

West Seattle and Ballard Link Extensions

*Interbay/Ballard
Community Advisory Group
3/1/2022*



Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Interbay/Ballard
- 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.



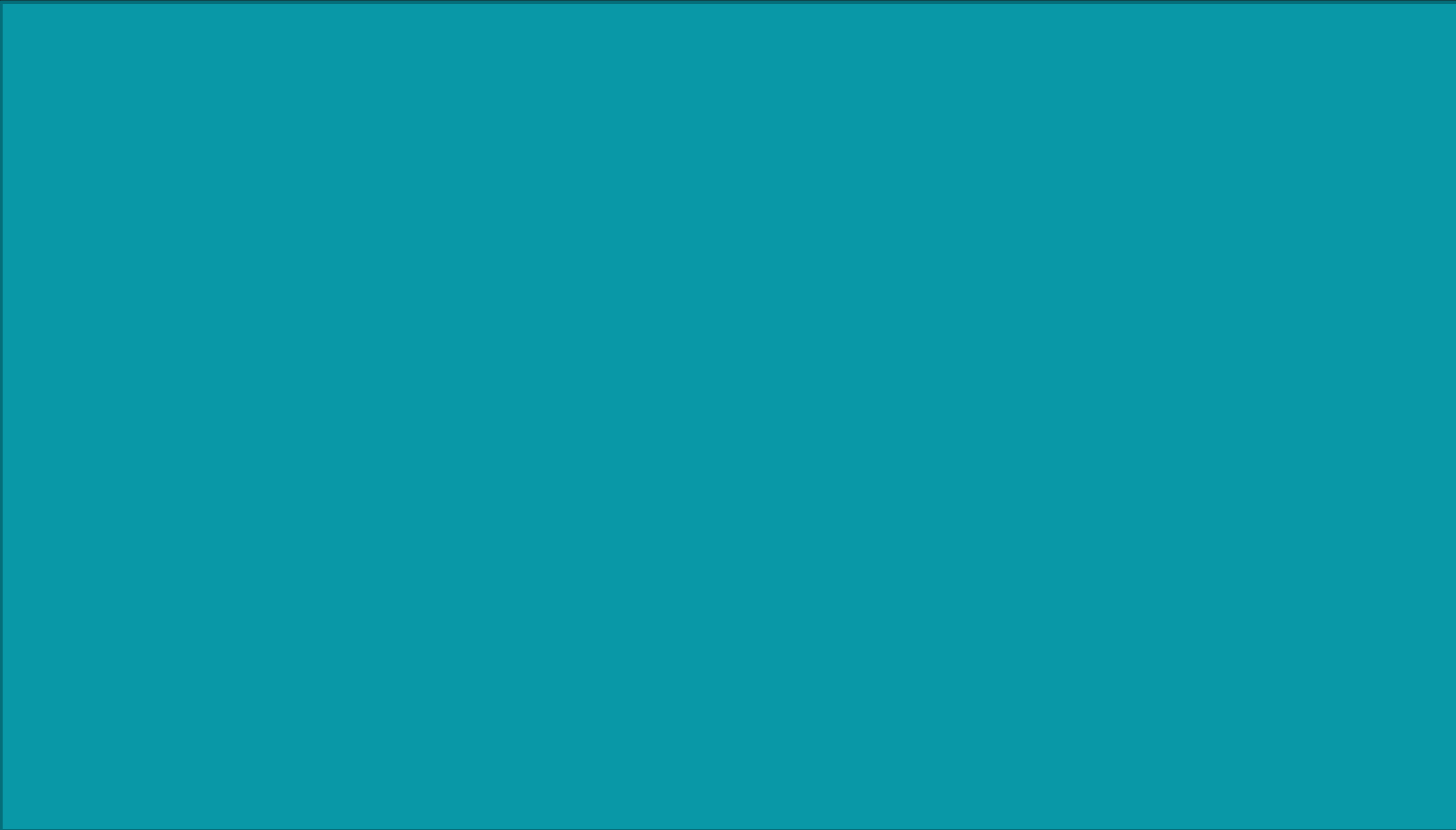
One person speaks at a time. Please reference a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.



You are viewing Chris Johnstone's screen

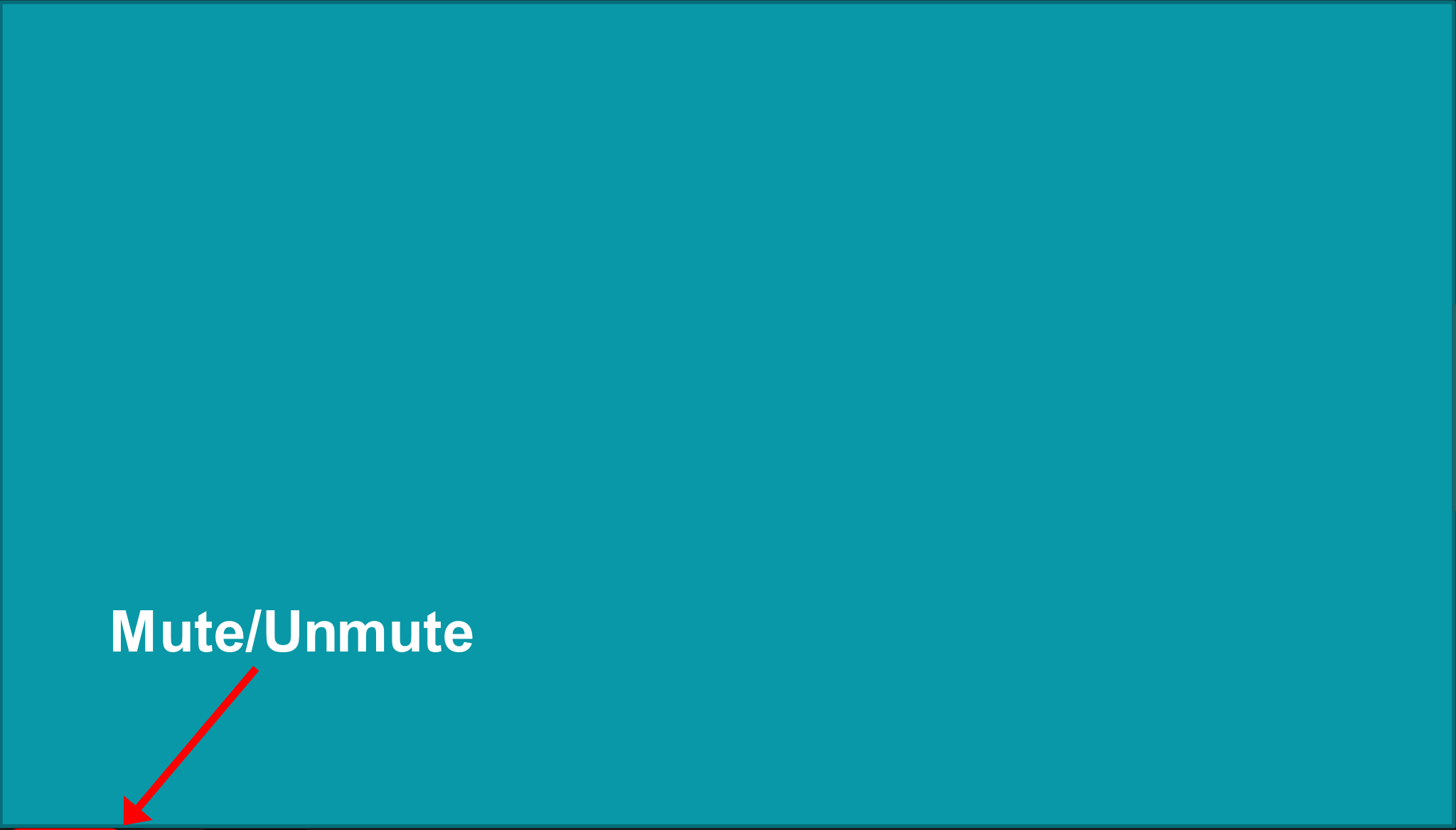
View Options ▾

View



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

Leave

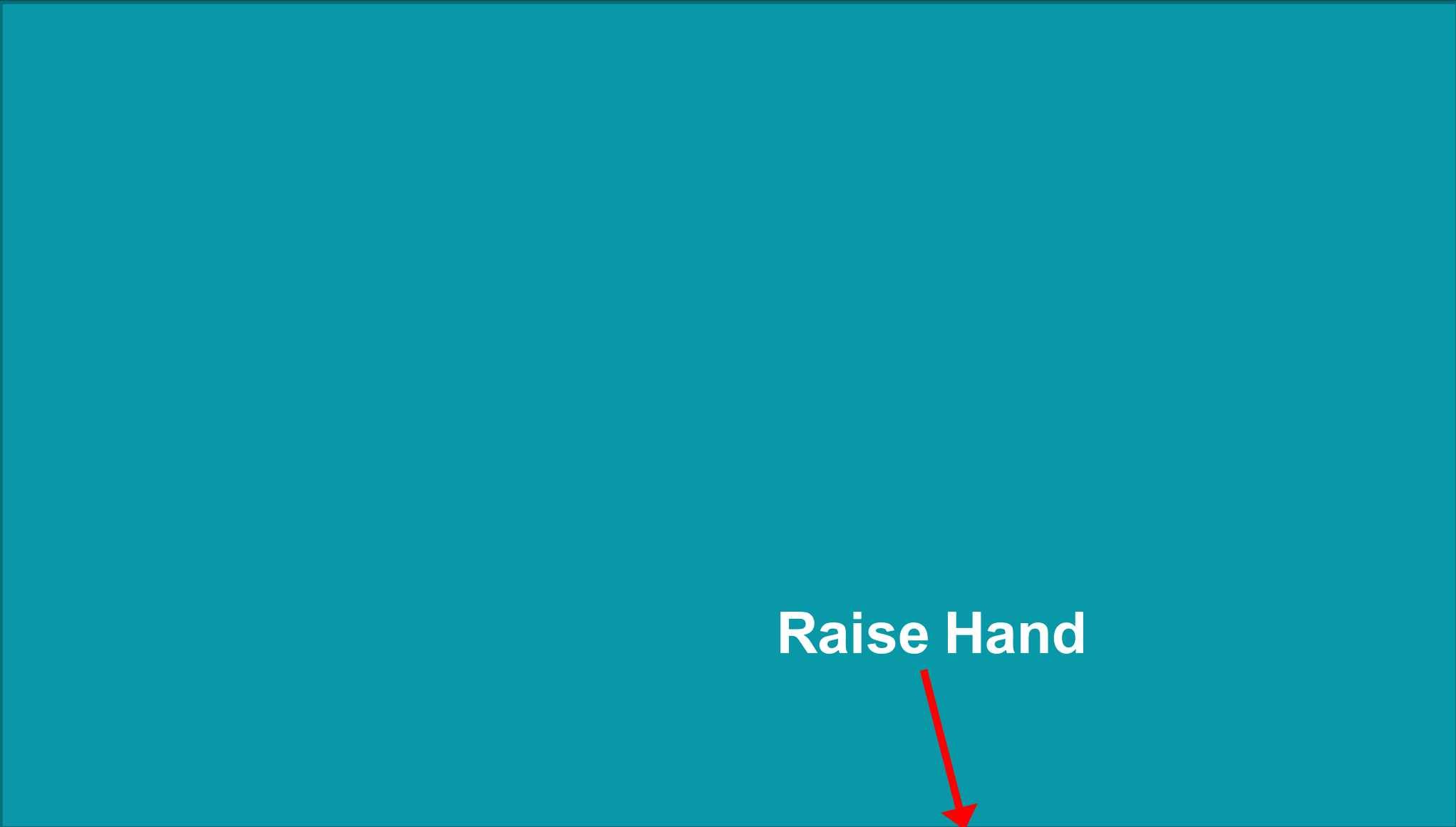


Mute/Unmute



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

Leave

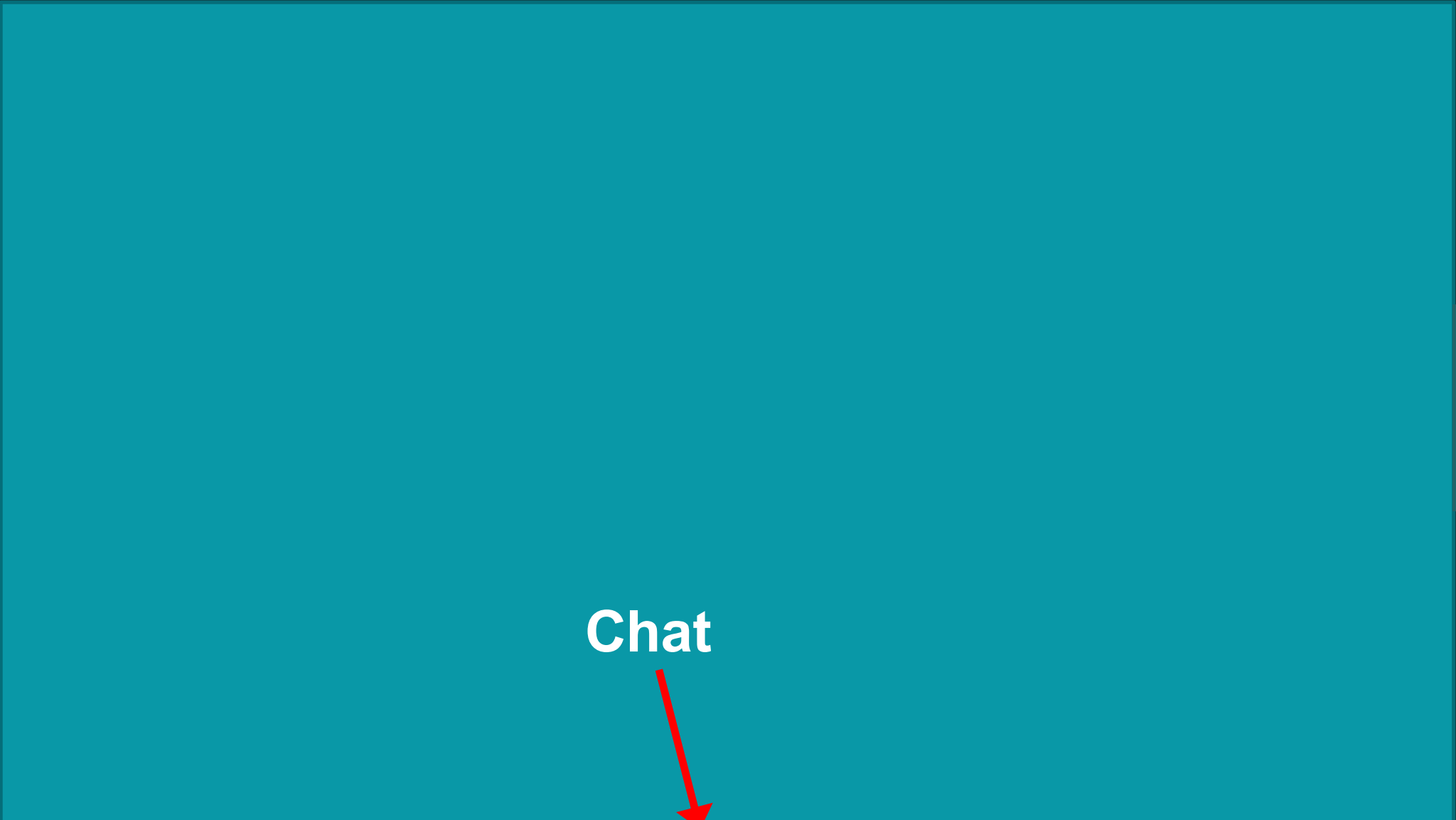


Raise Hand



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

Leave

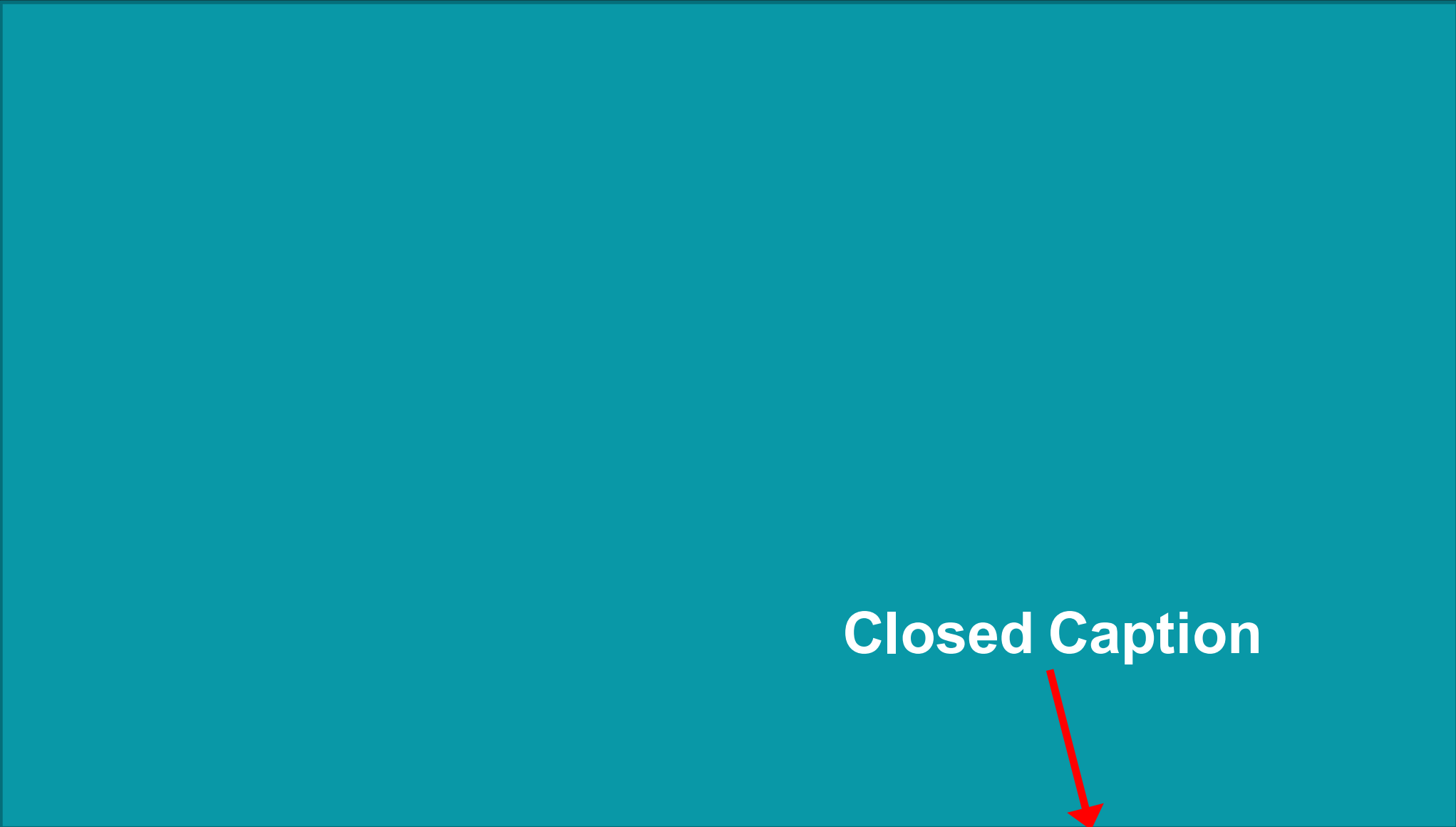


Chat



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

Leave



Closed Caption



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

Leave

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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ST3
APPROVED

