West Seattle and Ballard Link Extensions

Sound Transit Citizen Oversight Panel
March 21, 2019

Agenda

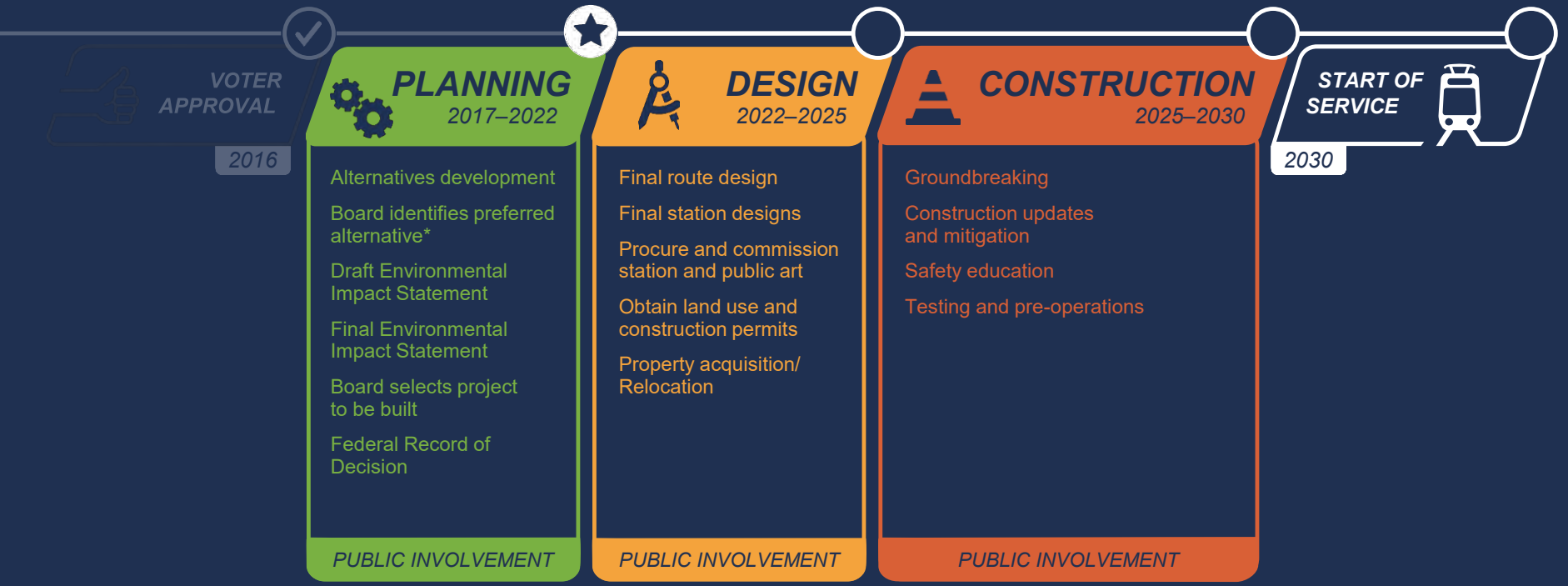
- Project overview
- Level 3 alternatives
- Level 3 evaluation results
- EIS scoping
- Next steps

Project overview

ST3 Representative project

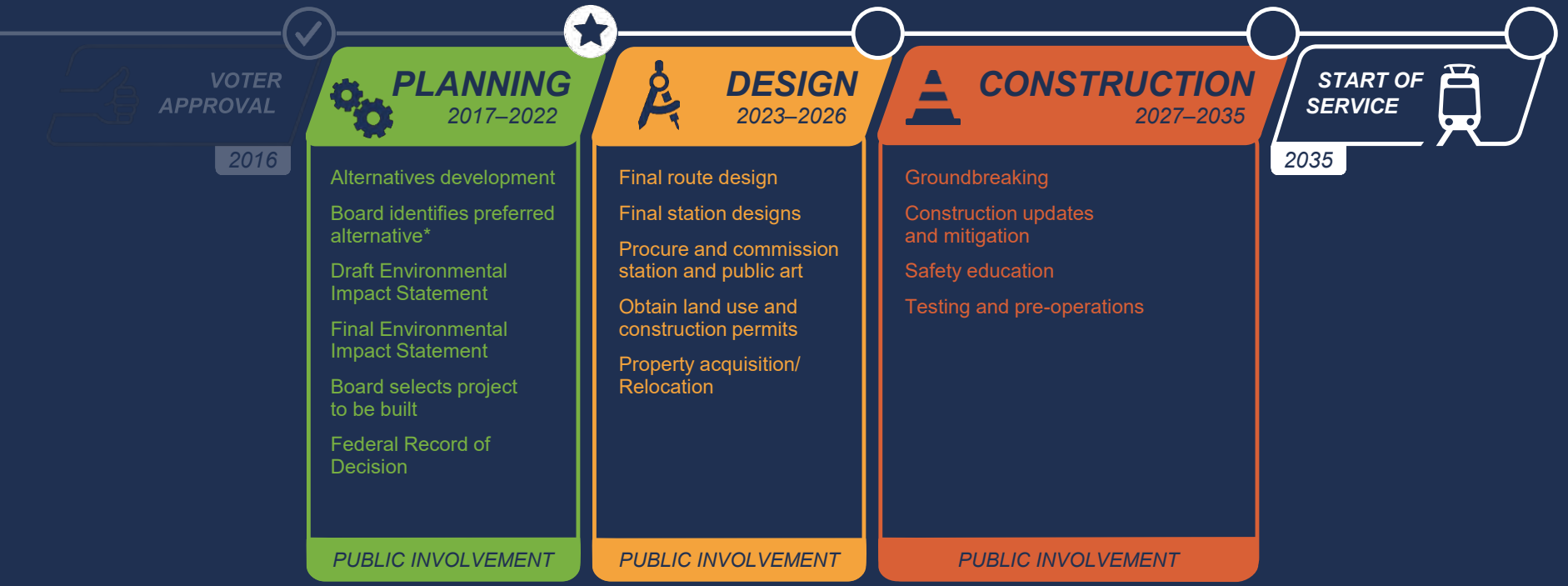
- Identifies mode, corridor, number of stations, general station locations
- Informs cost, schedule, operating needs

West Seattle project timeline



*The Sound Transit Board identifies preferred alternatives and other alternatives to study.

Ballard project timeline



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VOTER APPROVAL

2016

PLANNING

DESIG

2017–2019

Alternatives development

Board identifies preferred alternative*

2019–2022

Draft Environmental Impact Statement

Final Environmental Impact Statement

Board selects project to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

*The Sound Transit Board identifies preferred alternatives and other alternatives to study in the Environmental Impact Statement.

