

West Seattle and Ballard Link Extensions

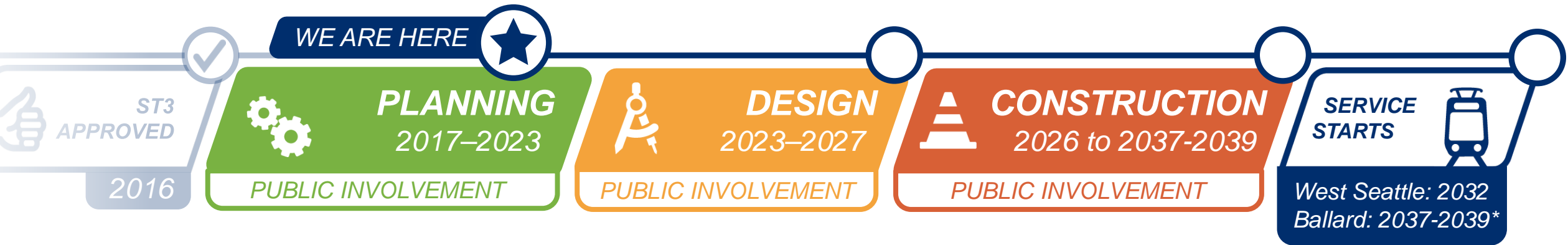
Further Studies Results Summary

Community Oversight Panel
3/8/2023



West Seattle and Ballard Link Extensions

Project timeline





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

Draft EIS alternatives

What we're studying in this phase

-  Preferred Alternatives
-  Preferred Alternatives with Third-Party Funding
-  Other Draft EIS alternatives

*July 2022: The Sound Transit Board identified the preferred alternative for the West Seattle Link Extension and will also consider the At-Grade South Station Option (SODO 1-b) as a possible Preferred Alternative. Further study and community input are required before the Board confirms or modifies the preferred alternative for the Ballard Link Extension.



Motion No. M2022-57

Confirms or modifies the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting **further studies in some areas** to inform potential additional future Board action to confirm or modify the Preferred Alternative.

Board process

Jan 26, Board:

Further Studies results overview

Jan 26 – Feb 17:

Gather additional community feedback

Feb 9, SEC:

Further Studies results deeper dive

Feb 23, Board:

Community feedback summary

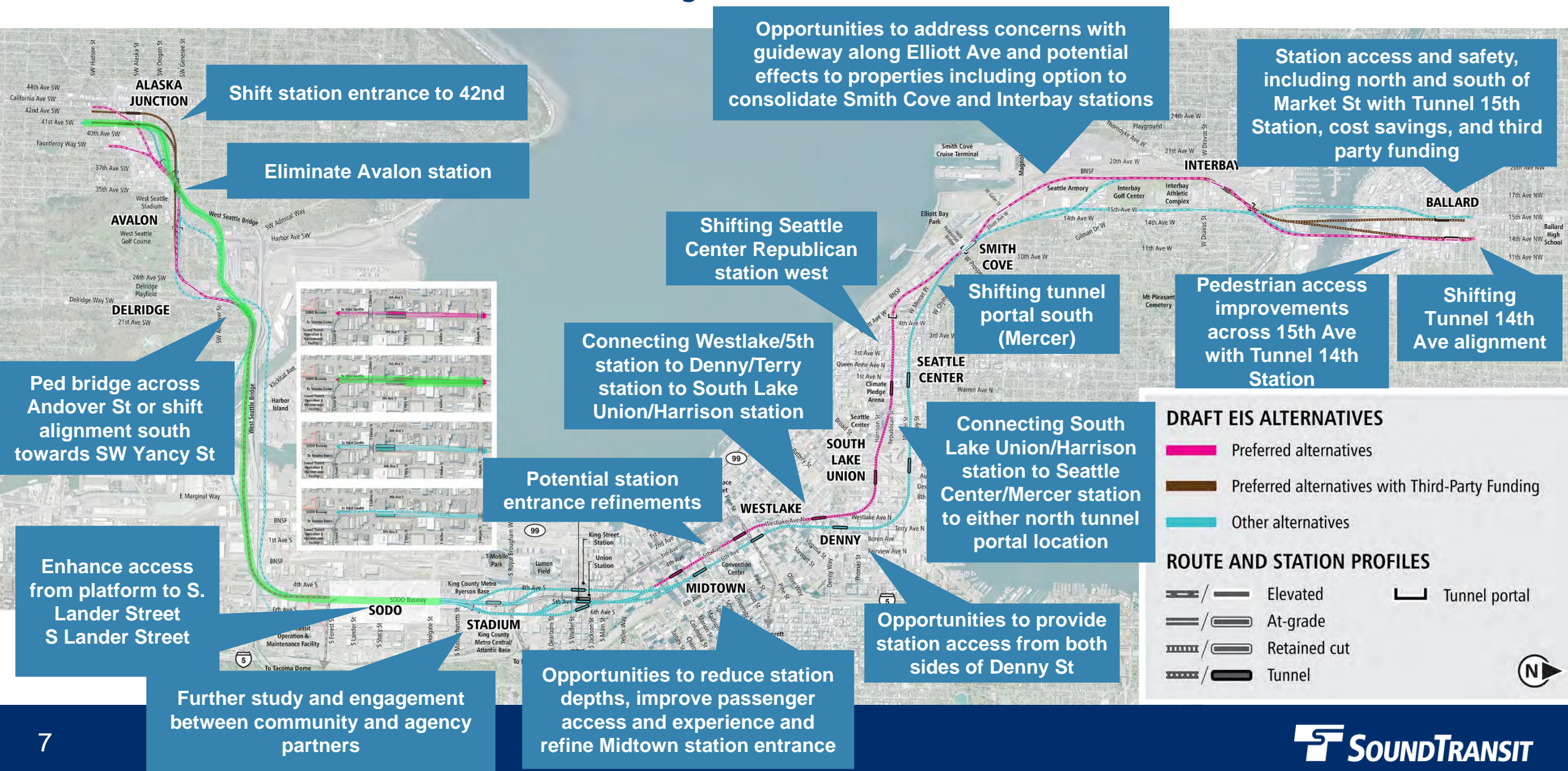
Mar 9, SEC:

Recommendation to Board

Mar 23, Board:

Board identifies preferred alternative for Ballard Link Extension

Areas of Further Study



Today's discussion

Further Studies

- Ballard Link Extension
 - By segment (CID, Downtown, Interbay-Smith Cove, Ballard)
 - Example modified preferred alternative
- West Seattle Link Extension

Chinatown-International District (CID) Further Studies



CID Further Studies Focus

Based on the Board Motion, the following study elements guided the further studies in CID:

- Seek to address remaining questions, minimize potential impacts, and maximize community benefits
- Explore how to create an integrated, well-connected hub for all modes, opportunities to enhance ridership and access, activate or modify use of Union Station and plaza, as well as funding and cost savings opportunities
- Include study concepts requested by community and agency partners, including but not limited to work to define a 4th Avenue shallow tunnel option with the goal to maximize benefits while minimizing costs and impacts

CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies



Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options



Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2023

Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board



February 2023

Sound Transit Board: Status Report



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

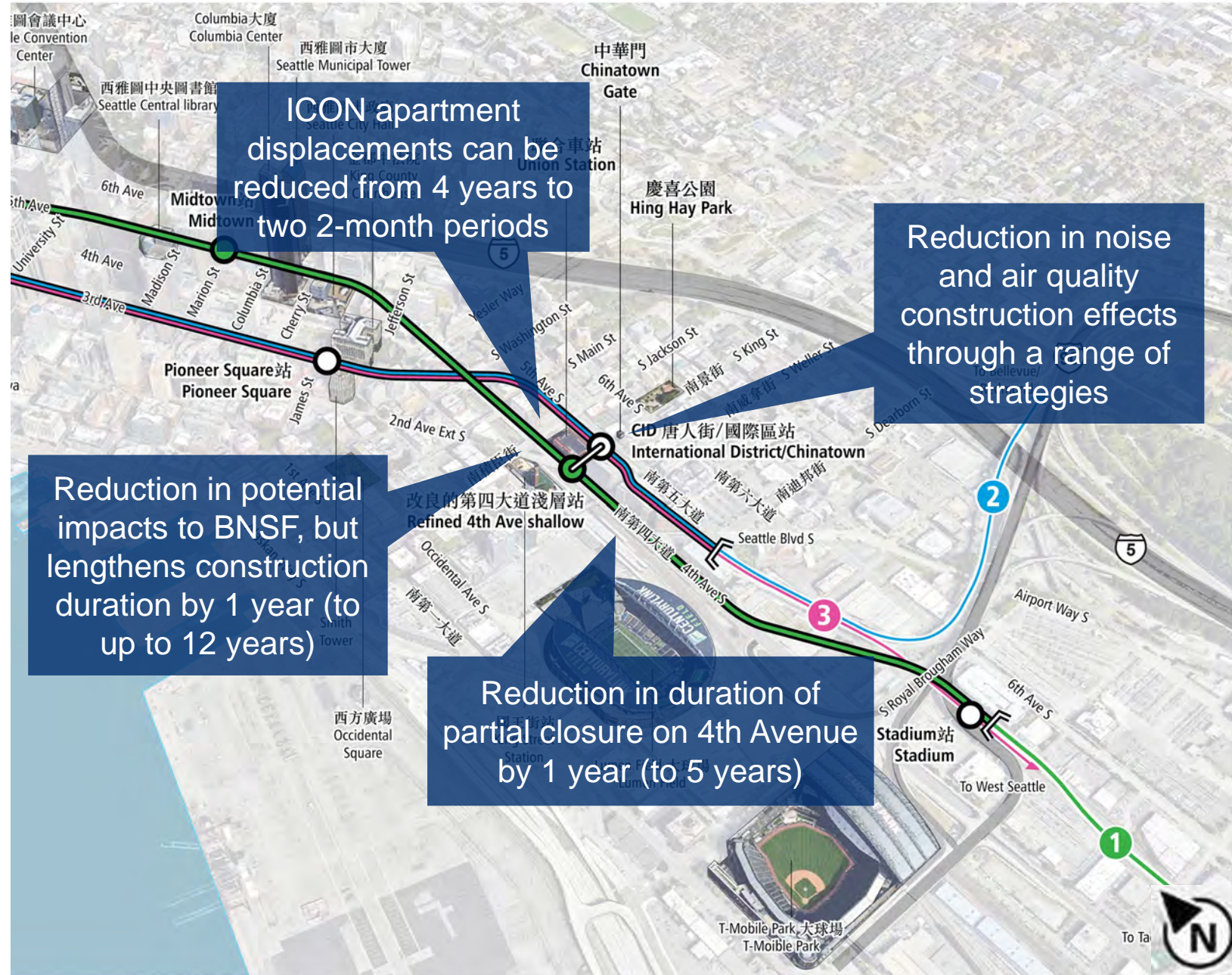
Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

Refinements to 4th Ave Shallow (CID-1a)

Maximize community benefits while minimizing costs and impacts

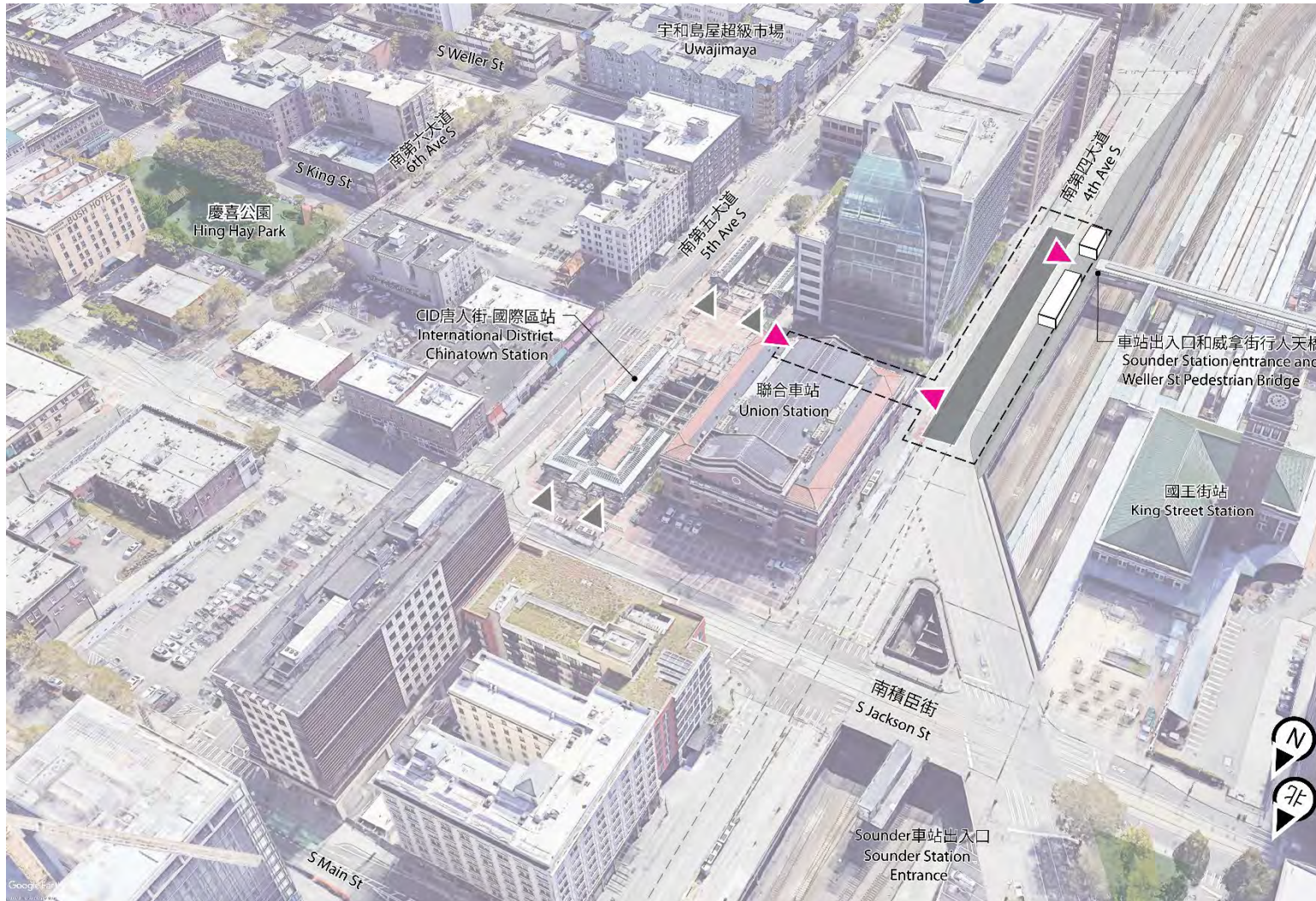
Cost (Pike to Holgate): **\$3.1 billion**