2016



PLANNING



DESIGN

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

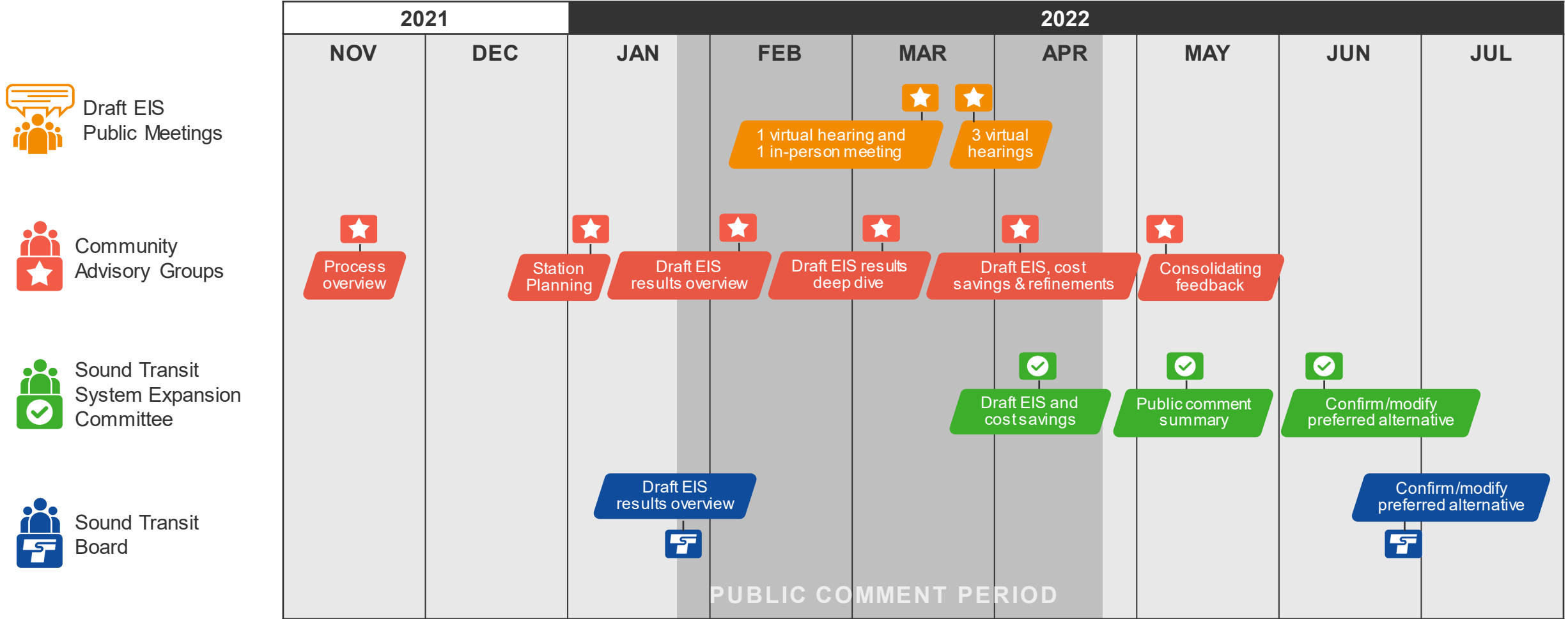
2023: Publish Final EIS

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



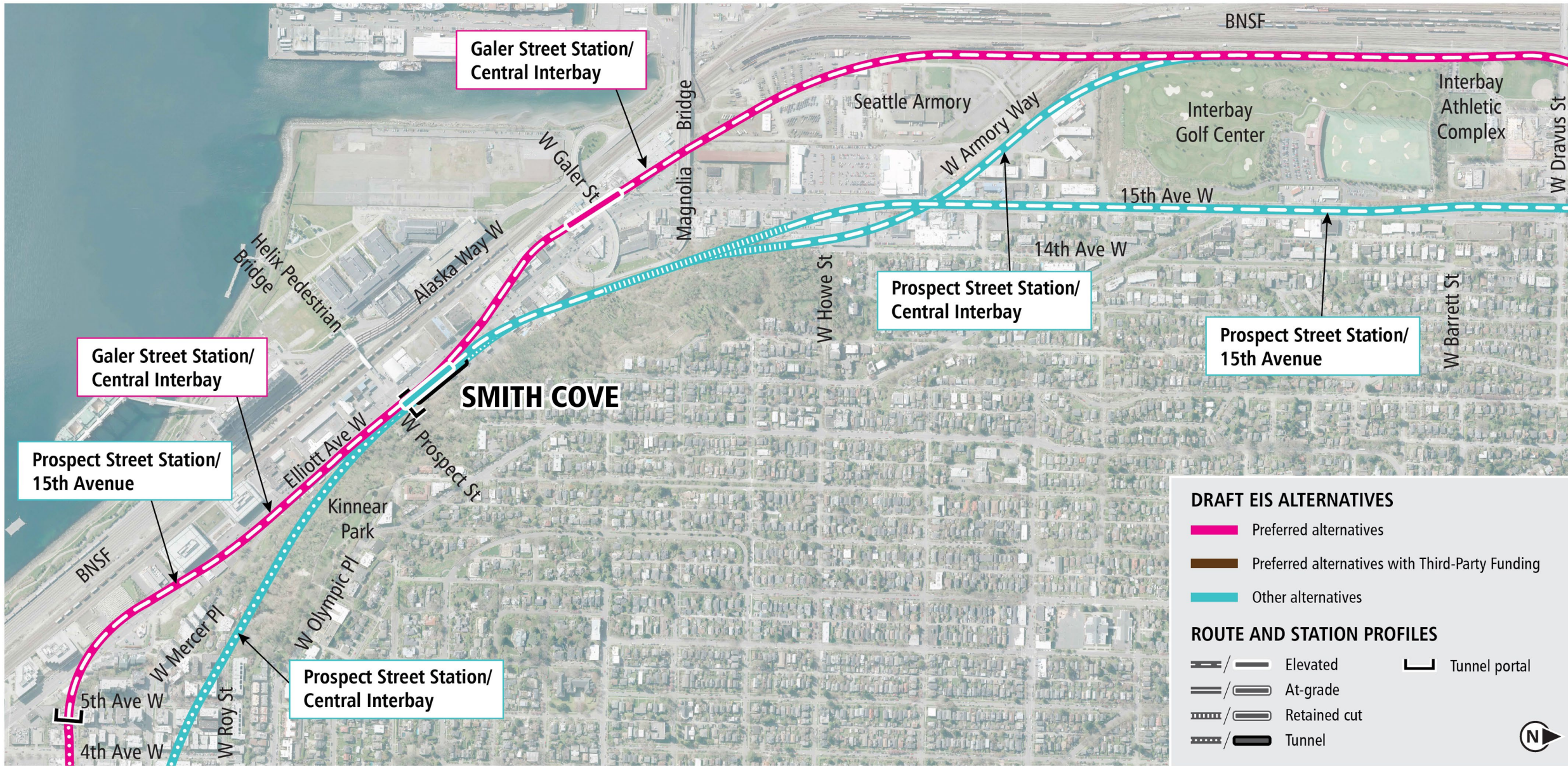
2 email
updates engaging more than
70,905 subscribers



800 posters delivered along
the corridor



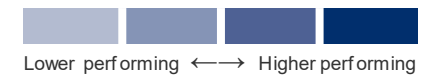
10 Community
liaisons engaging more than
100 businesses

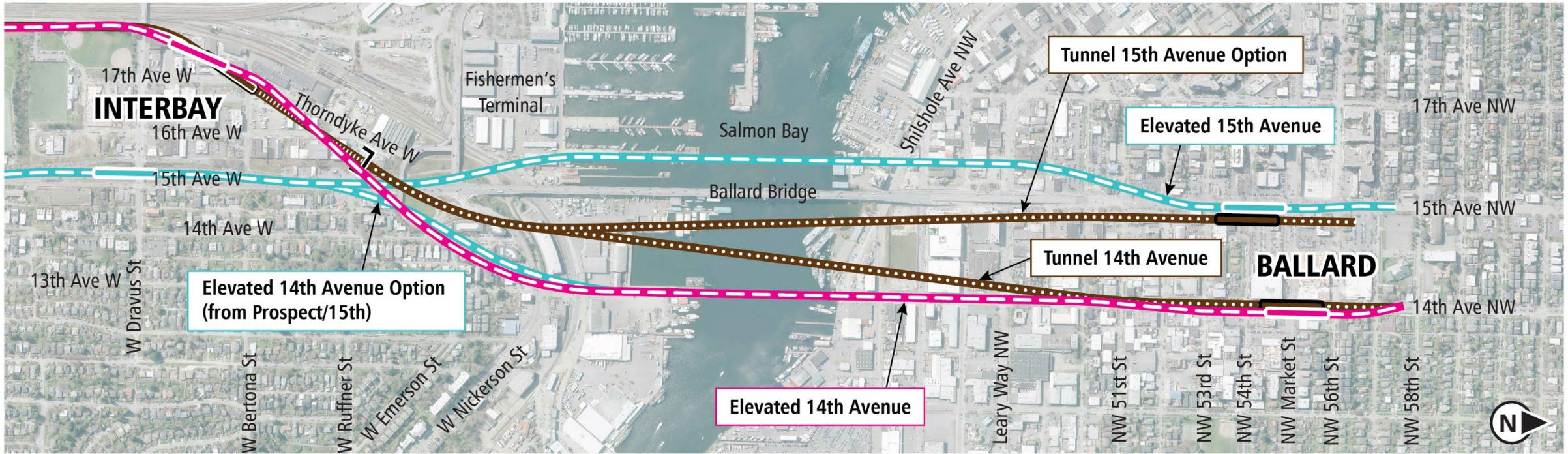


	Galer Street Station/ Central Interbay	Prospect Street Station/ 15th Avenue	Prospect Street Station/ Central Interbay
Project cost  (2019\$ in billions)	\$1.3B	\$1.4-1.5B	\$1.5-1.6B
Residential displacements 	174 units	123 units	5 units
Historic properties effects 	7	8	2
Park effects  (Permanent)	3.1 acres	0.7 acres	4.0 acres
Biodiversity effects  (Permanent)	<0.1 acre	3.8 acres	5.5 acres
Roadway effects  (Guideway)	0.4 mile	1.0 mile	0.1 mile
Other considerations 		Queen Anne hillside steep slopes	Queen Anne hillside steep slopes

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

Performance











DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

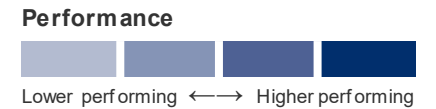
ROUTE AND STATION PROFILES

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



	Elevated 14th Avenue	Tunnel 14th Avenue	Tunnel 15th Avenue Option	Elevated 14th Avenue Option (from Prospect/15th)	Elevated 15th Avenue
Project cost (2019\$ in billions) 	\$1.5-1.6B	\$1.5B	\$1.7B	\$1.6B	\$1.5B
Residential displacements 	105 units	14 units	21 units	151 units	25 units
Historic property effects 	7	4	3	7	10
Employee displacements 	610	380	370	400	620
In-water effects (Permanent) 	1.2 acre	none	none	1.2 acre	0.8 acre
Other considerations 	Maritime business displacements Boat ramp and stormwater outfall relocation		Construction closures on 15th	Maritime business displacements Boat ramp and stormwater outfall relocation	Maritime business displacements Delays from bridge opening

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



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Deep dive topics

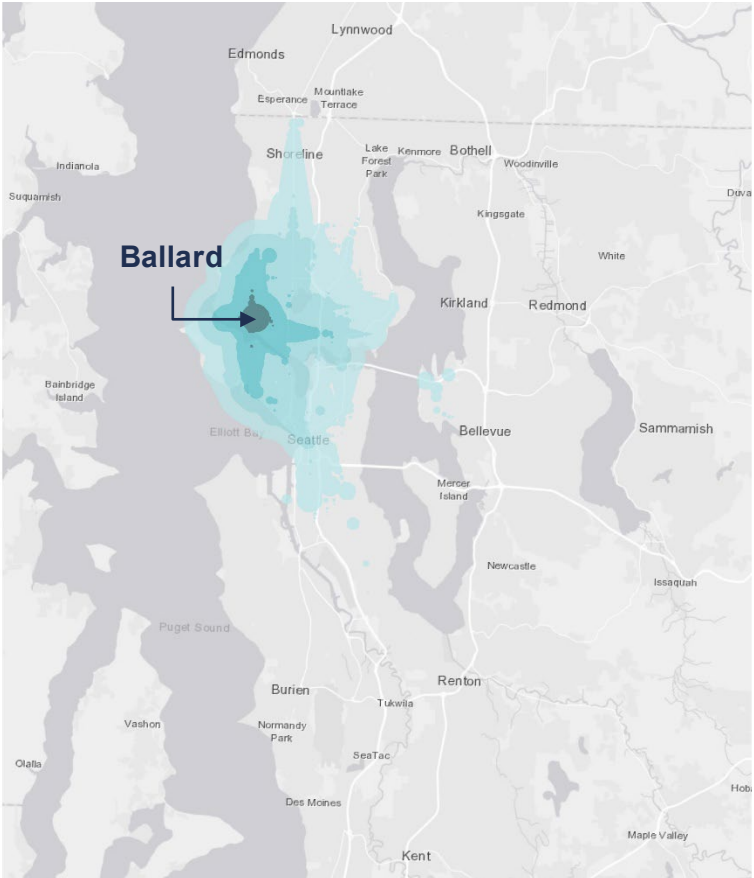
- Ballard station: Comparing access to 14th and 15th station locations
- Interbay and Smith Cove: Transit integration
- Potential Displacements
- Freight impacts
- Navigation impacts

Ballard station

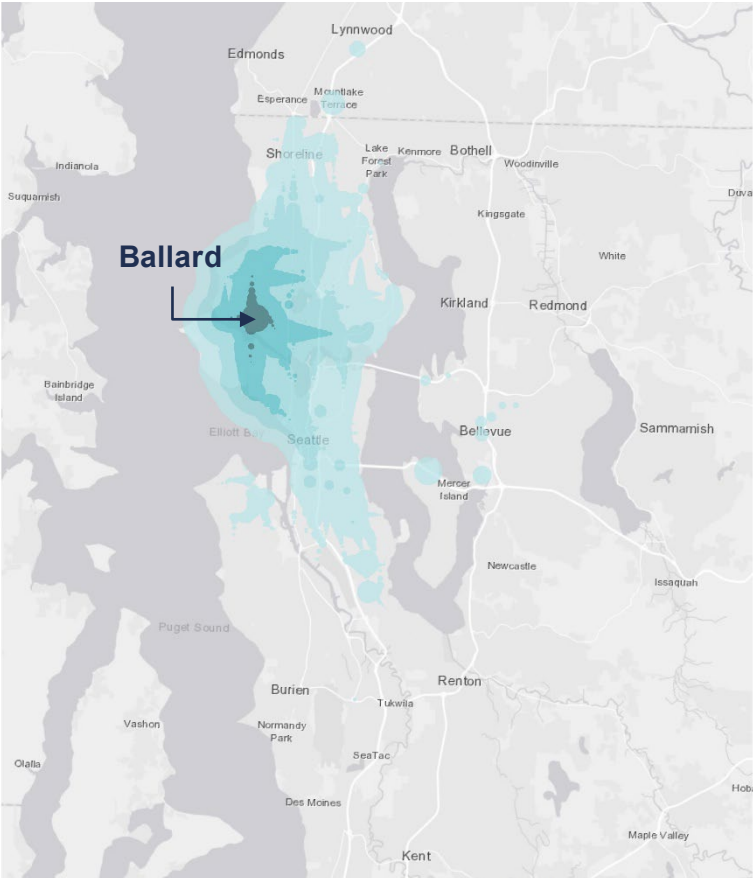
***Comparing access to 14th and 15th
station locations***

Ballard Station – Transit Travel Sheds

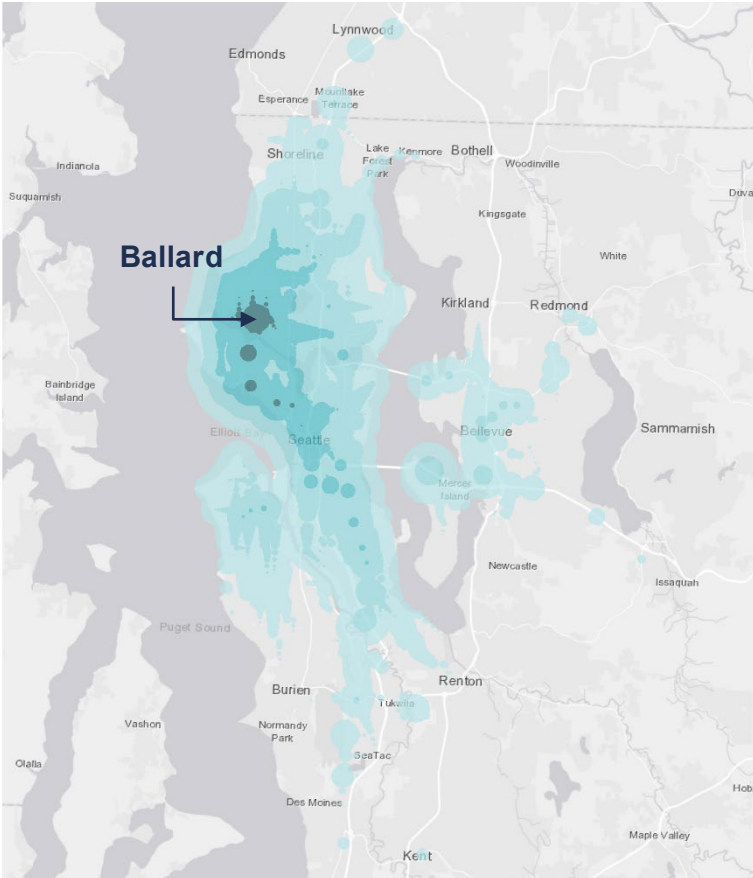
Existing



2042 – Without WSBLE

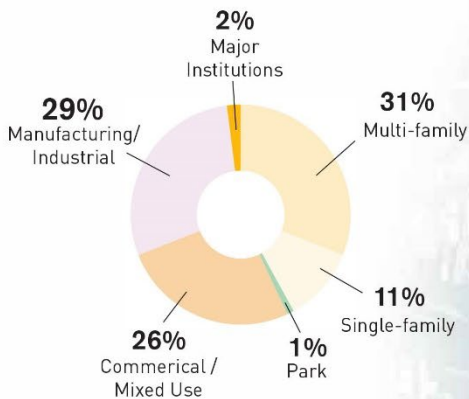


2042 – With WSBLE



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

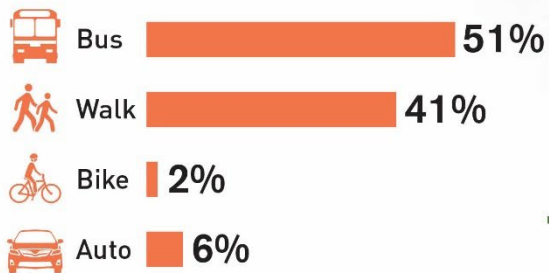
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



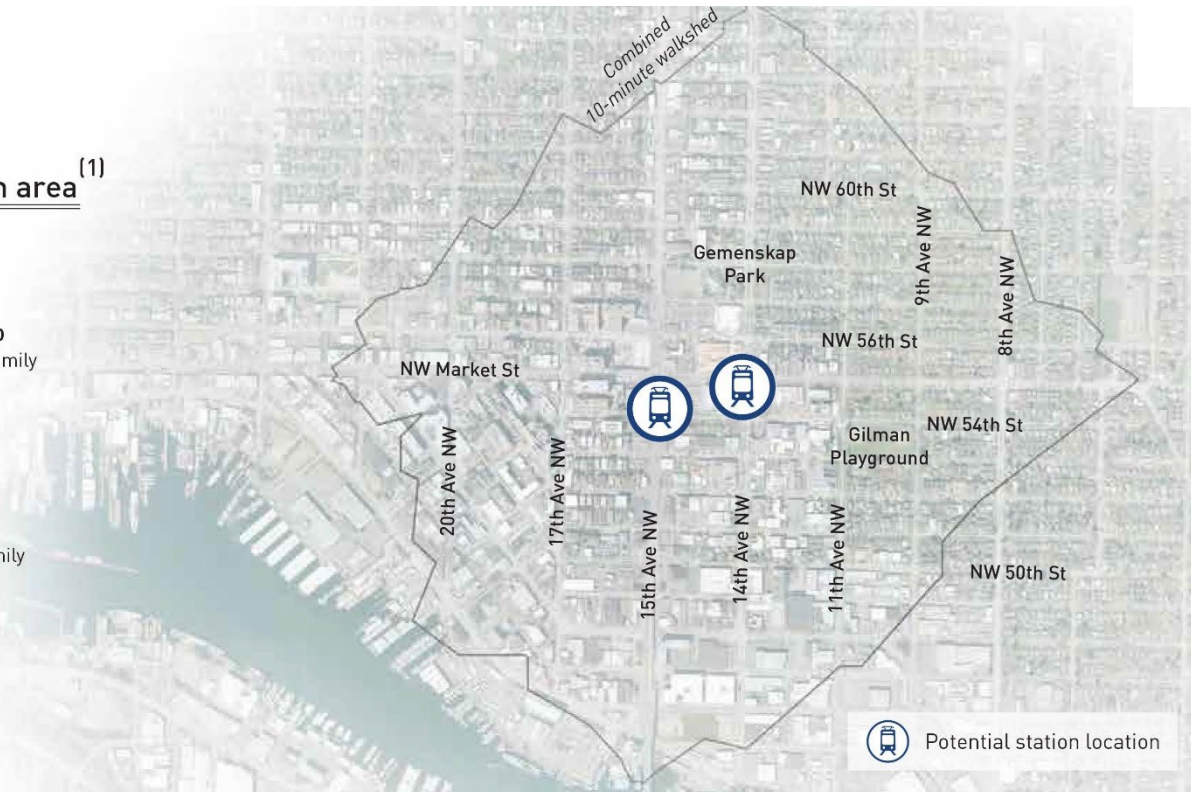
How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