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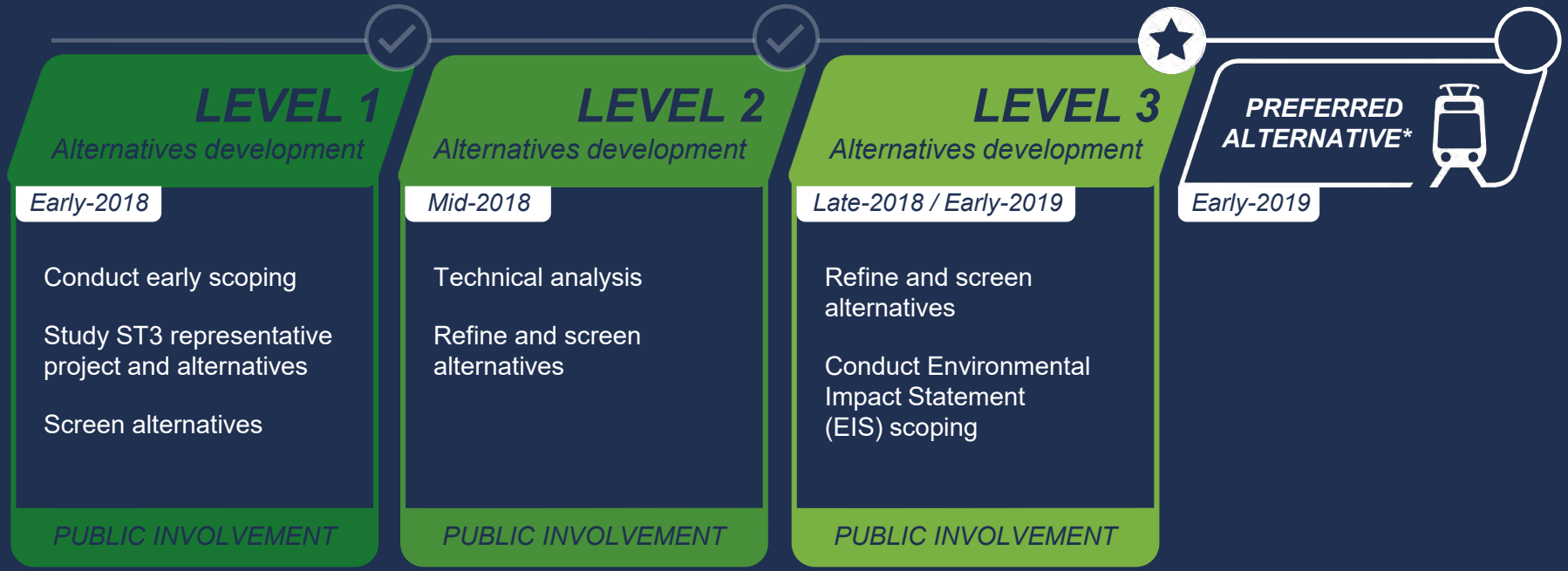
Alternatives development process



*The Sound Transit Board identifies preferred alternatives and other alternatives to study in the Environmental Impact Statement (EIS).

Community engagement and collaboration

Meeting dates subject to change.

Level 3 alternatives

Summary of Level 3 alternatives

ST3 Representative Project

- **West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated**
  - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined
- **West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel**
  - Junction station options: 41st Ave, 42nd Ave and 44th Ave
  - C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
  - Ballard station options: 14th Ave and 15th Ave

ST3 Representative Project

Summary of Level 3 alternatives

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West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated

Summary of Level 3 alternatives

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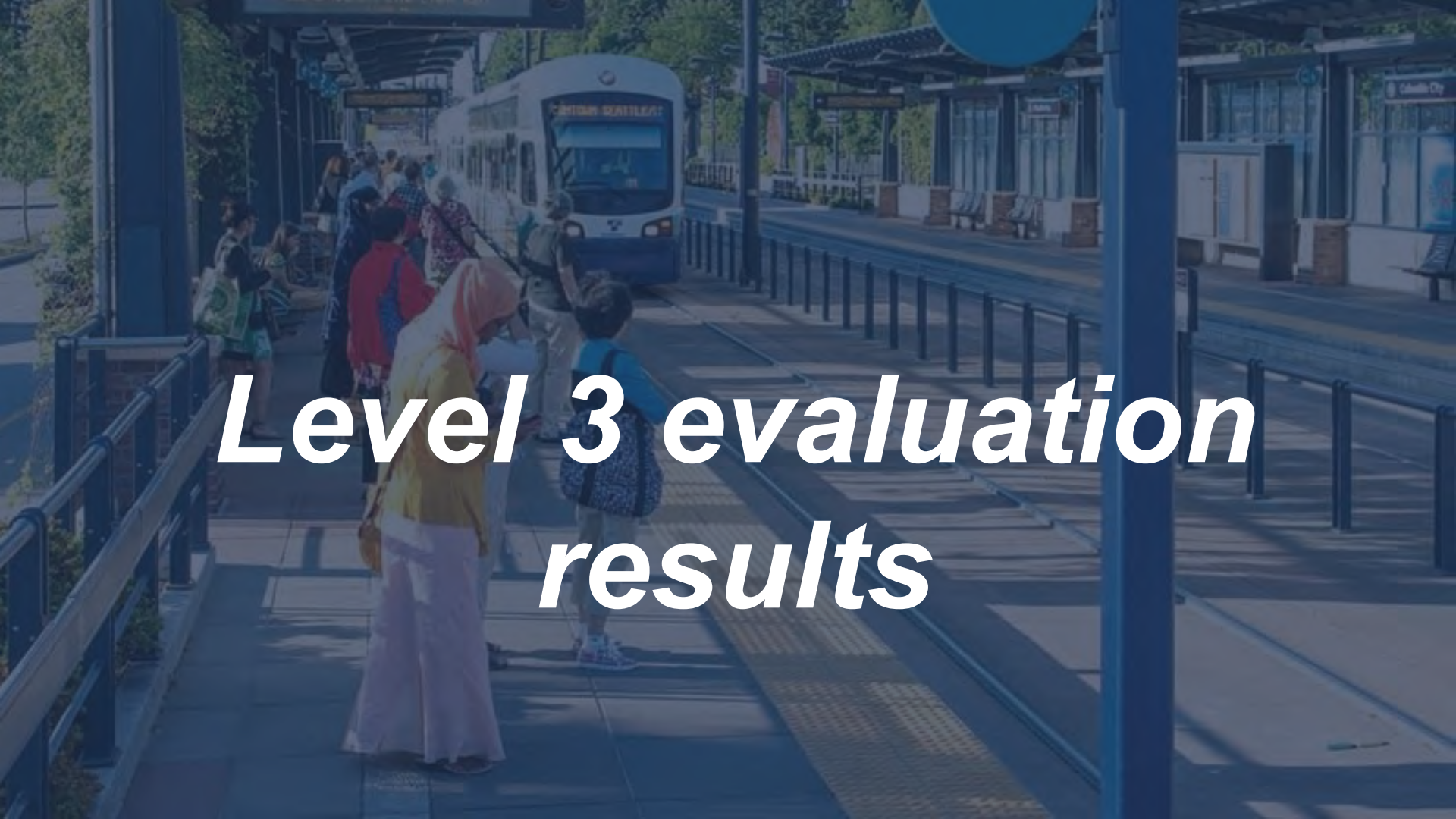
West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel



Level 3 evaluation results

Evaluation criteria

› *17 criteria consistent in all levels of evaluation*

- Reliable service
- Travel times
- Regional connectivity
- Transit capacity
- Projected transit demand
- Regional centers served
- ST Long-Range Plan consistency
- ST3 consistency
- Technical feasibility
- Financial sustainability
- Historically underserved populations
- Station area land use plan consistency
- Modal integration
- Station area development opportunities
- Environmental effects
- Traffic operations
- Economic effects