Cost delta compared to realigned financial plan: **+\$700 million**



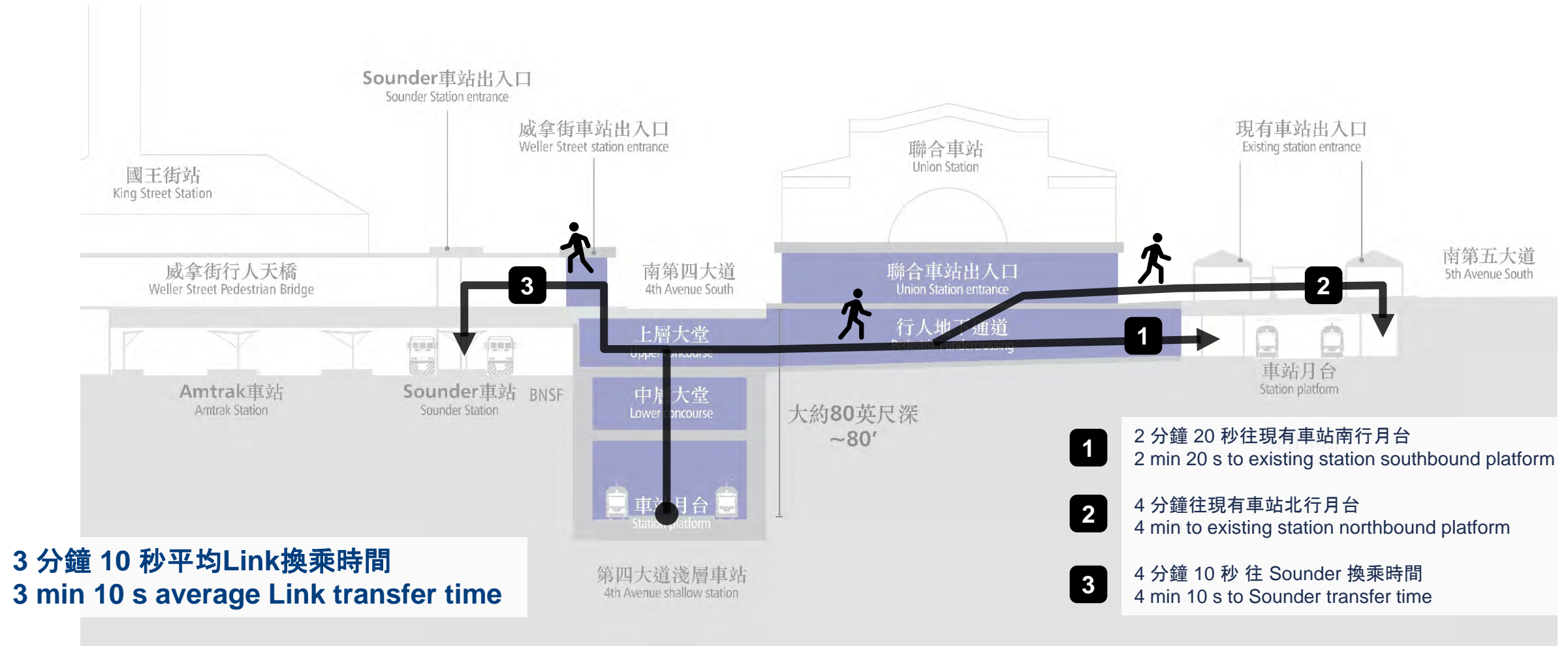
第四大道淺層方案:車站佈局

4th Ave Shallow: station layout



