

West Seattle and Ballard Link Extensions

*Downtown
Community Advisory Group
3/3/2022*



Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Downtown
- 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


 1
Participants



Polls


Chat


Share Screen


Raise Hand


Live Transcript


More

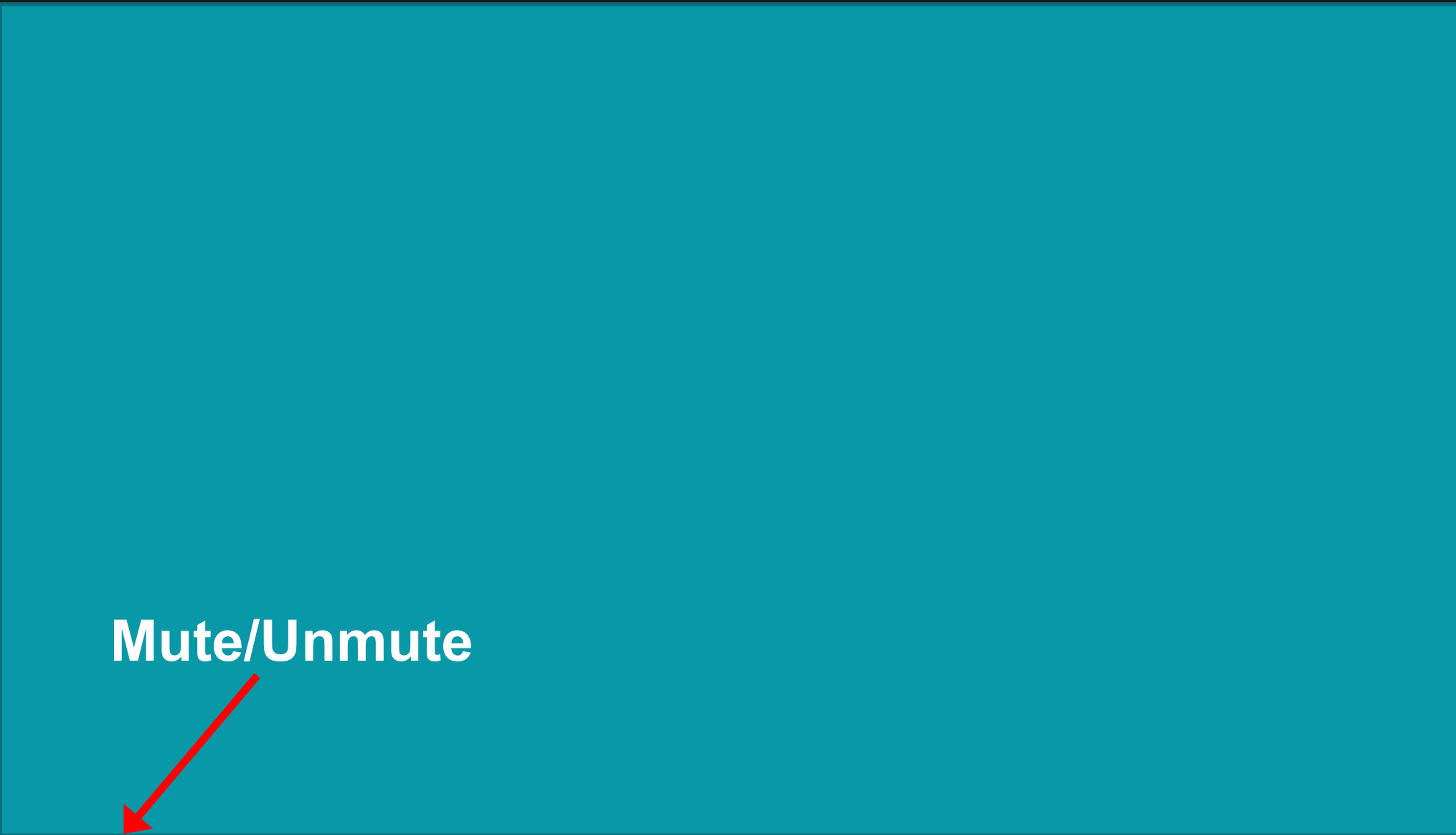
Leave



You are viewing Chris Johnstone's screen

View Options ▾


View





SPEAKER


Mute/Unmute






Unmute



Stop Video



Participants 1



Polls


Chat


Share Screen


Raise Hand

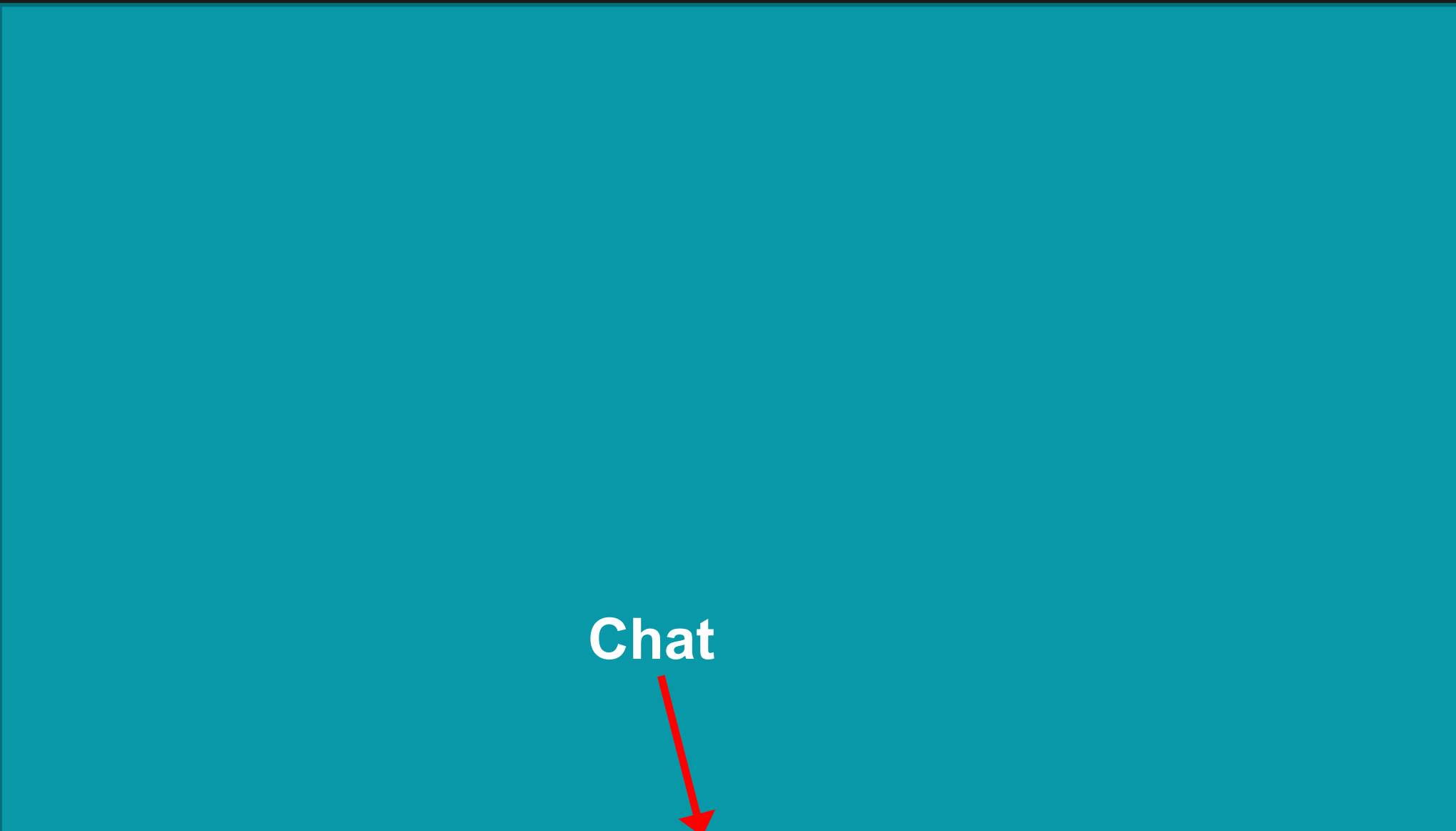

Live Transcript


More

Leave



Raise Hand



Chat



SPEAKER



Mute



Stop Video



1



Participants



Polls



Chat



Share Screen



Raise Hand



Live Transcript

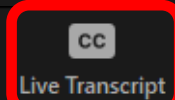
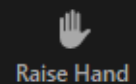
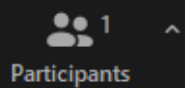
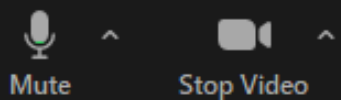


More

Leave



Closed Caption



Introductions

Please share briefly:

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

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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

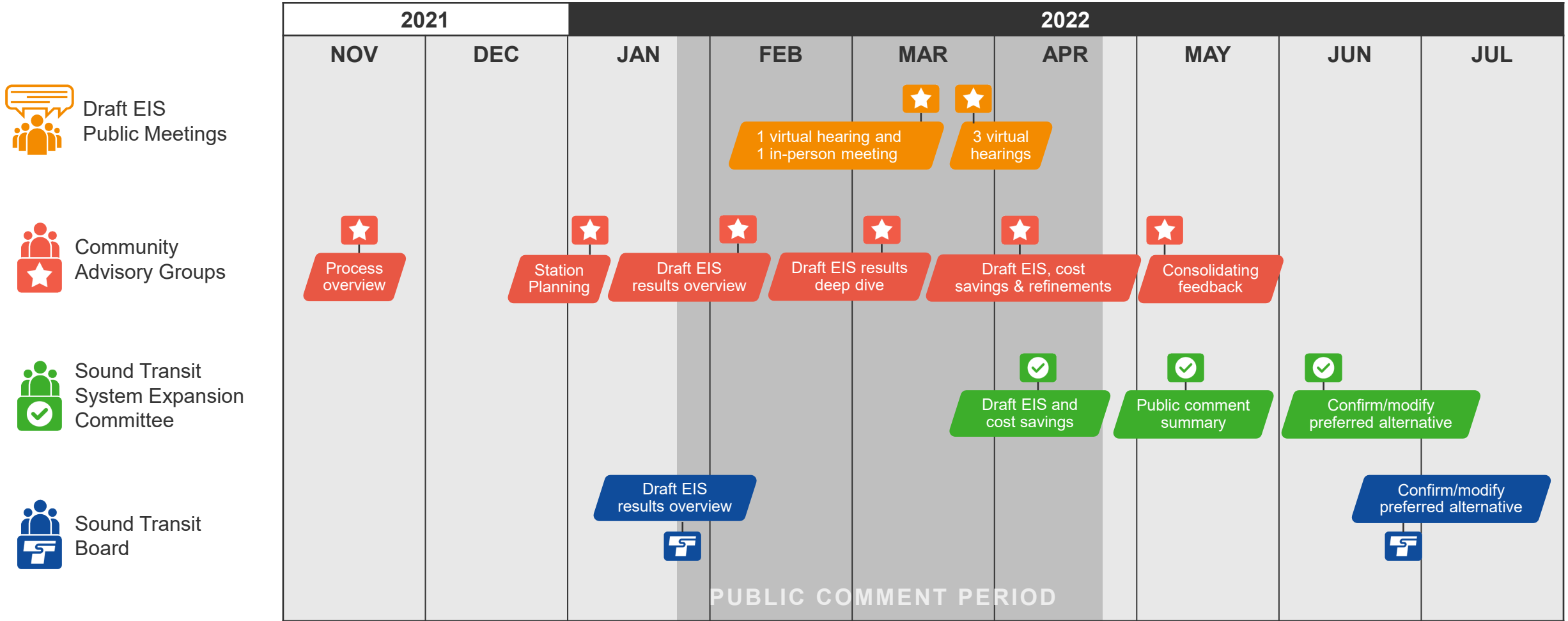
Board selects projects to be built

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



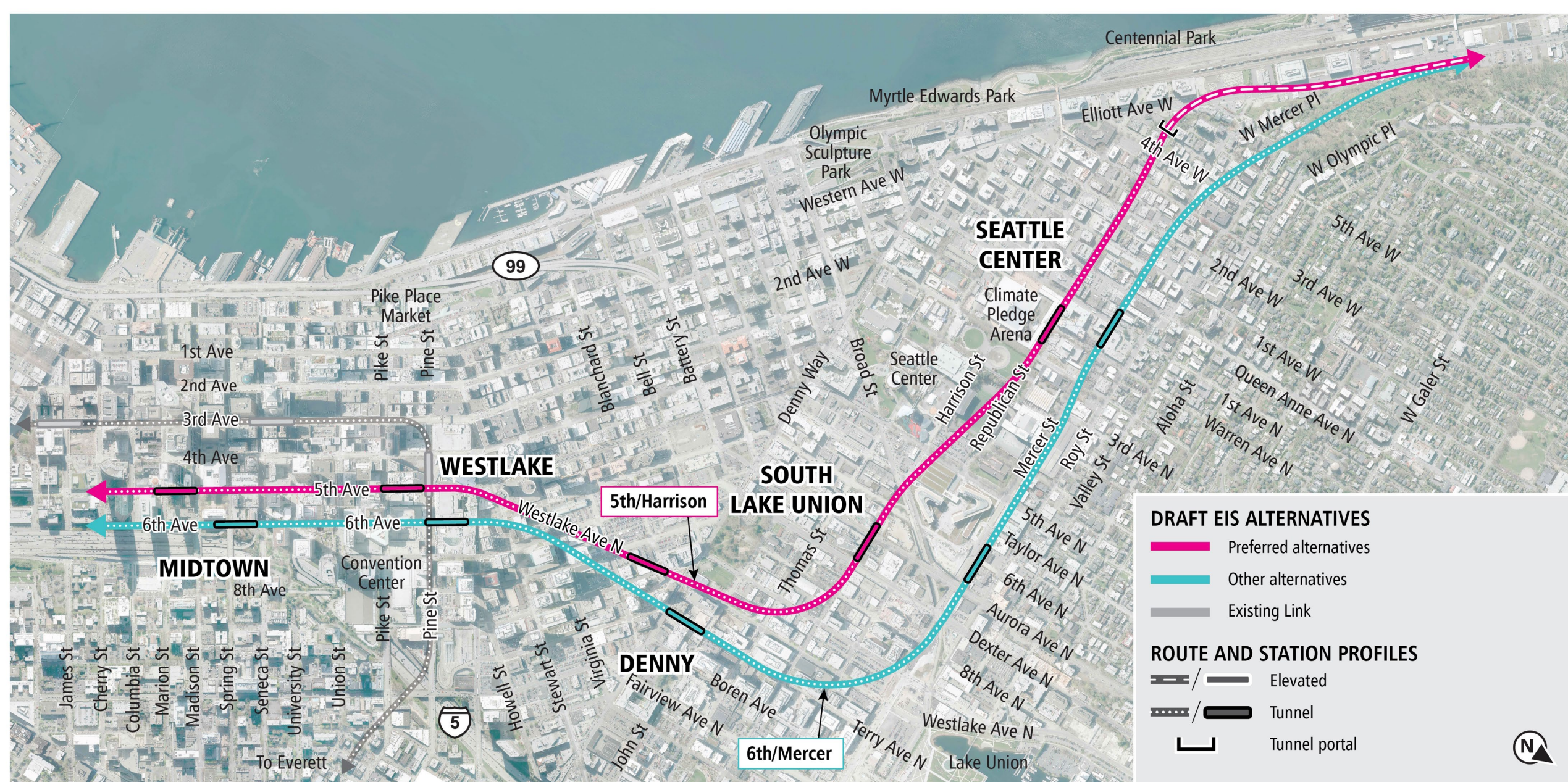
2 email
updates engaging more than
70,905 subscribers










800 posters delivered along
the corridor



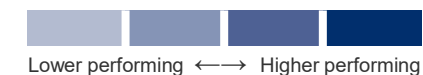
10 Community
liaisons engaging more than
100 businesses



	5th/Harrison	6th/Mercer
Project cost  (2019\$ in dollars)	\$4.7-4.9B	\$4.9-5.0B
Residential displacements 	26 units	167 units
Business displacements 	44 to 46	47
Historic properties effects 	3	9
Park effects  (permanent)	1 park (0.4 acres)	2 parks (0.6 acres)
Traffic effects  (full closures)	5 to 8 roadways	4 roadways
Other considerations 	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> • 2 sensitive uses in South Lake Union • 5 sensitive uses in Seattle Center <p>Disruption to Streetcar operation during construction (Westlake Ave)</p> <p>Connects to all CID alternatives</p> <p>Connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay</p>	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> • 4 sensitive uses in South Lake Union • 4 sensitive uses in Seattle Center <p>Disruption to Streetcar operation during construction (Terry/Thomas)</p> <p>Connects only to CID shallow alternatives</p> <p>Connects only to Prospect Street Station in South Interbay</p>

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

Performance



Agenda



- Welcome and introductions
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- ***Draft EIS Results Deep Dive: Downtown***
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Deep dive topics



- Construction roadway closures
- Streetcar effects
- Tunnel design and construction
- Surge events (Seattle Center)