Evaluation measures

- *50+ quantitative and/or qualitative measures*
- *Ratings for Lower, Medium and Higher performing*
- *Key differentiators and considerations among alternatives*

Lower Performing

Medium Performing

Higher Performing

Evaluation Measures	ST3 Representative	West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated		West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel				
	Project	5th Ave Cut-and-Cover International District/ Chinatown Station	5th Ave Mined International District/ Chinatown Station	41st Ave Alaska Junction/4th Ave Cut-and-Cover/14th Ave Ballard	42nd Ave Alaska Junction Station	44th Ave Alaska Junction Station	4th Ave Mined International District/ Chinatown Station	15th Ave Ballard Station
Provide high quality rapid, reliable, and efficient peak and off-peak light rail transit service to communities in the project corridors defined in ST3.								
At-grade crossings	3	1		1				
Potential service interruptions/recoverability	Lower	Medium		Medium			Lower	Medium
LRT travel times (minutes)	6 to 7 / 13 to 14	6 to 7 / 13 to 14		6 to 7 / 13 to 14				
Transit travel time savings (minutes)	12 to 20	12 to 20		12 to 20				
Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.								
Network integration	Lower	Medium		Higher			Medium	Higher
Passenger carrying capacity	Medium	Medium		Medium				
Average weekday trips on West Seattle/ Ballard extensions (2042)	35,000 to 40,000 / 123,000 to 163,000	35,000 to 39,000 / 120,000 to 158,000		35,000 to 41,000 / 125,000 to 165,000				
Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan.								
PSRC growth centers served	5	5		5				
Pop/job densities served (2040)	38 / 39	39 / 39		37 / 38 to 39				
Accommodates future LRT extension	Lower	Medium		Higher		Medium	Higher	
Implement a system that is consistent with the ST3 Plan that established transit mode, corridor, and station locations and that is technically feasible and financially sustainable to build, operate, and maintain.								
Mode, route and stations per ST3	Higher	Higher		Higher				
Potential ST3 schedule effects	Higher	Higher	Medium	Lower				
Potential ST3 operating plan effects	Lower	Higher		Higher			Medium	Higher
Engineering constraints	Lower	Medium		Lower				
Constructability issues	Lower	Medium		Lower				
Operational constraints	Lower	Medium	Lower	Higher			Lower	Higher
Capital costs (2018$)	-	+$400M	+$500M	+$1,900M			+$2,100M	+$1,900M
Annual O&M costs on West Seattle/ Ballard extensions (2018$ in millions)	$25 to $30 / $55 to $60	$25 to $30 / $55 to $60		$25 to $30 / $55 to $60				
Expand mobility for the corridor and region's residents, which include transit dependent, low income, and minority populations.								
Low-income/minority opportunities (activity nodes/rental units) (1)	Medium 23%	Medium 22%		Medium 23%				
Low-income population (1/2)	32% / 32%	32% / 32%		32% / 31%				
Minority population (1/2)	34% / 34%	34% / 35%		34% / 34 to 35%				
Youth population (1/2)	7% / 10%	7% / 9%		7% / 9 to 10%				
Elderly population (1/2)	14% / 11%	14% / 12%		14% / 11 to 12%				
Limited English Proficiency population (1/2)	7% / 8%	7% / 8%		7% / 7 to 8%				
Disabled population (1/2)	12% / 11%	12% / 11%		12% / 11%				

(1) Within station walksheds; (2) Within 15 minute ride on connecting high frequency transit

Level 3 evaluation – Part 1 of 2

Lower Performing | Medium Performing | Higher Performing

Overview of key differentiators

Evaluation Measures	ST3 Representative	West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated		West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel				
	Project	5th Ave Cut-and-Cover International District/ Chinatown Station	5th Ave Mined International District/ Chinatown Station	41st Ave Alaska Junction/4th Ave Cut-and-Cover/14th Ave Ballard	42nd Ave Alaska Junction Station	44th Ave Alaska Junction Station	4th Ave Mined International District/ Chinatown Station	15th Ave Ballard Station
Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner that is consistent with local land use plans and policies.								
Compatibility with Urban Centers/Villages [1]	58%	56%		55 to 58%				
Station land use plan consistency	Higher	Higher		Higher				
Activity nodes served [1]	302	298		300 to 303				
Passenger transfers	Higher	Higher	Medium	Higher			Medium	Higher
Bus/rail and rail/rail integration [1]	Medium	Medium		Medium				
Bicycle infrastructure and accessibility [1]	19%	19%		18 to 19%				
Pedestrian/limited mobility accessibility	Higher	Higher		Higher				
Development potential [1]	14%	14%		13 to 14%				
Equitable development opportunities	Lower	Medium		Higher				
Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.								
Historic properties/Landmarks [2]	40	20		40				
Potential archaeological resource effects [1]	Lower	Lower		Lower				
Parks/recreational resource effects (acres)	1.4	5.3		5.7				
Water resource effects (acres)	0.8	0.5		<0.1				
Fish and wildlife habitat effects (acres)	15.0	6.0		15.0				
Hazardous materials sites [2]	50	60		40				
Visual effects to sensitive viewers (miles)	2.5	1.7		1.2				
Noise/vibration sensitive receivers [1]	Medium	Medium		Medium				
Potentially affected properties	Medium	Lower		Higher				
Residential unit displacements	Medium	Lower		Higher				
Business displacements (square feet)	Higher	Lower		Higher				
Construction impacts	Lower	Lower	Medium	Medium			Lower	Medium
Burden on minority/low-income	Lower	Medium		Lower				
Traffic circulation and access effects	Lower	Medium		Higher				
Effects on transportation facilities	Lower	Medium		Medium				
Effects on freight movement	Lower	Medium		Medium				
Business and commerce effects	Medium	Medium		Medium				

(1) Within station walksheds and/or defined buffer of alignment; (2) On properties that overlap with the project footprint