第四大道淺層方案:轉乘通道和時間

4th Ave Shallow: transfer pathways and times



Station North of CID

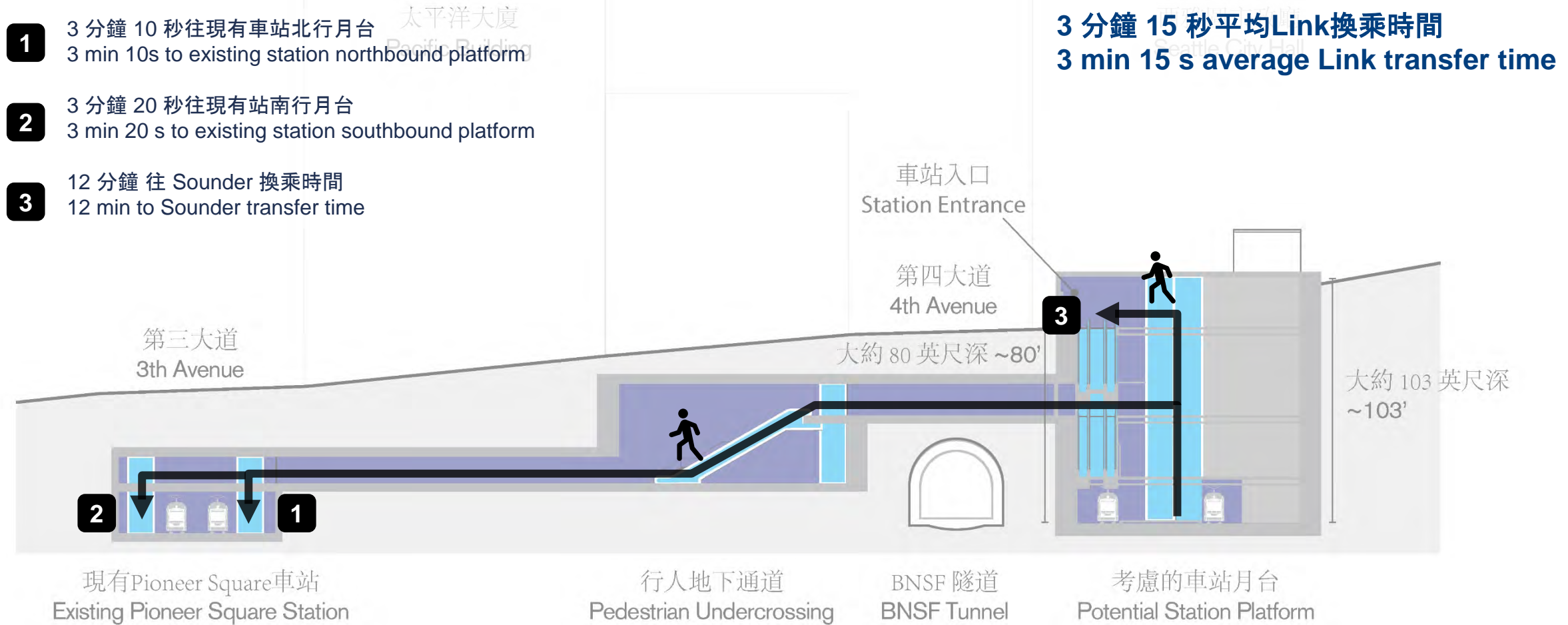
Other ideas from community and agency partners