Construction Roadway Closures

Seattle Center Station



-  Roadway full closure
-  Roadway partial closure

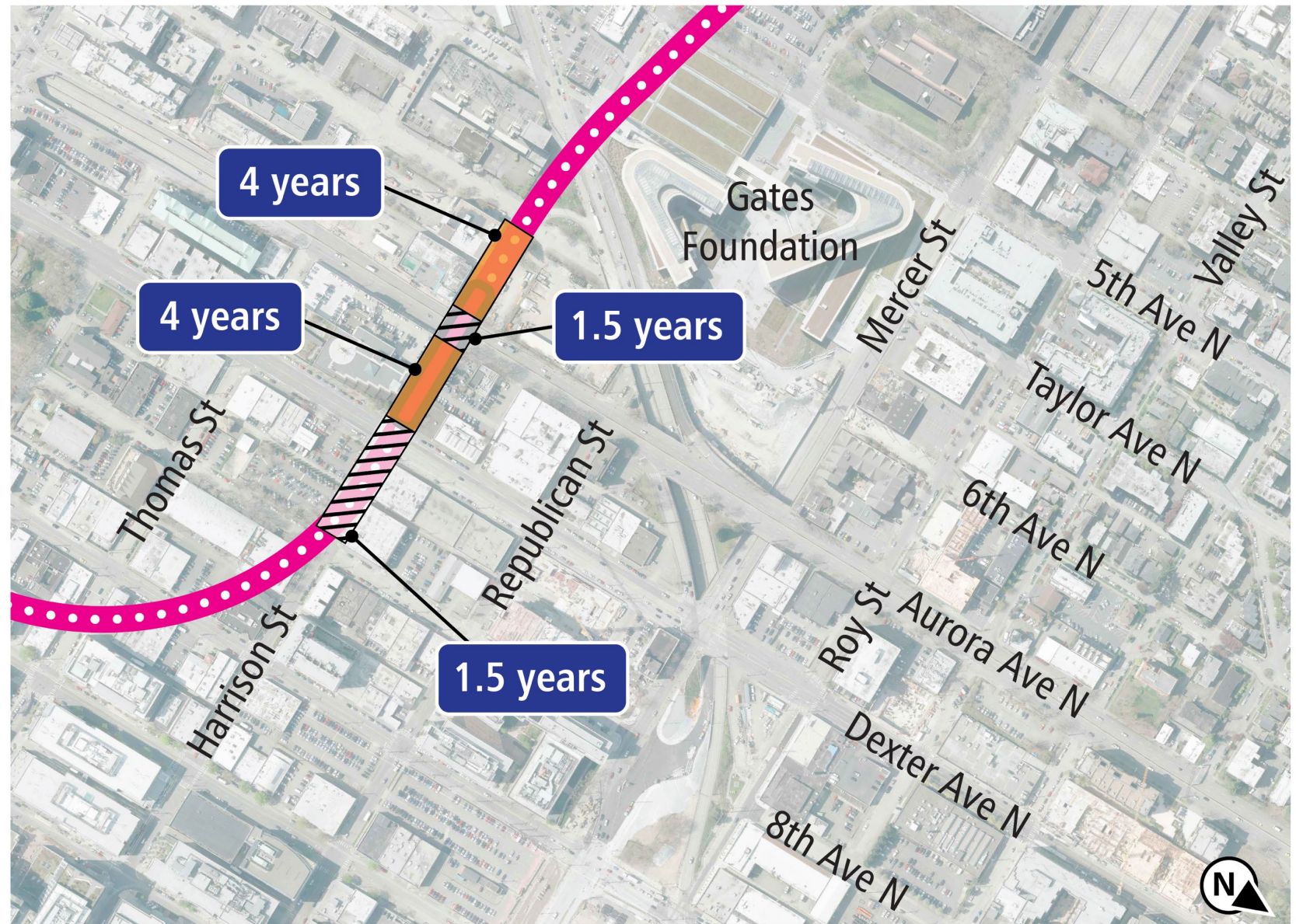




-  Roadway full closure
-  Roadway partial closure

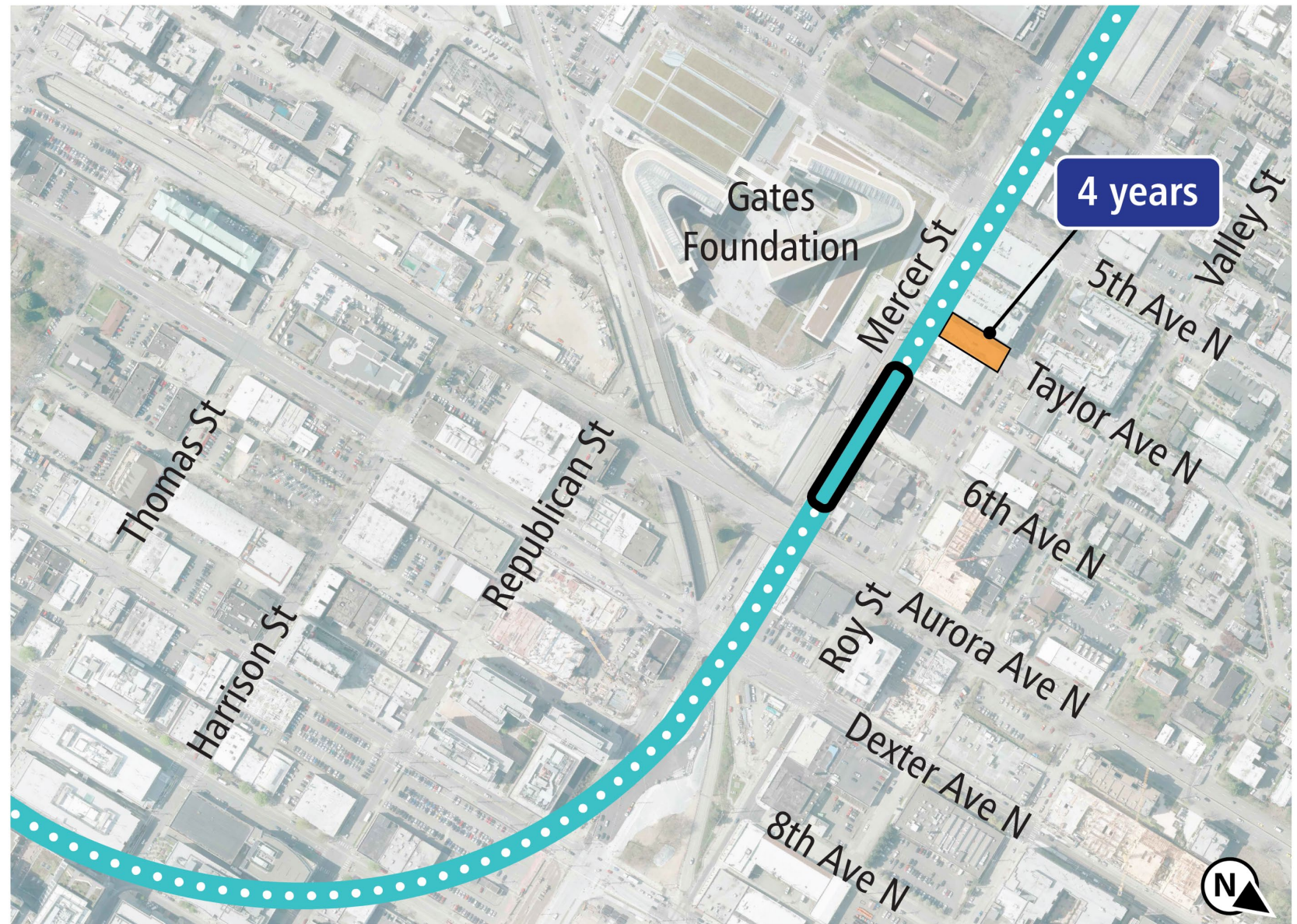


South Lake Union Station



-  Roadway full closure
-  Roadway partial closure

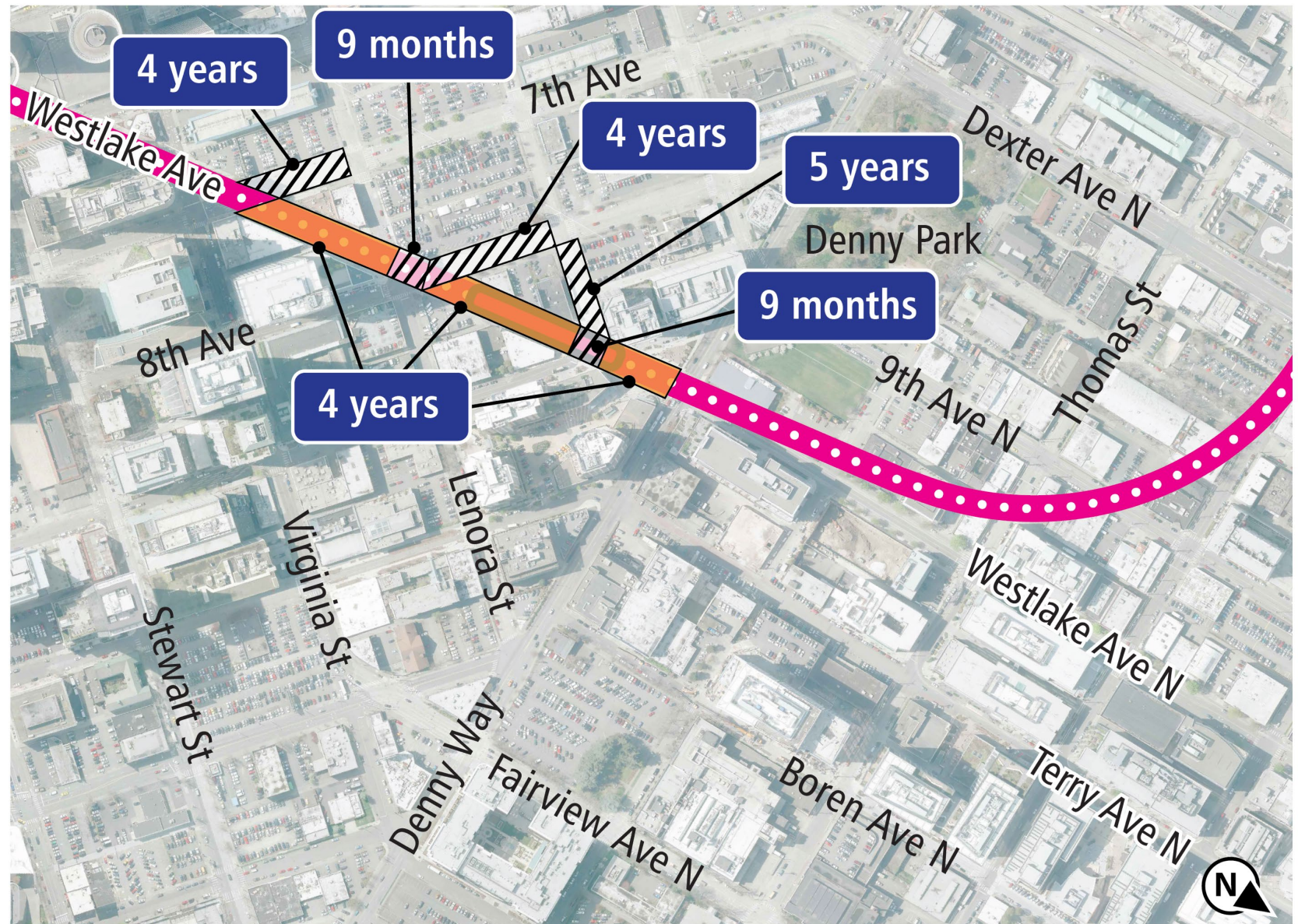




-  Roadway full closure
-  Roadway partial closure



Denny Station



-  Roadway full closure
-  Roadway partial closure

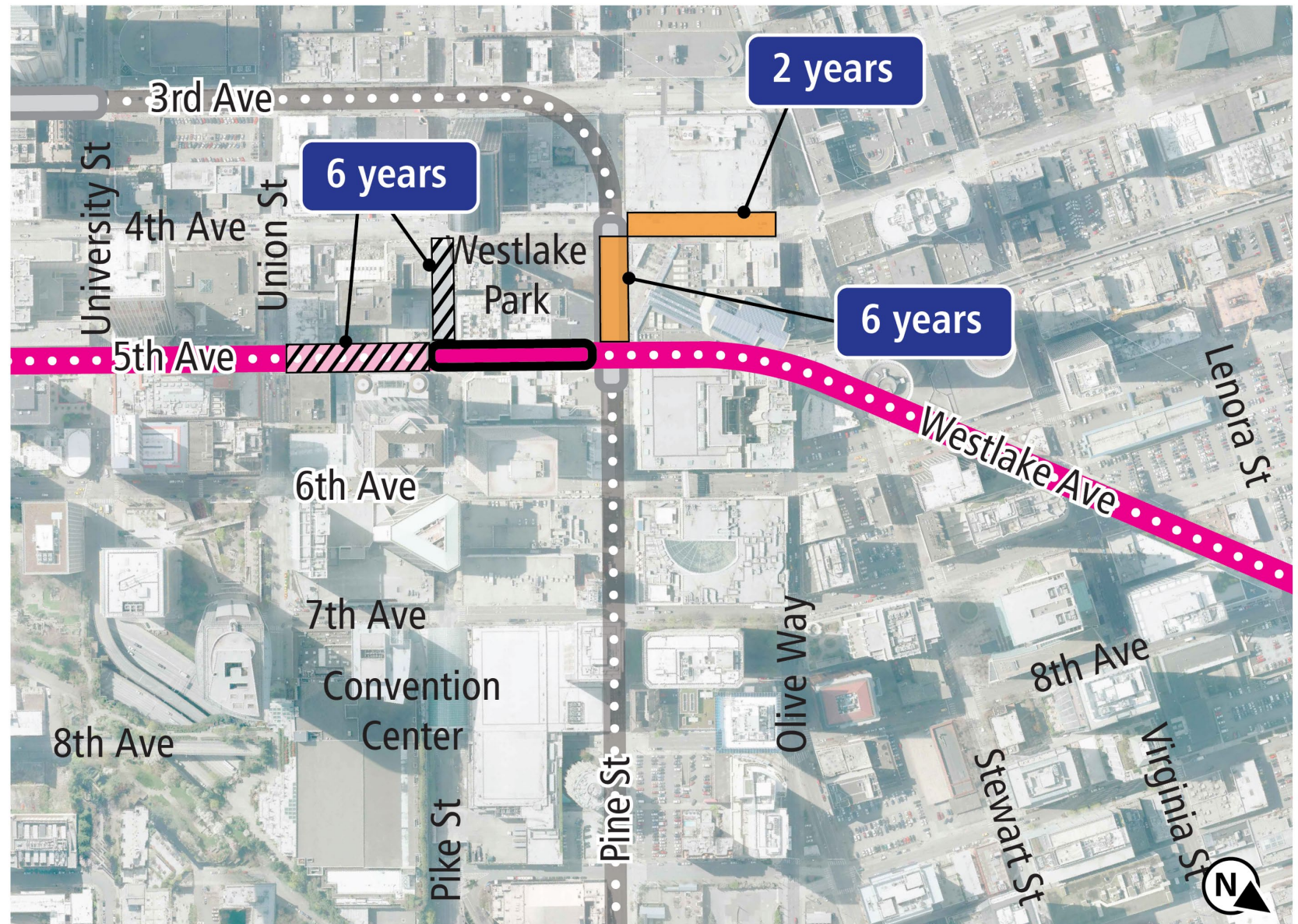




-  Roadway full closure