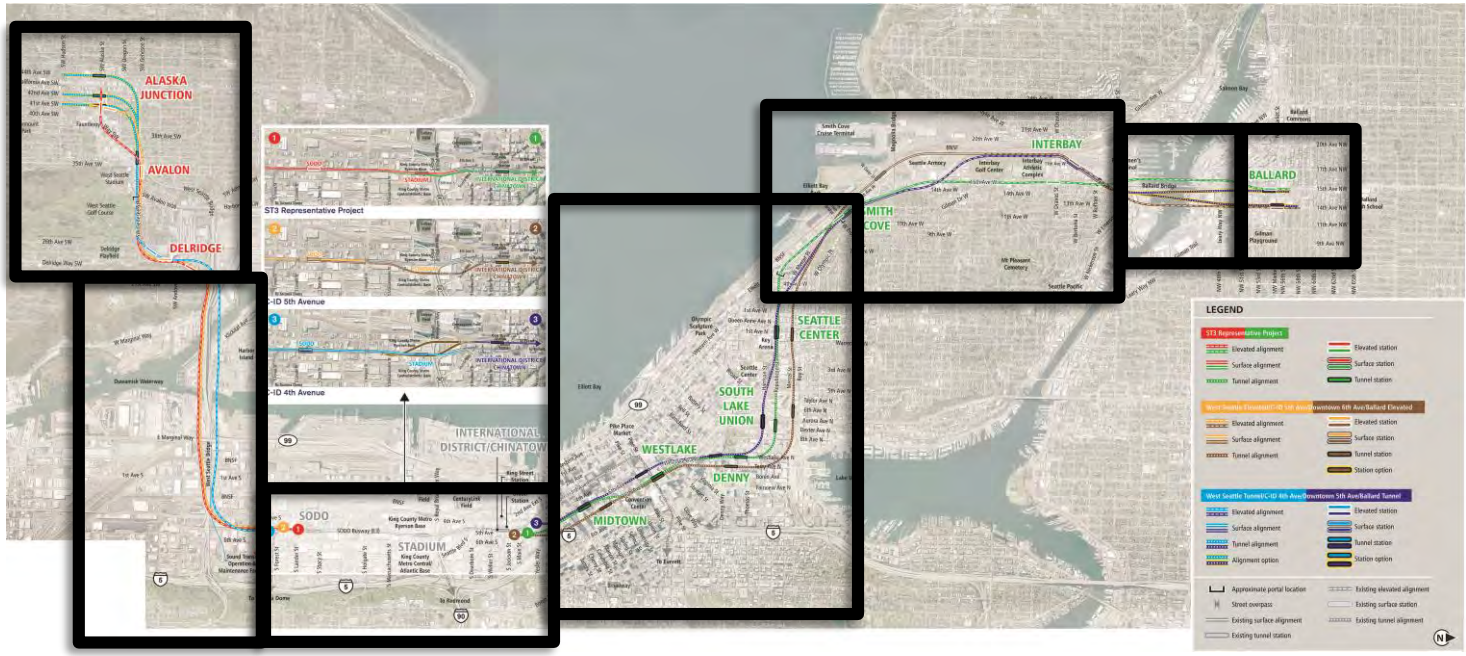
Level 3 evaluation – Part 2 of 2

Lower Performing | Medium Performing | Higher Performing

Overview of key differentiators

Key considerations

- West Seattle stations and guideway
- Duwamish Waterway crossing
- SODO and Chinatown/ Int'l District
- Downtown tunnel route
- Smith Cove-Interbay
- Salmon Bay crossing
- Ballard terminus station



Key considerations

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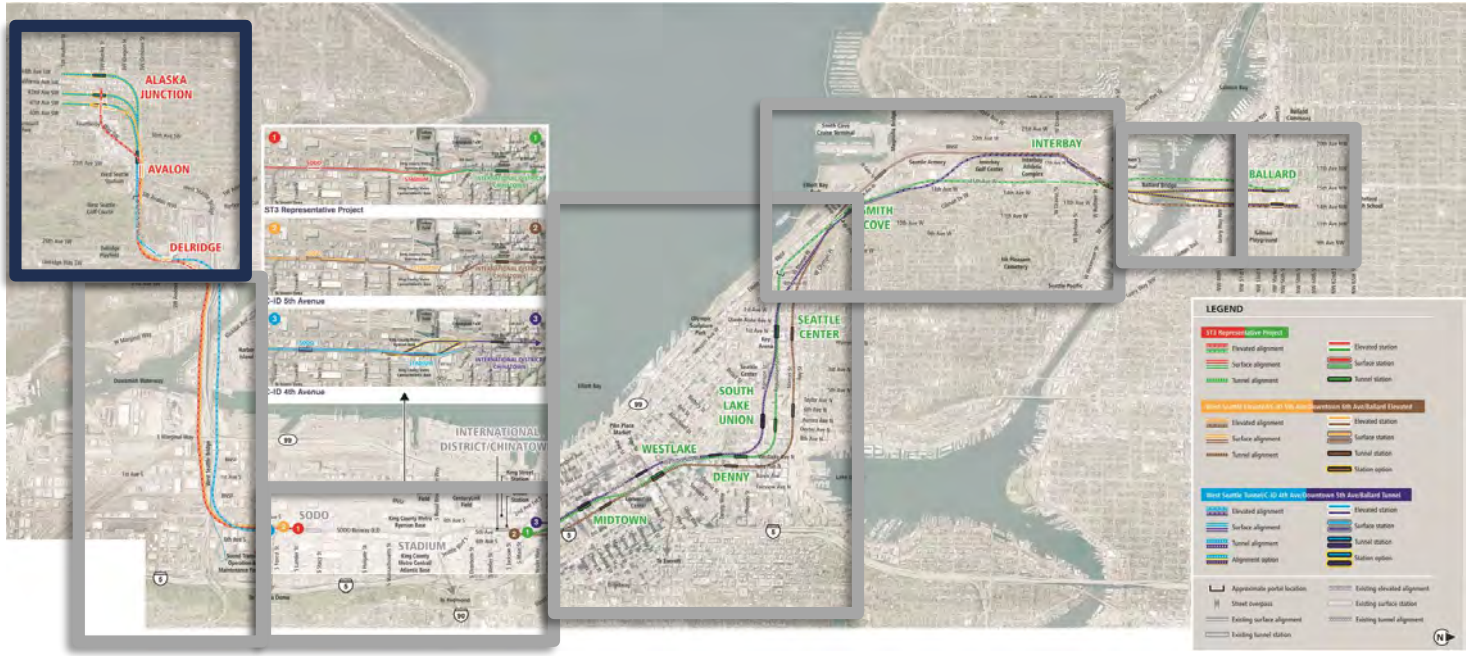

Key considerations

West Seattle stations and guideway

ST3 Representative Project

- East-west oriented elevated Alaska Junction Station complicates future LRT extension; constrained terminal station on SW Alaska Street
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative
- Delridge Station problematic proximity to freeway/Nucor

West Seattle Elevated

- More displacements between Alaska Junction and Avalon stations; similar number of displacements in Delridge
- Greatest disruption to neighborhood around Alaska Junction Station
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative

West Seattle Tunnel

- Fewer displacements w/ tunnel Alaska Junction Station; similar number of displacements in Delridge; Lower Delridge Station in neighborhood
- Tunnel facilitates lower guideway on SW Genesee St, but could increase implementation schedule and require 3rd Party funding
- Park effects may require 4(f) avoidance alternative

West Seattle

Key considerations

West Seattle

West Seattle

Key Differentiators	**Elevated 41st South of Alaska**	**Tunnel 41st/Alaska**	**Tunnel 42nd/Alaska**	**Tunnel 44th/Alaska**
Station location (Alaska Junction)	Farther away from bus routes on California Ave	Farther away from bus routes on California Ave	Closer to bus routes on California Ave than 41st	Closer to bus routes on California Ave than 41st and 42nd
Potential property effects* (residential units / square feet of businesses potentially displaced)	More / Fewer	Fewer / Fewer	Fewer / Fewer	Fewer / Fewer
Guideway height in Delridge	Higher	Lower	Lower	Lower
Comparative Estimate (2018$)*	-	+ $700M	+ $700M	+ $700M

