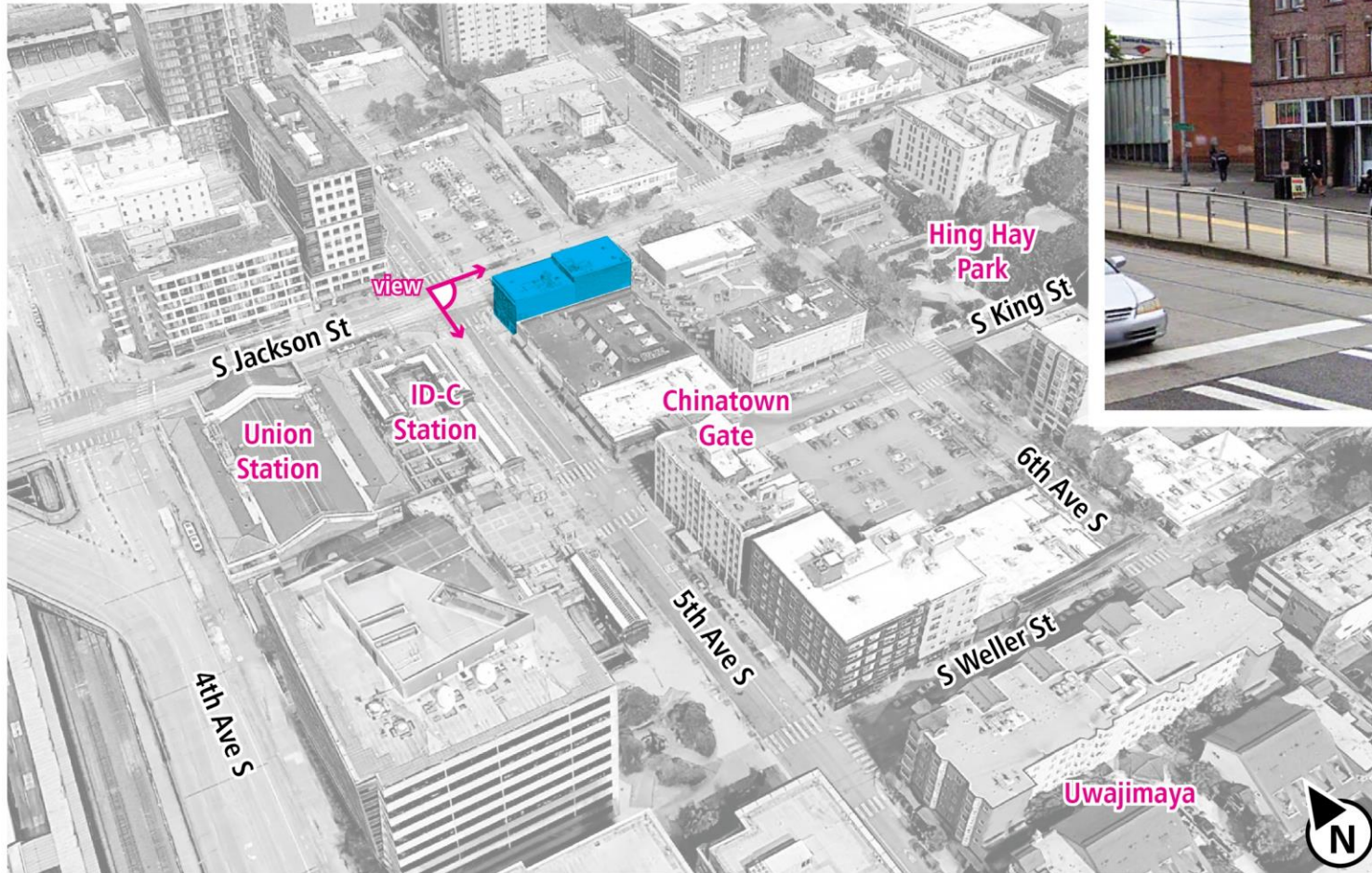


*Temporary
displacements*

5th Avenue Shallow Diagonal Configuration



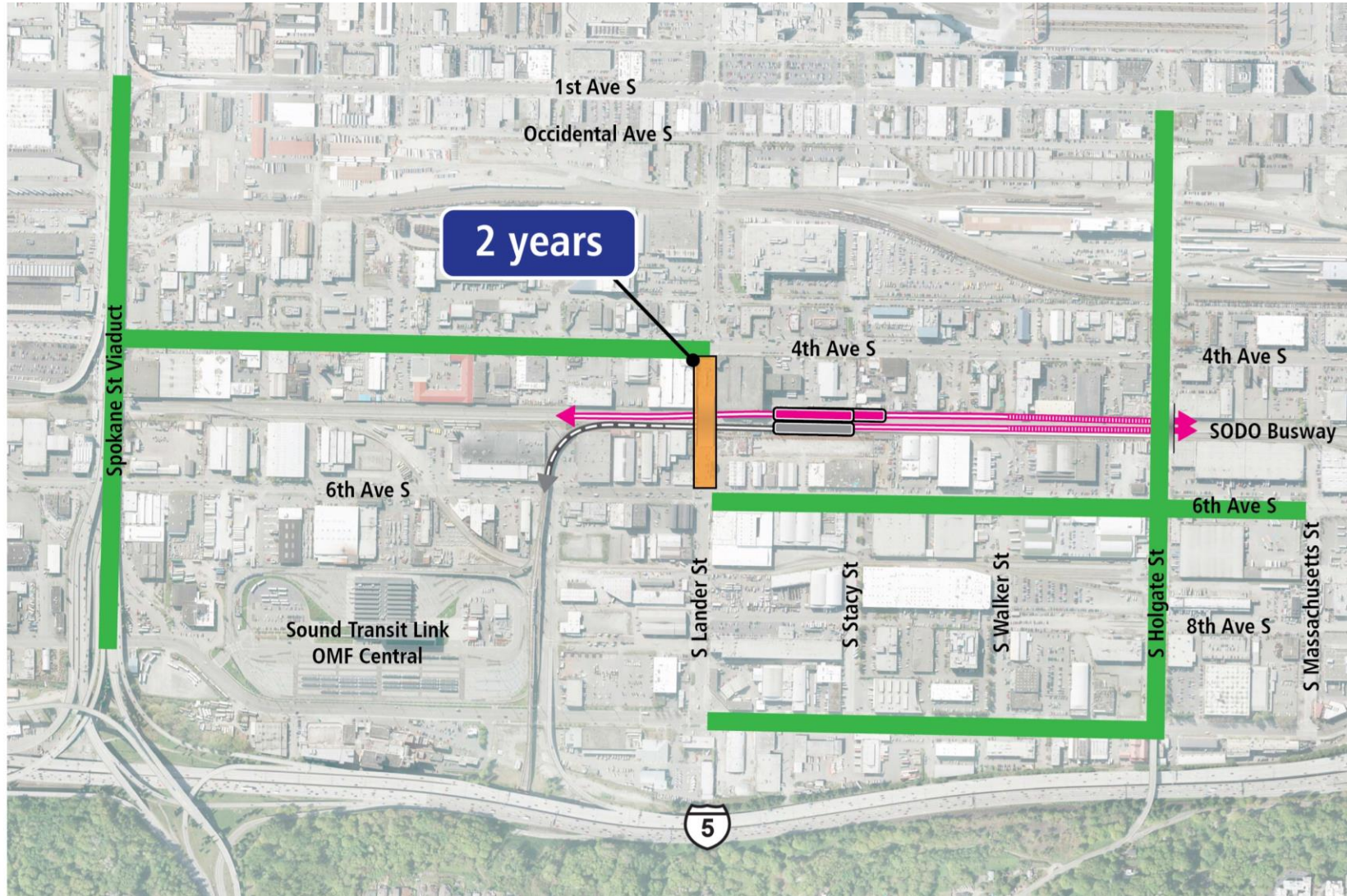
5th Avenue Shallow Diagonal Configuration



***Construction
Roadway Closures***

SODO segment

Lander Street closure



- Roadway full closure
- Potential traffic increase