Cost (Pike to Holgate): **\$2.05 billion**
Cost delta compared to realigned financial plan: **-\$360 million**



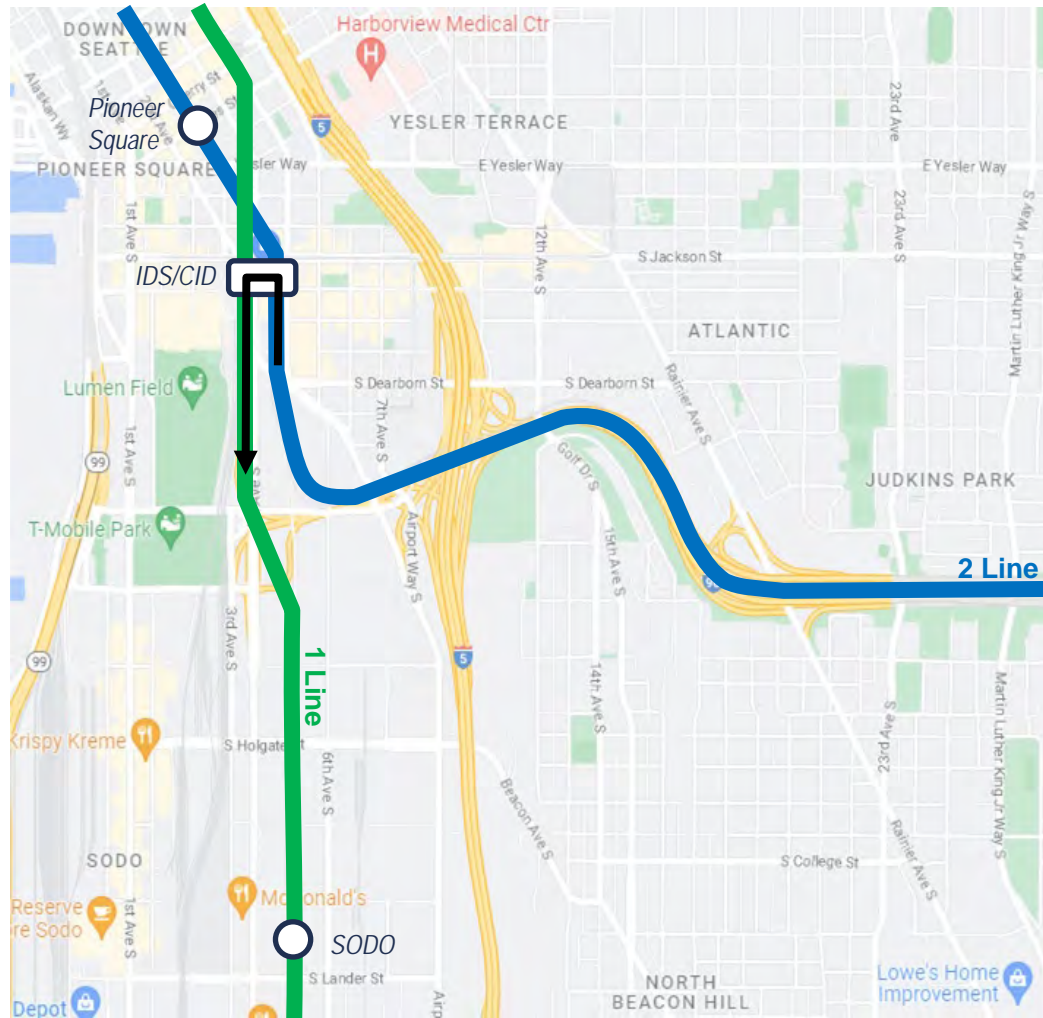