*Compared to ST3 Representative Project

Key differentiators

West Seattle

Key considerations

- West Seattle stations and guideway
- Duwamish Waterway crossing
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- Downtown tunnel route
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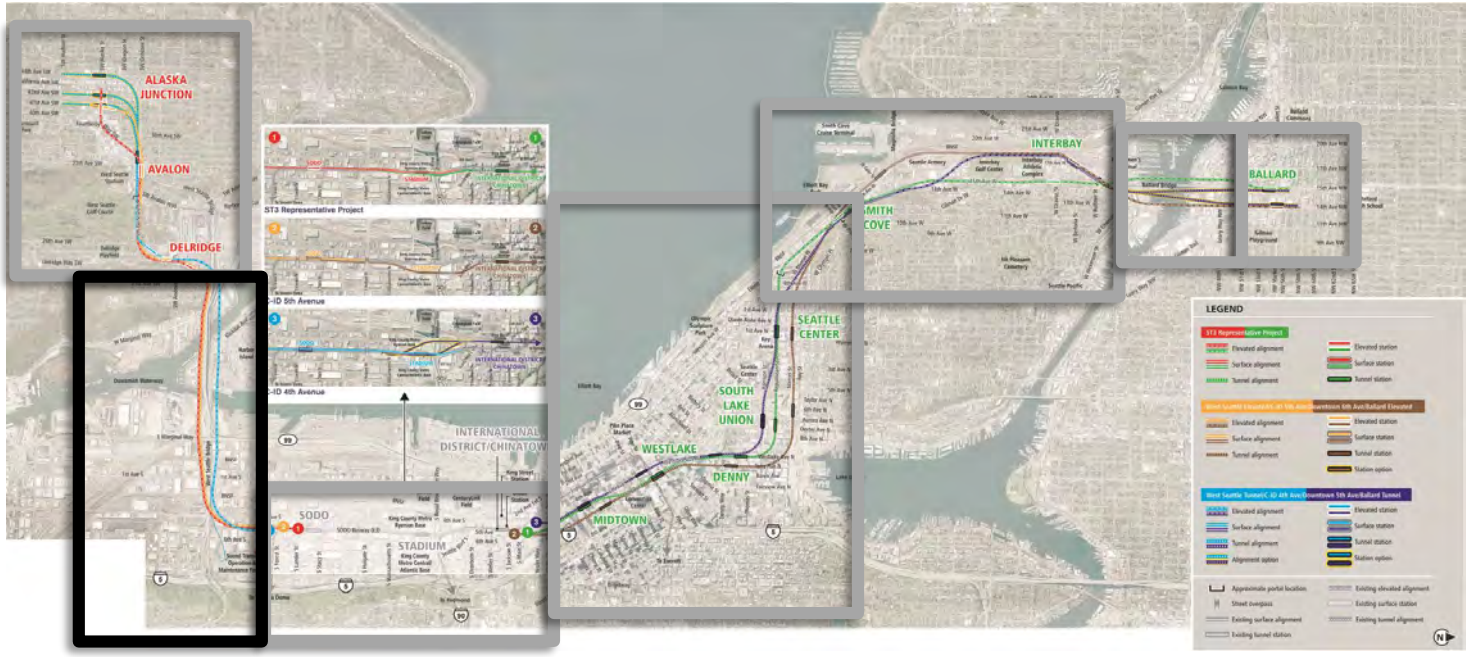

Key considerations

Duwamish crossing

ST3 Representative Project

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

West Seattle Elevated

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

West Seattle Tunnel

- North bridge crossing avoids Pigeon Point steep slope and effects to Duwamish Greenbelt
- Affects freight, port terminal facilities especially during construction

Duwamish Waterway Crossing

Key considerations

Duwamish crossing

Duwamish Crossing

Key Differentiators	South	North
Engineering constraints	Pigeon Point steep slope	Avoids Pigeon Point steep slope
Potential fish and wildlife effects	Affects West Duwamish Greenbelt	Avoids West Duwamish Greenbelt
Potential property effects	Similar	Similar
Potential freight movement	Lessens freight, port terminal effects	Affects freight, port terminal especially during construction
Potential business and commerce effects	Could displace businesses that support trade	Could displace businesses that support trade; May displace some water-dependent business
Comparative Estimate (2018$)*	-	+ $300M

*Compared to ST3 Representative Project

Key differentiators

Duwamish crossing

Key considerations

- West Seattle stations and guideway
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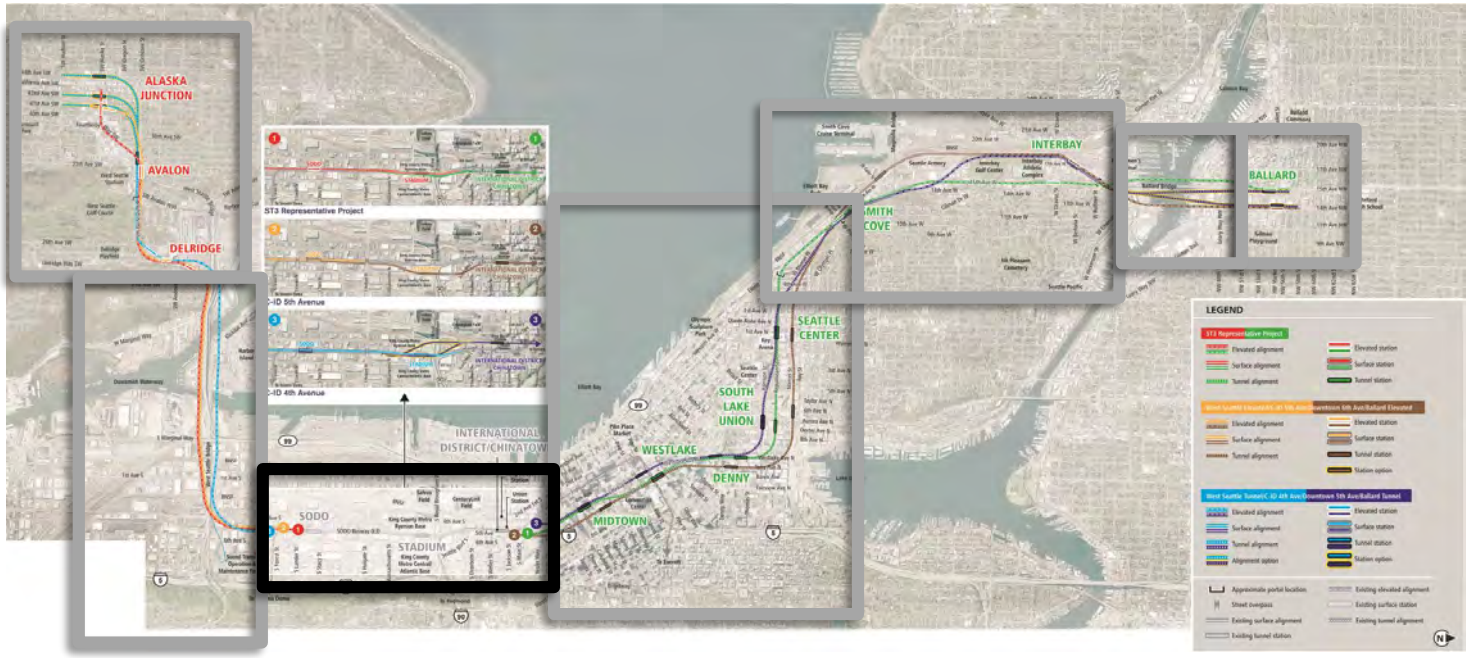