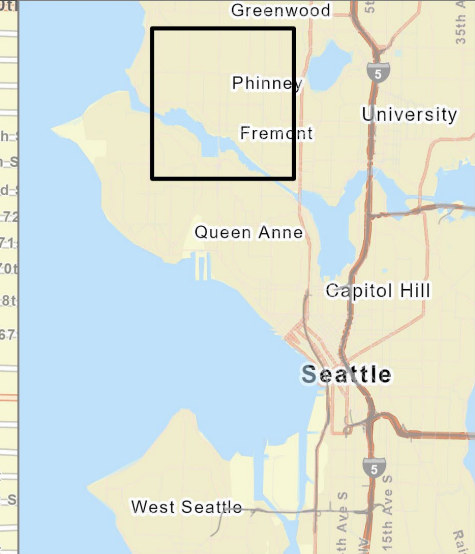
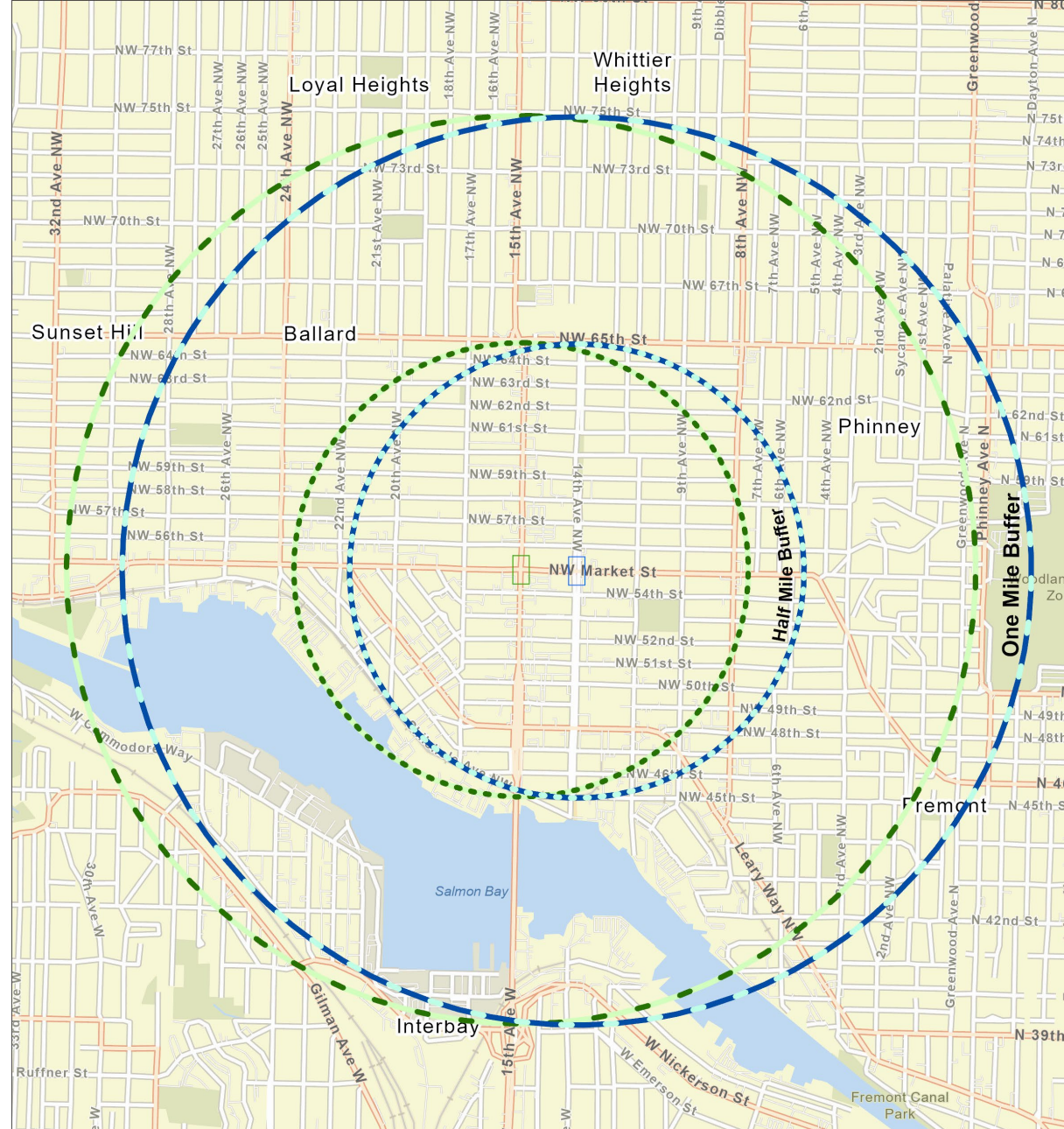
Living and working in the station area 2040 ^(1,4)



Notes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes and neighborhood greenways with combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

1/2-mile & 1-mile station buffers



14th Ave NW Station Location

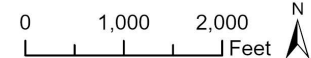
- Station
- Half Mile Buffer
- One Mile Buffer

15th Ave NW Station Location

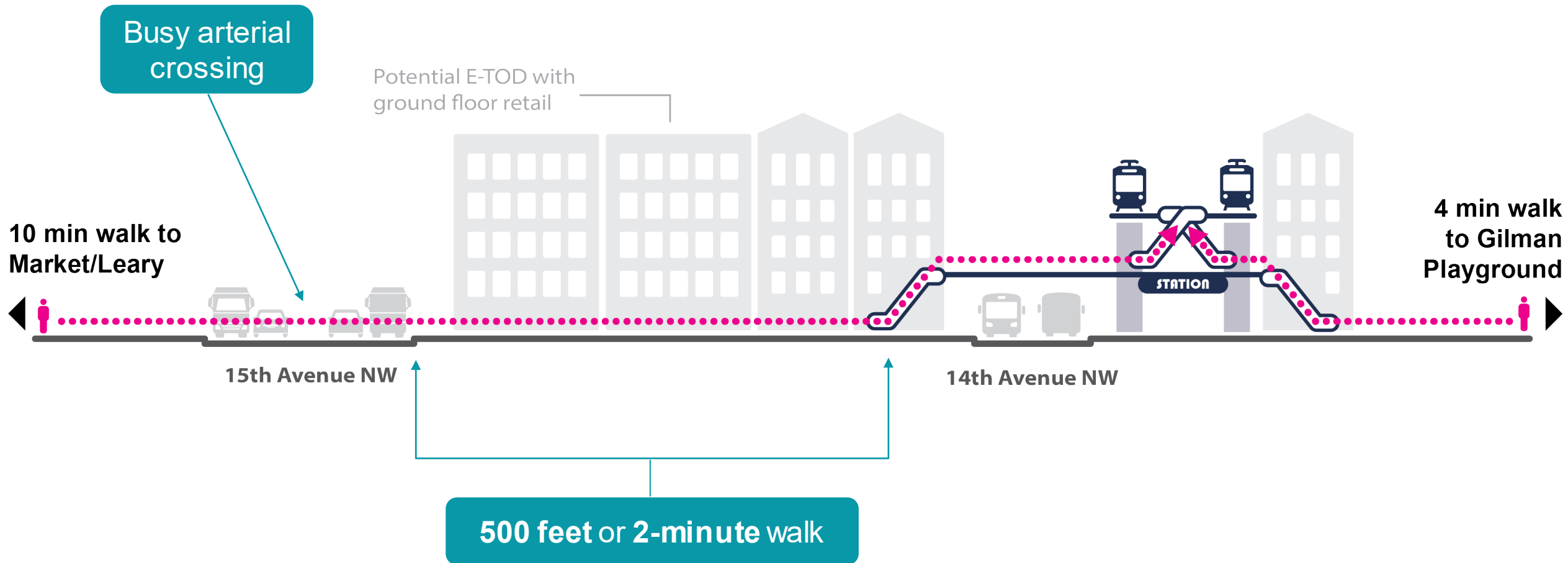
- Station
- One Mile Buffer
- Half Mile Buffer

Half Mile/One Mile Station Buffer Ballard Link Extension

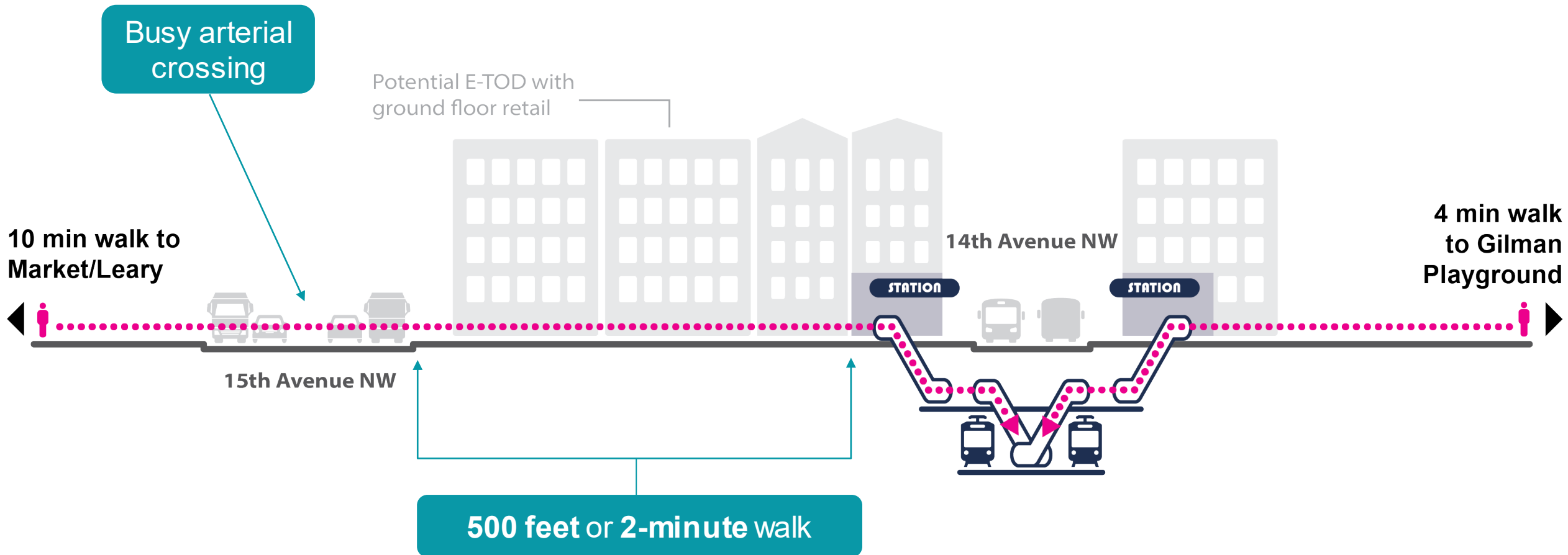
West Seattle and Ballard Link Extensions



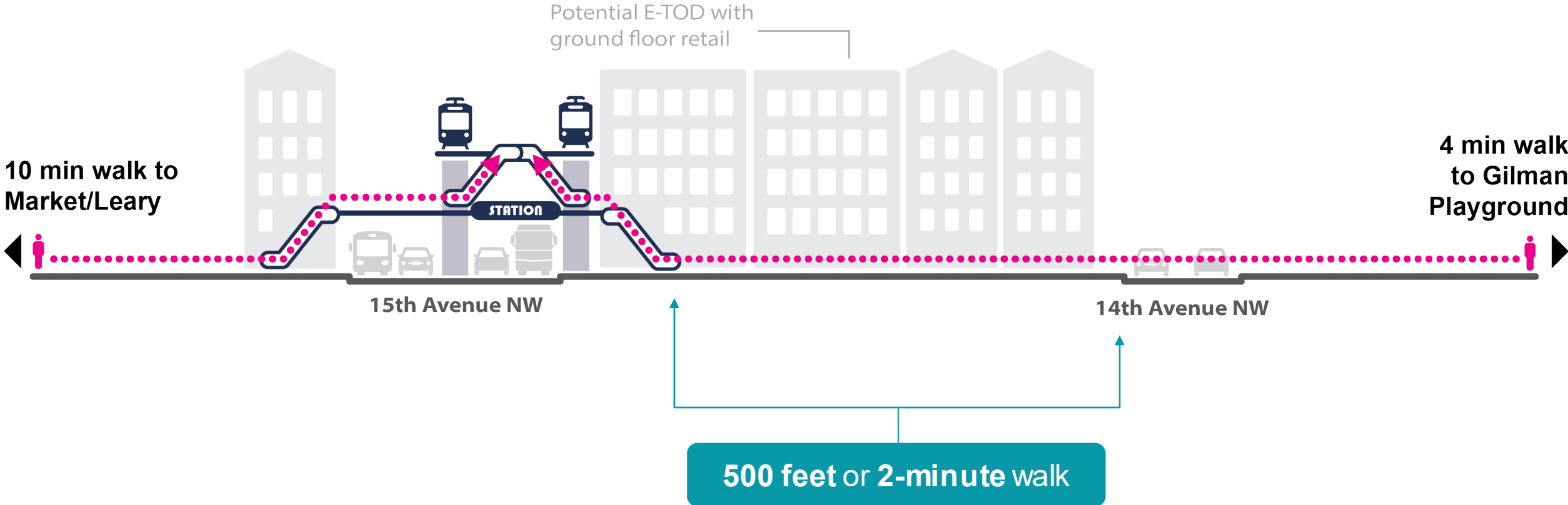
Walk access



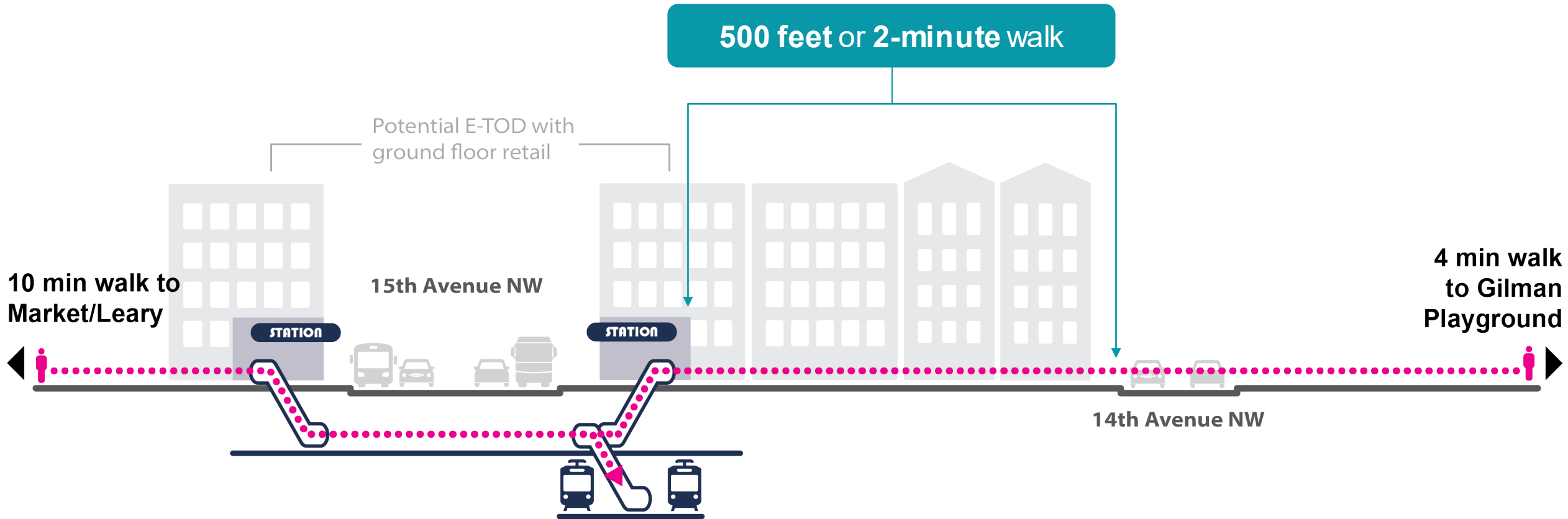
Walk access



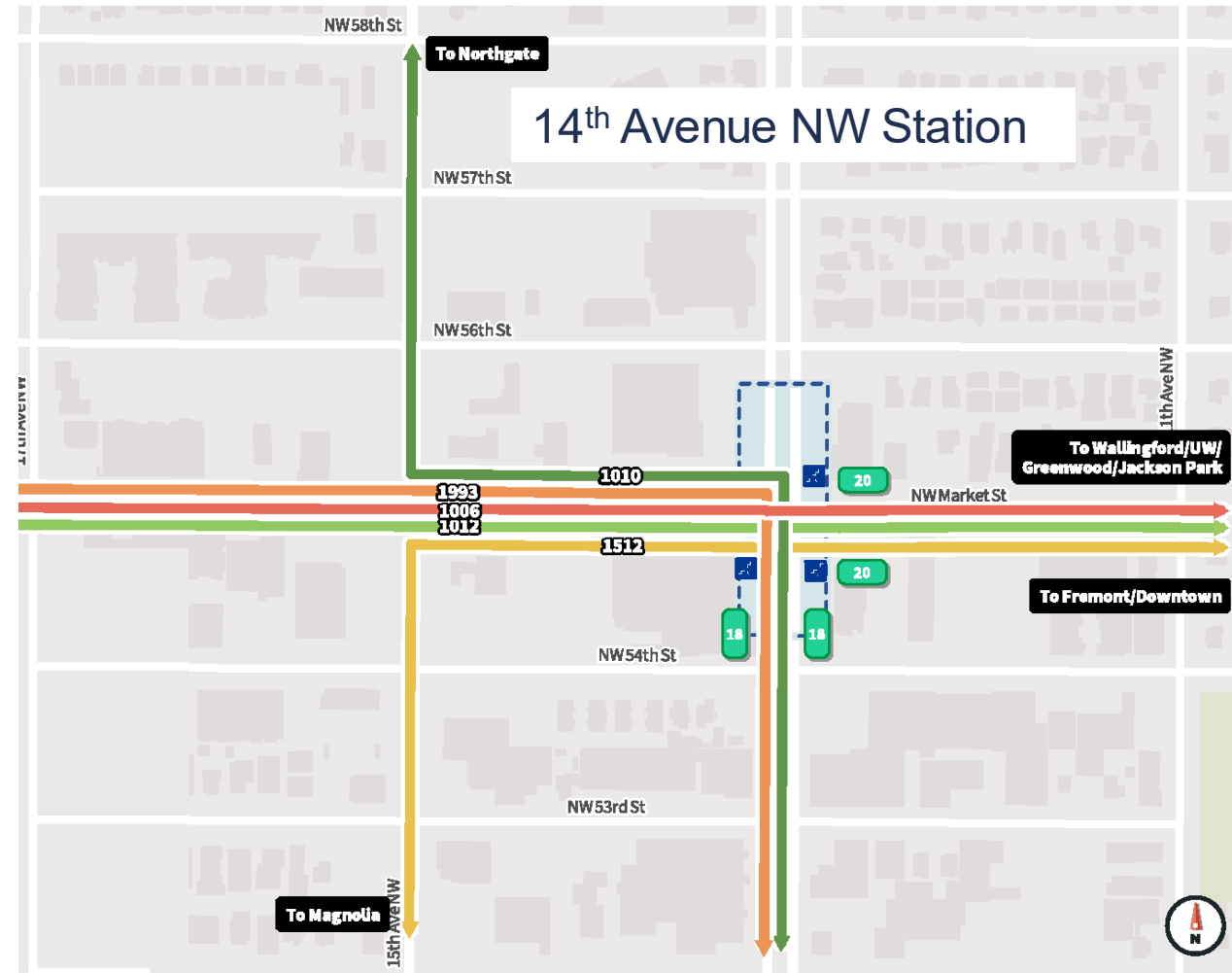
Walk access



Walk access



Bus access



Source: Draft EIS Attachment N.1C Transit Service Integration Technical Memorandum

Interbay and Smith Cove

Transit integration

Transit integration process

Coordination happens during:

- Development of Sound Transit and Metro long-range plans
- WSBLE project development
 - Transit connections at stations
 - Capital needs (bus stops, layover)
- Metro & ST service implementation