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- / At-grade
- / Retained cut
- / Elevated
- Street overpass



Lander Street closure



- Roadway full closure
- Potential traffic increase

DRAFT EIS ALTERNATIVES

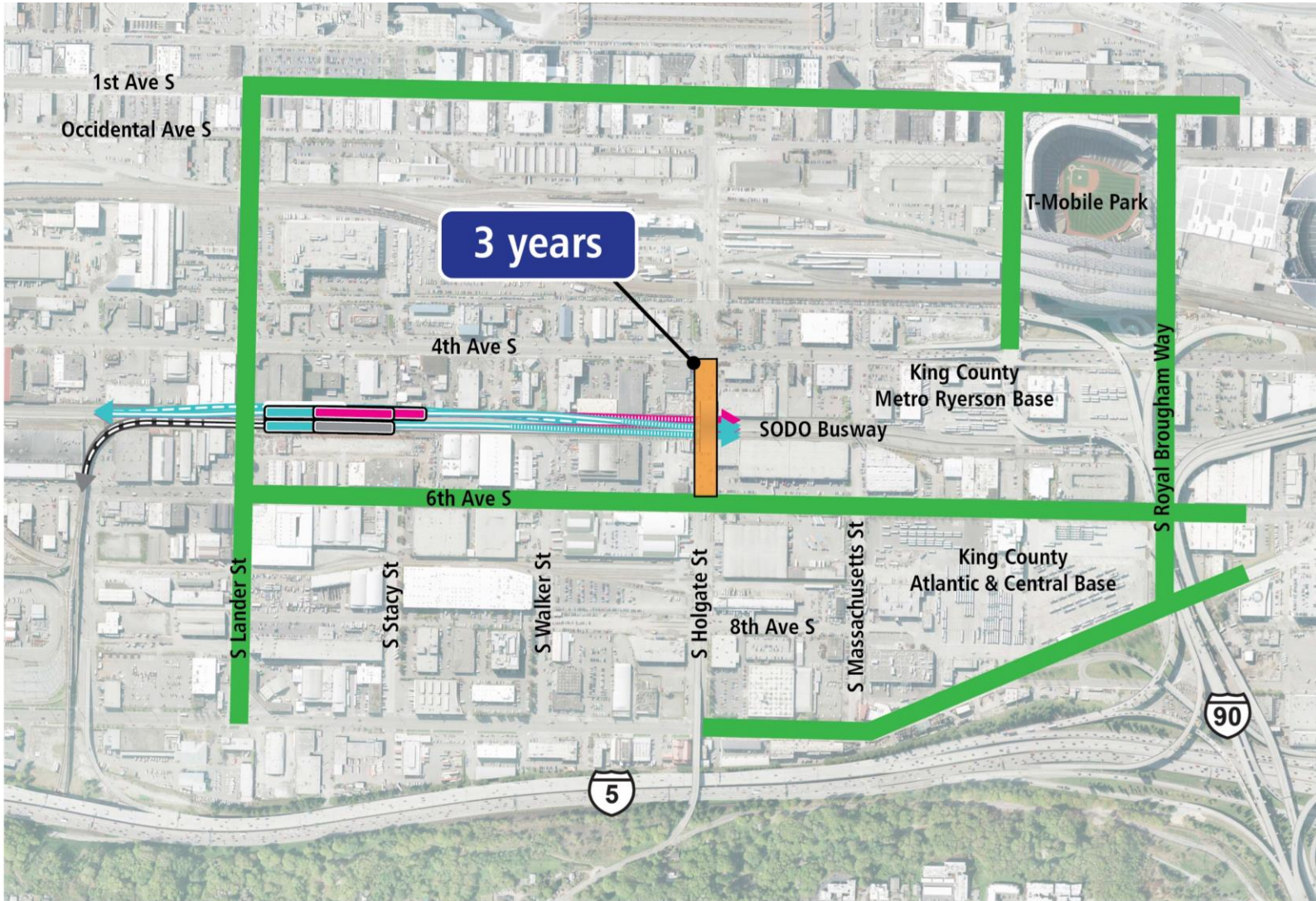
- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- / At-grade
- / Retained cut
- / Elevated
- Street overpass