-  Roadway partial closure

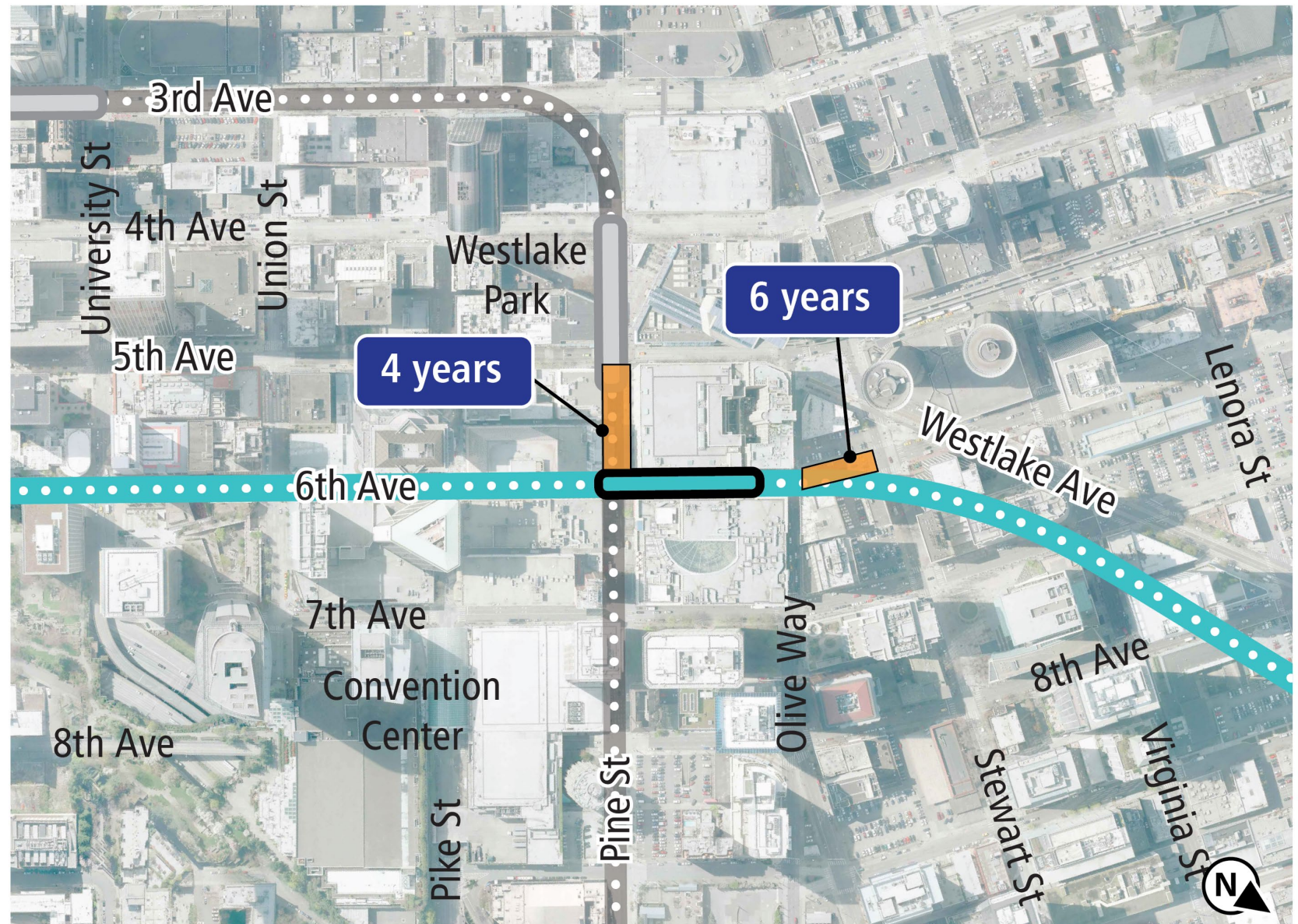


Westlake Station



-  Roadway full closure
-  Roadway partial closure

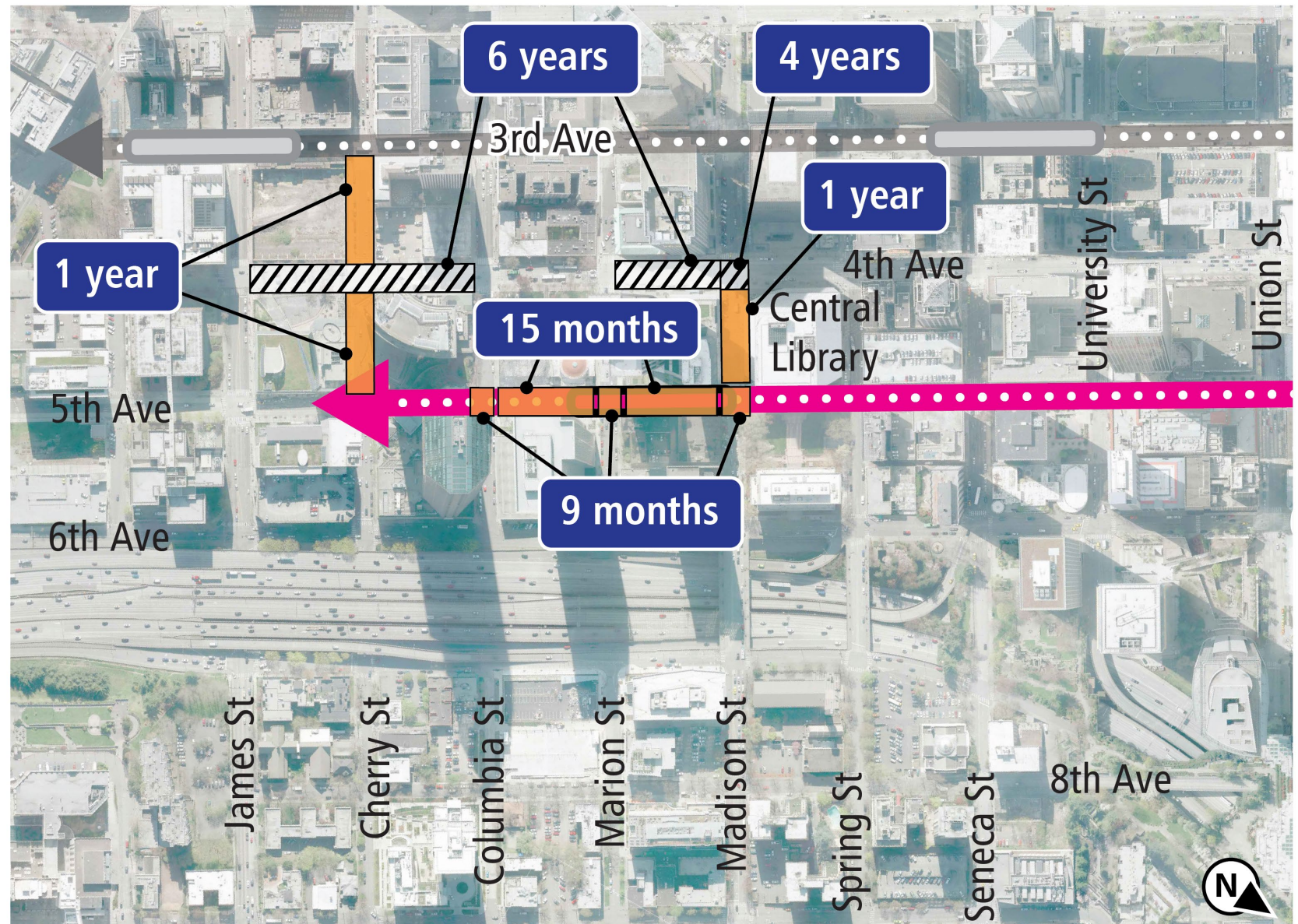


-  Roadway full closure
-  Roadway partial closure





Midtown Station

-  Roadway full closure
-  Roadway partial closure



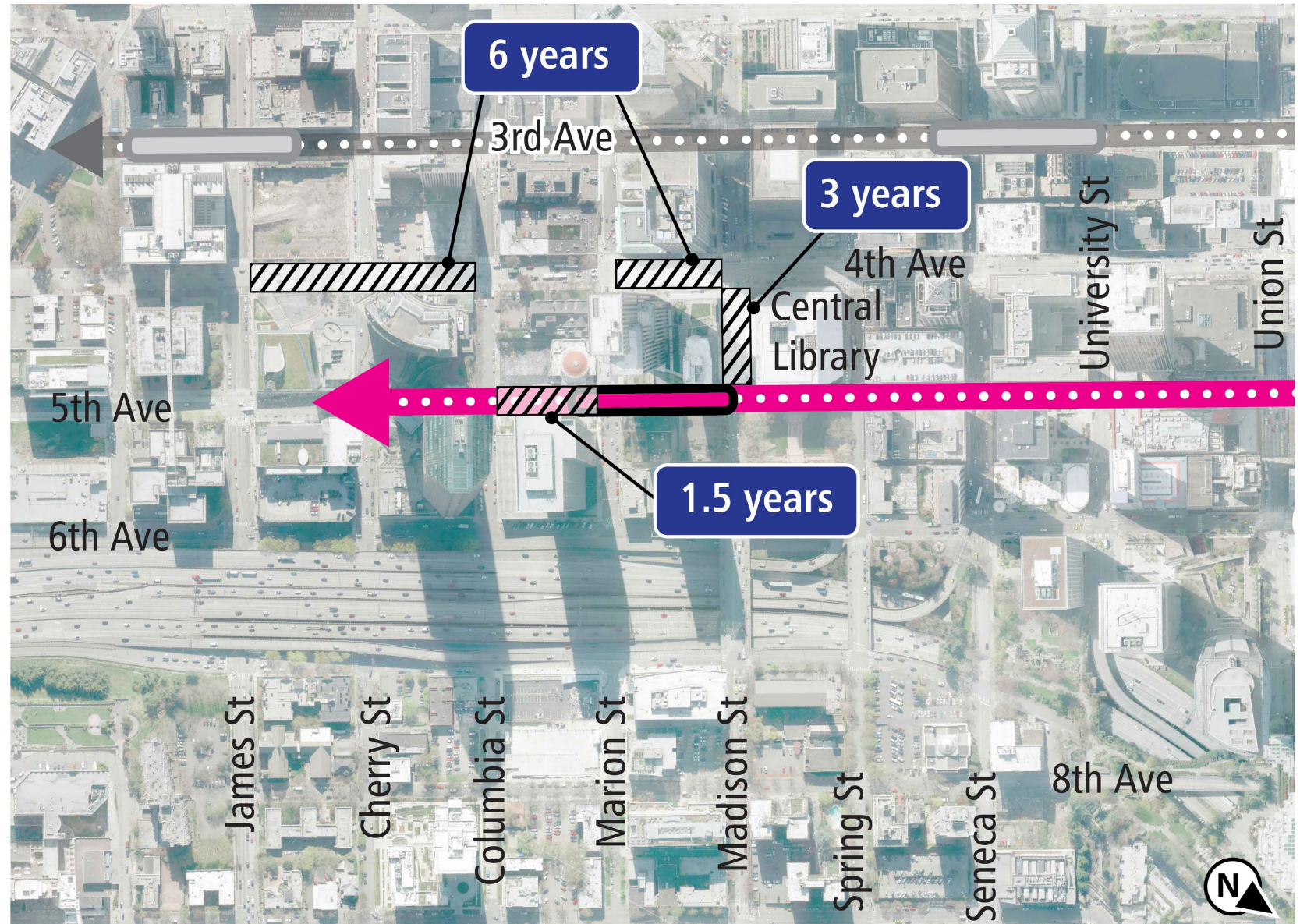
Connecting to:



- CID 4th Avenue Shallow
- CID 4th Avenue Deep
- CID 5th Avenue Deep

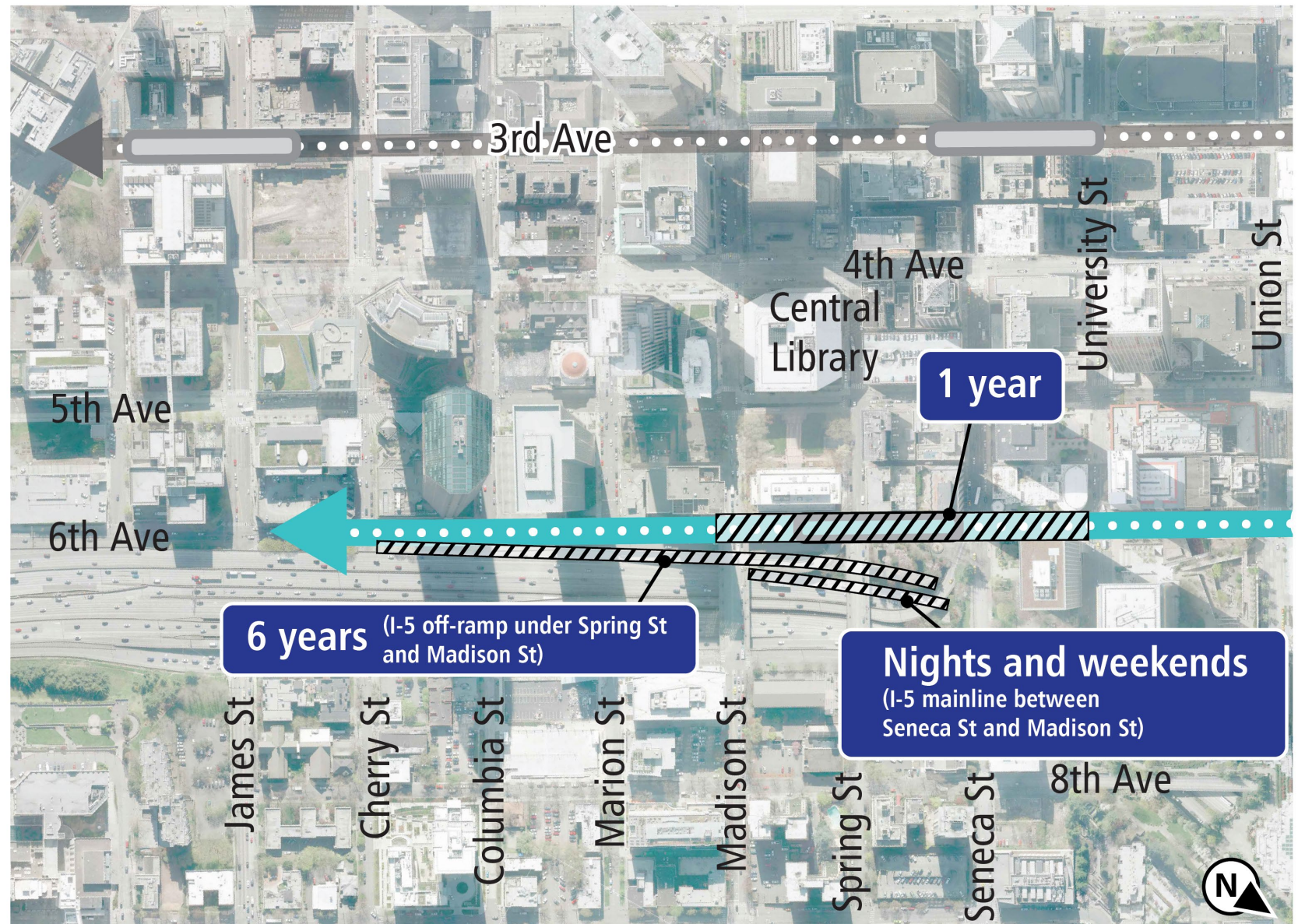
-  Roadway full closure
-  Roadway partial closure

Connecting to:

- CID 5th Avenue Shallow
- CID 5th Avenue Shallow Diagonal Configuration

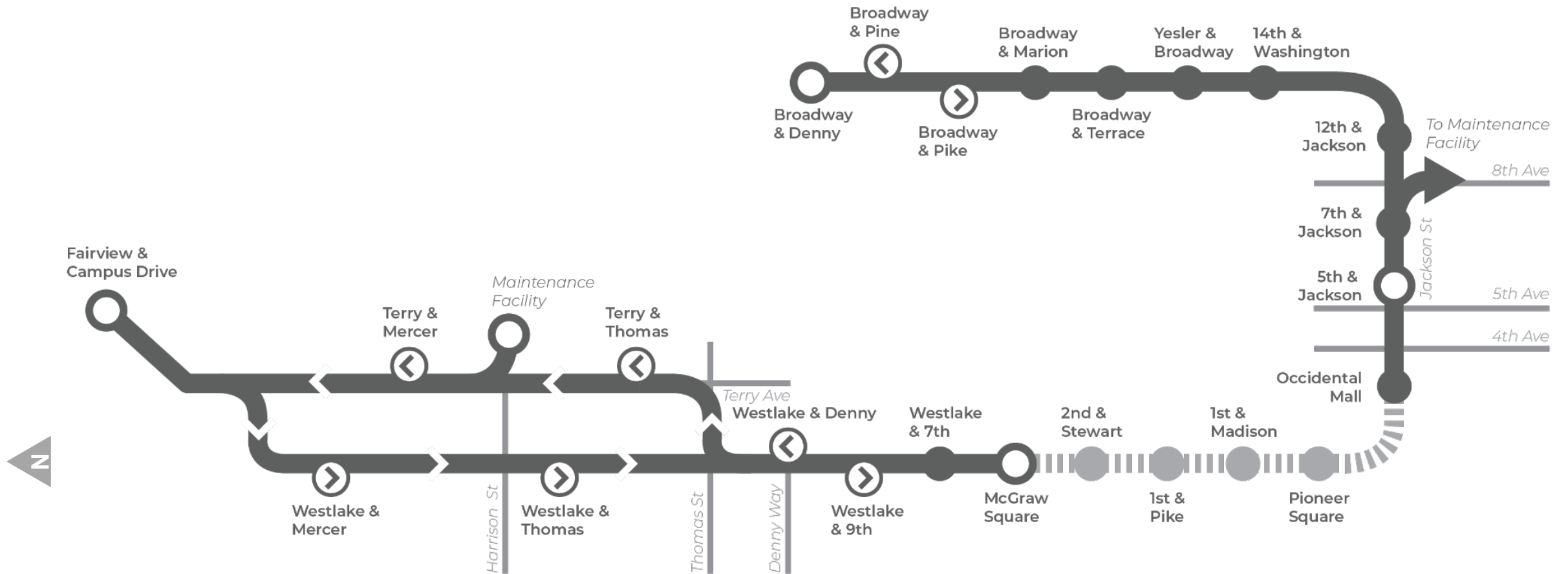


-  Roadway full closure
-  Roadway partial closure

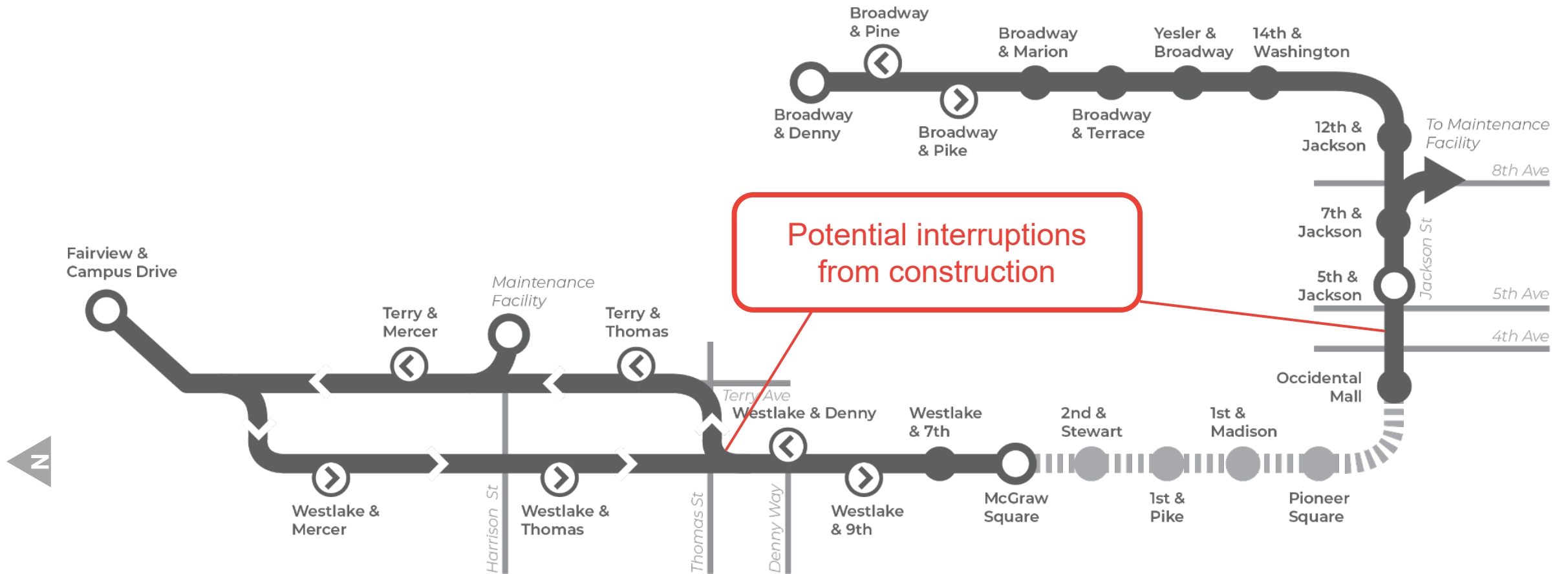


Streetcar Effects

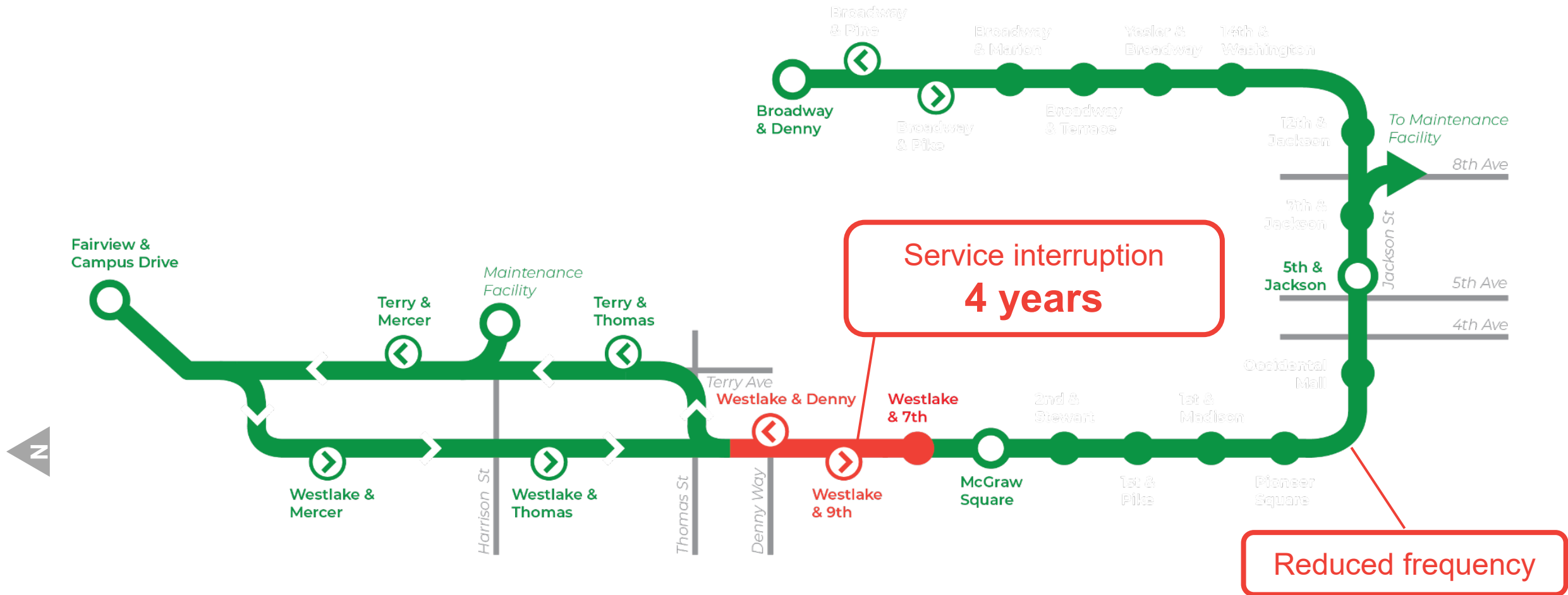
Seattle Streetcar System



Seattle Streetcar System



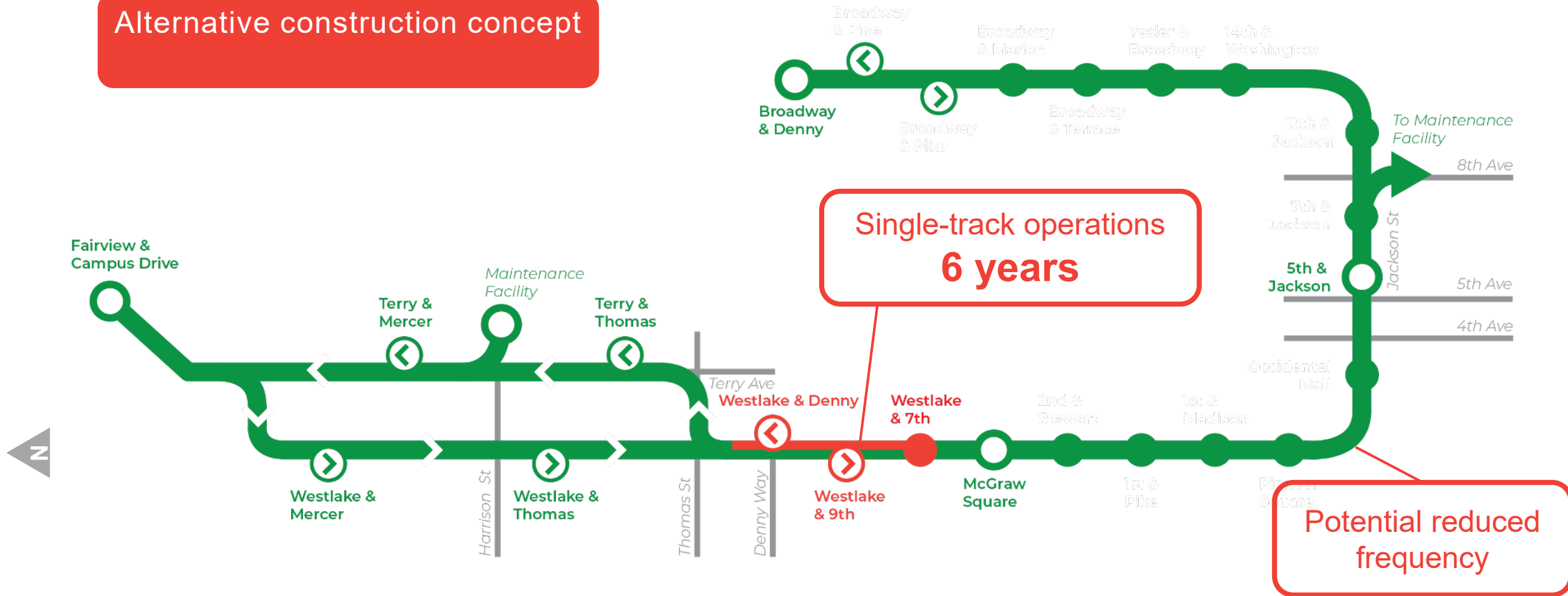
Denny Station
5th Avenue/Harrison Street



Denny Station

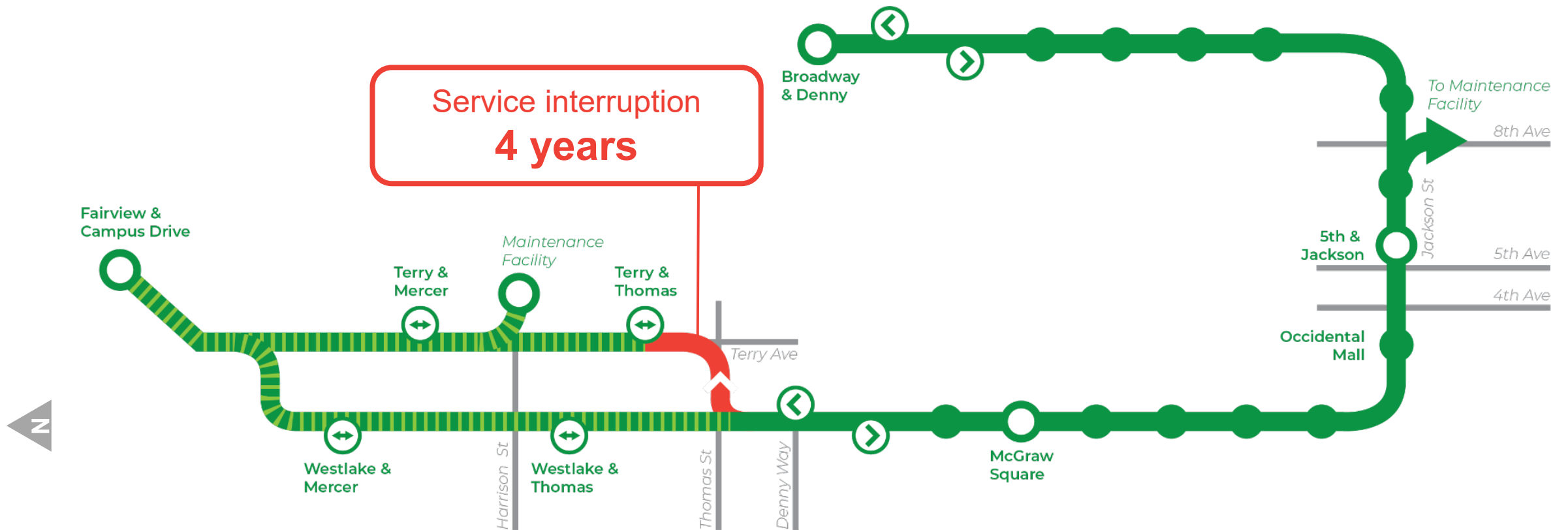
5th Avenue/Harrison Street

Alternative construction concept



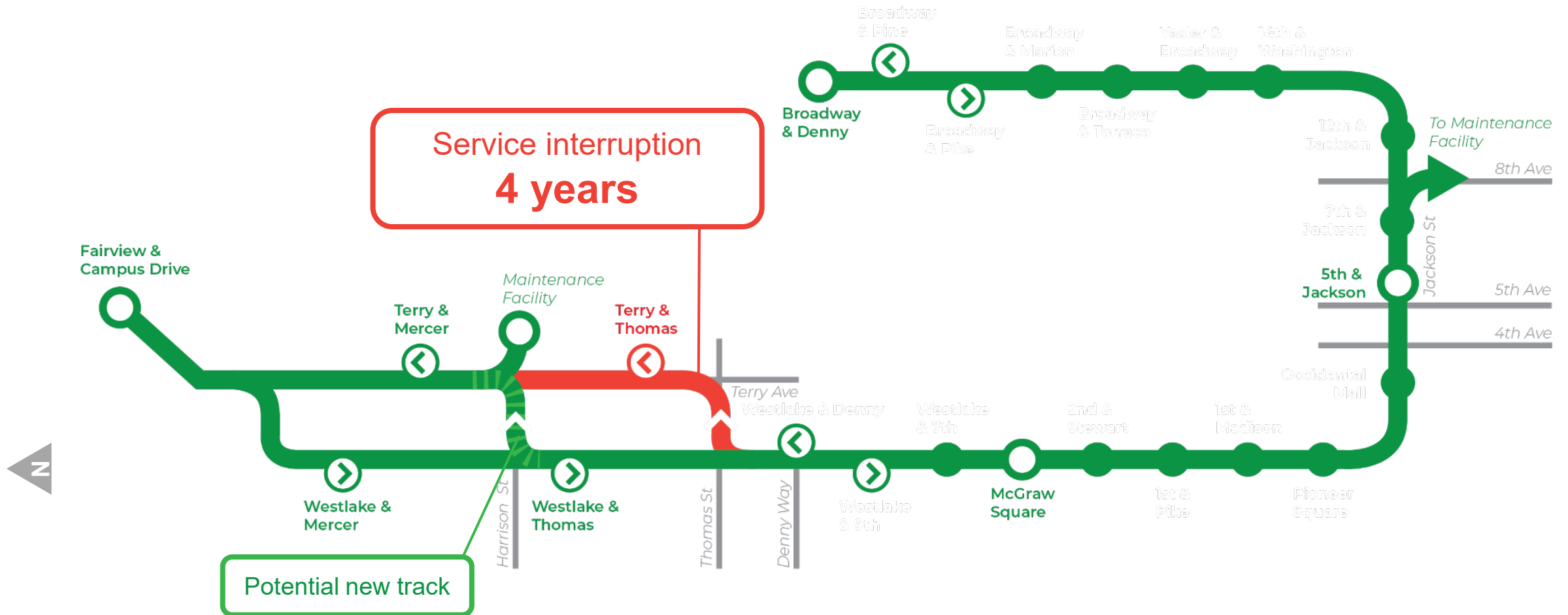
Denny Station

6th Avenue/Mercer Street



Denny Station

6th Avenue/Mercer Street



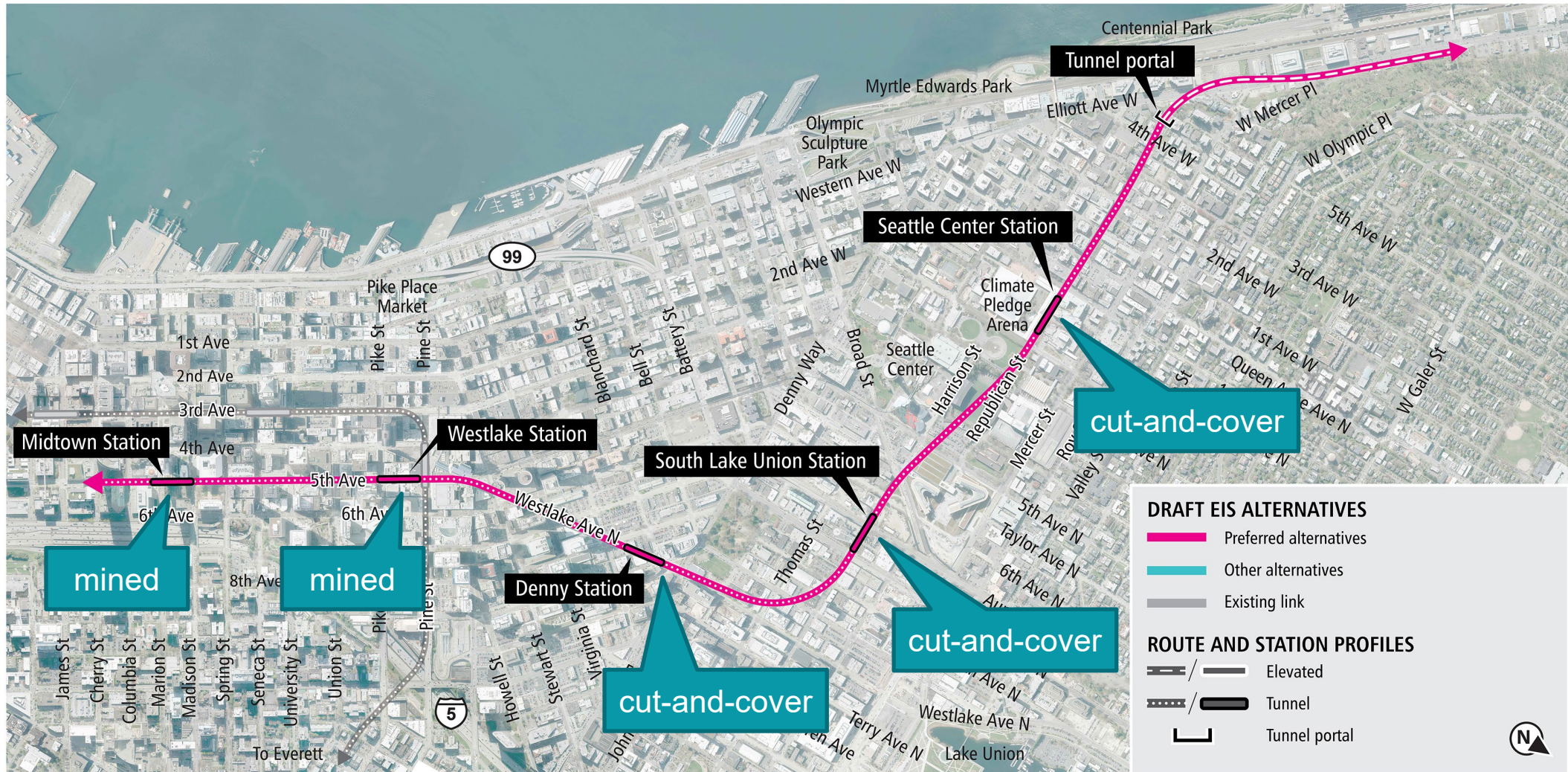
Overlapping Construction

- Three out of five CID Segment alternatives would affect streetcar
- Potential for construction overlap for CID Segment and Denny Station
- Schedule to be determined when construction contractor on board
- Overlapping construction could affect access to streetcar maintenance facilities