Source: <http://www.kcmetrovision.org>

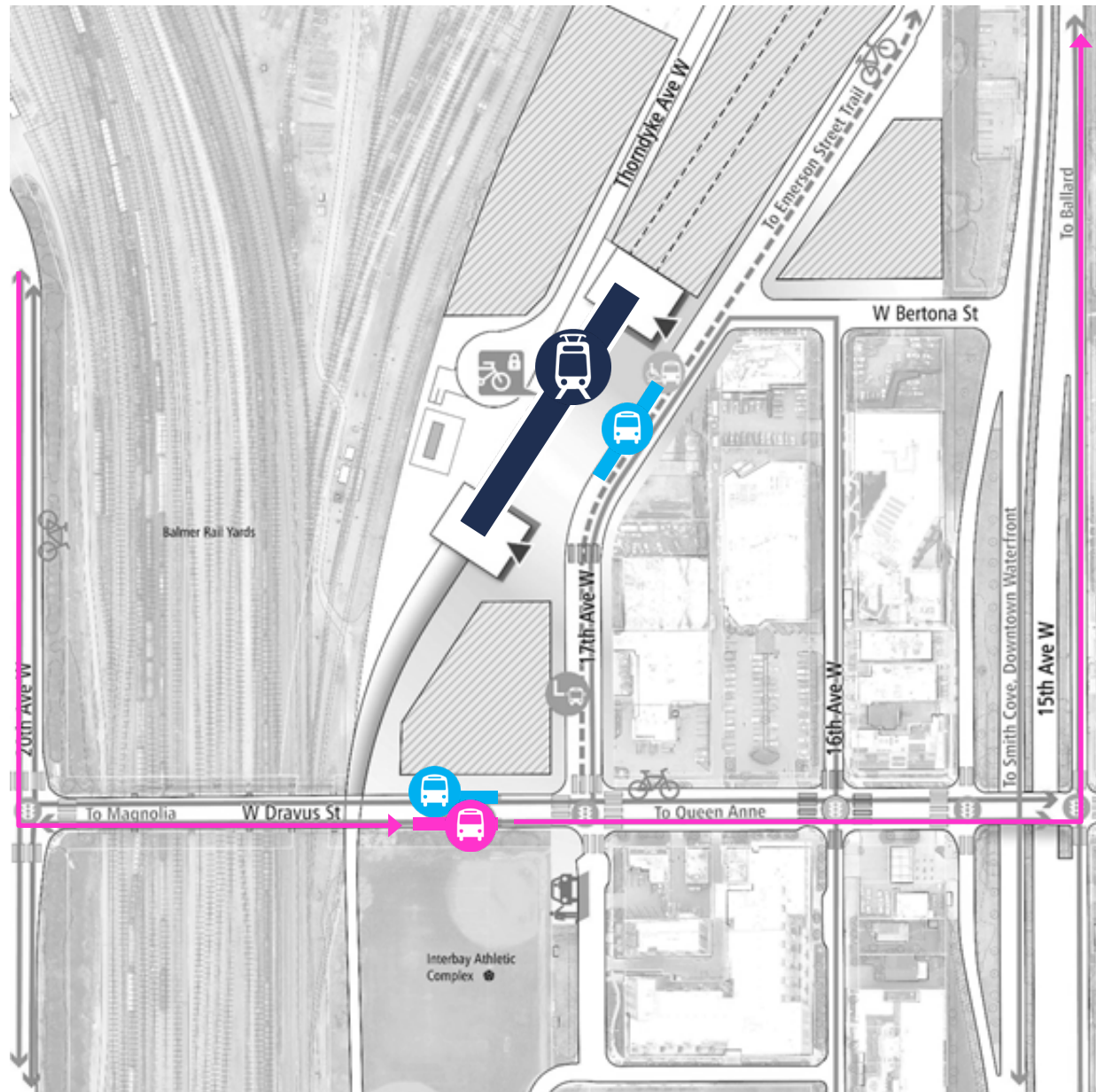
Interbay Station

Transit integration

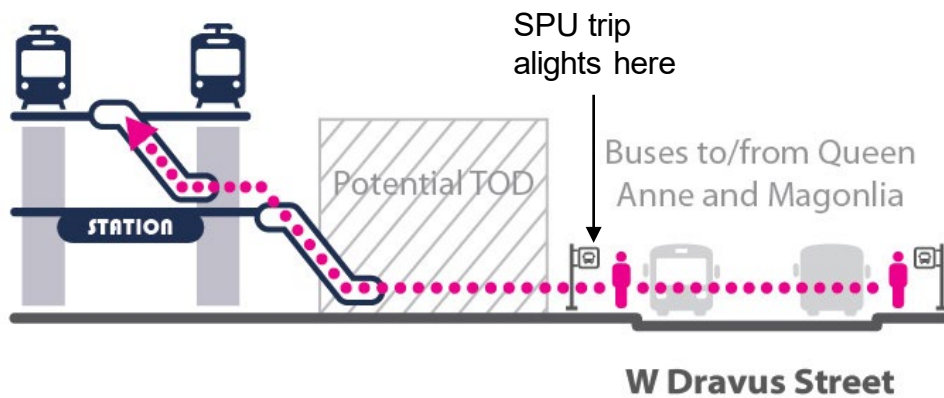
Example trip: SPU to Interbay Station



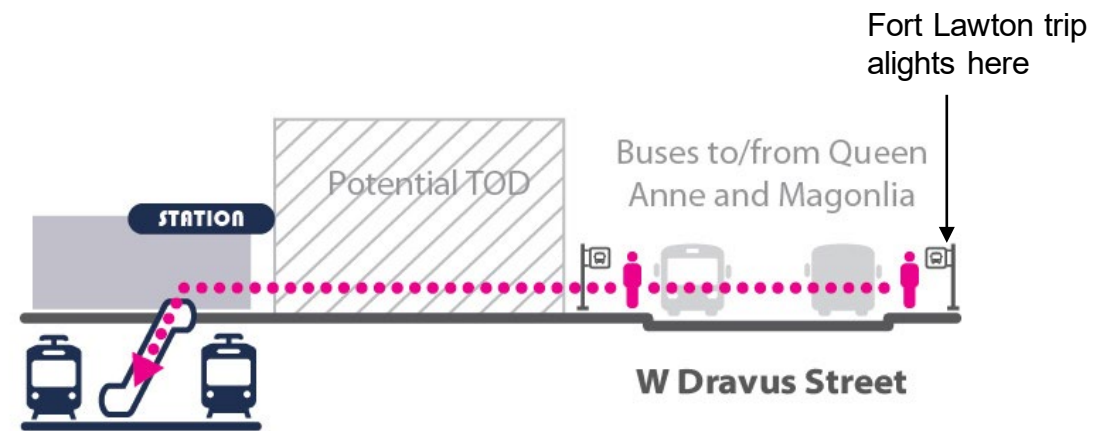
Transit integration



Bus stop to light rail connection



**Elevated 17th Avenue
(connects to 14th fixed bridge)**



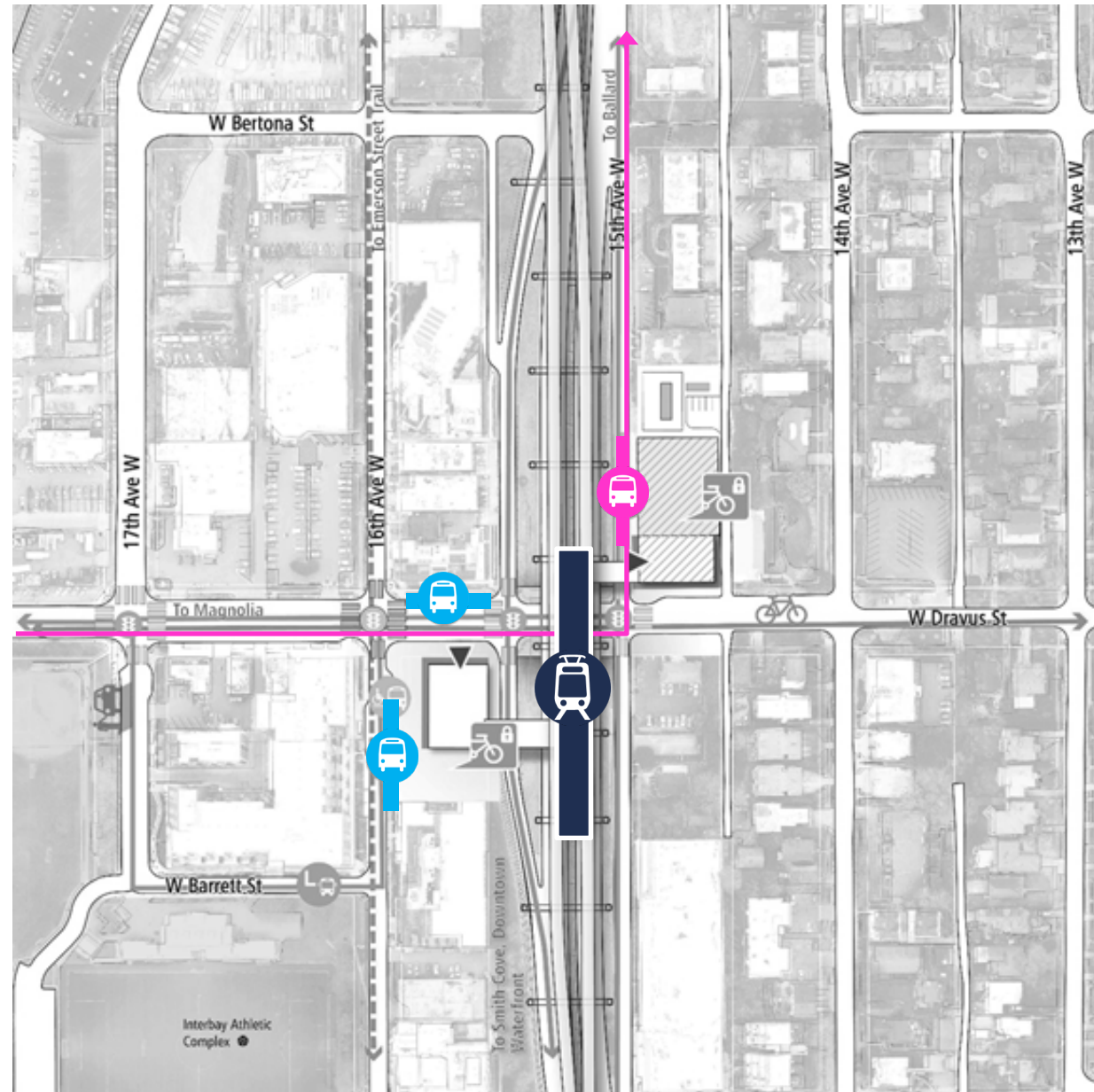
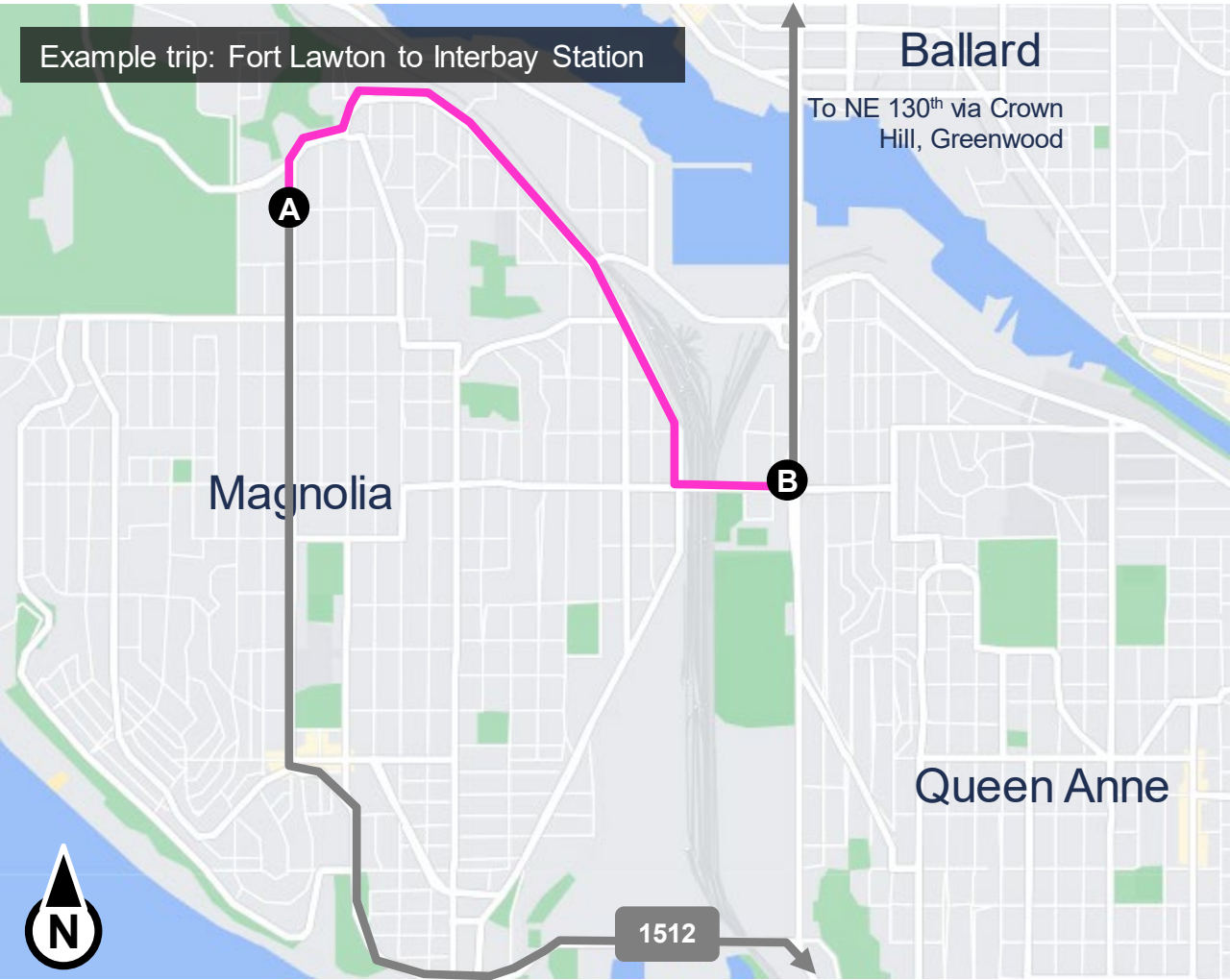
**Retained-Cut 17th Avenue
(connects to tunnel)**