CID 唐人街-國際區以北車站: 車站佈局

North of CID: transfer pathways and times

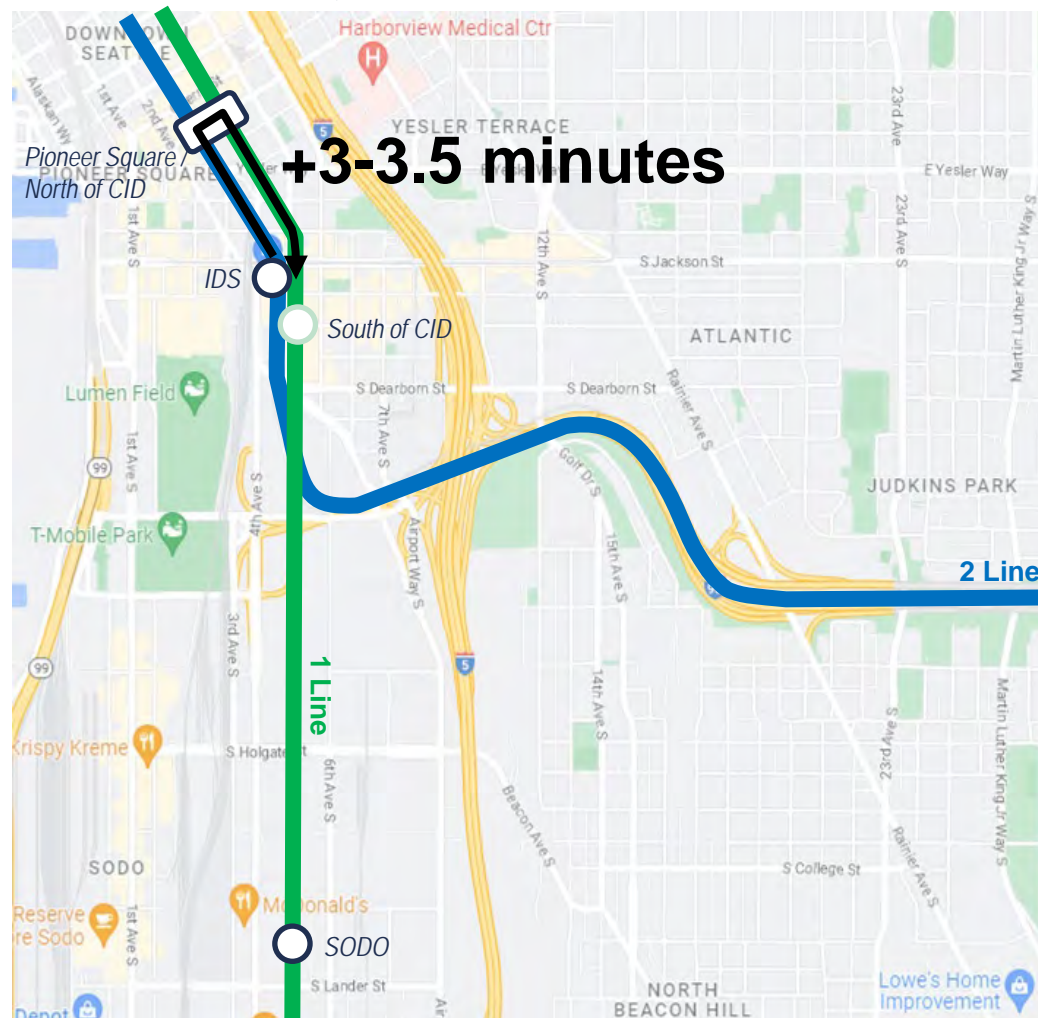


Transfer Difference for 2 Line (WB) to 1 Line (SB)