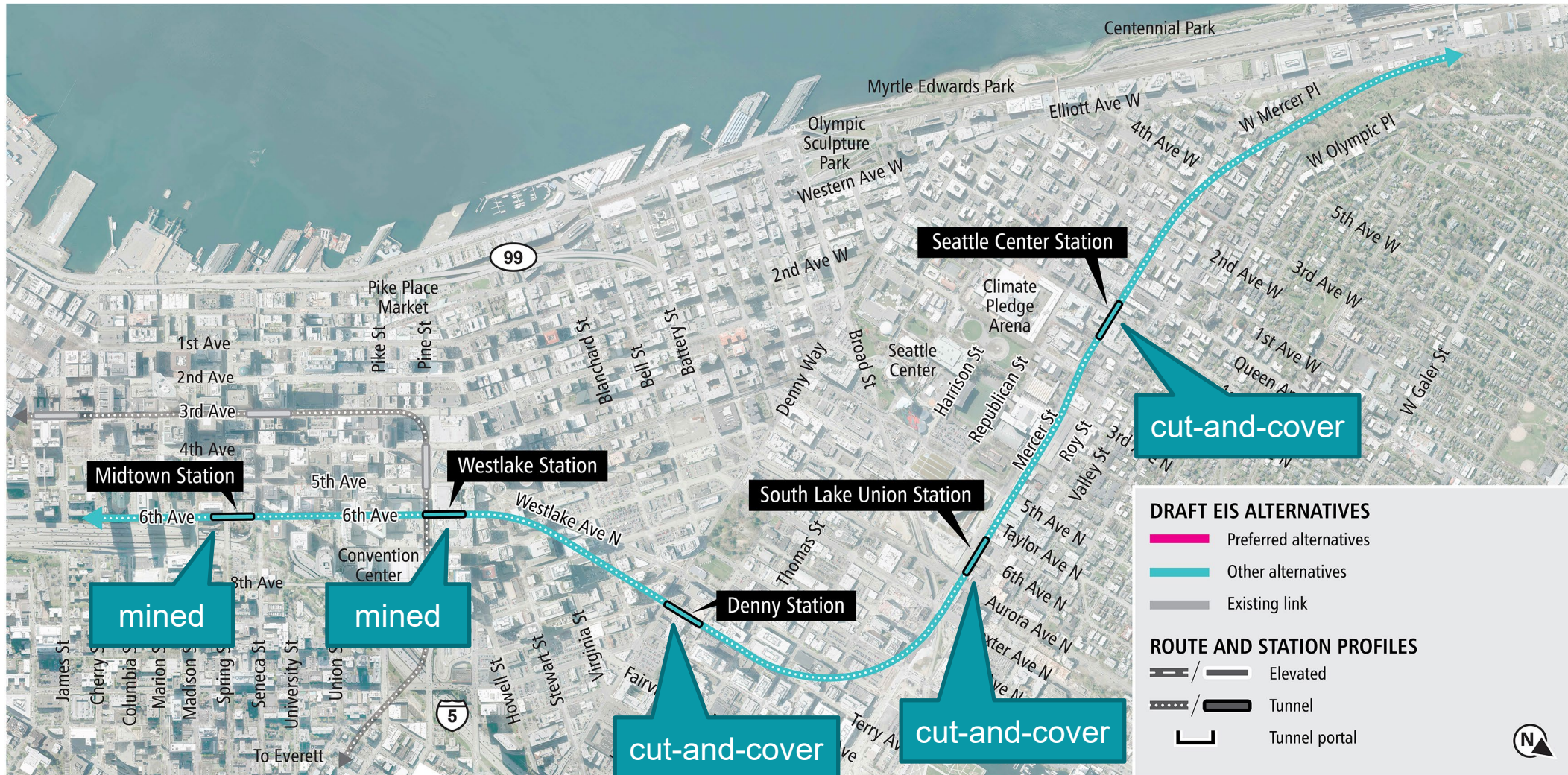
Tunnel design and construction

Tunnel and station depth

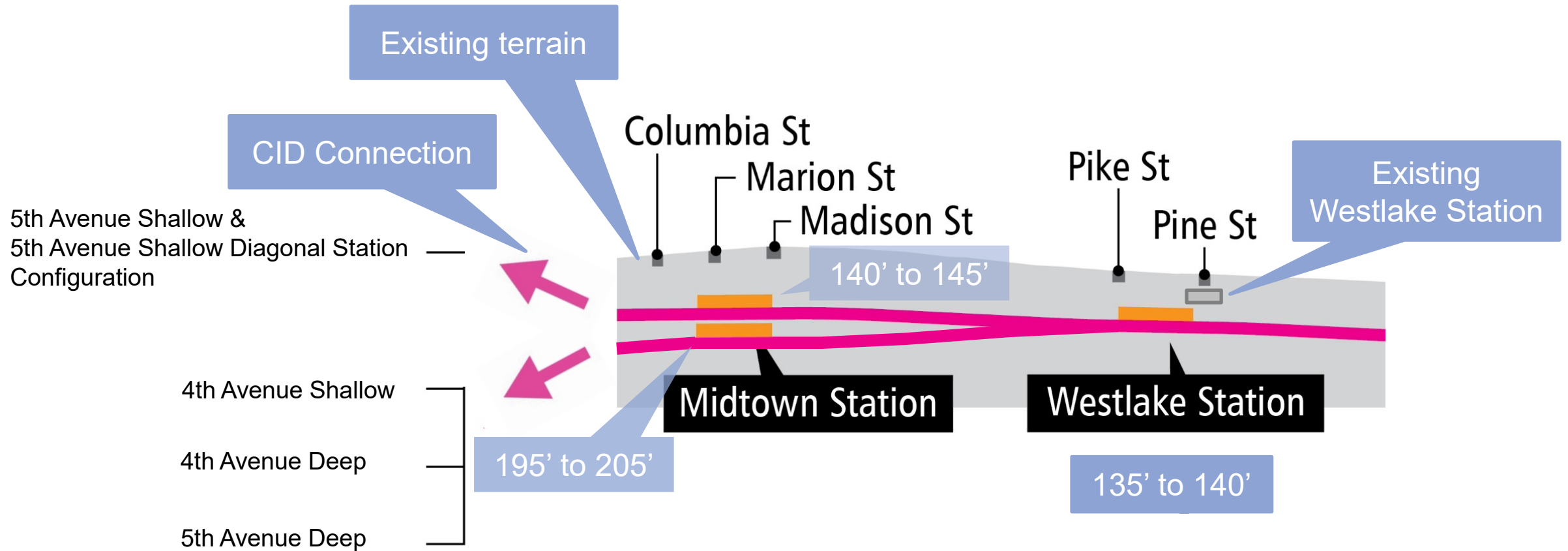
5th/Harrison – station construction



6th/Mercer – station construction

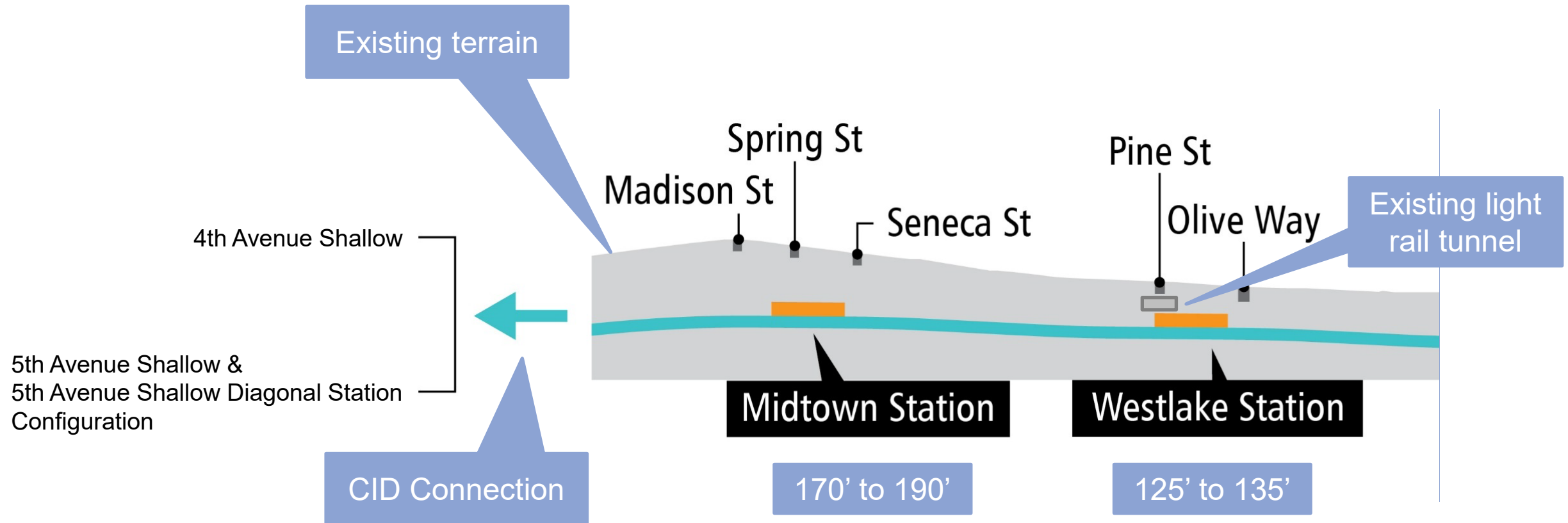


5th/Harrison – Midtown & Westlake Stations



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

6th/Mercer – Midtown & Westlake Stations



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

Cut-and-Cover Station Construction

Cut-and-Cover Station Construction



- *Open excavation of station box*

Cut-and-Cover Station Construction



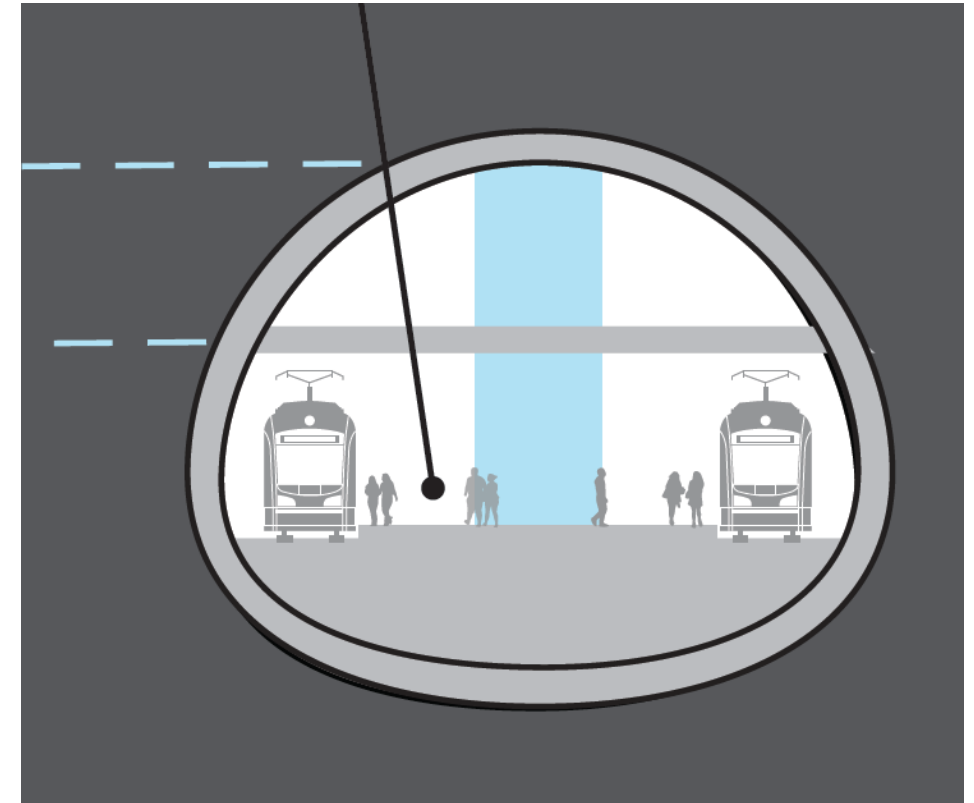
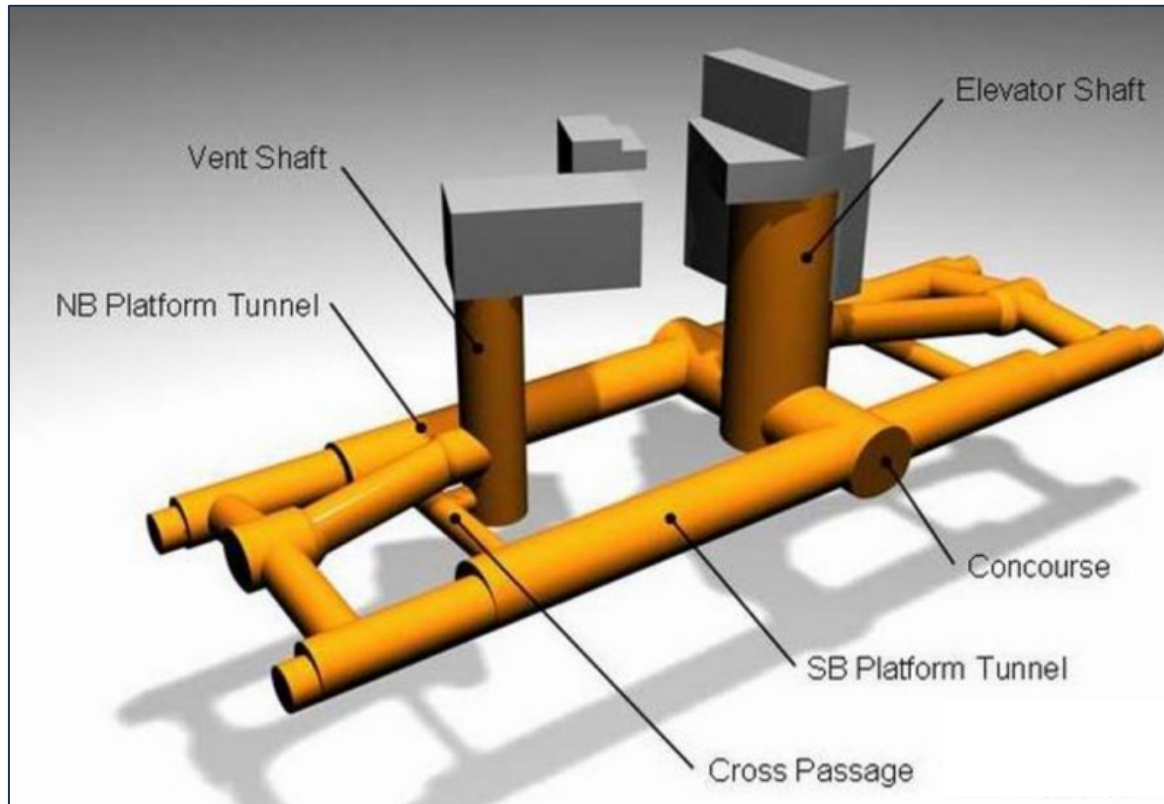
Temporary decking



- *Decking installed to maintain traffic while excavation occurs below*
- *Road reopens to traffic after installation of decking*

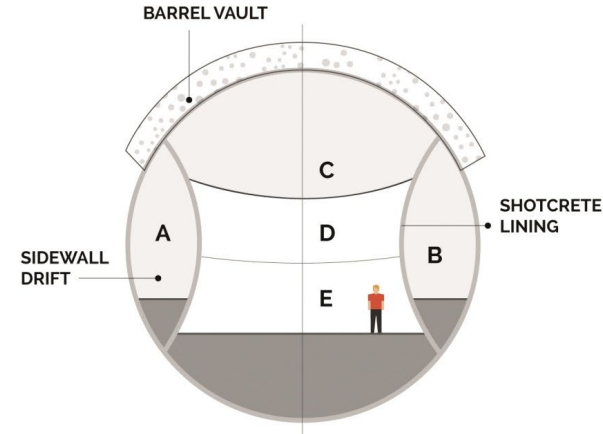
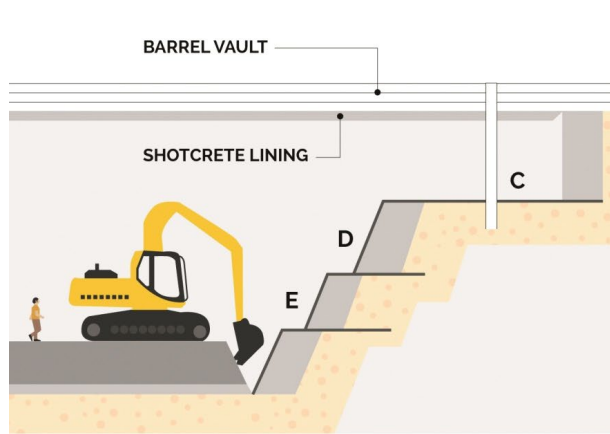
Mined Station Construction

Mined Station Construction



- ***Station comprises interconnected shafts and tunnels, not an open box***

SEM Mining (Sequential Excavation Method)



- *Station heading mined in sections*



Surge events (Seattle Center)

Seattle Center | By the Numbers

The arena:

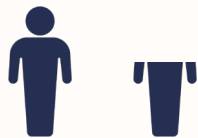


18,350 arena capacity

4,220 using Link

(according to
Seattle Center Arena EIS)

The station:



~1,500

typical PM peak
hour boardings
(WSBLE DEIS)



~4,000






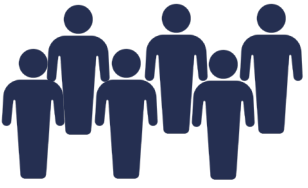
potential
boardings post
event peak
(SCA EIS)

The train:

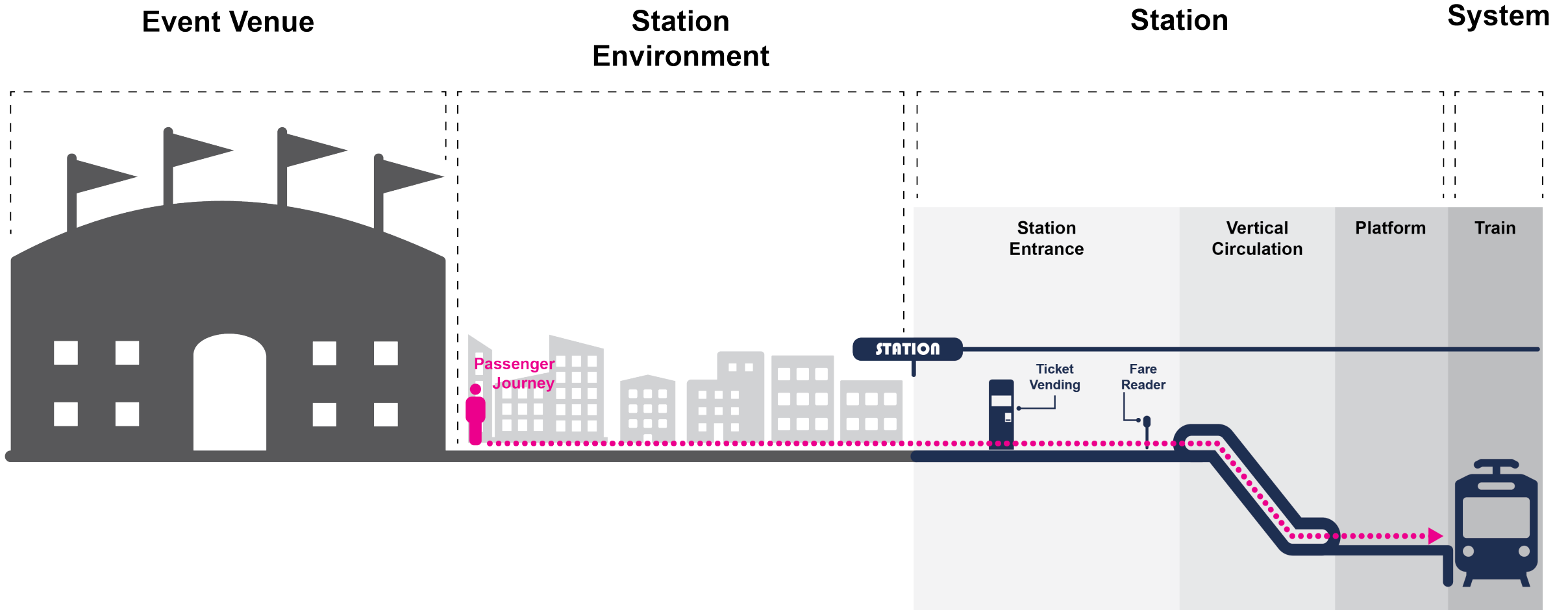


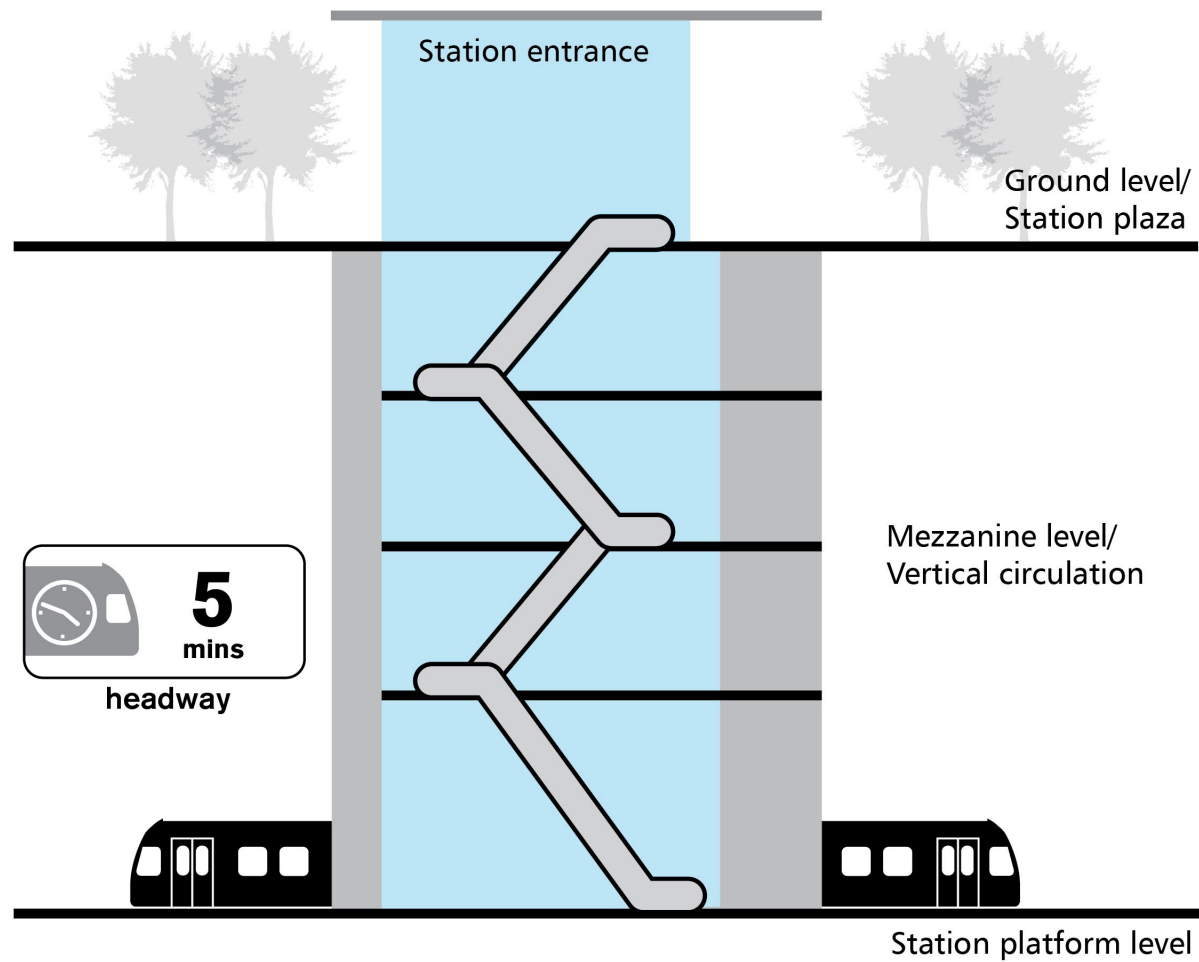
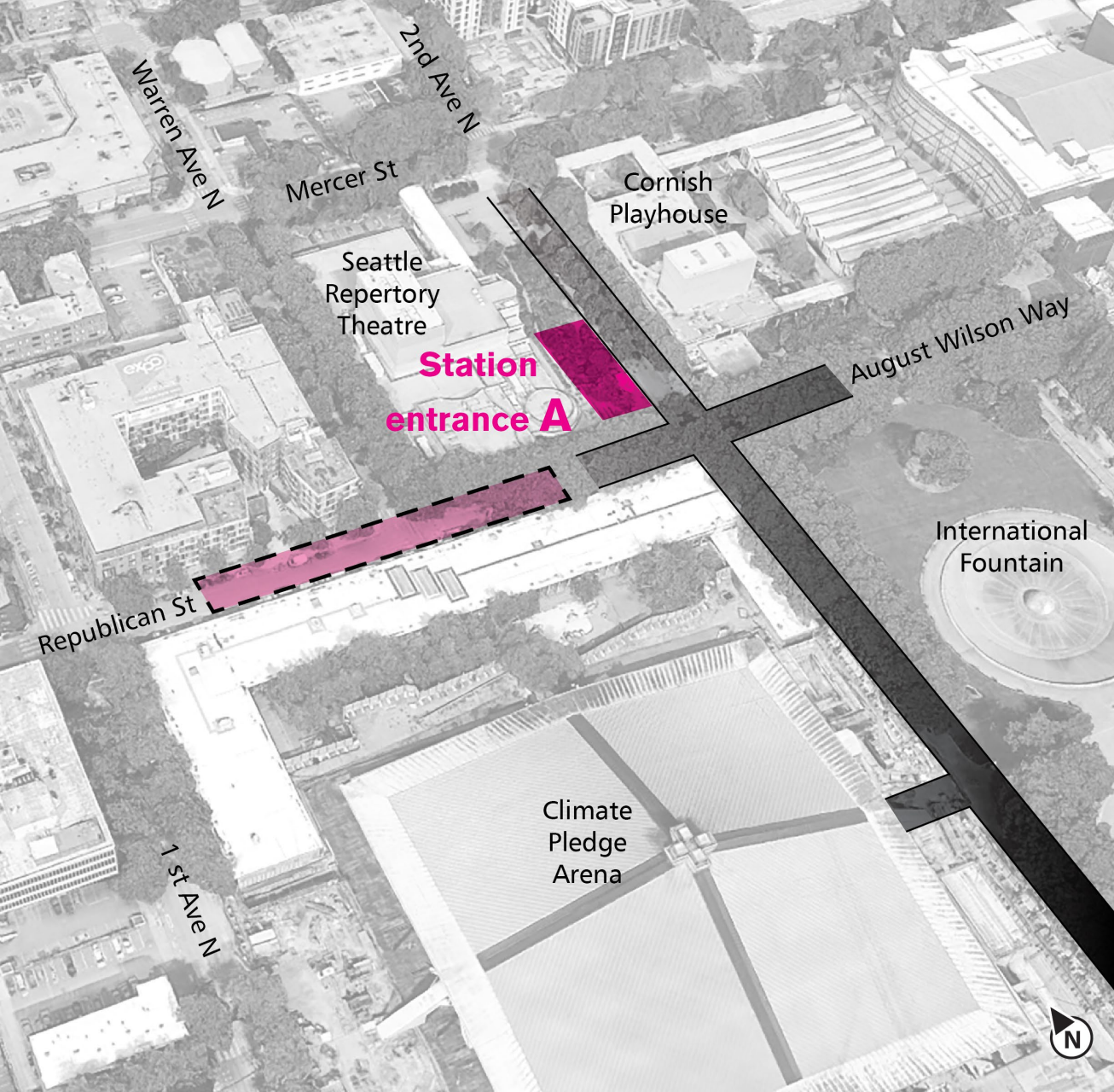
780 passengers
per four-car train