Holgate Street closure



- Roadway full closure
- Potential traffic increase

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- / At-grade
- / Retained cut
- / Elevated
- / Street overpass



SODO Busway closure



SODO Busway closure






Closed between S. Spokane Street and Massachusetts Street for following alternatives:

SODO Busway	At-Grade	At-Grade Staggered Station Configuration	At-Grade South Station Option	Mixed Profile
Construction (mostly non-revenue)	Diverts 60-80 buses per hour* Mostly non-revenue service			
Operation (non-revenue)	Diverts 30-50 buses per hour* All non-revenue service			No diversion

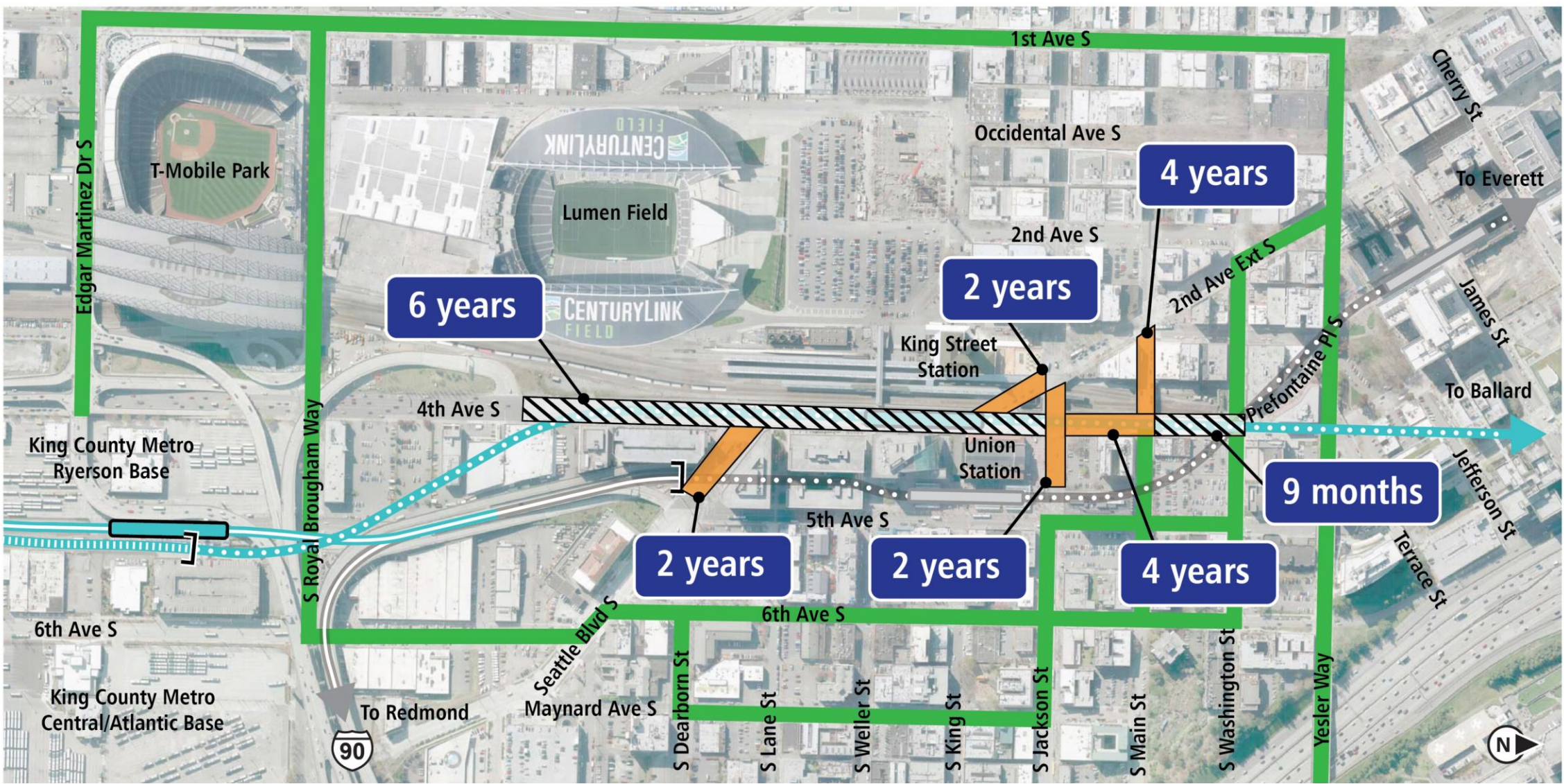
*peak hour






- Sound Transit will coordinate with City and King County Metro to determine appropriate routing and transit priority treatments
- Sufficient capacity due to permanent closure
- Additional analysis will be conducted