Transit integration

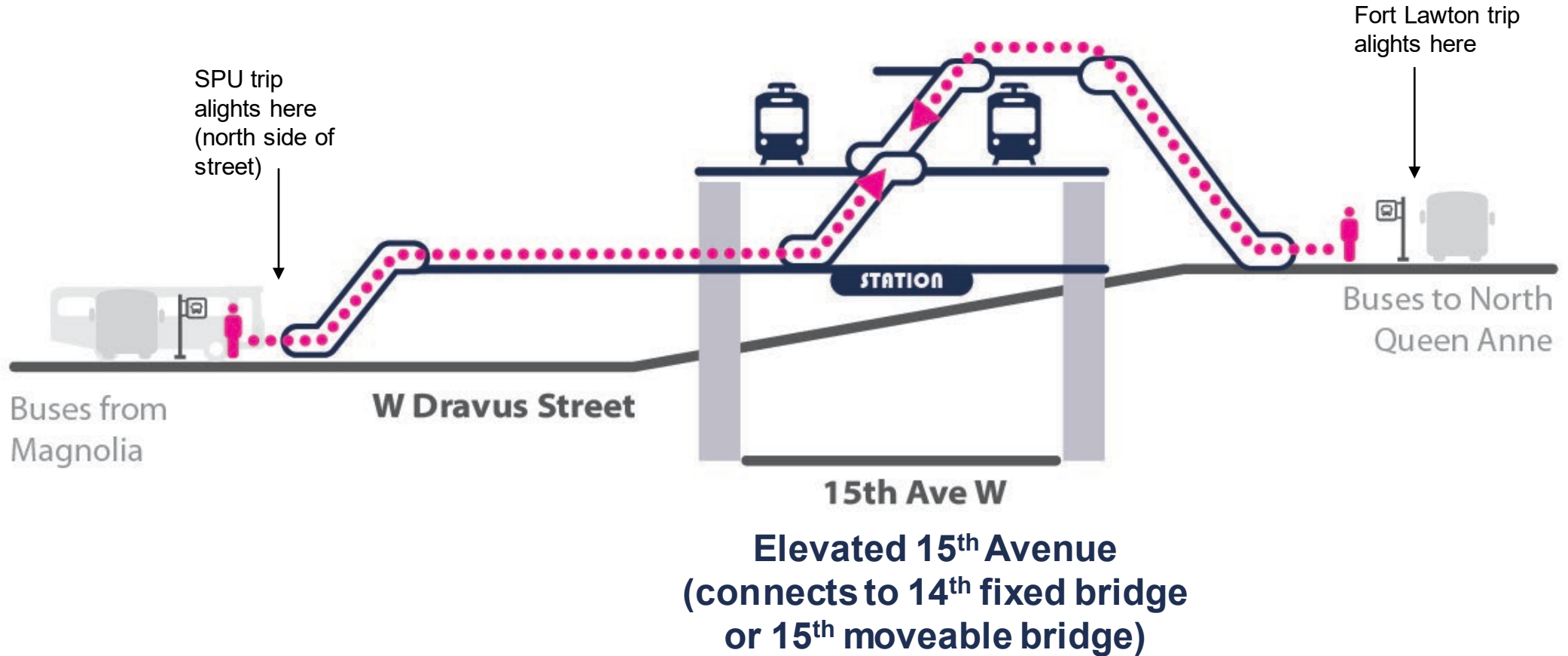
Example trip: SPU to Interbay Station



Transit integration

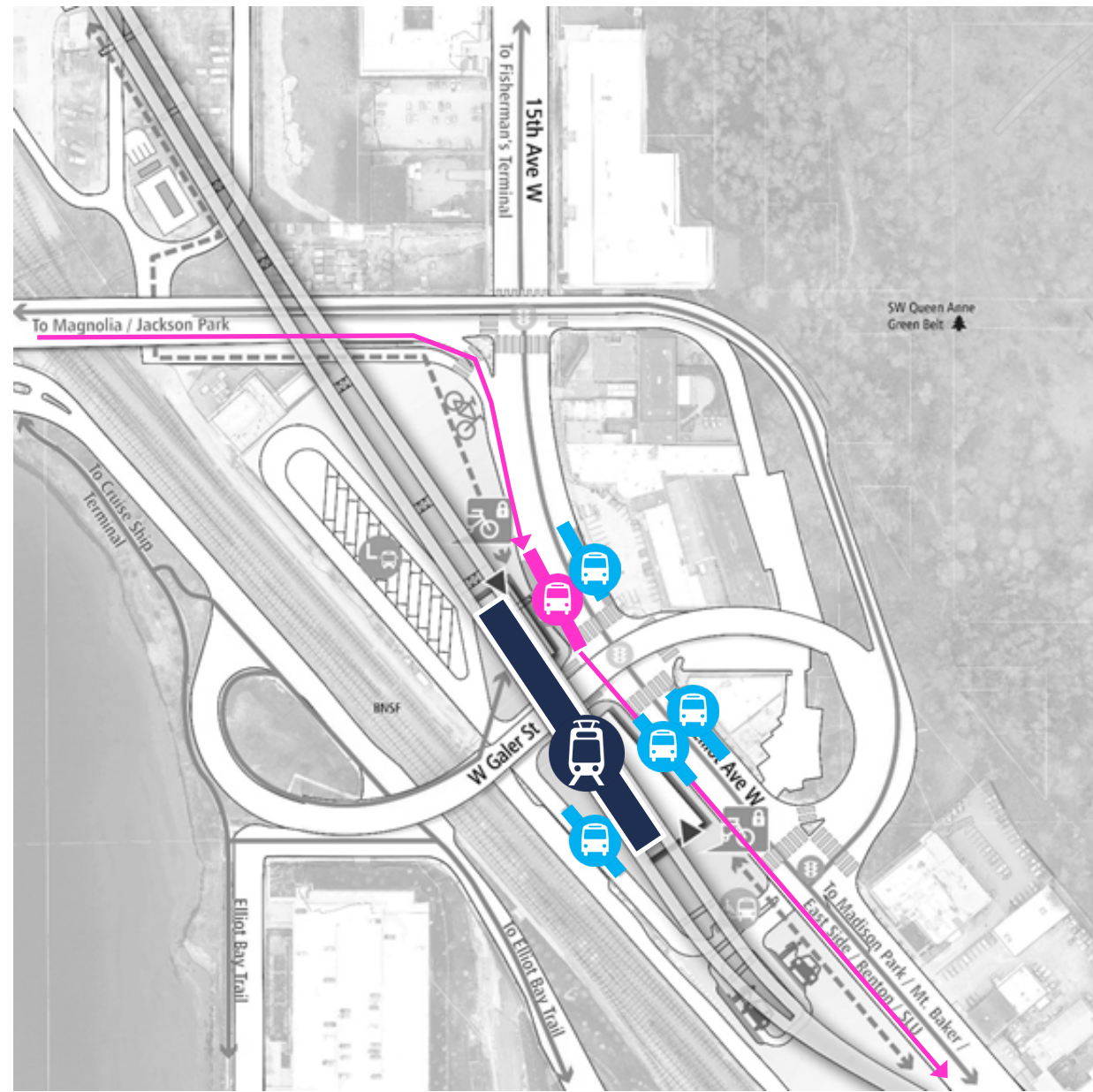
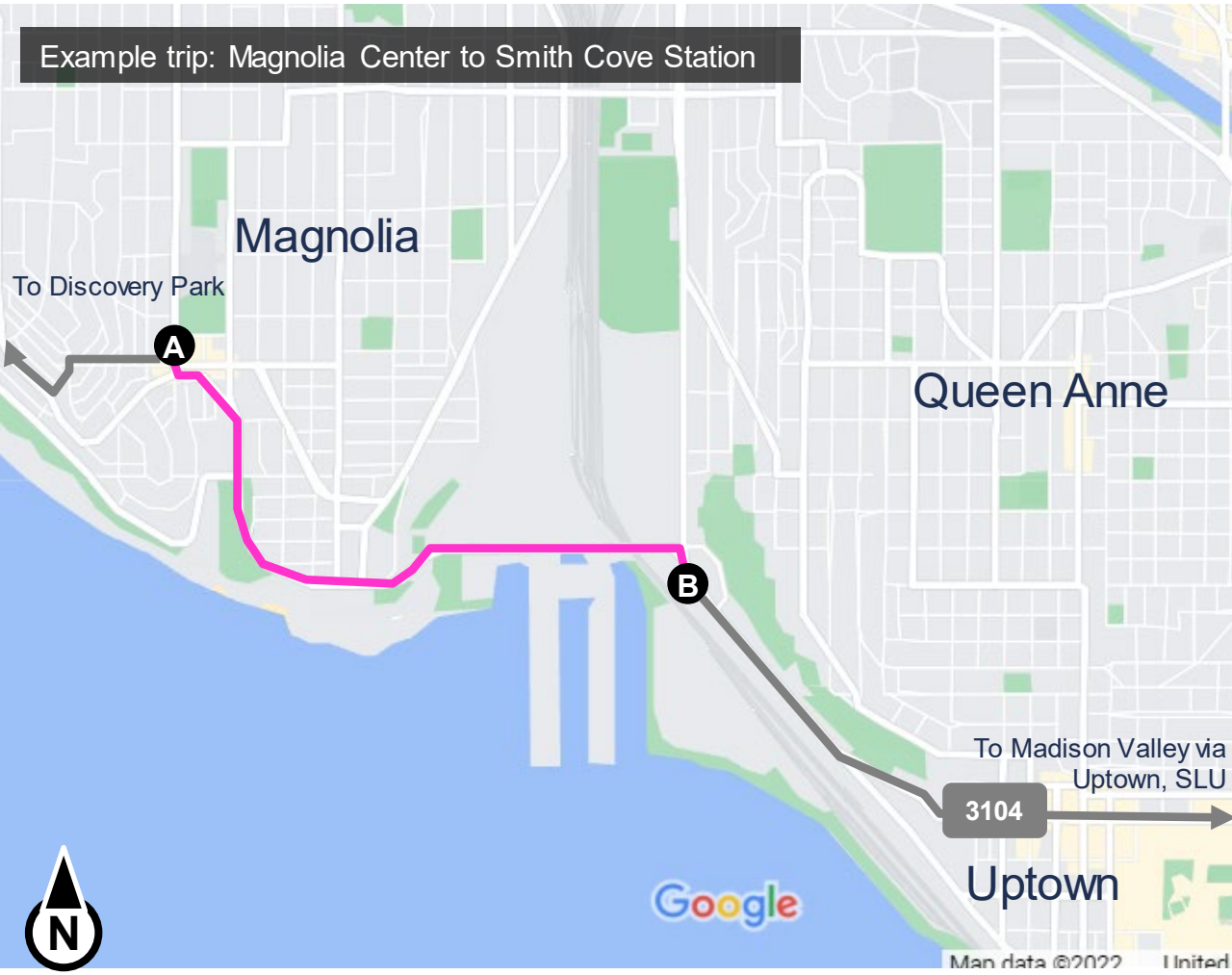


Bus stop to light rail connection

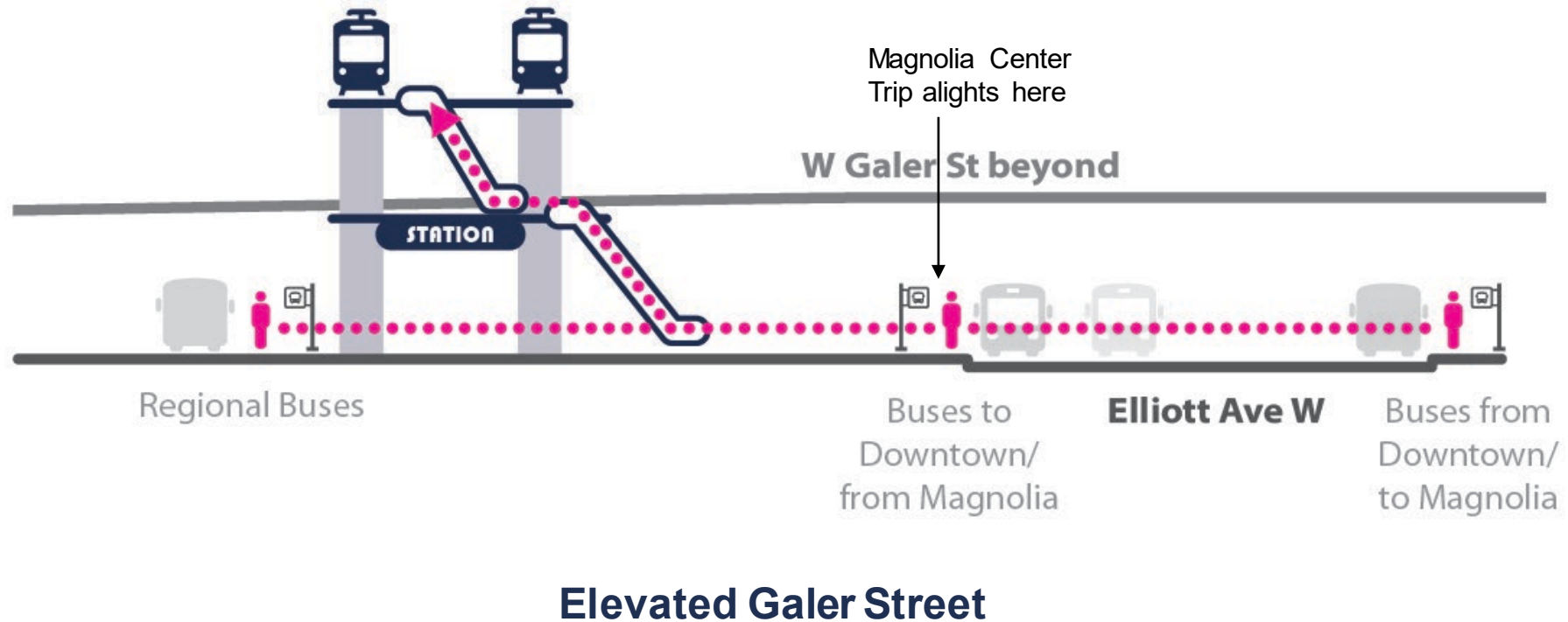


Smith Cove Station

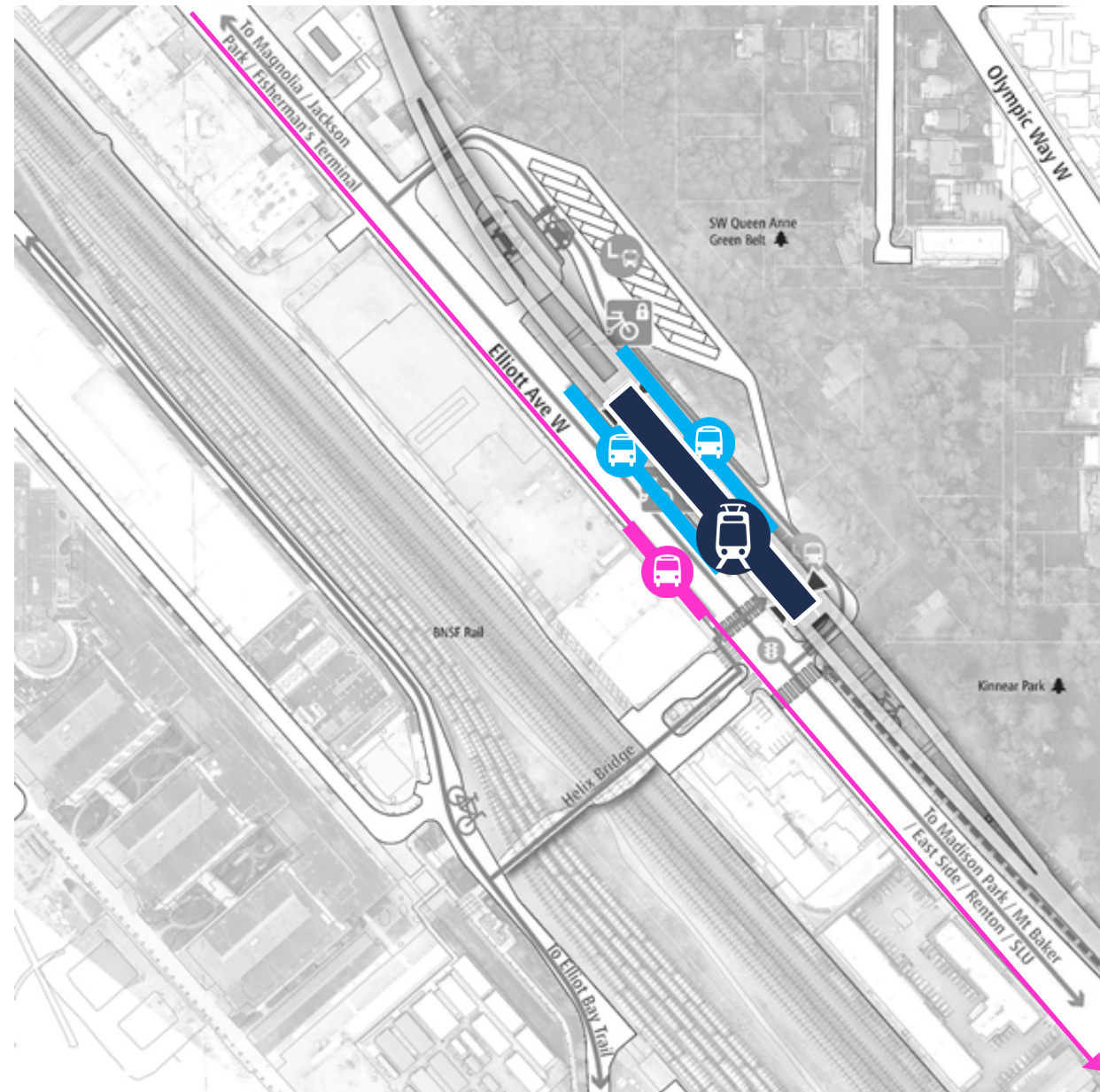
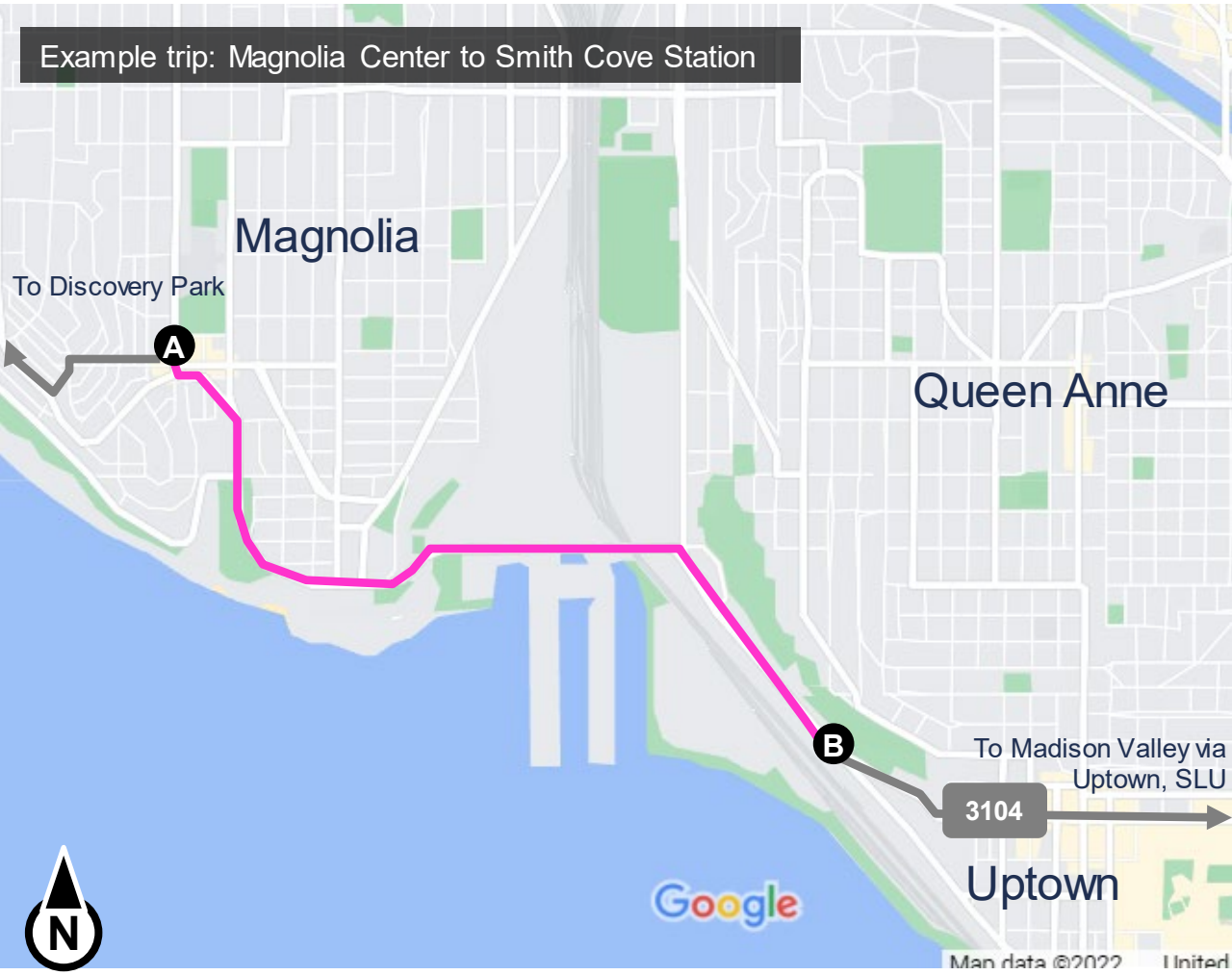
Transit integration



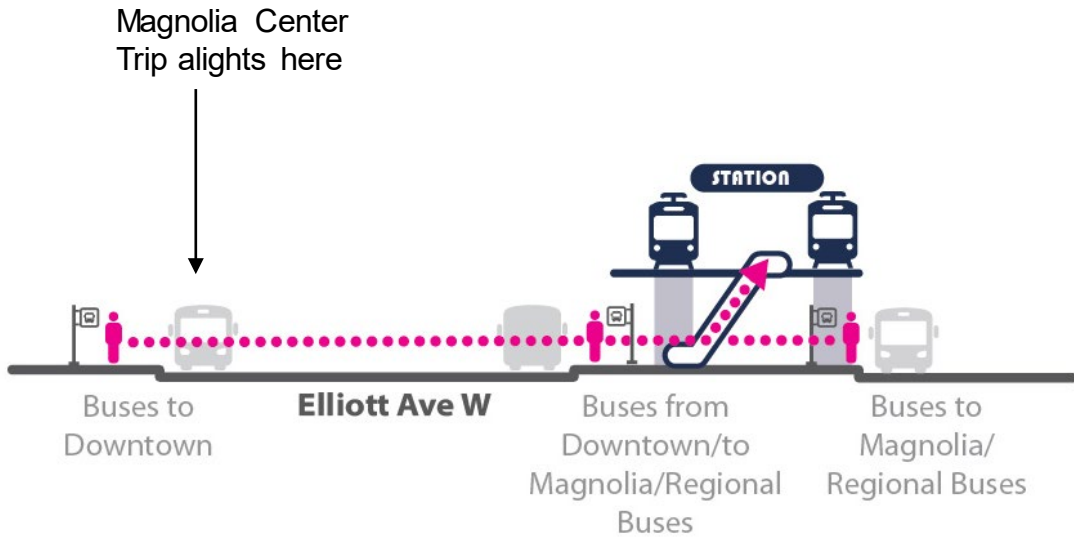
Bus stop to light rail connection



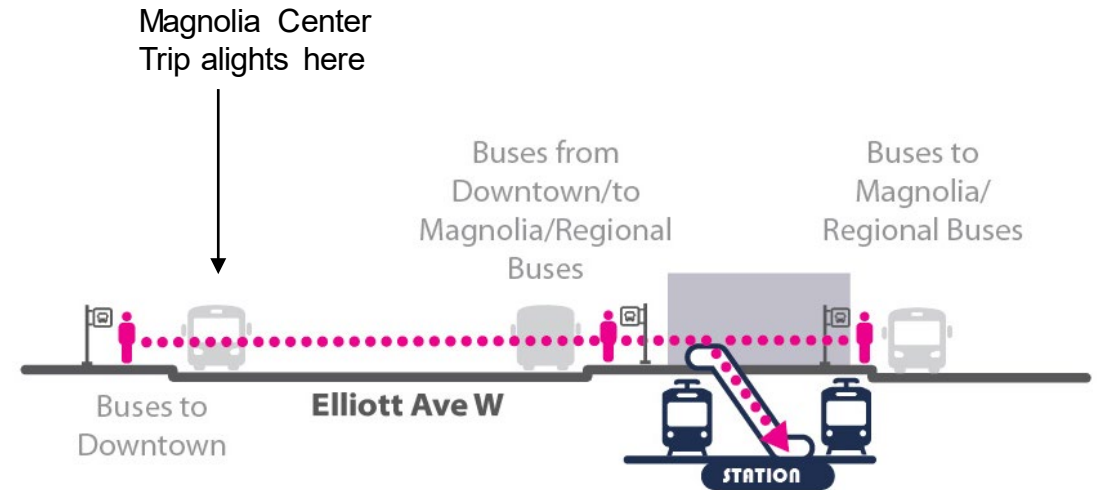
Transit integration



Bus stop to light rail connection



Elevated Prospect St



Retained-Cut Prospect Street

Potential Displacements

Potential Displacements

South Interbay segment

Displacement type	Galer St Station/ Central Interbay	Prospect Street Station/ 15th Avenue	Prospect Street Station/ Central Interbay
Residential (units)	174	123	5
Businesses	33	35	25
Employees	280	290-300	320

Interbay/Ballard segment

Elevated 14th Avenue	Tunnel 14th Avenue	Tunnel 15th Avenue Station Option	Elevated 14th Avenue Option (from Prospect/ 15th)	Elevated 15th Avenue
94-105	14	21	151	25
64-71	41	43	57	51
540-610	380	370	400	620