Key considerations

SODO and Chinatown/International District

ST3 Representative Project

- More complex and costly elevated track
- Does not facilitate track interconnections
- Does not grade separate Lander and Holgate roadway crossings
- Infrastructure conflicts with WSDOT ramps

C-ID 5th Avenue

- At-grade track alignment reduces cost and complexity
- Grade separations of Lander and Holgate improve existing LRT/traffic operations

C-ID 4th Avenue

- At-grade track alignment reduces cost and complexity
- Grade separations of Lander and Holgate improve existing LRT/traffic operations

SODO

Key considerations

SODO and Chinatown/International District – West Seattle extension

Chinatown/International District

ST3 Representative Project

- Cut-and-cover tunnel and station on 5th Ave S results in construction effects in C-ID
- Affects WSDOT ramps/foundations
- Impacts Ryerson bus base

C-ID 5th Avenue

- Cut-and-cover station on 5th Ave S results in construction effects in C-ID but bored tunnel limits effects
- Mined station has less convenient access, transfers, potential to extend schedule
- Affects future Central base expansion
- Mined station limits train acceleration and track crossovers

C-ID 4th Avenue

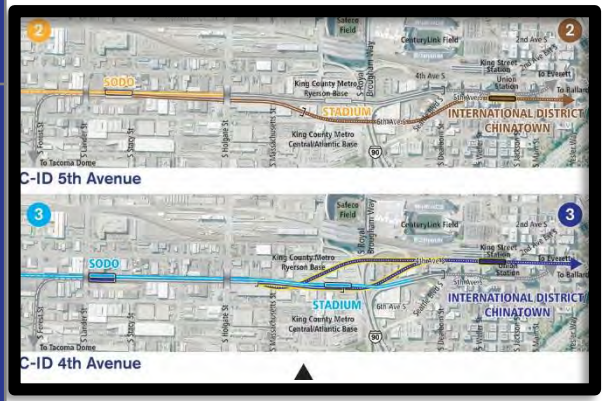
- Viaduct rebuild results in more construction complexity, traffic diversions, schedule delays; requires 3rd Party funding
- Mined station option increases traffic effects and has less convenient access, transfers and impacts Ryerson bus base
- Deep mined station does not allow for a pocket track so reduces operability

Key considerations

Chinatown/International District – Ballard extension

SODO and Chinatown-ID

Key Differentiators	5th Bored/ Cut-and-Cover	5th Bored/ Mined	4th Cut-and-Cover	4th Bored/ Mined
Ease of station access/transfers	Higher performing	Lower performing	Higher performing	Lower performing
Potential construction effects in C-ID	More construction effects	Least construction effects	More construction traffic effects	Most construction traffic effects
Potential property effects	Property effects in SODO at tunnel portal and 5th Ave in C-ID; affects future Central Base expansion	Property effects in SODO at tunnel portal and 5th Ave in C-ID; affects future Central Base expansion	Property effects on 4th Ave; affects Ryerson Base	Property effects on 4th Ave; displaces Ryerson Base
Construction schedule	Meets ST3 schedule	Higher schedule risk	Potential schedule delay	Potential schedule delay
Comparative Estimate (2018$)*	- $200M	-	+ $300M	+ $500M**



*Compared to ST3 Representative Project
**Includes higher Downtown cost of $100M

Key differentiators

Chinatown/International District

Key considerations

- West Seattle stations and guideway
- Duwamish Waterway crossing
- SODO and Chinatown/ Int'l District
- Downtown tunnel route
- Smith Cove-Interbay
- Salmon Bay crossing
- Ballard terminus station

Key considerations

Downtown

Downtown

ST3 Representative Project

- Impacts SR 99 off ramp and requires large sewer relocation
- Constrained right-of-way at Seattle Center Station
- North tunnel portal results in more acquisitions and displacements
- Infrastructure conflicts (sewer under Republican)

Downtown 6th Ave

- Limited entrance options for Midtown Station
- Wider right-of-way for Seattle Center Station
- North tunnel portal located in poor soil conditions

Downtown 5th Ave

- Higher ridership potential at South Lake Union Station due to better pedestrian access and bus connections
- Constrained right-of-way at Seattle Center Station
- North tunnel portal impacts SW Queen Anne Greenbelt in landslide hazard area

Key considerations

Downtown

Downtown

Key Differentiators	6th/Mercer	5th/Harrison
Midtown Station	Limited station entrance options	More station entrance options
South Lake Union Station	Higher ROW cost for off-street station	Higher ridership potential due to better ped and bus access
Seattle Center Station	Wider right-of-way on Mercer	Constrained ROW on Republican
North tunnel portal	Located in poor soil conditions	Affects SW Queen Anne Greenbelt in landslide area
Comparative Estimate (2018$)*	+ $400M	-

*Compared to ST3 Representative Project

Key differentiators

Downtown

Key considerations

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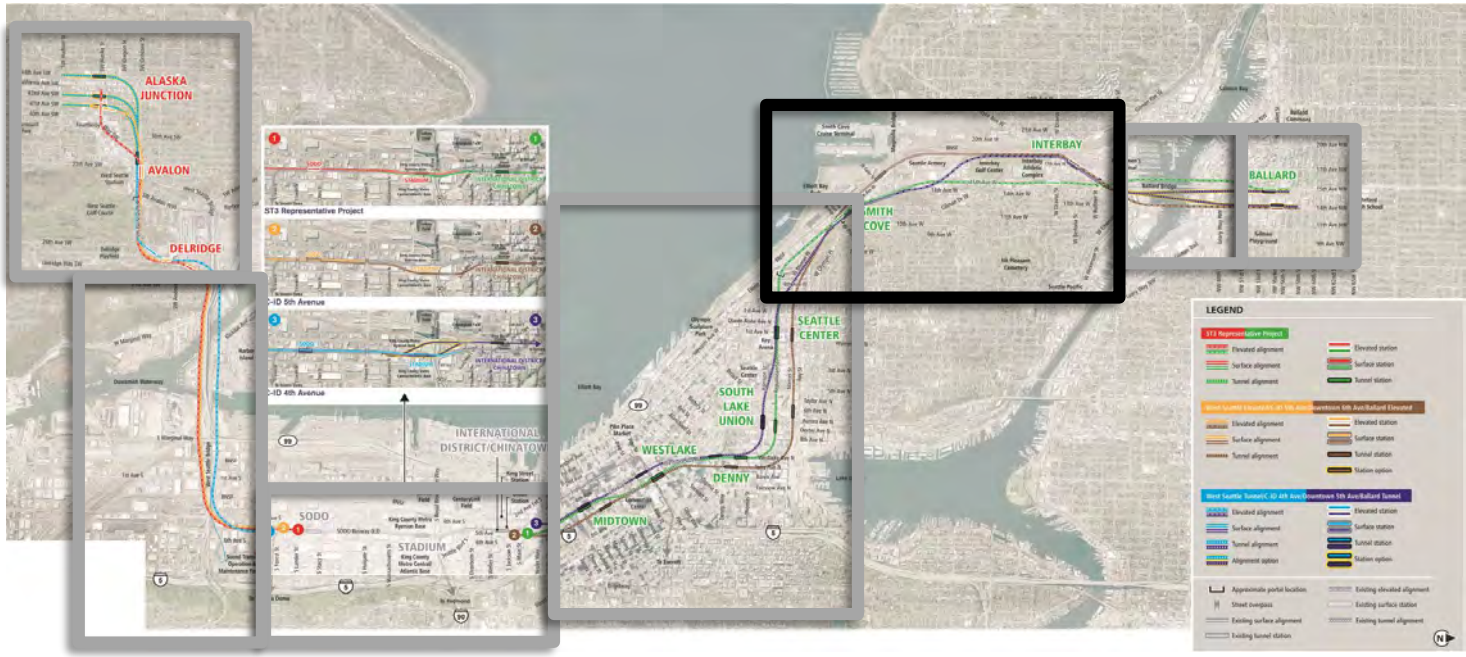