CID segment

-  Roadway full closure
-  Roadway full and partial closure
-  Potential traffic increase
-  Roadway partial closure
-  Sidewalk/parking lane closure






Station construction duration **9 to 11 years**



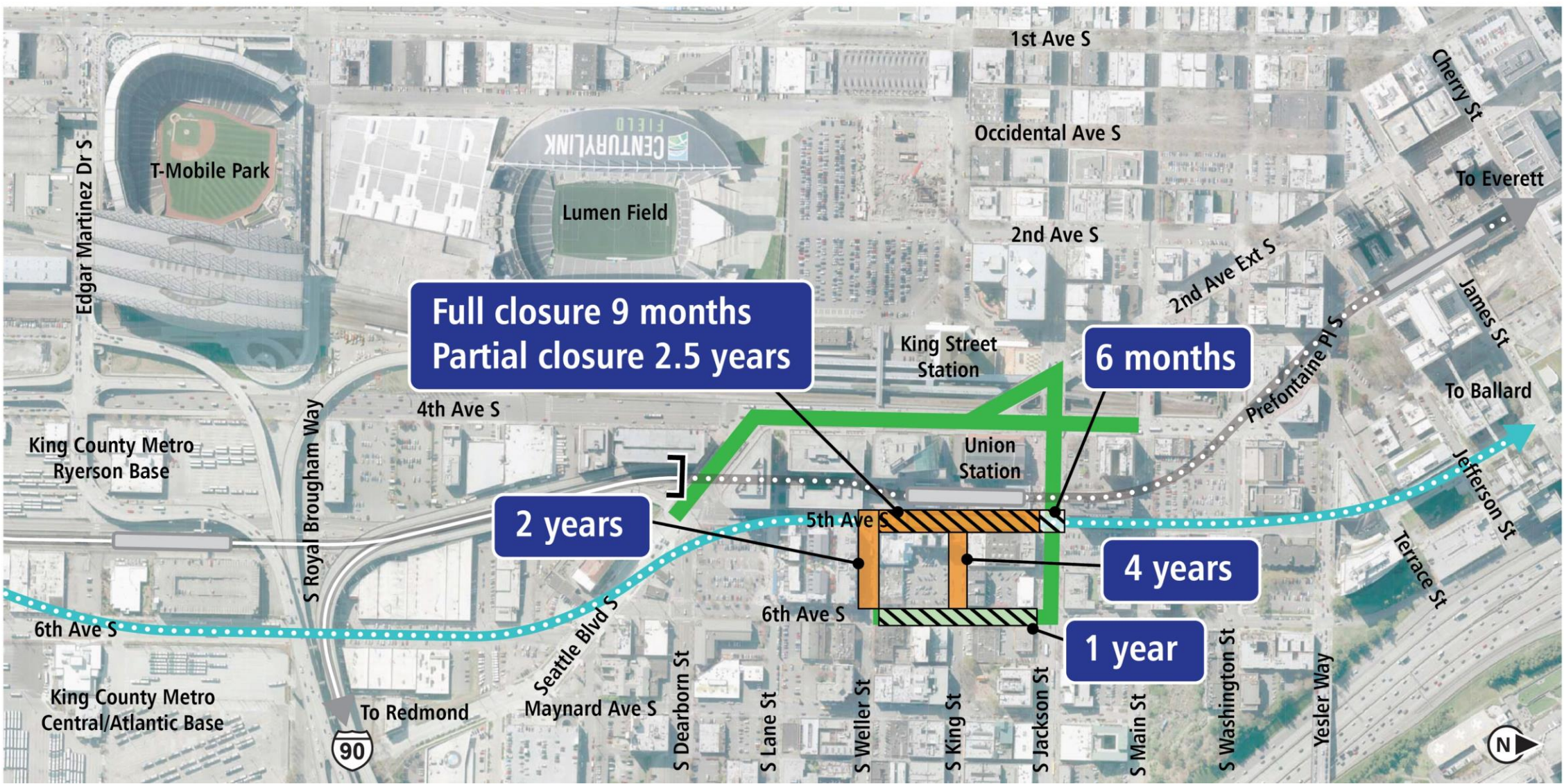
-  Roadway full closure
-  Roadway full and partial closure
-  Potential traffic increase
-  Roadway partial closure
-  Sidewalk/parking lane closure

Station construction duration **8 to 10 years**



-  Roadway full closure
-  Roadway full and partial closure
-  Potential traffic increase
-  Roadway partial closure
-  Sidewalk/parking lane closure






Station construction duration **8 to 9 years**



- Roadway full closure
- Roadway full and partial closure
- Potential traffic increase
- Roadway partial closure
- Sidewalk/parking lane closure

Station construction duration **5 to 6 years**



-  Roadway full closure
-  Roadway full and partial closure
-  Potential traffic increase
-  Roadway partial closure
-  Sidewalk/parking lane closure

Station construction duration **6.5 to 7.5 years**



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West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Community Advisory Group Meetings | March 2022