Passenger Level of Service

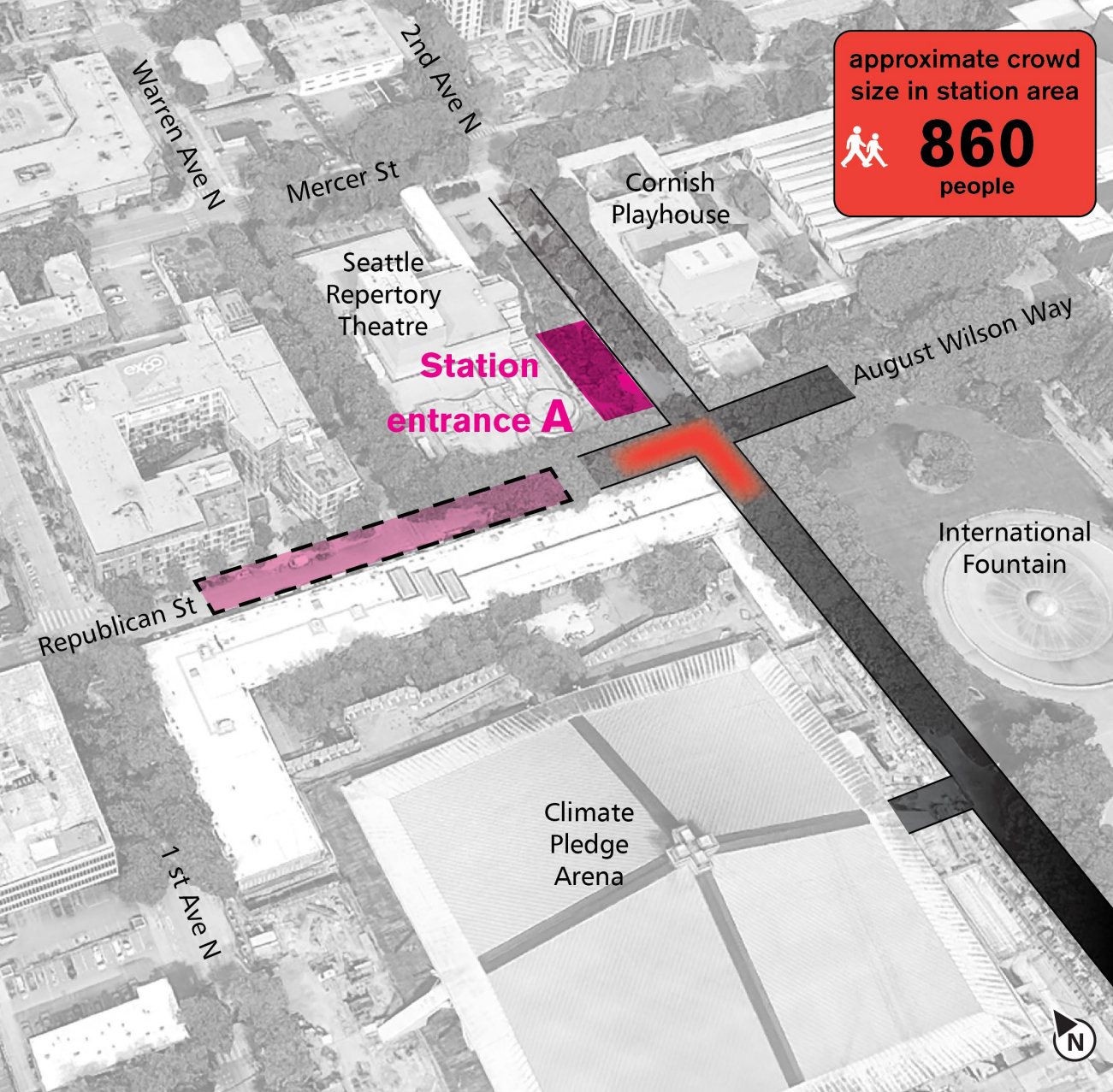
						Surge operations	
	A	B	C	D	E	F	
							
Walkway	Free walking speeds, few conflicts	Free walking speeds, some conflicts	Free speeds, minor conflicts for cross movements	Walking speed and passing is restricted	Walking speeds and passing only possible by shuffling	Walking speeds are severely restricted, unavoidable conflicts	
Queuing	Standing and free circulation without disturbing others	Standing and partially restricted circulation to avoid disturbing others	Standing and restricted circulation with some disturbance	Standing with touching and restricted circulation	Standing with uncomfortable physical contact	All persons standing in direct physical contact	

Passenger flow management



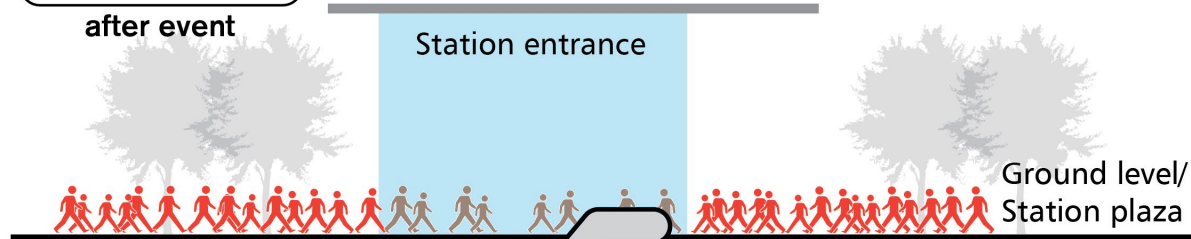


Graphics and diagrams are not to scale and are for illustration purposes only.



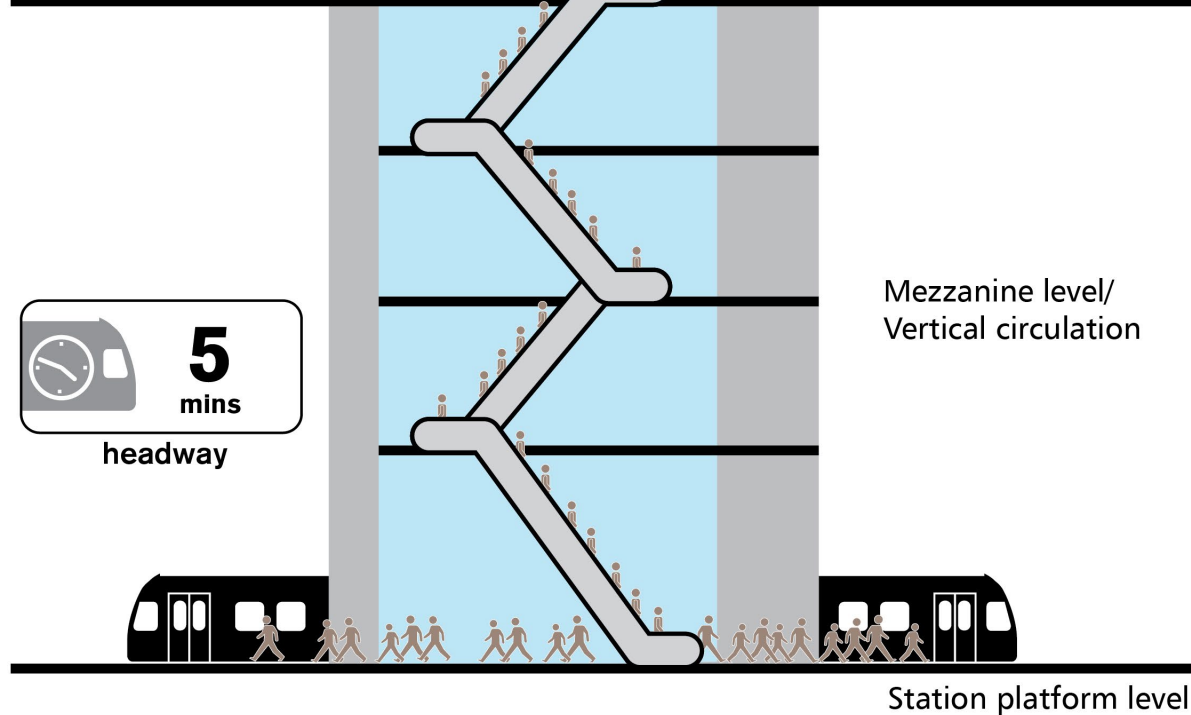
 **10**
mins

after event

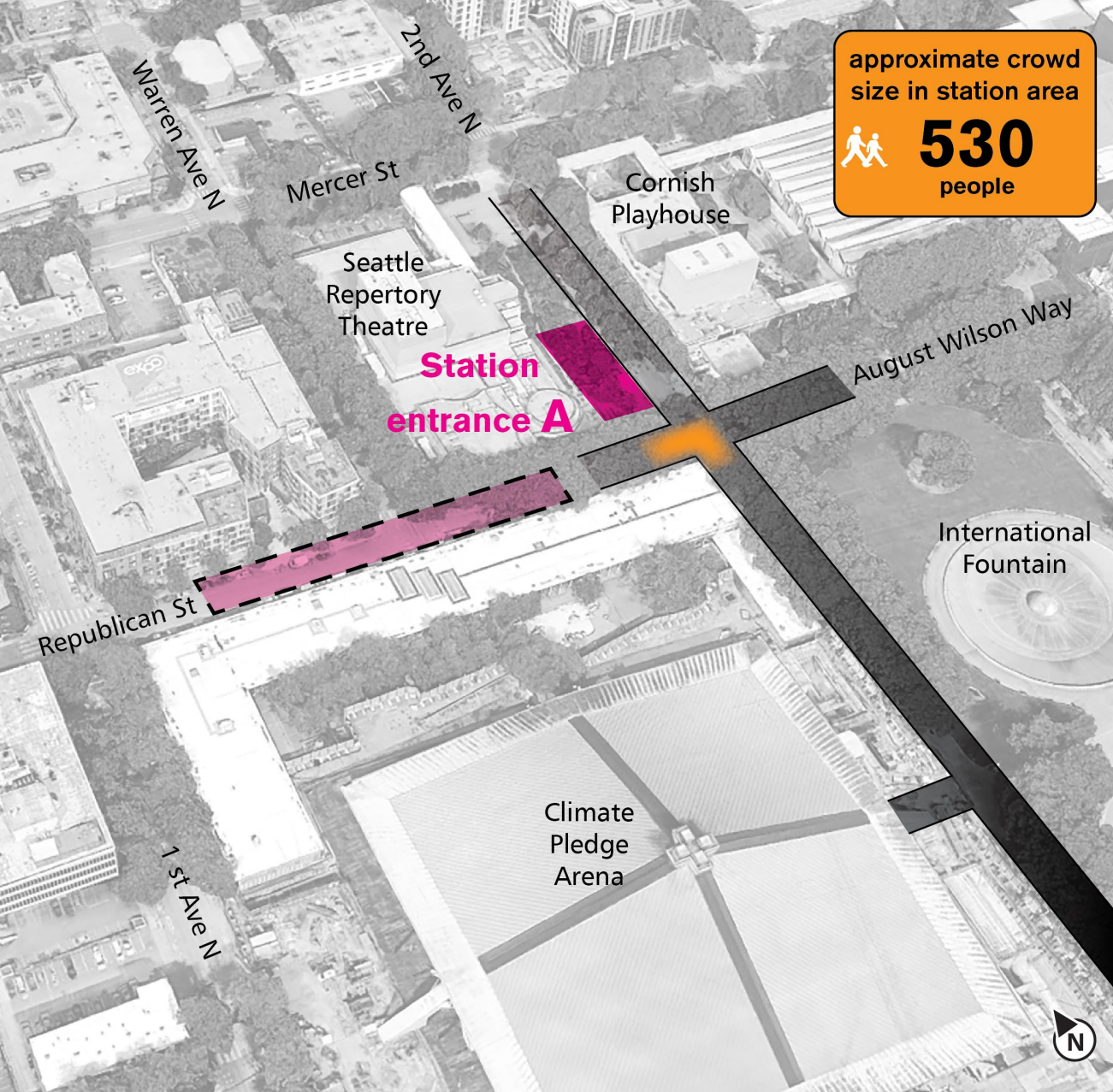


 **5**
mins

headway



Graphics and diagrams are not to scale and are for illustration purposes only.