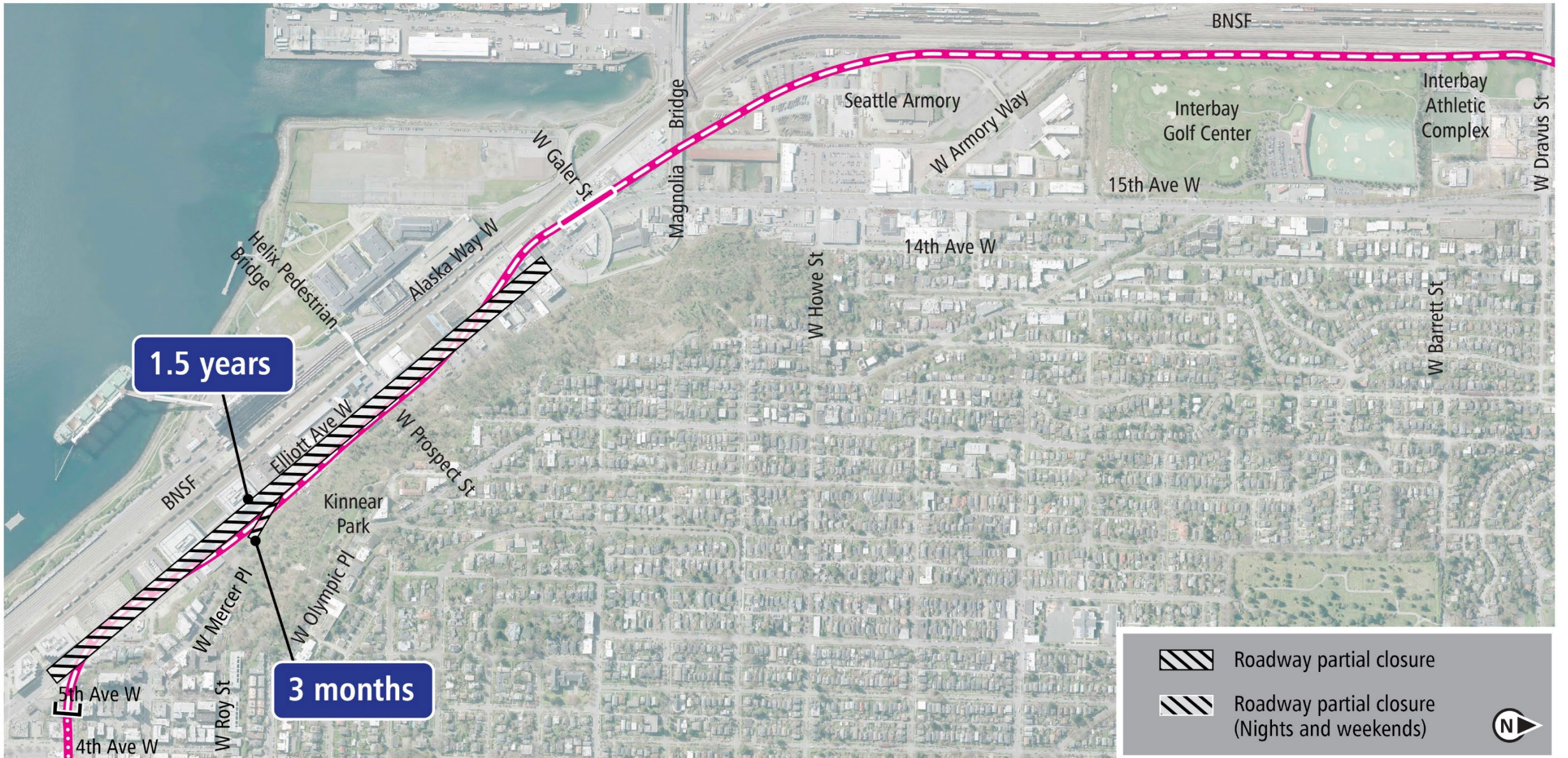
Potential Displacements

Displacement type	South Interbay segment			Interbay/Ballard segment				
	Galer St Station/ Central Interbay	Prospect Street Station/ 15th Avenue	Prospect Street Station/ Central Interbay	Elevated 14th Avenue	Tunnel 14th Avenue	Tunnel 15th Avenue Station Option	Elevated 14th Avenue Option (from Prospect/15th)	Elevated 15th Avenue
Residential (units)	174	123	5	94-105	14	21	151	25
Businesses	33	35	25	64-71	41	43	57	51
Employees	280	290-300	320	540-610	380	370	400	620

Compared to other segments of WSBLE project:



Displacement type	Downtown	Chinatown-ID	SODO	Duwamish	Delridge	West Seattle Junction
Residential (units)	26-167	0-120	0	0-26	48-197	124-435
Businesses	44-47	5-19	17-32	28-38	13-21	13-61
Employees	440-490	120-200	150-280	400-690	140-170	80-280


Freight Impacts



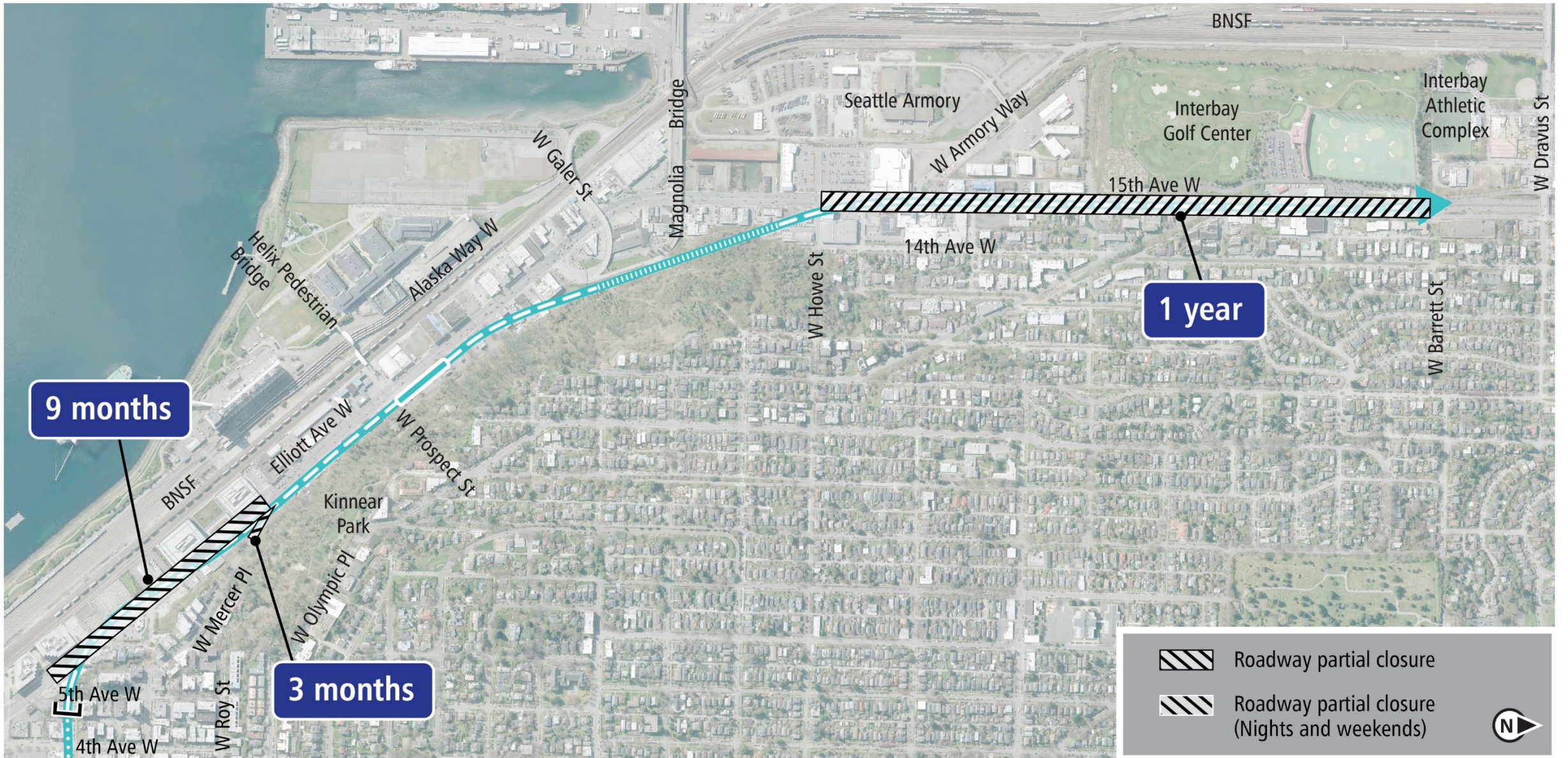
1.5 years

3 months

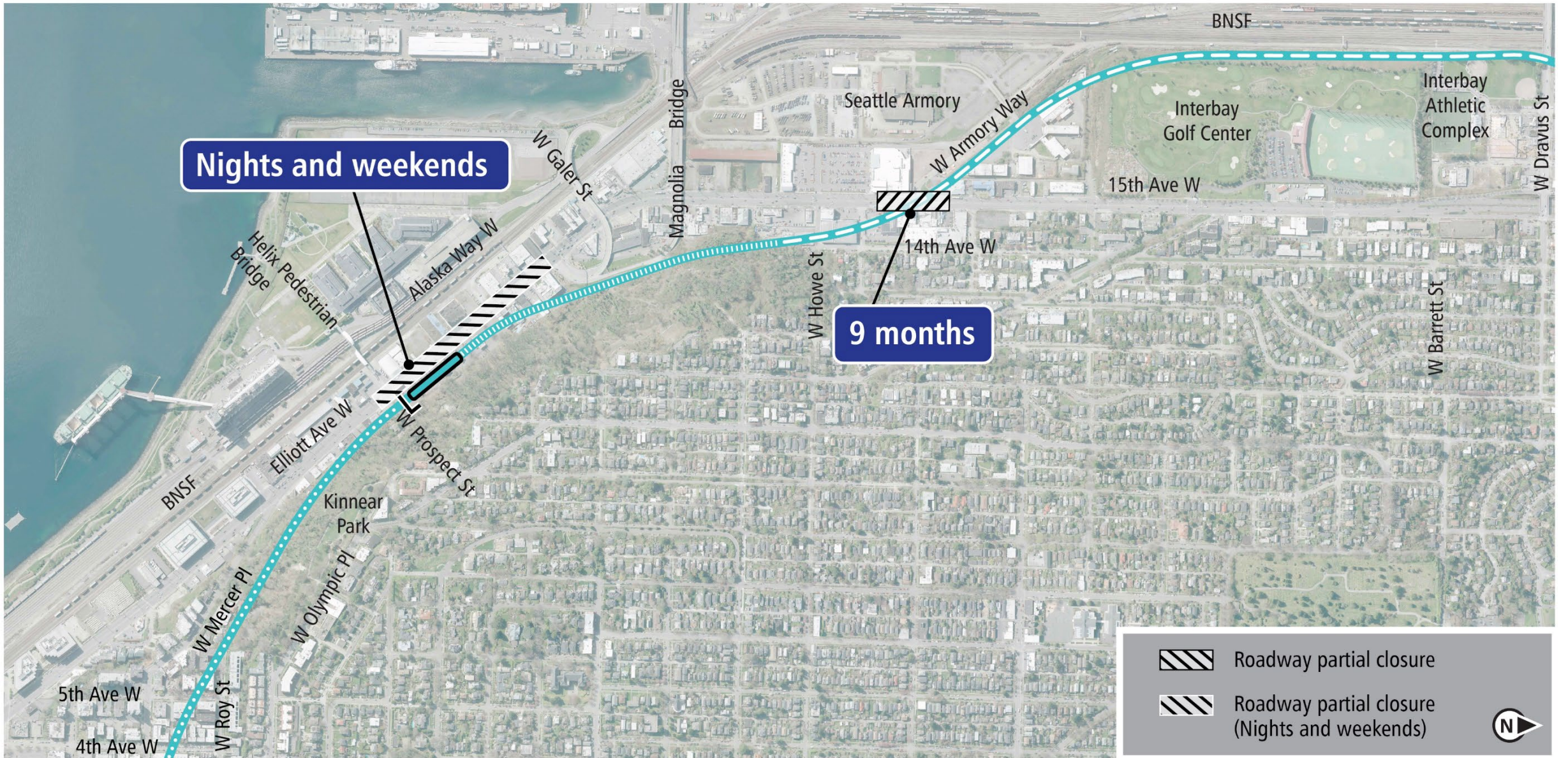
-  Roadway partial closure
-  Roadway partial closure (Nights and weekends)



Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.

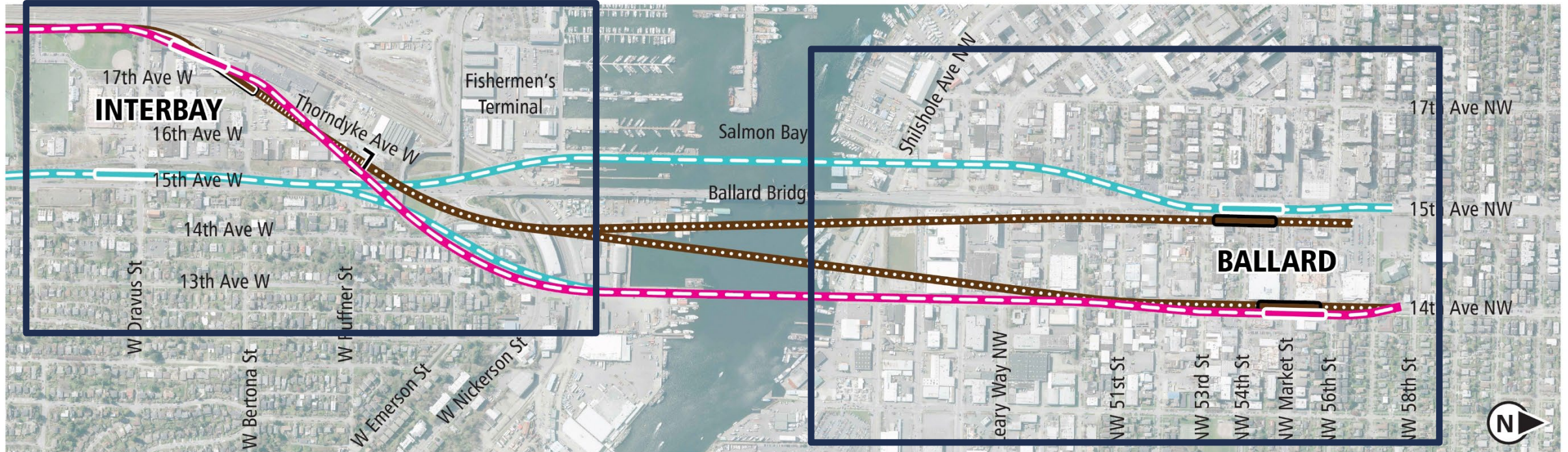






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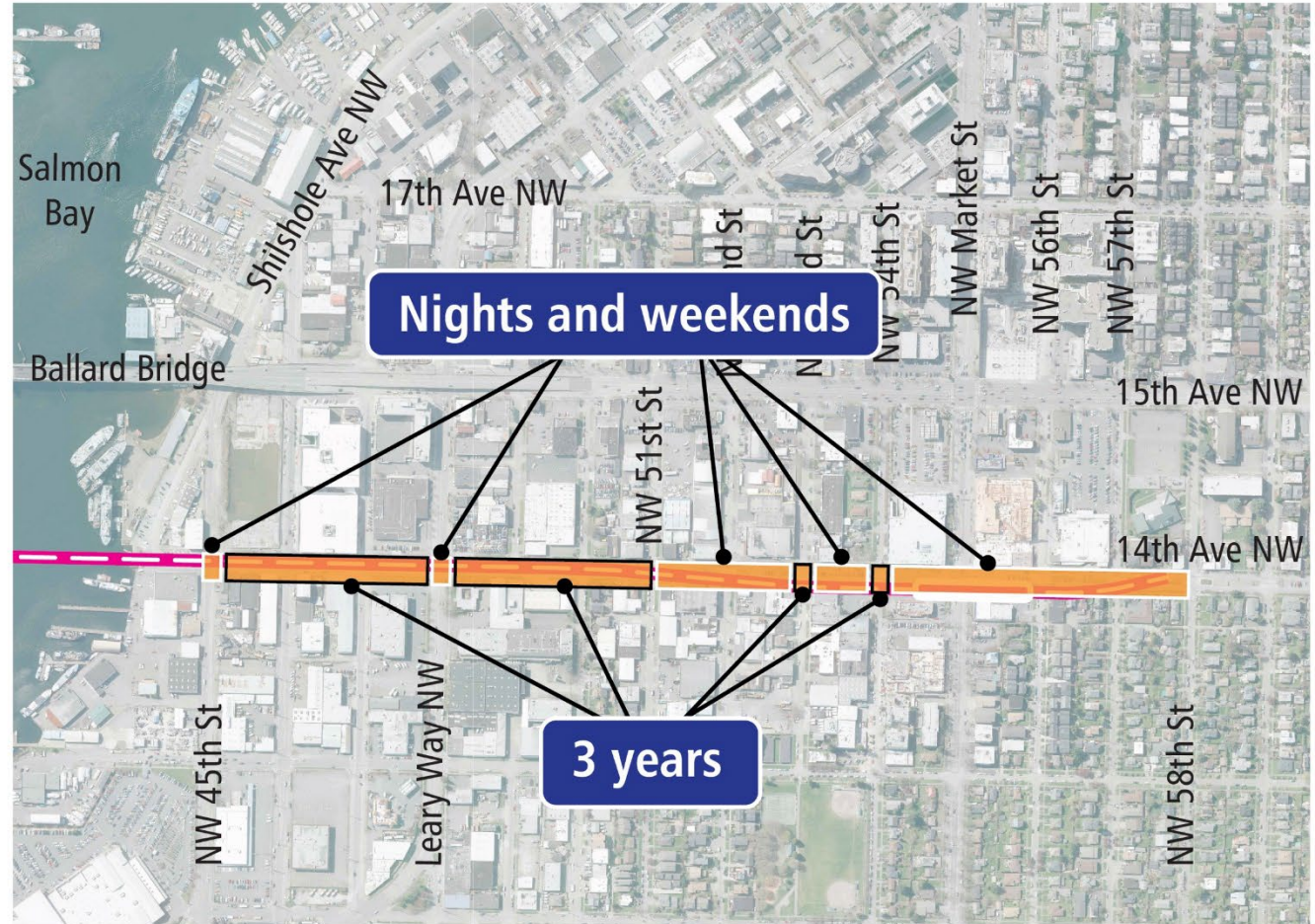