Deep Dive Topic: City Structures

Elizabeth Sheldon, Acting Director, SDOT Roadway Structures

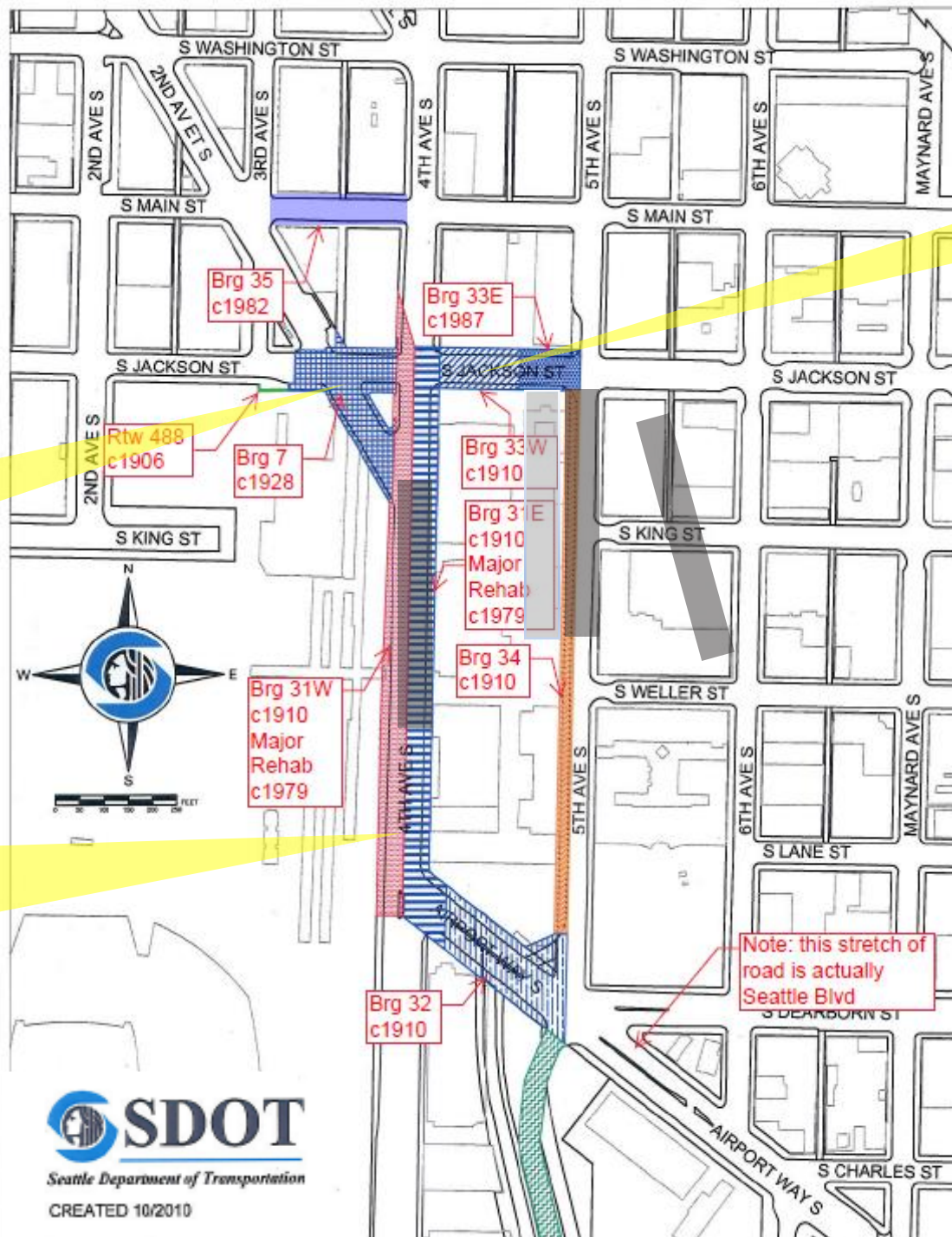
Wes Ducey, PE, Bridge Rehabilitation & Replacement Program Manager



City Structures in vicinity of WSBLE CID Station Alternatives

2nd Ave Extension S Bridge
 Built c1928
 Seismic Retrofit 2015

4th Avenue South Bridge, West & East
 Built c1910
 Major Rehab 1979
 Seismic Retrofit 2015



S Jackson Street Bridge, West
 Built c1910

Keys:

WSBLE CID ALTERNATIVES

EXISTING IDC STATION

BRIDGE OWNERSHIP

- CITY OF SEATTLE
- KING COUNTY METRO (Sound Transit)
- WSDOT

City DEIS Review

Sara Maxana, Acting Director, SDOT Sound Transit Program

Jesseca Brand, Strategic Initiatives Lead, DON



February CAG Meetings: City Scope of WSBLE DEIS Review

Review for compliance and adequacy:

1. Does the DEIS demonstrate compliance with City Codes/Director's Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

Review for additional strategic questions for the City:

4. Does the DEIS adequately analyze impacts to BIPOC communities, propose mitigation, and further the joint Racial Equity Toolkit outcomes?
5. How does new DEIS information shape City position on alternatives?



March CAG Meetings: Comparing the DEIS Alternatives

Key trade-offs between CID and SODO segments alternatives:

- SODO
- CID: Shallow v Deep
- CID: 4th Avenue South v 5th Avenue South

Discussion questions:

- Are these the right considerations to compare the alternatives? What issues are of greatest importance?
- Is the alternative viable? What mitigation measures would be needed to address the impacts?