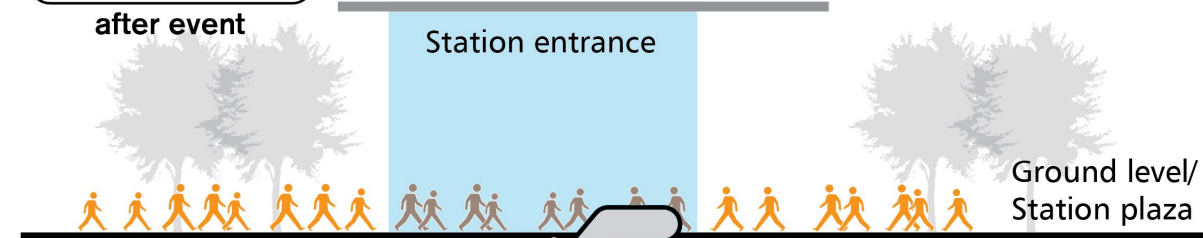


approximate crowd
size in station area

530
people

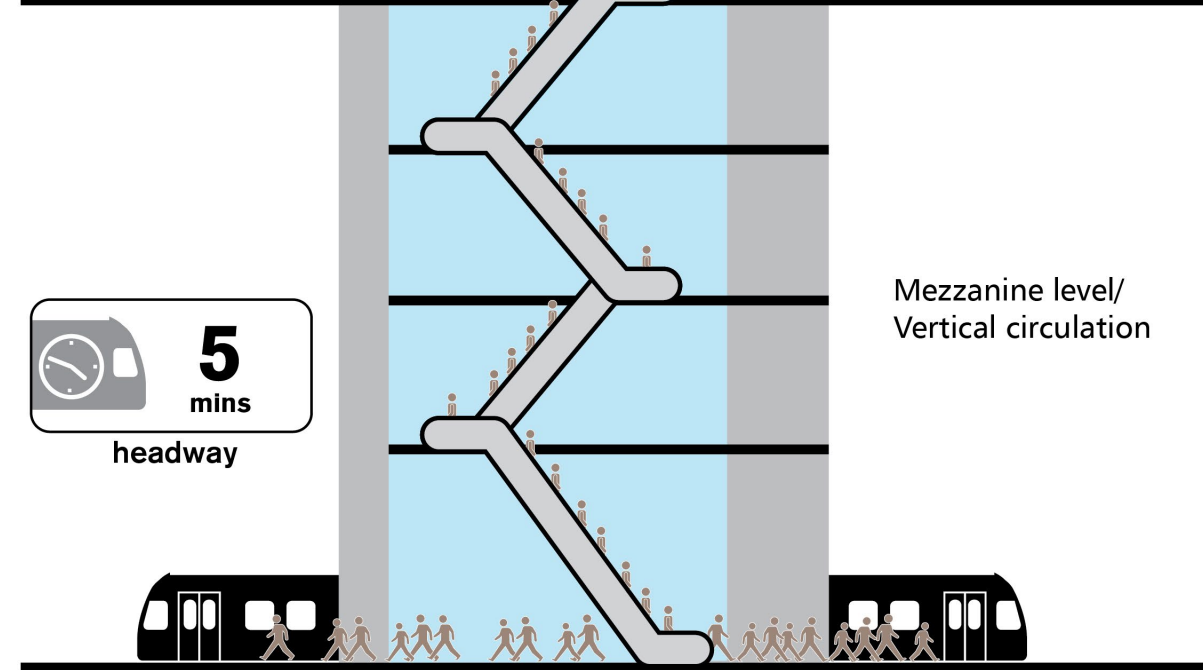
 **20**
mins

after event



 **5**
mins

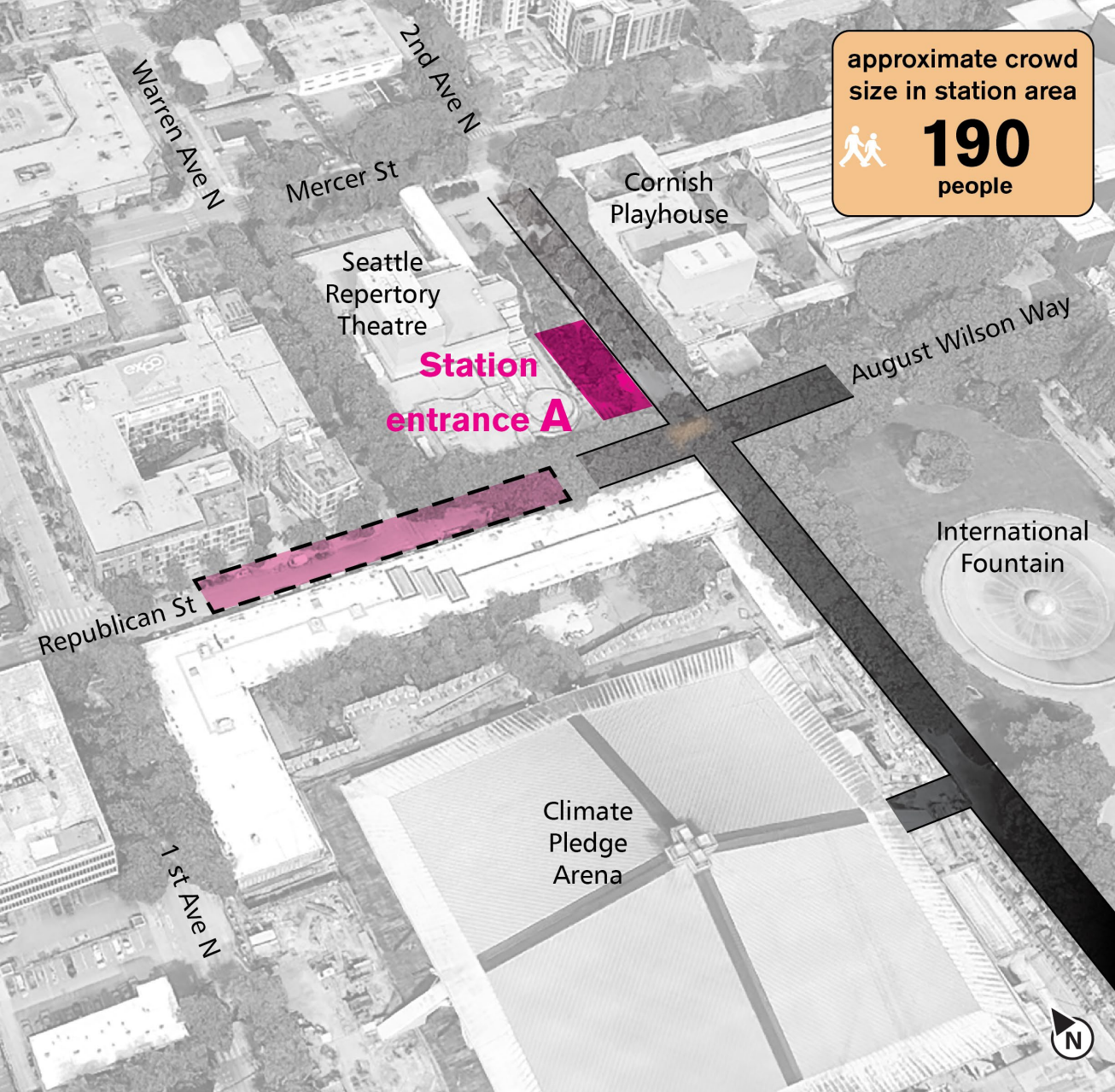
headway



Mezzanine level/
Vertical circulation

Station platform level

Graphics and diagrams are not to scale and are for illustration purposes only.

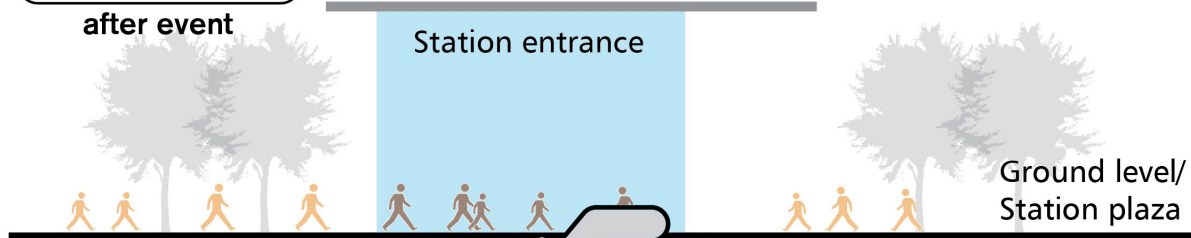


approximate crowd
size in station area

190
people

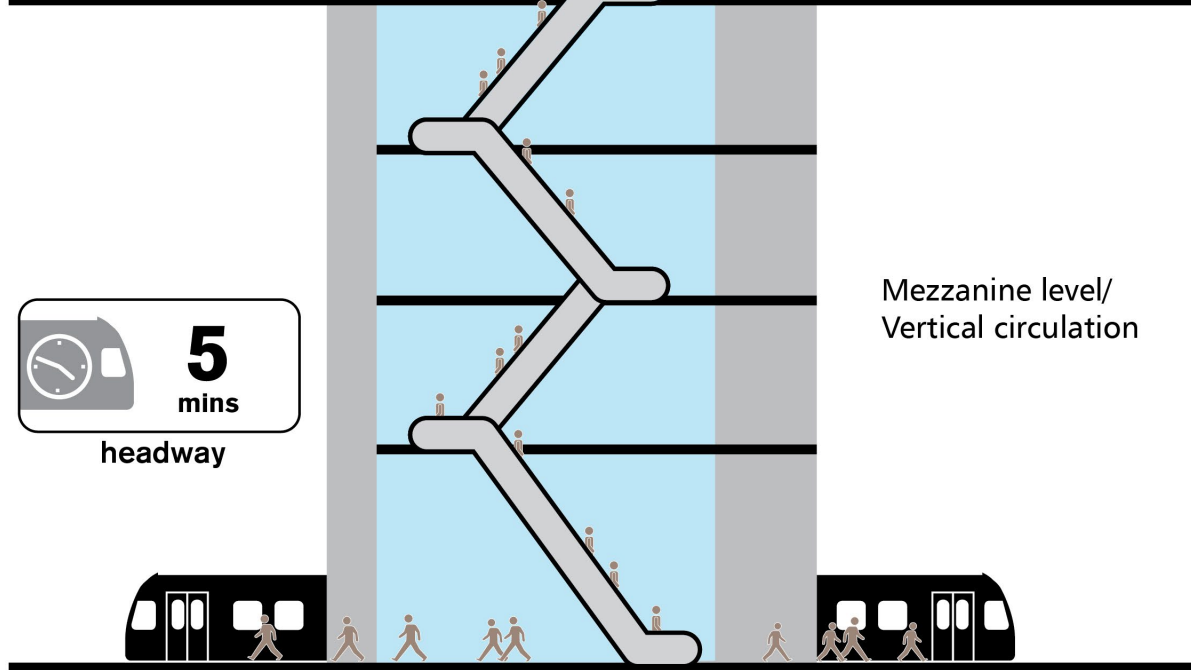
 **30**
mins

after event



 **5**
mins

headway



Graphics and diagrams are not to scale and are for illustration purposes only.

Discussion: Hearing from CAG members

***Reflections now that you
have more information?***

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- ***City of Seattle: Draft EIS Review***
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West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Community Advisory Group Meetings | March 2022

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 Downtown alternatives:

- Seattle Center Station and north tunnel portal
- South Lake Union and Denny Stations
- Westlake and Midtown Stations

Discussion questions:

- Are these the right considerations to compare the alternatives? Are we missing any major considerations?
- What issues are of greatest importance? What other information do you need to compare the alternatives?
- What mix-and-match combinations might optimize benefits and minimize impacts?



DT-1

North Portal: Republican to SIB-1 or SIB-2

--

Seattle Center:
Republican Street

South Lake Union:
Harrison Street

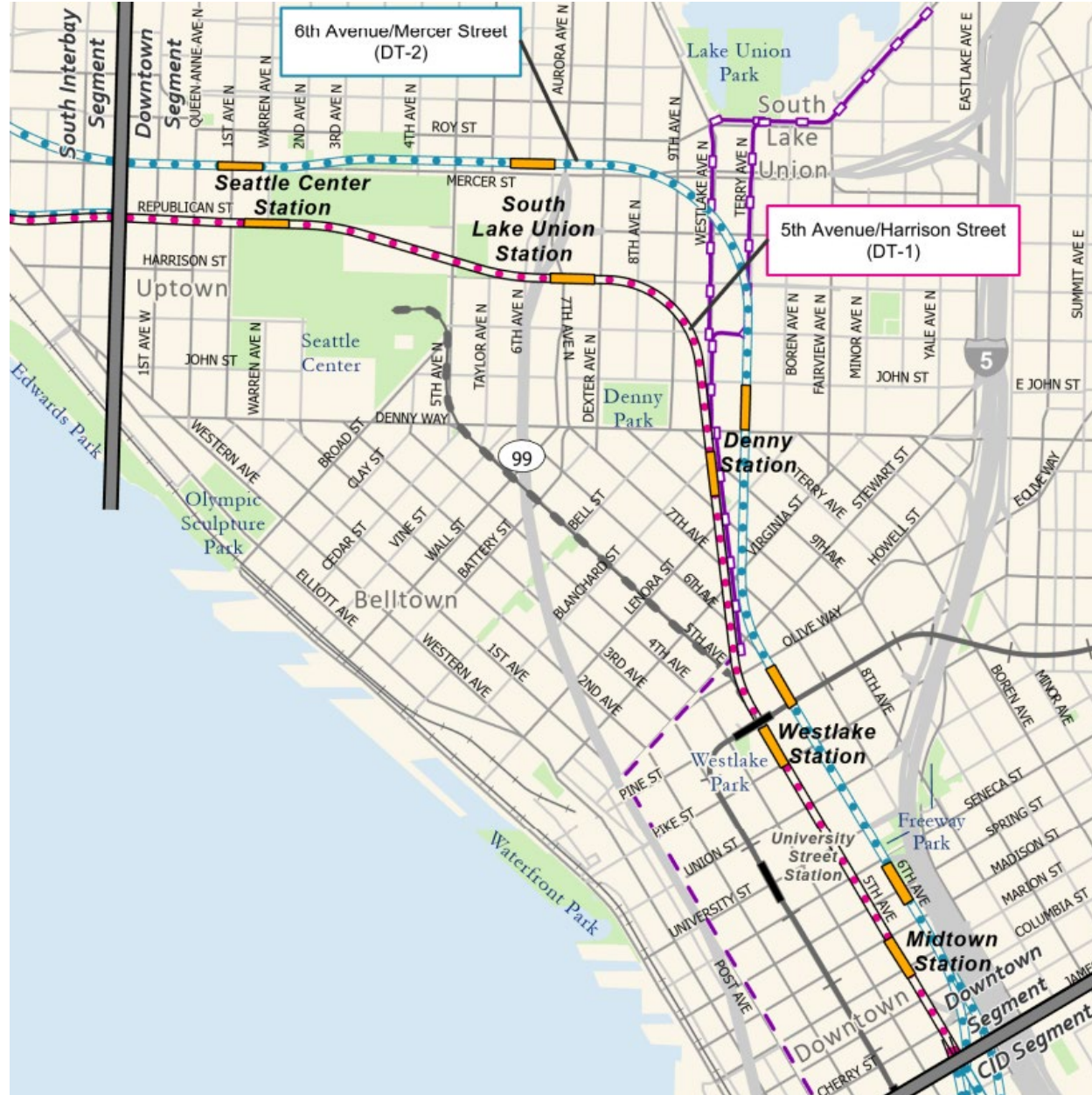
Denny: Westlake Avenue

Westlake: 5th Avenue

Midtown: 5th Avenue

--

CID: Any alternative



DT-2

North Portal: Prospect to SIB-3

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Seattle Center: Mercer Street

South Lake Union: Mercer Street

Denny: Terry Avenue

Westlake: 6th Avenue

Midtown: 6th Avenue

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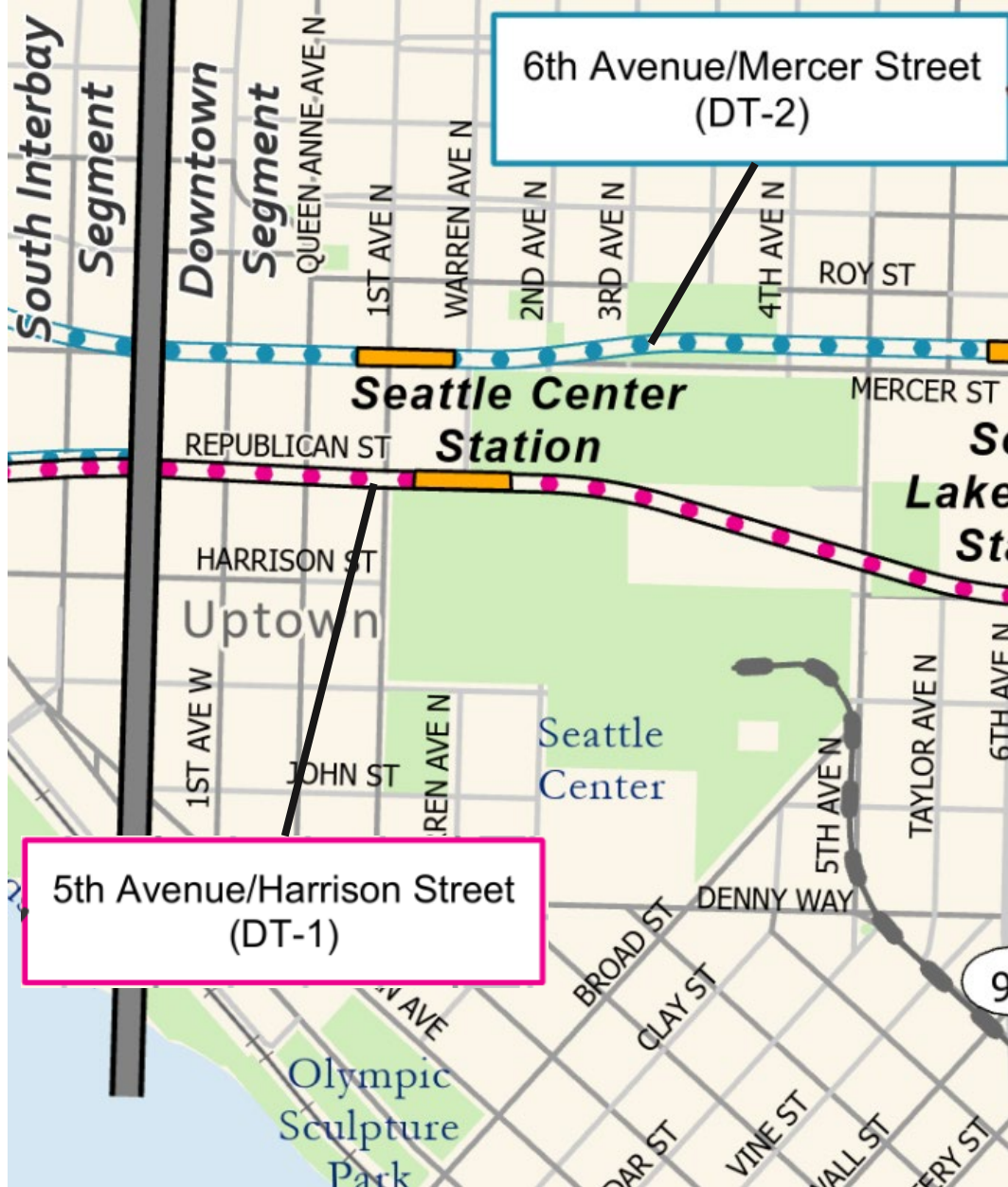
CID: Any alternative



DT-1: SEATTLE CENTER + PORTAL

OPPORTUNITIES
Entrance into heart of SC campus

CONCERNS
Multi-year construction impacts to resident orgs and campus
Impacts to multiple arts orgs, landmarked buildings
Permanent displacement of campus space, and complexity of coordinating operations
Tree loss and aesthetic impacts
Portal limits SIB options



DT-2: SEATTLE CENTER + PORTAL

OPPORTUNITIES
Better access to Uptown, QA communities north of Mercer St.
Station at edge of Seattle Center: fewer impacts to resident orgs and campus during construction and operations

CONCERNS
Multi-year construction and traffic impacts on Mercer
Compatibility with SLU station at Harrison St.
Portal limits SIB options

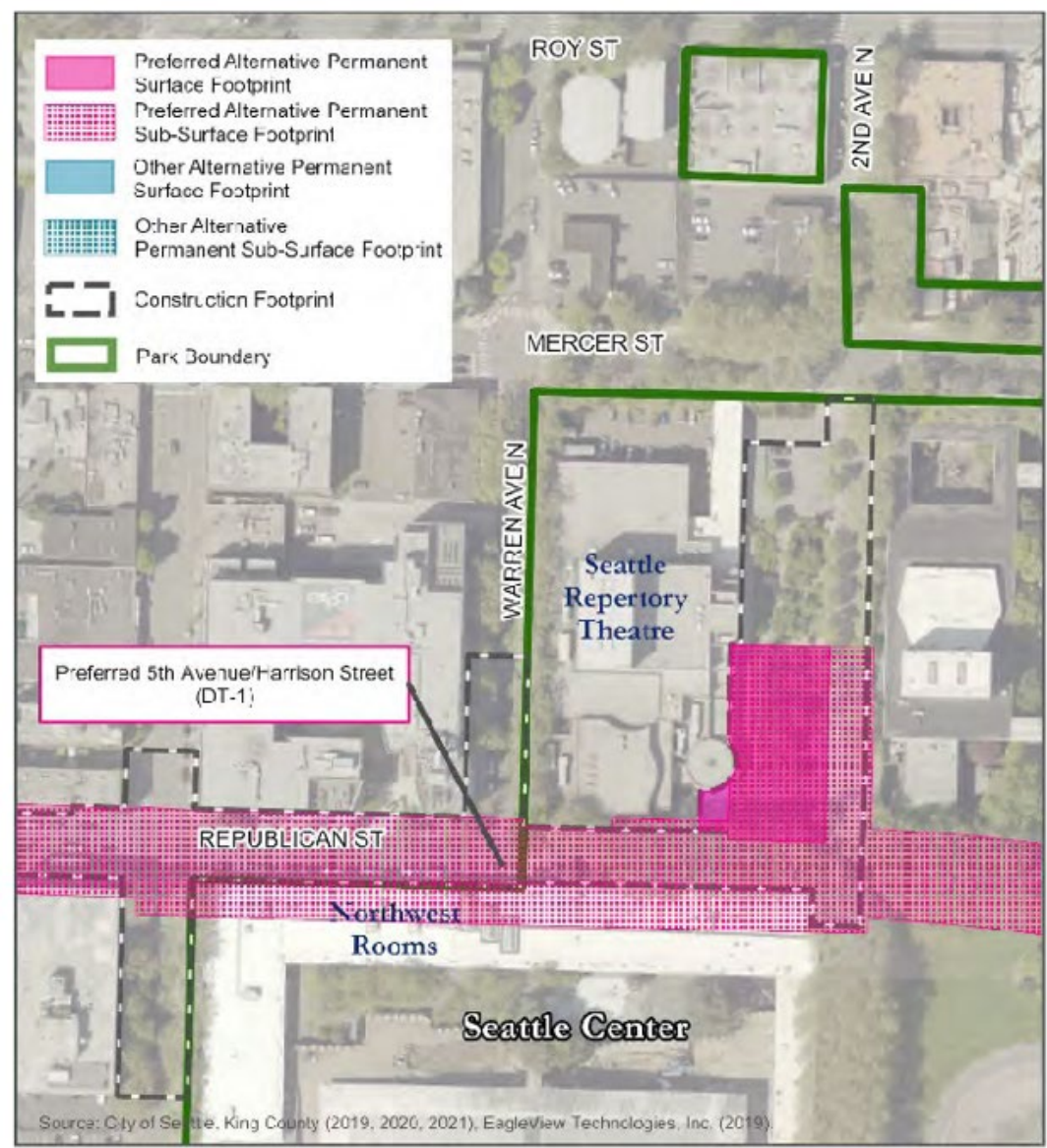
DT-1: SEATTLE CENTER + PORTAL

OPPORTUNITIES

Entrance into heart of SC campus

CONCERNS

- Multi-year construction impacts to resident orgs and campus
- Impacts to multiple arts orgs, landmarked buildings
- Permanent displacement of campus space, and complexity of coordinating operations
- Tree loss and aesthetic impacts
- Portal limits SIB options