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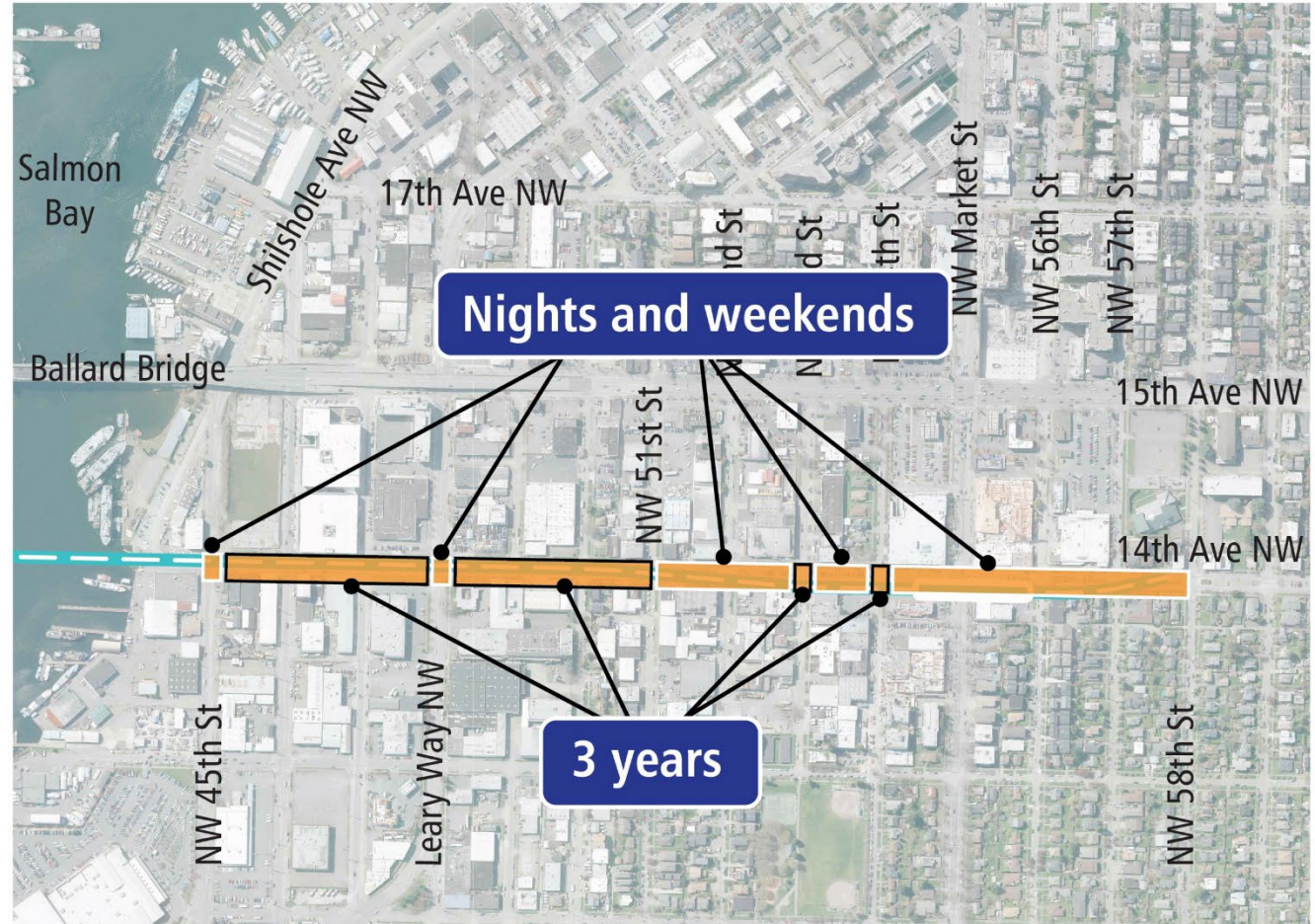
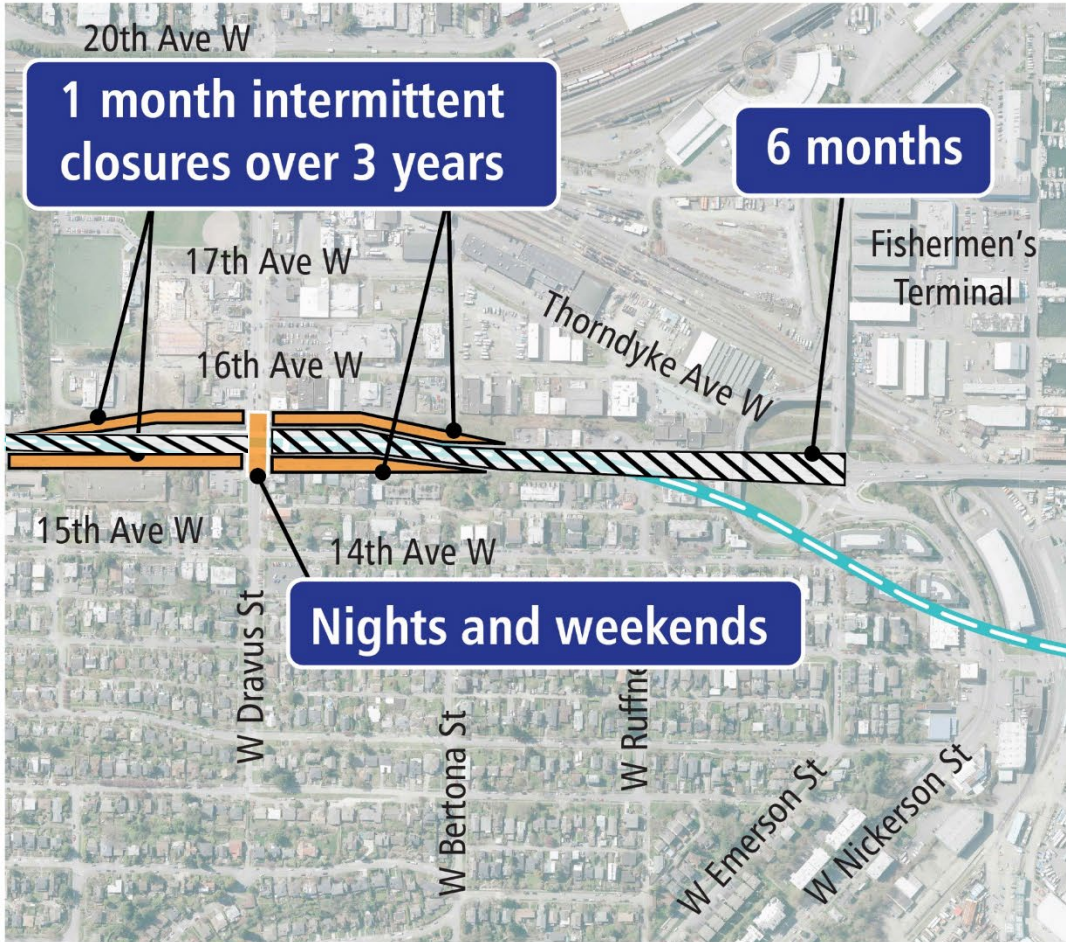
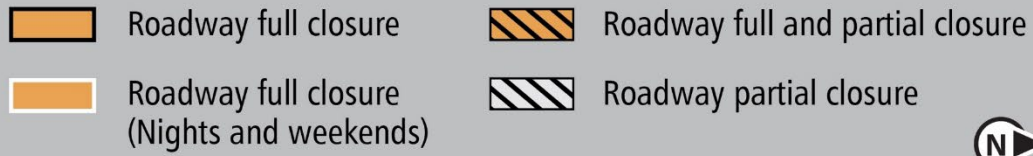
Freight impacts Interbay, Ballard







-  Roadway full closure
-  Roadway full and partial closure
-  Roadway full closure (Nights and weekends)
-  Roadway partial closure




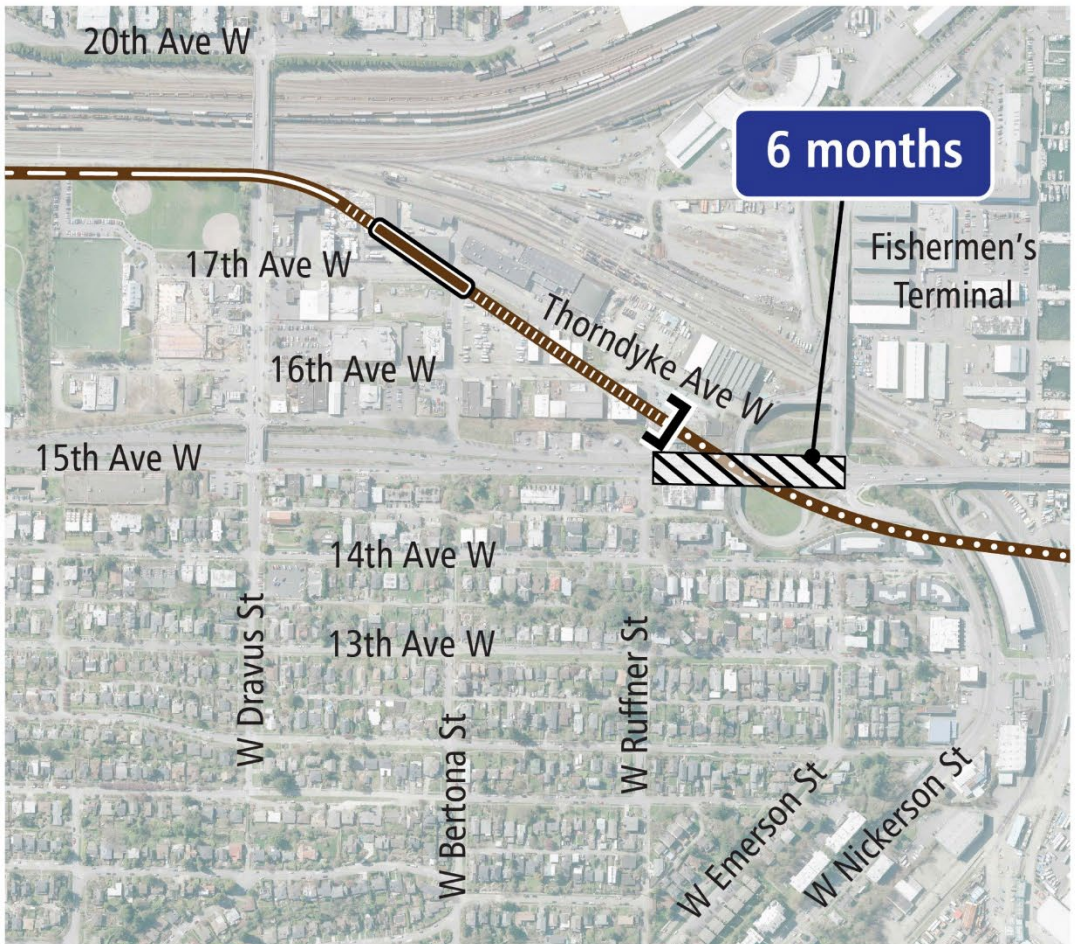
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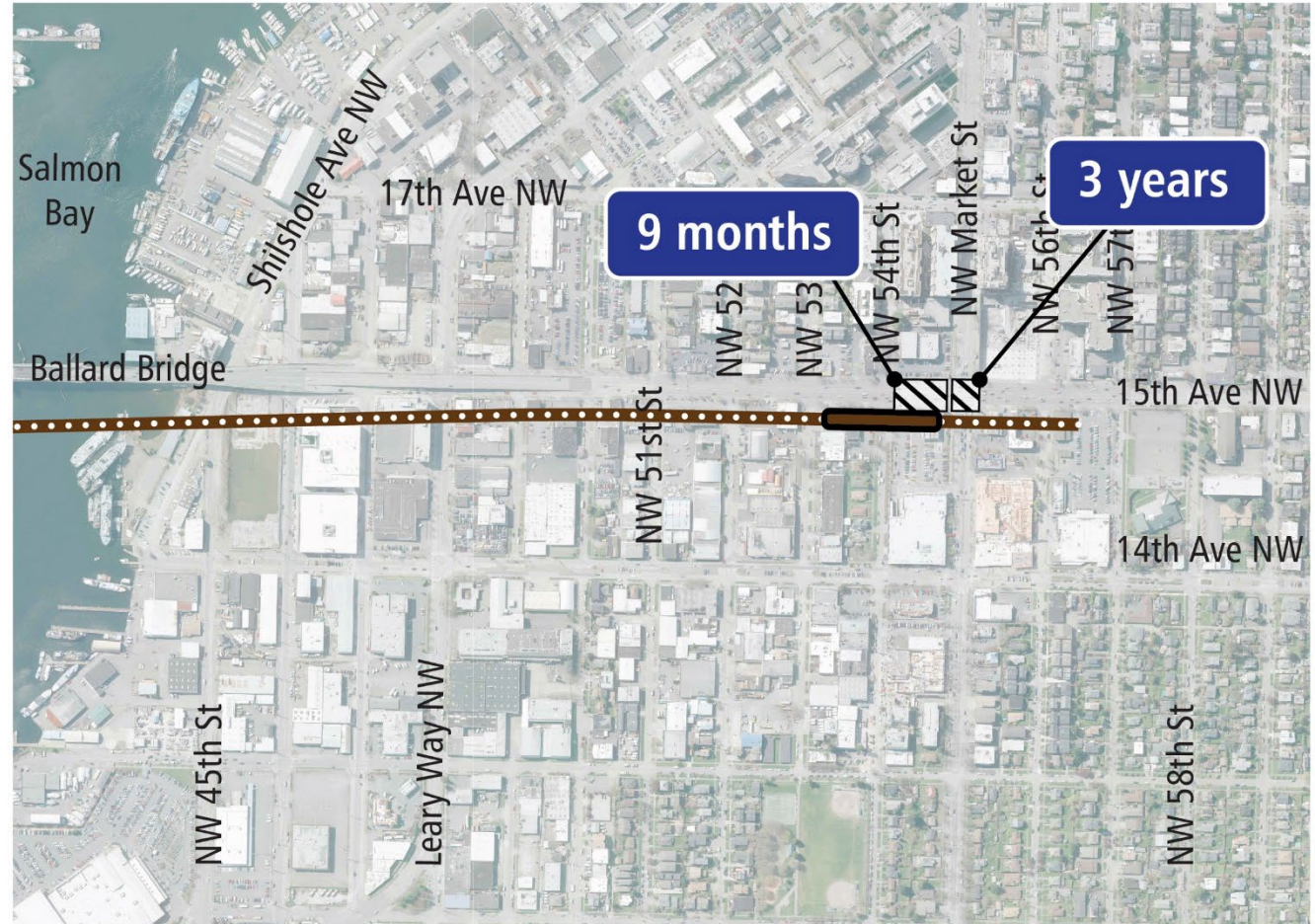
	Roadway full closure		Roadway full and partial closure
	Roadway full closure (Nights and weekends)		Roadway partial closure









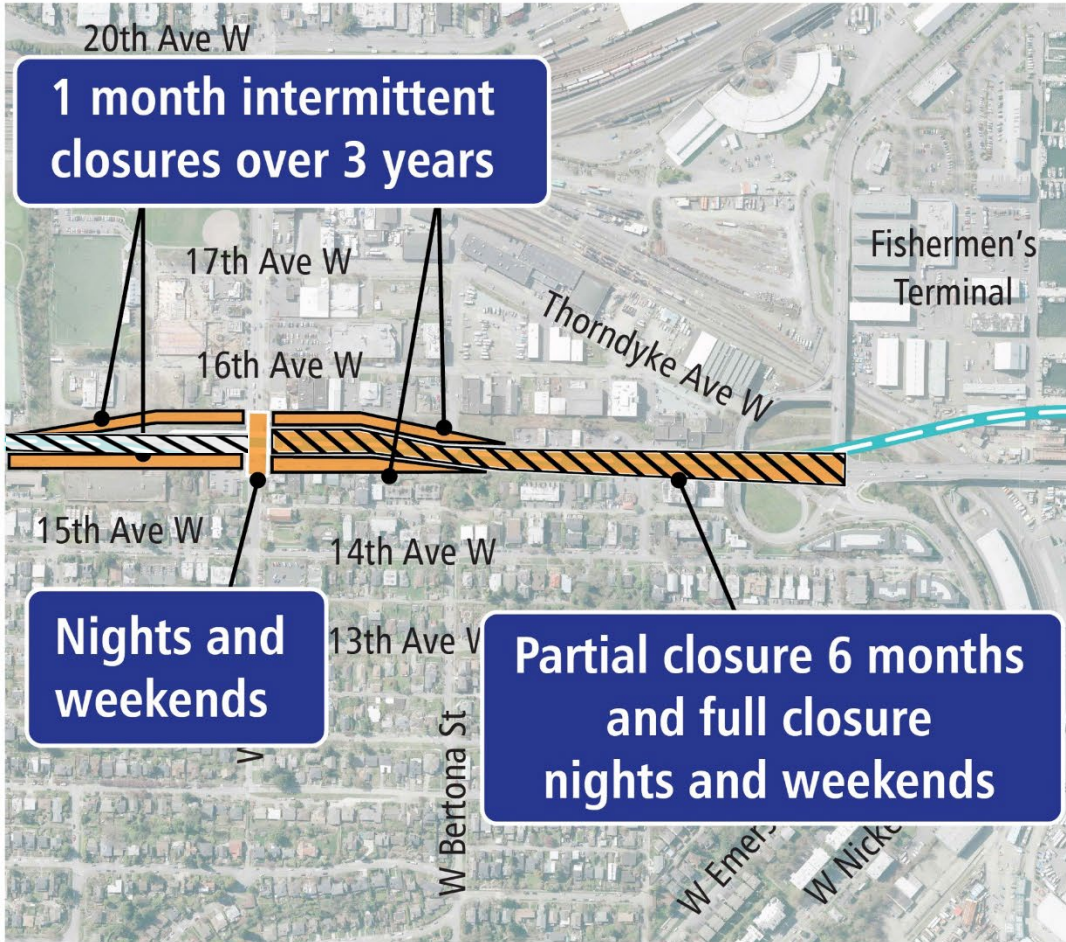
Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.

-  Roadway full closure
-  Roadway full and partial closure
-  Roadway full closure (Nights and weekends)
-  Roadway partial closure



Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.

-  Roadway full closure
-  Roadway full and partial closure
-  Roadway full closure (Nights and weekends)
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Navigation impacts

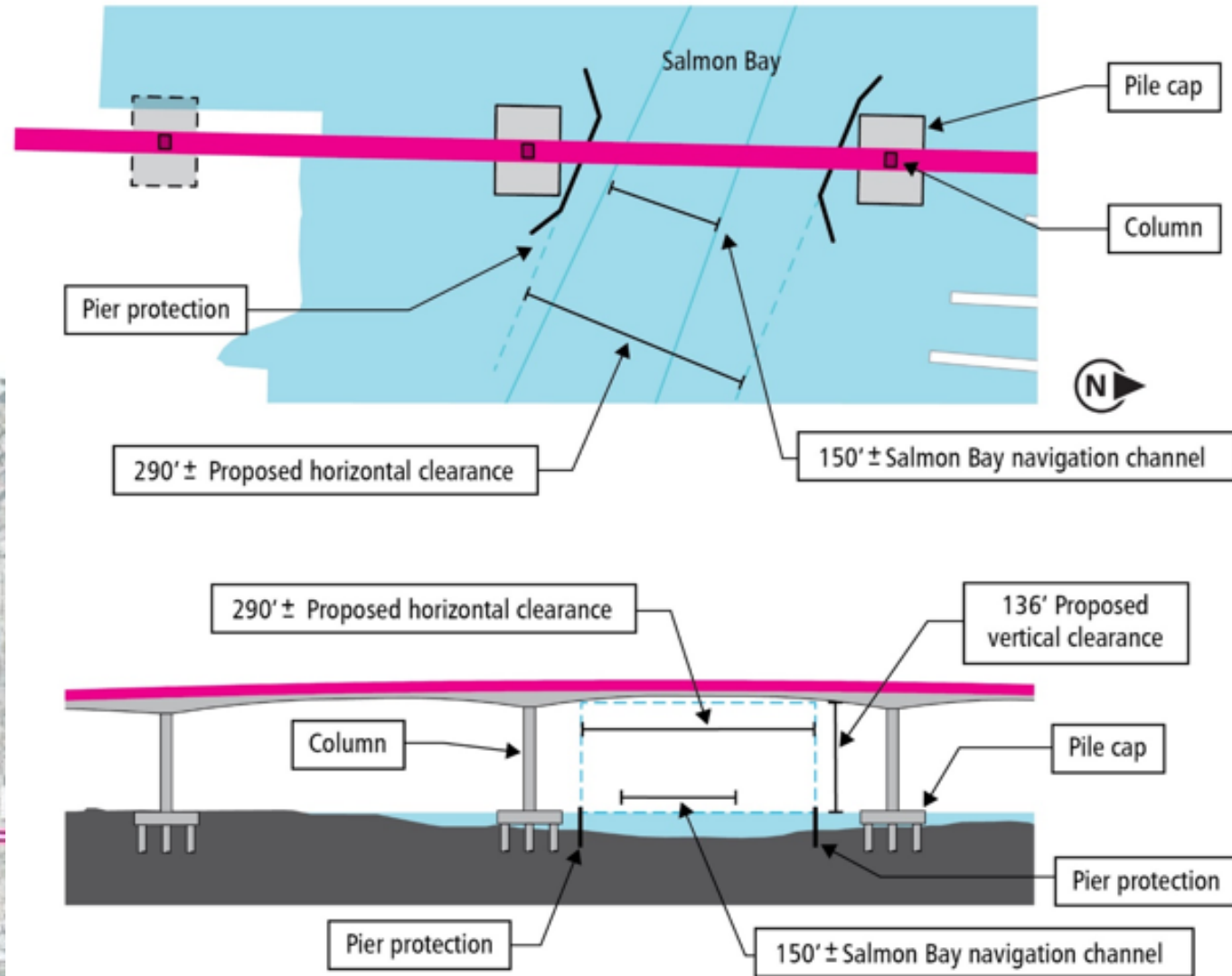
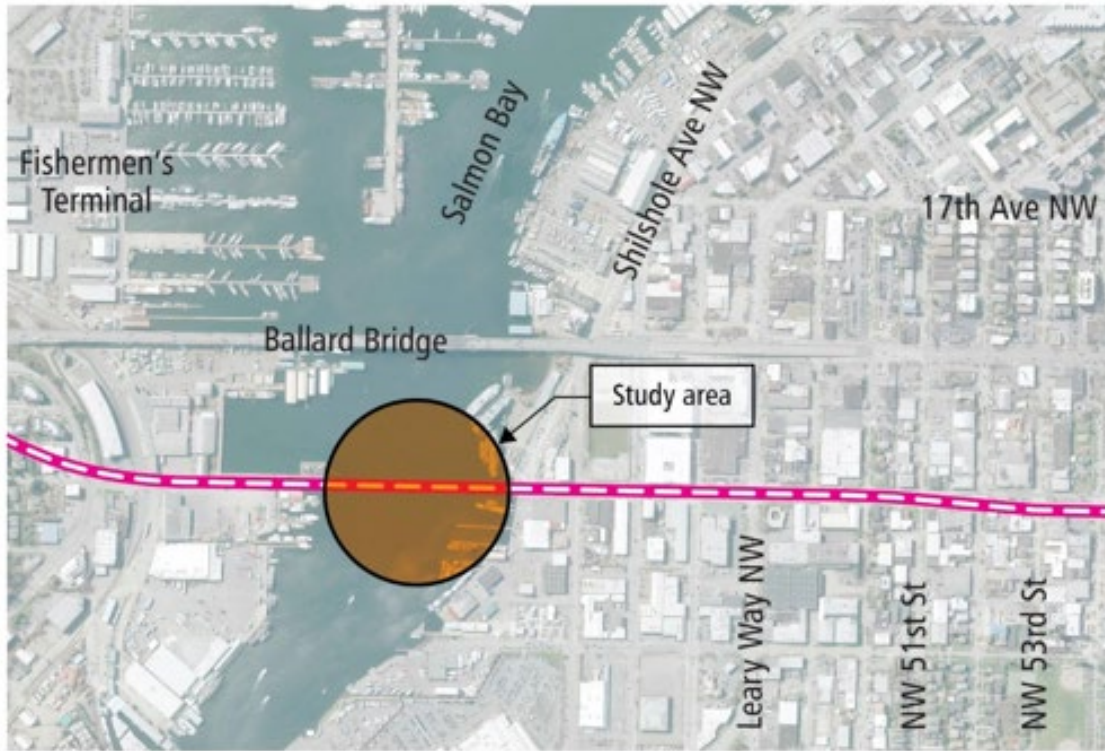
Navigation: context