AT GRADE

SODO-1a: At-Grade Station (Preferred)

SODO-1a: At-Grade Staggered Station (Preferred)

SODO-1b: At-Grade South Station

MIXED PROFILE

SODO-2: Mixed-Profile

At-Grade



At-Grade Staggered Configuration



At-Grade South Station Option



Mixed Profile



AT GRADE

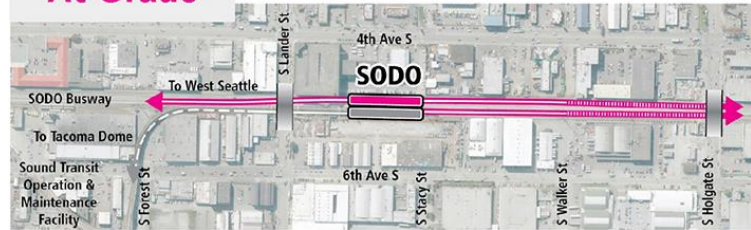
OPPORTUNITIES

Two overpass crossings

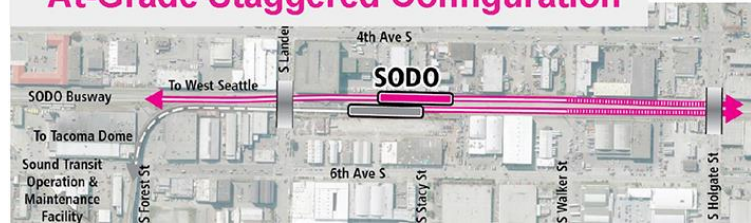
CONCERNS

Overpass design challenges
Construction impacts

At-Grade



At-Grade Staggered Configuration



At-Grade South Station Option



MIXED PROFILE

OPPORTUNITIES

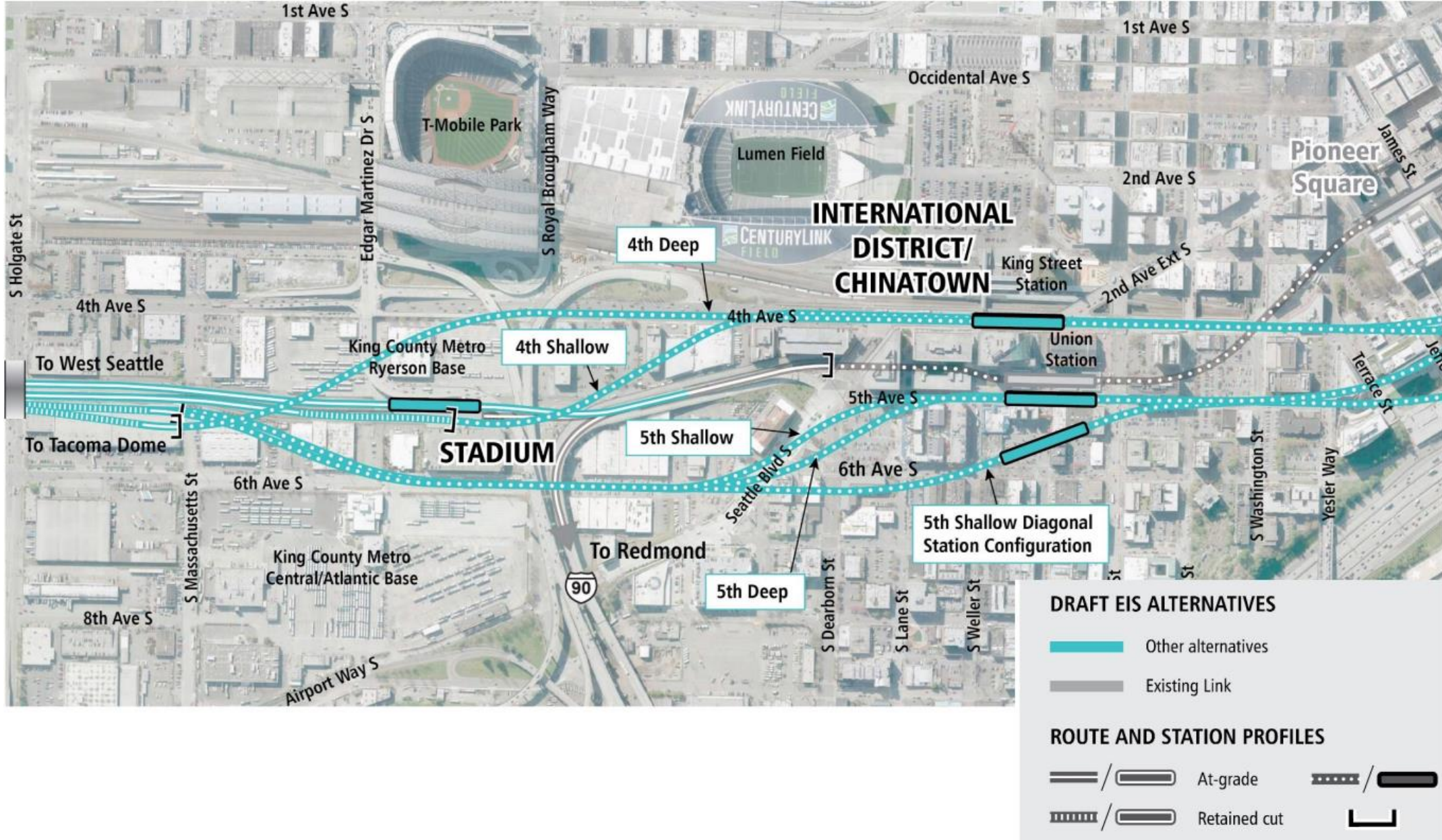
Limits impacts and design challenges

CONCERNS

Pedestrian/vehicle crossing at Lander

Mixed Profile

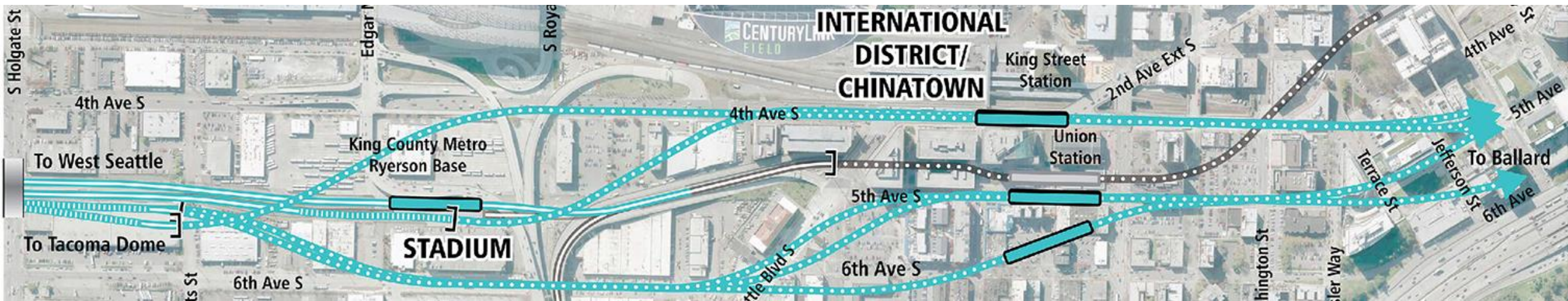




RACIAL EQUITY TOOLKIT OUTCOMES

How do the CID alternatives advance or hinder the RET outcomes:

- Limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm
- Maximize connections for all users
- Community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations



SHALLOW OPTIONS

OPPORTUNITIES

Avoids elevator-only access of deep options

Connects to both DT alternatives

CONCERNS