From WSBL DEIS Figure 4-4

DT-2: SEATTLE CENTER + PORTAL

OPPORTUNITIES

- Better access to Uptown, QA communities north of Mercer St.
- Station at edge of Seattle Center: fewer impacts to resident orgs and campus during construction and operations

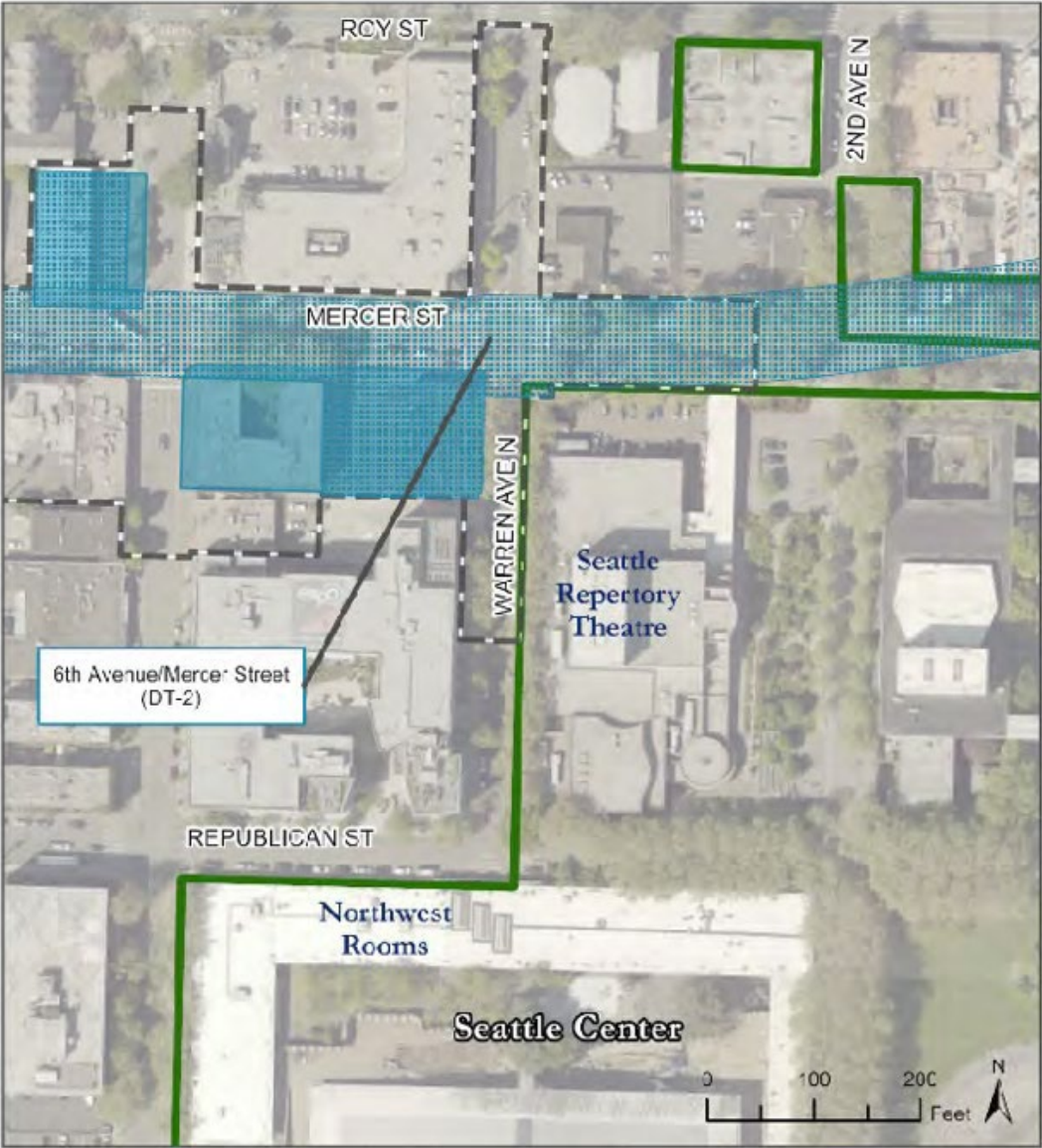
CONCERNS

- Multi-year construction and traffic impacts on Mercer
- Compatibility with SLU station at Harrison St.
- Portal limits SIB options

DT-1: SEATTLE CENTER + PORTAL

OPPORTUNITIES
Entrance into heart of SC campus

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From WSBL DEIS Figure 4-4

DT-2: SEATTLE CENTER + PORTAL

OPPORTUNITIES
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Multi-year construction and traffic impacts on Mercer
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DT-1: SLU + DENNY

OPPORTUNITIES

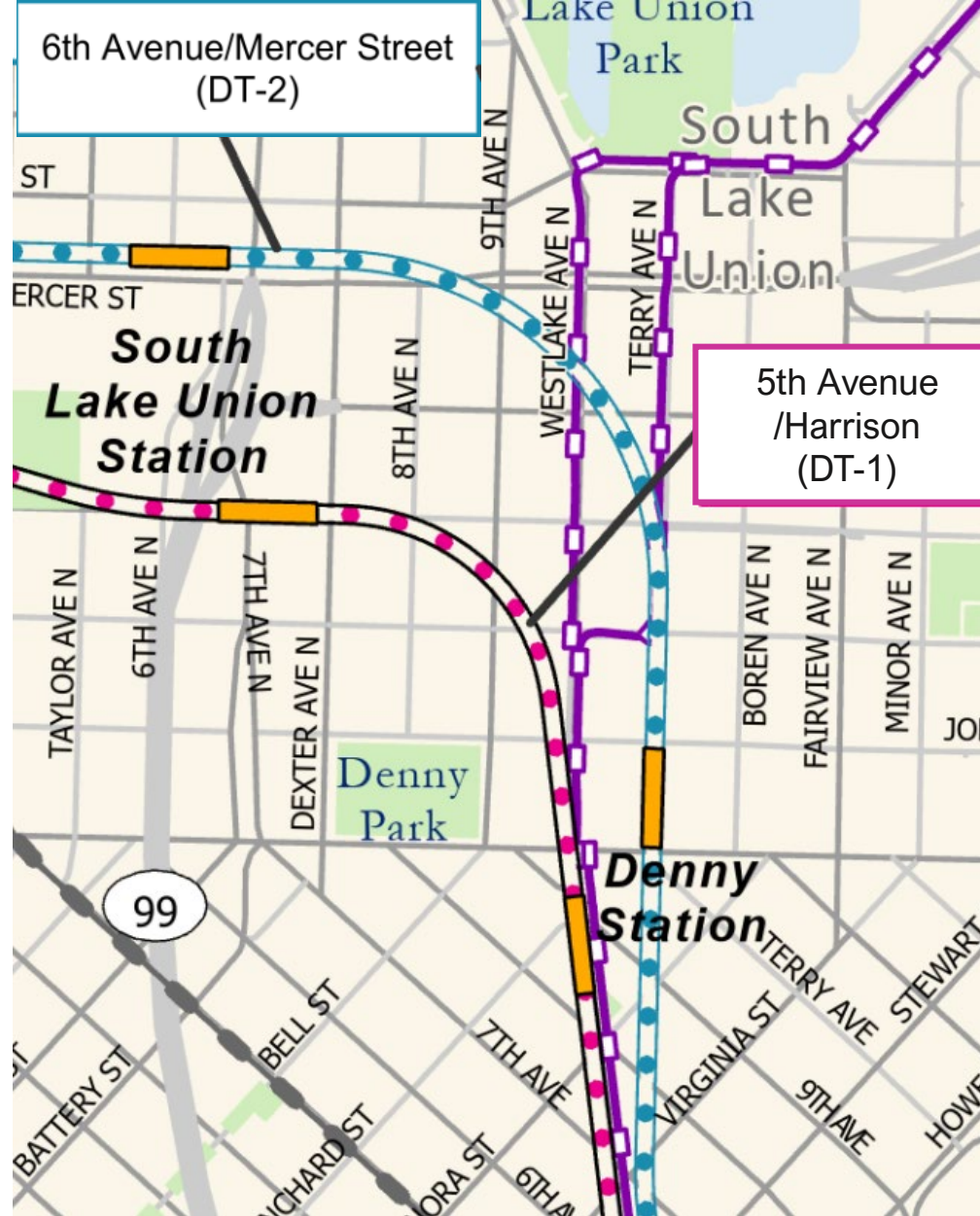
SLU-Harrison has excellent transit integration, consistent with City and Metro corridor plans

SLU-Harrison located closer to center of SLU

CONCERNS

Denny-Westlake construction road closures and bus and streetcar impacts

Denny-Westlake forces Denny crossing for access from north



DT-2: SLU + DENNY

OPPORTUNITIES

Denny-Terry better connects to Cascadia community

Denny-Terry has better street design opportunities

CONCERNS

SLU-Mercer has inferior transit integration with Aurora

SLU-Mercer further from SLU center

Denny-Terry forces Denny crossing for access from south

DT-1: WESTLAKE + MIDTOWN

OPPORTUNITIES

Westlake-5th offers slightly better transfer from existing station

Midtown-5th avoids some of the construction and operation concerns with Midtown-6th

CONCERNS

Road closures impacts to 4th Avenue and access for retail workers



DT-2: WESTLAKE + MIDTOWN

OPPORTUNITIES

Midtown-6th offers better access to First Hill employment centers

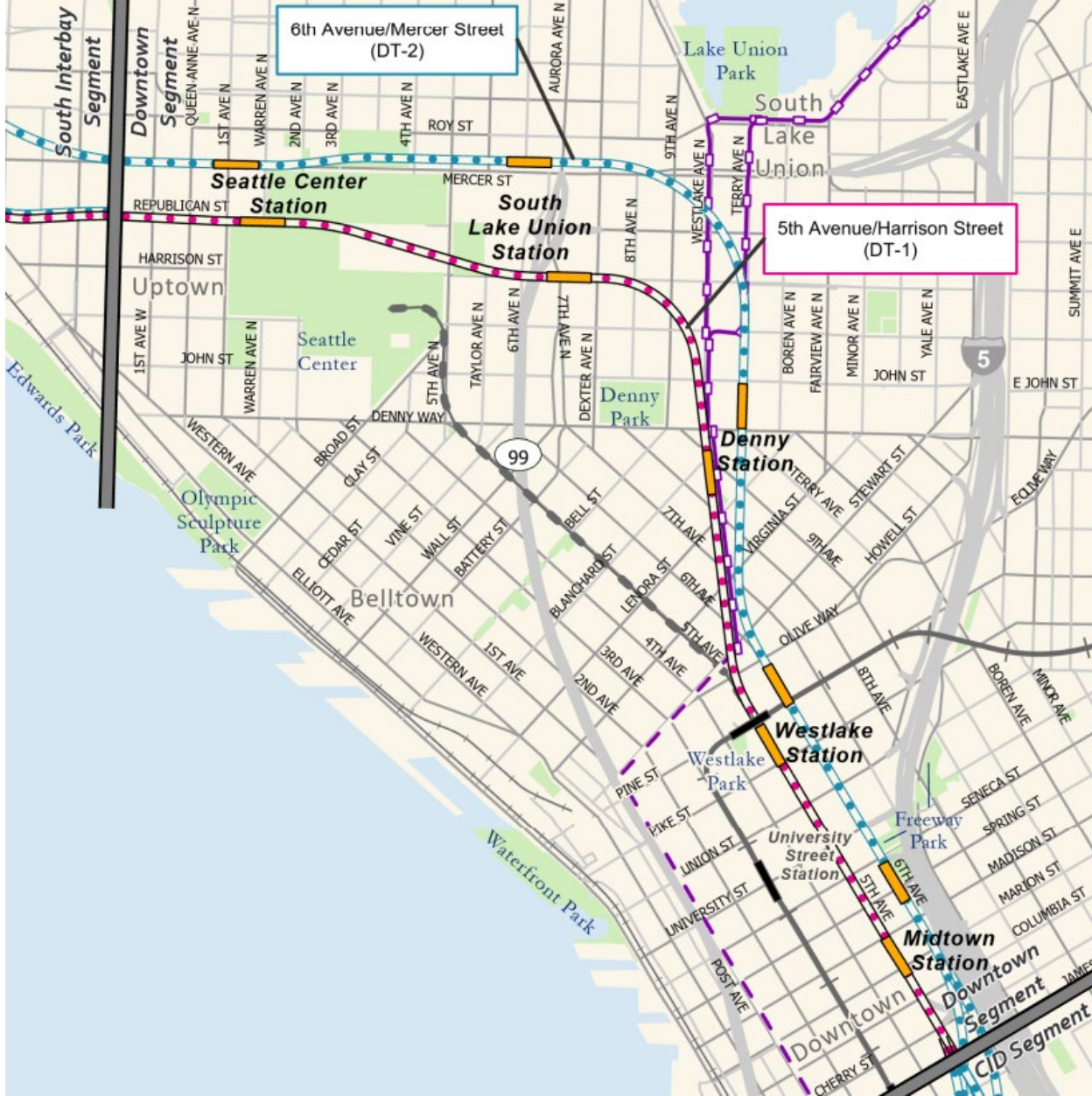
Midtown-6th has less redundancy with existing Downtown stations

CONCERNS

Westlake-6th provides slightly longer transfer to existing station

Midtown-6th impacts to I-5 ramps

Midtown-6th safe pedestrian flow and elevator-only access



DISCUSSION

Are these the right considerations to compare the alternatives?

Are we missing any major considerations?

What issues are of greatest importance?

What other information do you need to compare the alternatives?

What mix-and-match combinations might optimize benefits and minimize impacts?







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

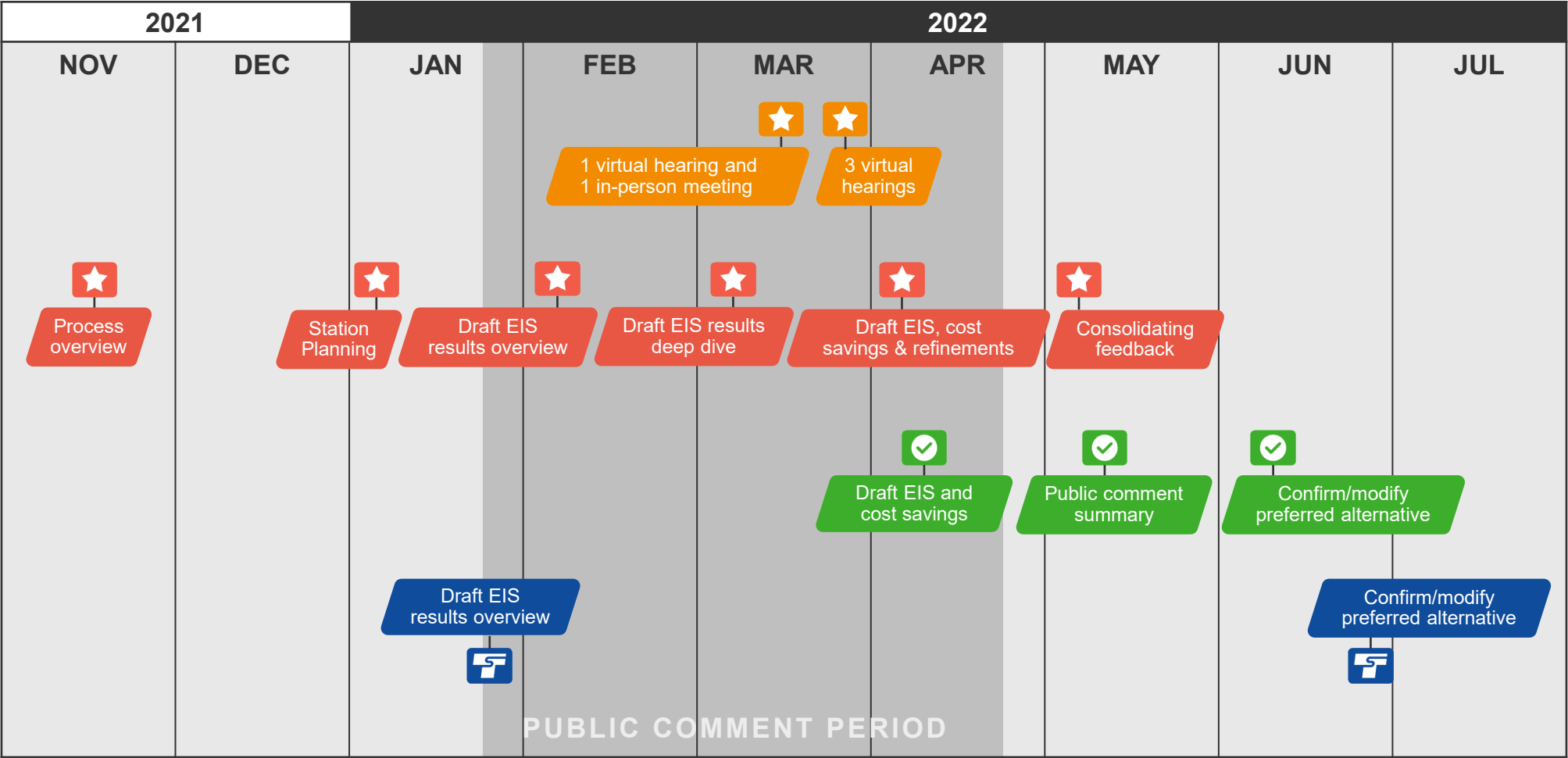
Agenda

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

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)

-  Draft EIS Public Meetings
-  Community Advisory Groups
-  Sound Transit System Expansion Committee
-  Sound Transit Board



Upcoming Community Advisory Groups



West Seattle/Duwamish Community Advisory Group

Draft EIS Deep Dive

Tuesday, March 8, 2022 from 5pm to 7pm

CID/SODO Community Advisory Group

Draft EIS Deep Dive

Thursday, March 10, 2022 from 5pm to 7pm

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

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.*

 *wsblink.participate.online*