Key considerations

Smith Cove-Interbay

Smith Cove-Interbay

ST3 Representative Project

- Affects Elliott/15th Ave W
- Engineering constraints with landslide hazard area
- Affects SW Queen Anne Greenbelt

Ballard Elevated

- Avoids Elliott/15th Ave W
- Some potential impacts to existing infrastructure
- Park effects may require 4(f) avoidance alternatives

Ballard Tunnel

- Avoids Elliott/15th Ave W
- Engineering constraints with landslide hazard area
- Most effects to SW Queen Anne Greenbelt
- Park effects may require 4(f) avoidance alternatives

Key considerations

Smith Cove-Interbay

Smith Cove

Key Differentiators	Station at Galer St	Station at Prospect St
Station Location	West of Elliott Ave Access to Expedia via Galer St overpass	East of Elliott Ave Access to Expedia via Helix pedestrian bridge
Engineering Constraints	Station and guideway in poor soils Affects Interbay Pump Station and portion of existing bridge	Station and guideway in landslide hazard areas
Potential Parks, Fish & Wildlife Effects	Avoids SW Queen Anne Greenbelt	Affects SW Queen Anne Greenbelt
Potential Property Effects	Similar (business displacement outside public right-of-way)	Similar (business displacement outside public right-of-way)
Comparative Estimate (2018$)*	+ $100M	+ $200M

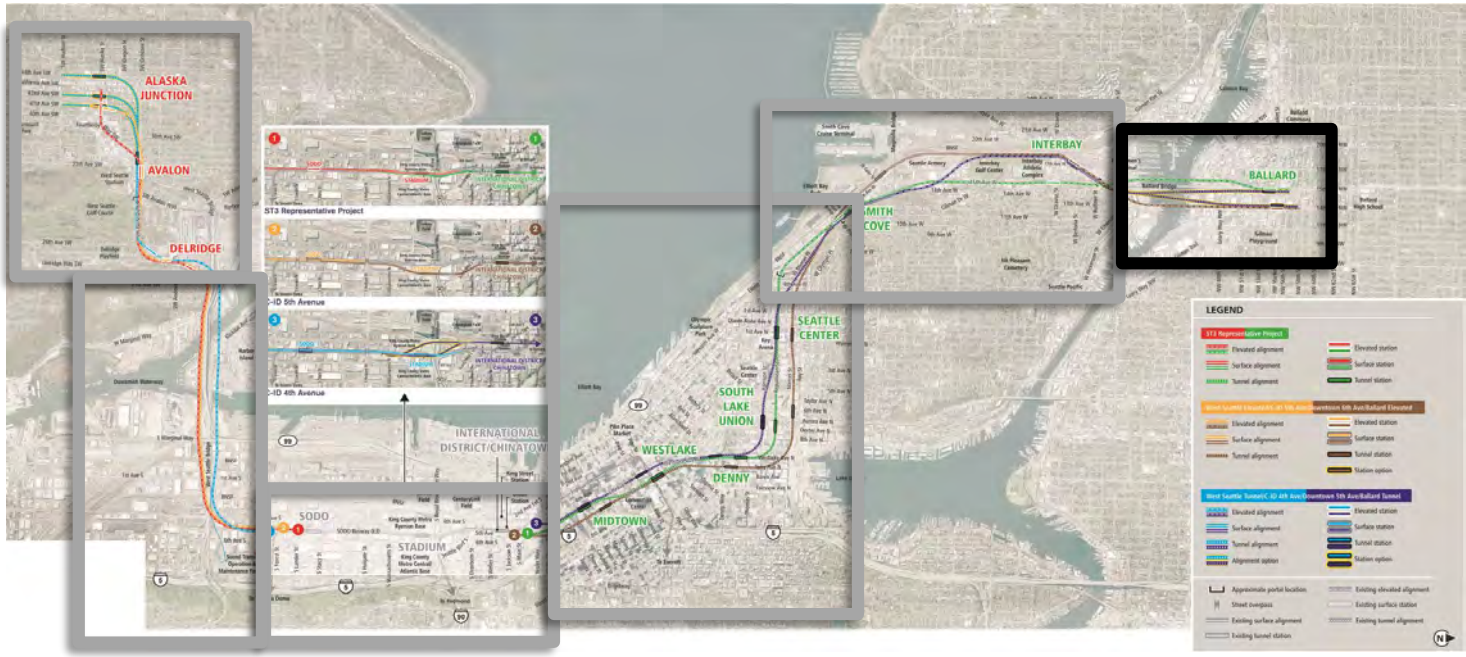
*Compared to ST3 Representative Project

Key differentiators

Smith Cove

Key considerations

- West Seattle stations and guideway
- Duwamish Waterway crossing
- SODO and Chinatown/ Int'l District
- Downtown tunnel route
- Smith Cove-Interbay
- Salmon Bay crossing & Ballard terminus station



Key considerations

Salmon Bay crossing & Ballard terminus station

Salmon Bay Crossing

ST3 Representative Project

- Movable bridge has potential service interruptions and most in-water effects
- More effects to Fishermen's Terminal, maritime businesses and vessel navigation

Ballard Elevated

- Fixed bridge reduces in-water effects and avoids Fishermen's Terminal but has other potential maritime business effects
- Fixed bridge crossing would require high-level structure for navigational clearances

Ballard Tunnel

- Tunnel avoids columns in water and maritime/ navigational effects
- Tunnel crossings add costs; requires funding partnerships

Key considerations

Salmon Bay crossing

Ballard Station

ST3 Representative Project

- Ballard Station on 15th Ave NW closer to Urban Village
- More acquisitions and displacements with elevated guideway, station and tail tracks on 15th Ave NW
- Movable bridge has potential service interruptions

Ballard Elevated

- Wider 14th Ave NW right-of-way better accommodates elevated guideway, station and tail tracks
- Ballard Station on 14th Ave NW farther from center of Urban Village than 15th Ave NW, but would have similar ridership and potentially better bus integration