DEEP OPTIONS

CONCERNS

Elevator only access

Additional costs and construction impacts to DT segment

Only connects to DT-1 alternative

OPPORTUNITIES



4TH AVE S ALTERNATIVE

OPPORTUNITIES

Avoids construction and business impacts to CID core
Better access to Pioneer Square, Sounder/Amtrak, and stadiums for surge events

CONCERNS

Construction impacts to roadways and transit
Residential displacement
Additional costs for 4th Ave S bridge impacts and impacts to DT segment
Possible longer construction duration (8-11 years)

5TH AVE S ALTERNATIVE

OPPORTUNITIES

Avoids major construction impacts and cost implications of 4th Ave S alternative
Possible shorter construction duration (5-9 years)

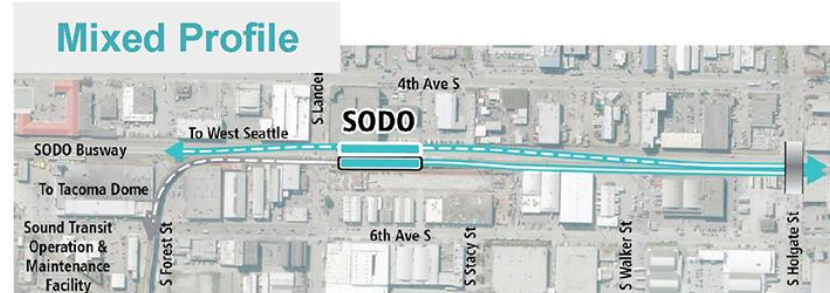
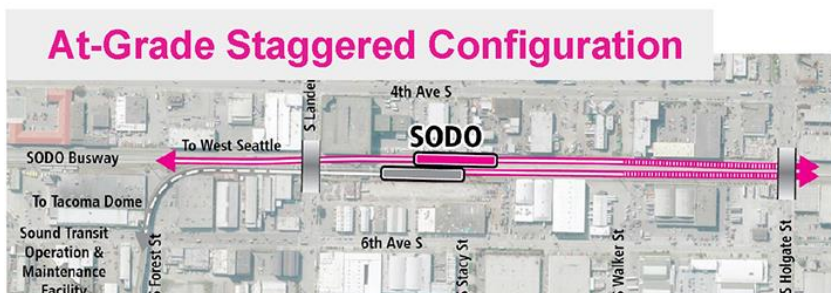
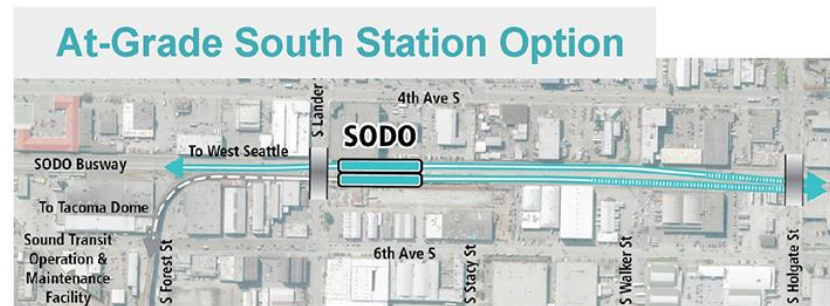
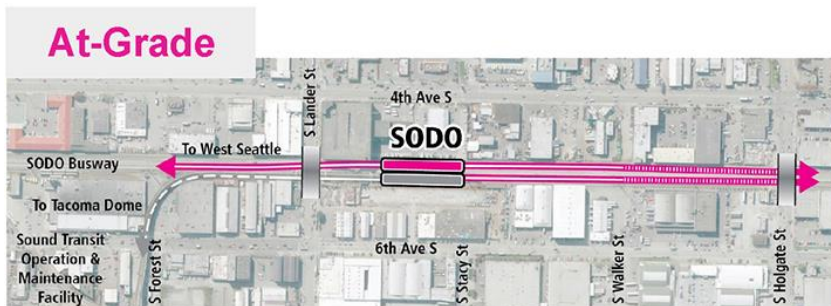
CONCERNS

Displacement of 13 businesses in the heart of CID (18-19 for entire segment)



DISCUSSION

Are these the right considerations to compare alternatives? What issues are most important?
Is the alternative viable? What mitigation measures would be needed to address the impacts?