- ***U.S. Coast Guard has primary permitting authority related to navigation***
- ***U.S. Army Corps of Engineers maintains Ship Canal navigation channel***
- ***Mix of industrial, commercial and residential shorelines***
- ***Variety of waterway users: recreational, commercial, fishing, institutional***

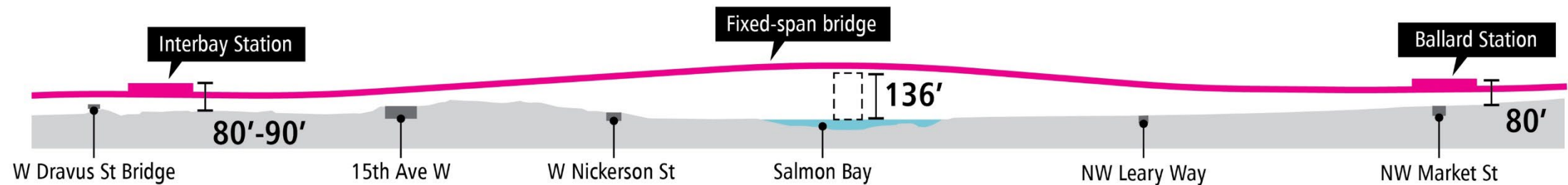
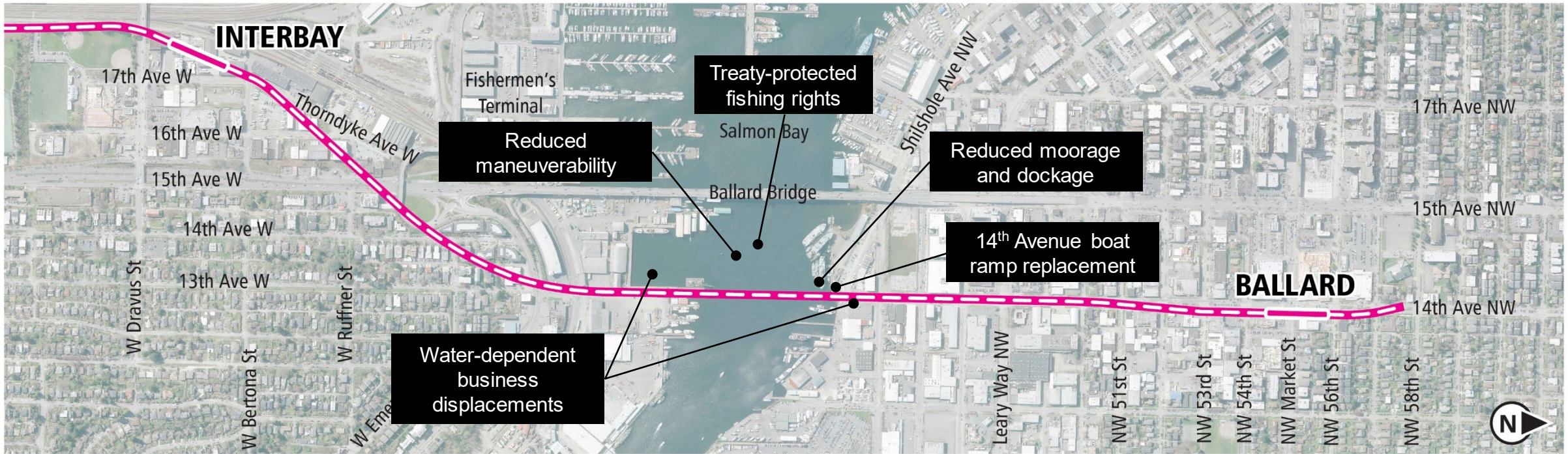
Image Landsat / Copernicus

Google Earth

Elevated 14th Avenue Alternative



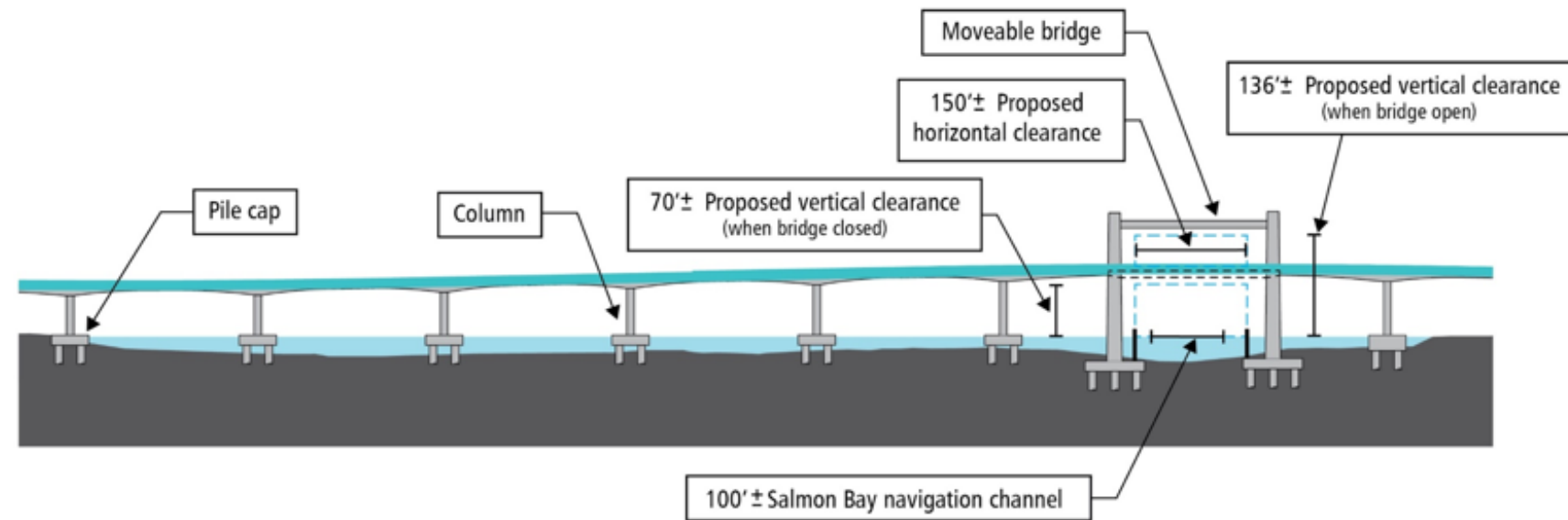
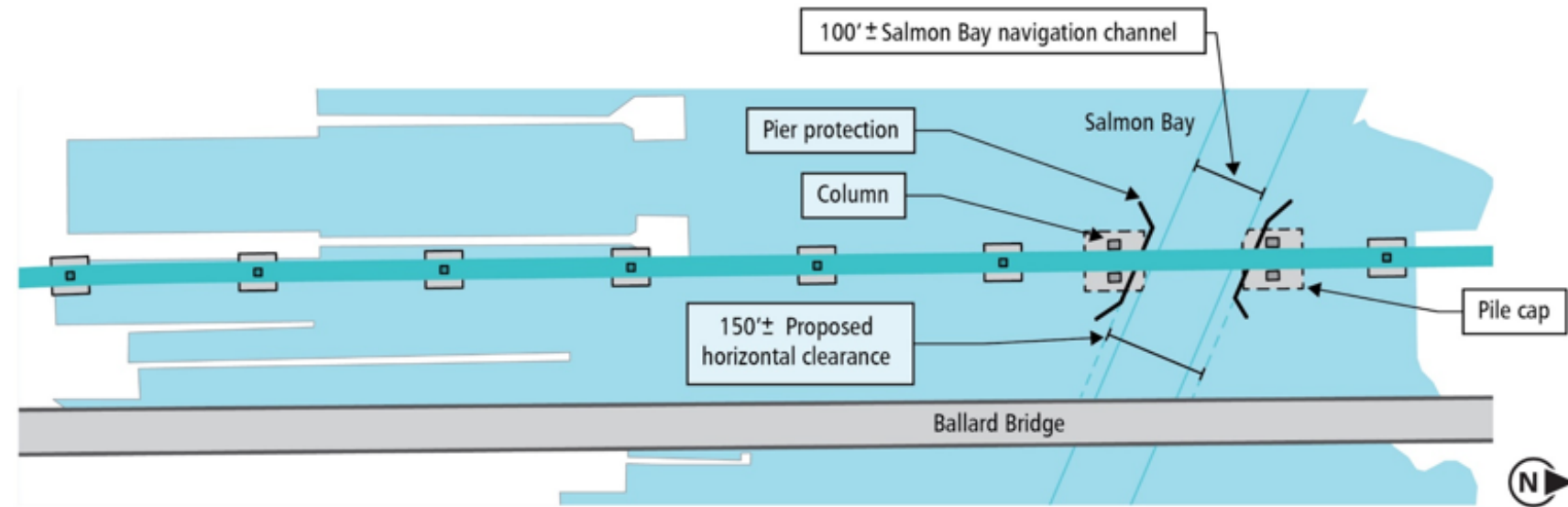
All measurements and graphics are approximate and are for discussion and illustration purposes only.



Elevated 14th Avenue Alternative (IBB-1a)

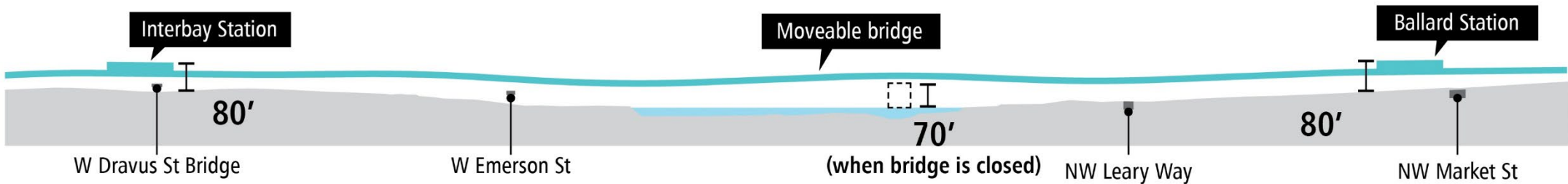
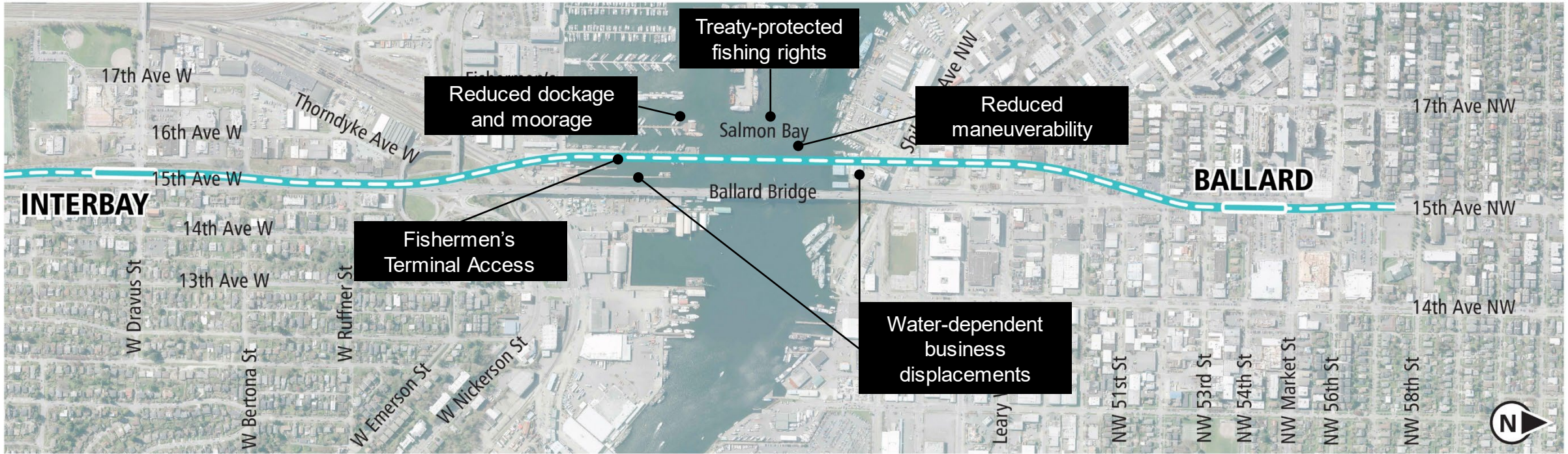
Diagrams are not to scale and all measurements are approximate for illustration purposes only. This height could be adjusted through coordination with the United States Coast Guard.

Elevated 15th Avenue Alternative



All measurements and graphics are approximate and are for discussion and illustration purposes only.





Elevated 15th Avenue Alternative (IBB-3)

Diagrams are not to scale and all measurements are approximate for illustration purposes only. This height could be adjusted through coordination with the United States Coast Guard.

Discussion: Hearing from CAG members

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

Agenda

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



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 Interbay/Ballard alternatives:

- Ballard Station: 15th versus 14th Avenues NW
- Ship Canal Crossing and Ballard Station: Elevated versus tunnel alignments
- South Interbay: Elliott guideway impacts versus steep slope impacts

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?



15TH AVE NW

ALTERNATIVES

IBB-2b: Tunnel 15th Ave NW

IBB-3: Elevated 15th Ave NW (movable bridge)



14TH AVE NW

ALTERNATIVES

IBB-1a: Elevated 14th Ave NW (fixed-span bridge)

IBB-1b: Elevated 14th Ave NW (fixed-span bridge)

IBB-2a: Tunnel 14th Ave NW

15TH AVE NW

OPPORTUNITIES

Closer to downtown Ballard, further from existing maritime/industrial area in southeast Ballard

Entrances on both sides of 15th Ave NW for safer pedestrian access and bus integration from west and east Ballard

CONCERNS

Requires crossing NW Market St for access from north Ballard



14TH AVE NW

OPPORTUNITIES

Entrances on both sides of NW Market St for safer pedestrian access and bus integration from north and south

CONCERNS

Further from downtown Ballard, closer to existing maritime/industrial area in Southeast Ballard

Requires crossing 15th Ave NW for access from west Ballard

TUNNEL

ALTERNATIVES

IBB-2b: Tunnel 15th Ave NW

IBB-2a: Tunnel 14th Ave NW



ELEVATED

ALTERNATIVES

IBB-1a: Elevated 14th Ave NW (fixed-span bridge)

IBB-1b: Elevated 14th Ave NW (fixed-span bridge)

IBB-3: Elevated 15th Ave NW (moveable bridge)

TUNNEL

OPPORTUNITIES

- Seamless integration into growing hub urban village
- Avoids numerous impacts of elevated guideway
- Nominal to no cost difference for tunnel

CONCERNS

- Impacts to Interbay properties near proposed tunnel portal



ELEVATED

OPPORTUNITIES

- Cost savings for elevated to 14th Ave NW over tunnel to 15th Ave NW

CONCERNS

- Property acquisition and displacement impacts
- In-water impacts to Tribal usage and general navigation
- Impacts to 14th Ave NW Boat Ramp
- Noise and aesthetic concerns from elevated guideway

ELLIOTT GUIDEWAY

ALTERNATIVES

SIB-1: Republican tunnel portal to Galer Street Station/Central Interbay Alternative

SIB-2: Republican tunnel portal to Prospect Street Station/15th Avenue Alternative



STEEP SLOPE

ALTERNATIVES

SIB-2: Republican tunnel portal to Prospect Street Station/15th Avenue Alternative

SIB-3: Prospect tunnel portal to Prospect Street Station/Central Interbay Alternative

ELLIOTT GUIDEWAY

OPPORTUNITIES

SIB-1/Galer station better access to Armory, Cruise terminal, Expedia

CONCERNS

Mobility concerns during construction and operations from guideway

Aesthetic concerns of guideway in view corridor

SIB-2/Prospect does not connect to IBB tunnel alts



STEEP SLOPE

OPPORTUNITIES

SIB-3 Prospect portal would avoid Elliott guideway impacts

CONCERNS

Steep slope impacts of SIB-3 Prospect portal and both SIB-2 and SIB-3 stations
Impacts to Queen Anne Greenbelt

TRADE-OFFS

Ballard Station: 15th versus 14th Avenues NW

Ship Canal Crossing and Ballard Station: Elevated versus tunnel alignments

South Interbay: Elliott guideway impacts versus steep slope impacts



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?





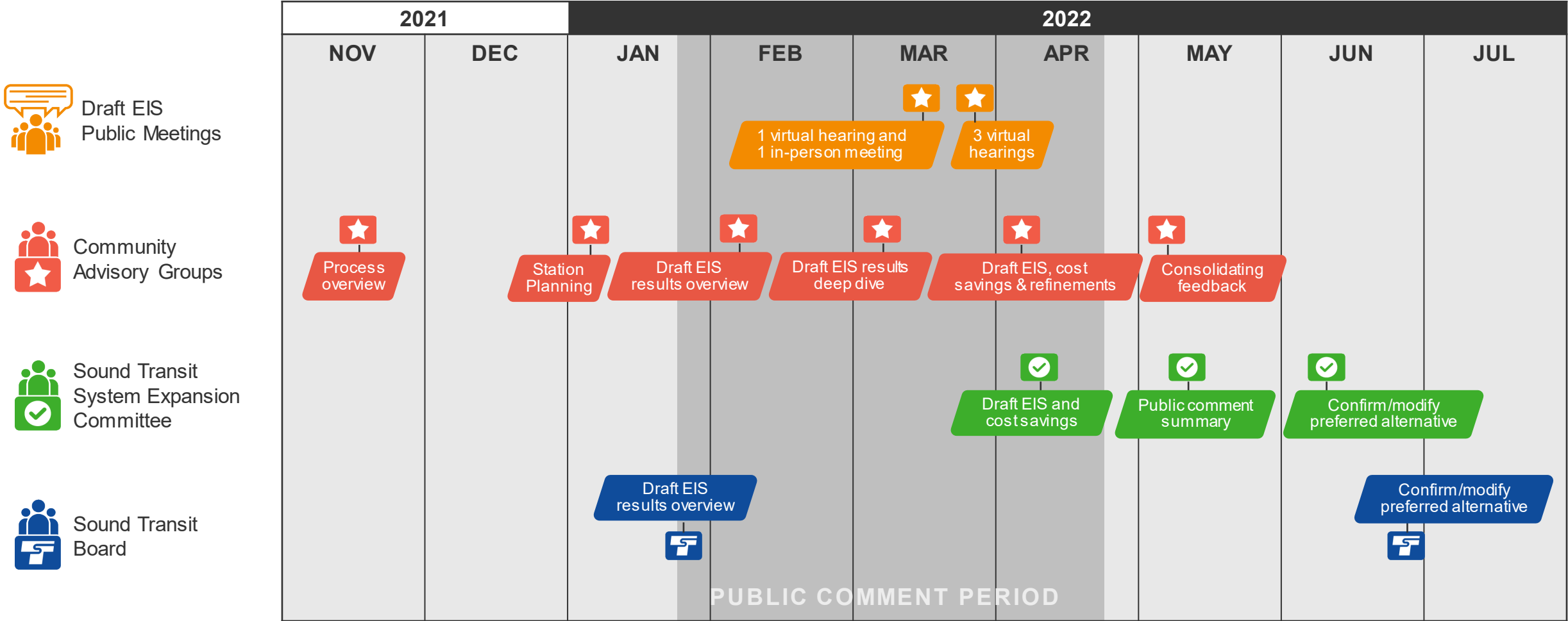
Additional questions please contact
Jesseca Brand, *Neighborhoods*
Jesseca.Brand@Seattle.gov

Agenda

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Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Upcoming Community Advisory Groups



Downtown Community Advisory Group

Draft EIS Deep Dive

Thursday, March 3, 2022 from 5pm to 7pm

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

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*

 **SOUNDTRANSIT**