Ballard Tunnel

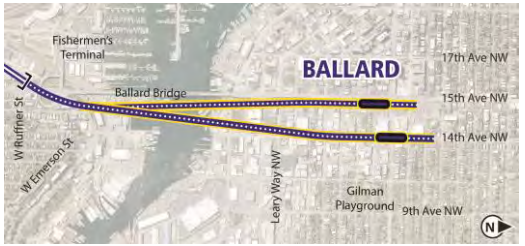
- Wider 14th Ave NW right-of-way better accommodates station and tail tracks
- Ballard Station on 14th Ave NW farther from center of Urban Village than 15th Ave NW, but would have similar ridership and potentially better bus integration

Key considerations

Ballard terminus station

Salmon Bay Crossing and Ballard Station

Key Differentiators	Fixed bridge crossing / Elevated station at 14th	Tunnel crossing / Tunnel station at 14th	Tunnel crossing / Tunnel station at 15th
Station Location	Straddles Market St Similar ridership, potentially better bus integration	Straddles Market St Similar ridership, potentially better bus integration	South of Market St Similar ridership, closer to center of urban village
Water Resources	Potential in-water effects	Avoids permanent in-water effects	Avoids permanent in-water effects
Potential business and commerce effects	Potential maritime, freight business effects	Avoids maritime business effects	Avoids maritime business effects
Potential property Effects	Greater property effects south of Salmon Bay (elevated guideway outside public right-of-way)	Fewer property effects in Ballard (cut-and-cover station in 14th Ave right-of-way)	Greater property effects in Ballard (cut-and-cover station outside public right-of-way)
Comparative Estimate (2018$)*	+ $100M	+ $350M	+ $350M



*Compared to ST3 Representative Project

Key differentiators

Salmon Bay crossing & Ballard terminus station

EIS scoping

What is EIS Scoping?

- Part of federal and state environmental review process
- Public comment period ***February 15 – April 2***
- Seeking public ***feedback on scope of EIS***
  - Range of alternatives
  - Topics to study
  - Purpose and need
- ***Informs Board decision*** on what to study in EIS*

* Scope of EIS also subject to Federal Transit Administration (FTA) oversight

How to provide scoping comments

- **Comment online:** wsblink.participate.online
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us:**
  - West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Scoping comments accepted through April 2nd!

Scoping Open Houses & Neighborhood Forums

West Seattle ***(Includes Delridge, Avalon and Alaska Junction stations)*** ➢ 260 attendees	**Ballard** ***(Includes Smith Cove, Interbay and Ballard stations)*** ➢ 120 attendees	**Downtown Seattle** ***(Includes Denny, SLU, Seattle Center, Midtown, Westlake, CID, Stadium and SODO stations)*** ➢ 94 attendees
Wednesday, Feb. 27 6 – 8:30 p.m. Alki Masonic Center (4736 40th Ave. SW, Seattle)	**Thursday, Feb. 28** 6 – 8:30 p.m. Ballard High School (1418 NW 65th St., Seattle)	**Thursday, Mar. 7** 5 – 7:30 p.m. Ruth Fisher Boardroom at Union Station (401 S Jackson St., Seattle)

Delridge Station Community Workshop

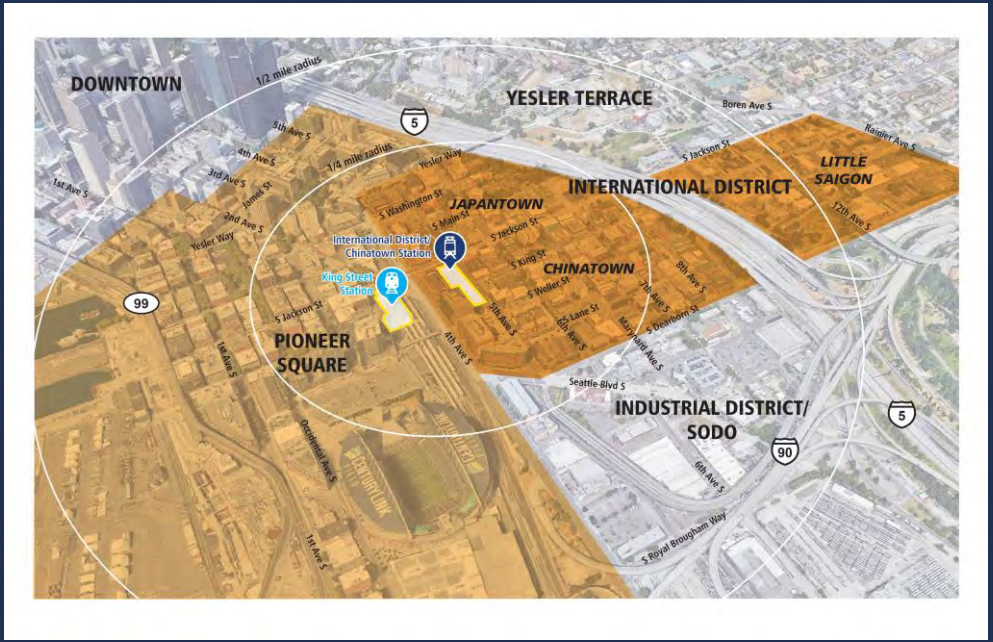
Tuesday, Mar. 12
6:30 – 8:30 p.m.
Youngstown Cultural Arts Center
(4408 Delridge Way SW, Seattle)

- 94 attendees

Chinatown-International District Station Community Workshop

Wednesday, Mar. 13
5 – 8:00 p.m.
Union Station
(401 S. Jackson St., Seattle)

- 133 attendees



Next steps

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SAG Meeting #12	Jan 30	Level 3 evaluation results
ELG Meeting #6	Feb 1	Level 3 evaluation results
EIS Scoping **Open Houses / Neighborhood Forums**	Feb 27, 28 & March 7	Level 3 evaluation results
SAG Meeting #13	March 21	Station planning discussions
ELG Meeting #7	March 29	CID and Delridge station focus
SAG Meeting #14	April 17	Level 3 recommendations
ELG Meeting #8	April 26	Level 3 recommendations
Sound Transit Board **System Expansion Committee**	May 9	Identify preferred alternative (and other EIS alternatives)
Sound Transit Board **Full Board**	May 23	Identify preferred alternative (and other EIS alternatives)

Level 3 recommendations

- Interest in ***additional scope*** items
- Additional scope items ***require 3rd party funding****
- Potential ***recommendations***:
  - Preferred Alternative #1: If 3rd party funding ***not*** secured
  - Preferred Alternative #2: If 3rd party funding ***is*** secured

* "3rd party funding" refers to potential local contribution/funding partnership(s) to supplement Sound Transit and federal funding

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VOTER APPROVAL

2016

PLANNING

DESIG

2017–2019

Alternatives development

Board identifies preferred alternative*

2019–2022

Draft Environmental Impact Statement

Final Environmental Impact Statement

Board selects project to be built

Federal Record of Decision

Anticipated publication date: Late 2020

PUBLIC INVOLVEMENT

*The Sound Transit Board identifies preferred alternatives and other alternatives to study in the Environmental Impact Statement.

*Environmental review timeline**

- Scoping – Now through April 2, 2019
- Draft EIS – Late 2020
- Final EIS – Mid 2022
- FTA ROD – 2022

*Preliminary schedule; dates subject to change.


Thank you!
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