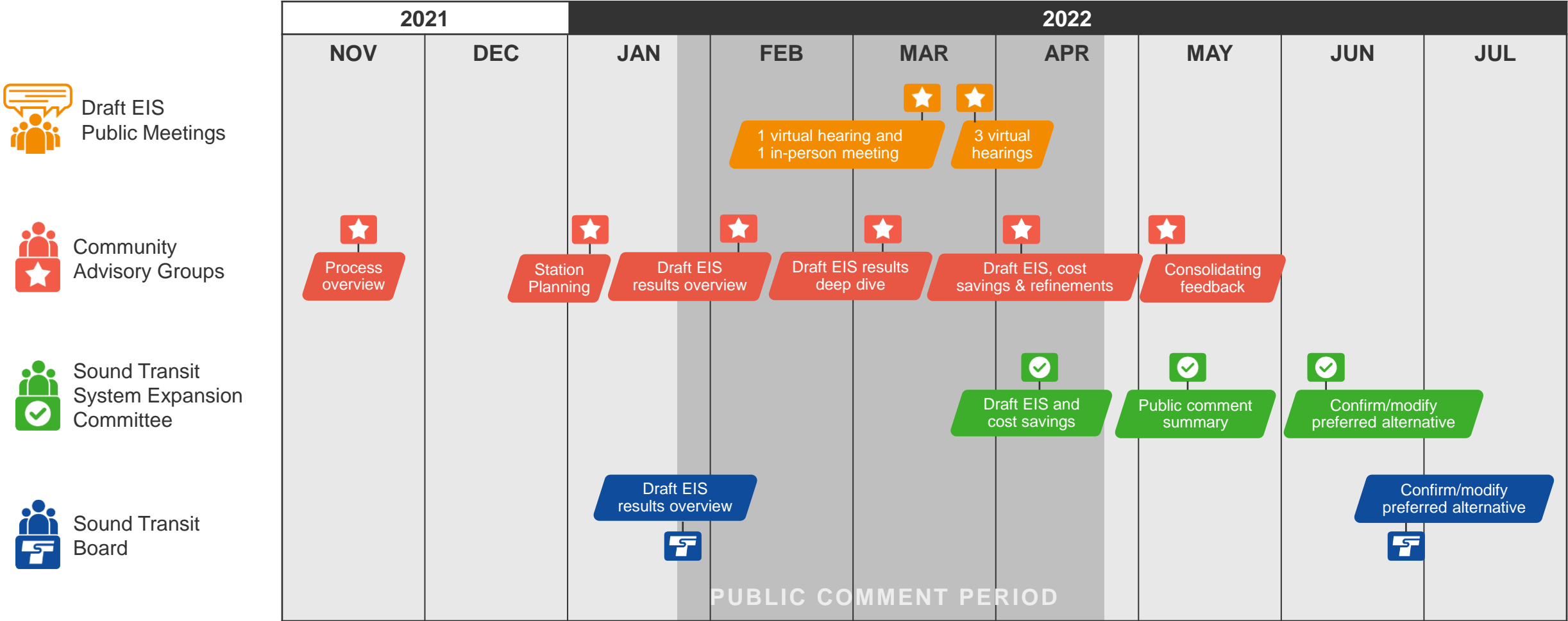
Additional questions please contact
Jesseca Brand, *Neighborhoods*
Jesseca.Brand@Seattle.gov

Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: CID/SODO
- City of Seattle: Draft EIS Review
- ***Next steps and next meeting***

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Upcoming Community Advisory Groups



Interbay/Ballard Community Advisory Group

Draft EIS, Potential Cost Savings, Refinements
Tuesday, April 5, 2022, from 5pm to 7pm

Downtown Community Advisory Group

Draft EIS, Potential Cost Savings, Refinements
Thursday, April 7, 2022 from 5pm to 7pm

West Seattle/Duwamish Community Advisory Group

Draft EIS, Potential Cost Savings, Refinements
Tuesday, April 12, 2022 from 5pm to 7pm

CID/SODO Community Advisory Group

Draft EIS Deep Dive
Wednesday, April 13, 2022 from 5pm to 7pm

Draft EIS Meetings



Online Public Meetings:

- Tues, Mar 15, 5:30-7:30pm (Interbay/Ballard segments)
- Tues, Mar 22, 5:30-7:30pm (Downtown segment)
- Thurs, Mar 24, 5:30-7:30pm (CID/SODO segments)
- Weds, Mar 30, 5:30-7:30pm (West Seattle/ Duwamish segments)



In-person drop-in event*:

- Thurs., March 17, 12pm – 7 PM, Union Station (Corridor-wide)

**The in-person event is subject to state and local guidelines regarding social distancing due to COVID-19. If the in-person event cannot be held due to COVID-19 concerns, a virtual event will be held in its place. Hours may differ if this becomes a virtual event.*

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