Transfer at CID



Transfer at PSQ/ North of CID

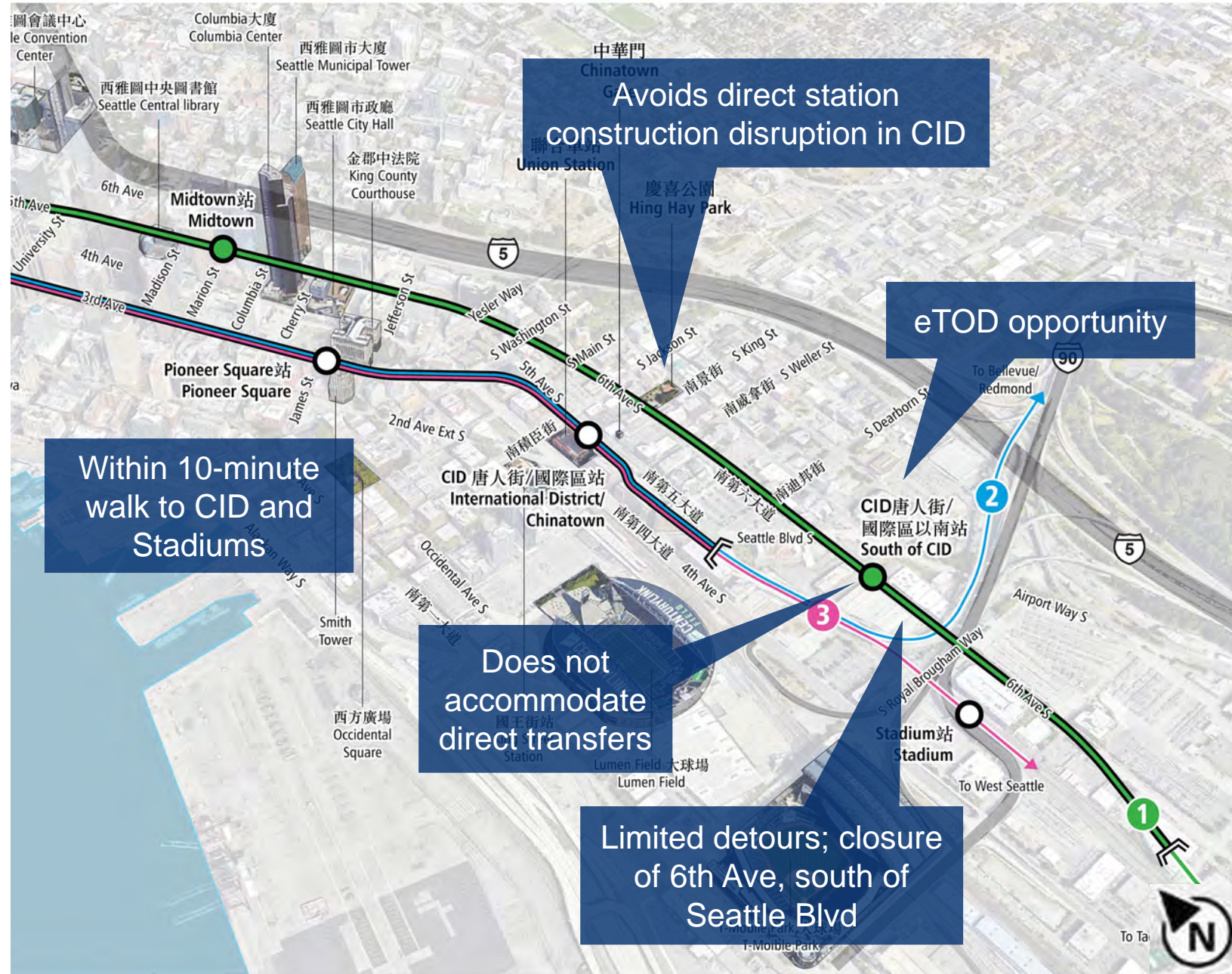


Station South of CID

Other ideas from community and agency partners

Cost (Pike to Holgate): **\$2.5 billion**

Cost delta compared to realigned financial plan: **+\$80 million**

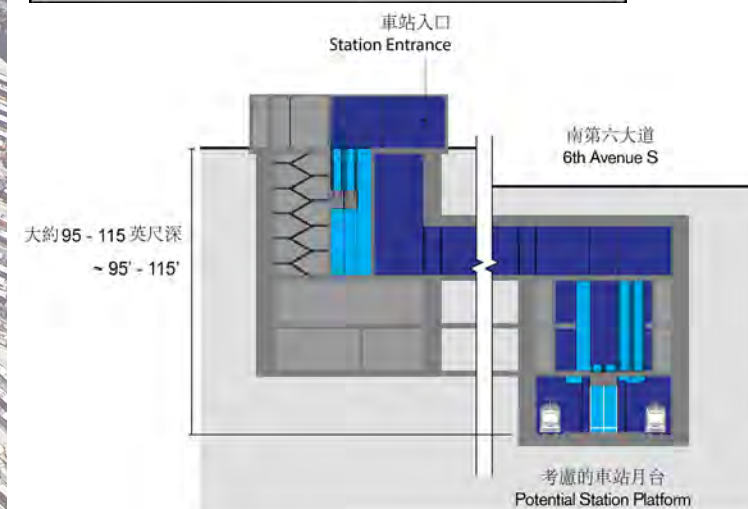


CID唐人街-國際區以南車站: 車站佈局

South of CID: station layout



- 1** 5 分鐘 往潛在的Sounder車站出入口
5 min to potential Sounder station access
- 2** 8 分鐘 往 現有的CID唐人街-國際區車站出入口
8 min to existing CID station access
- 3** 2 分鐘 往 現有的Stadium站
2 min to existing Stadium station

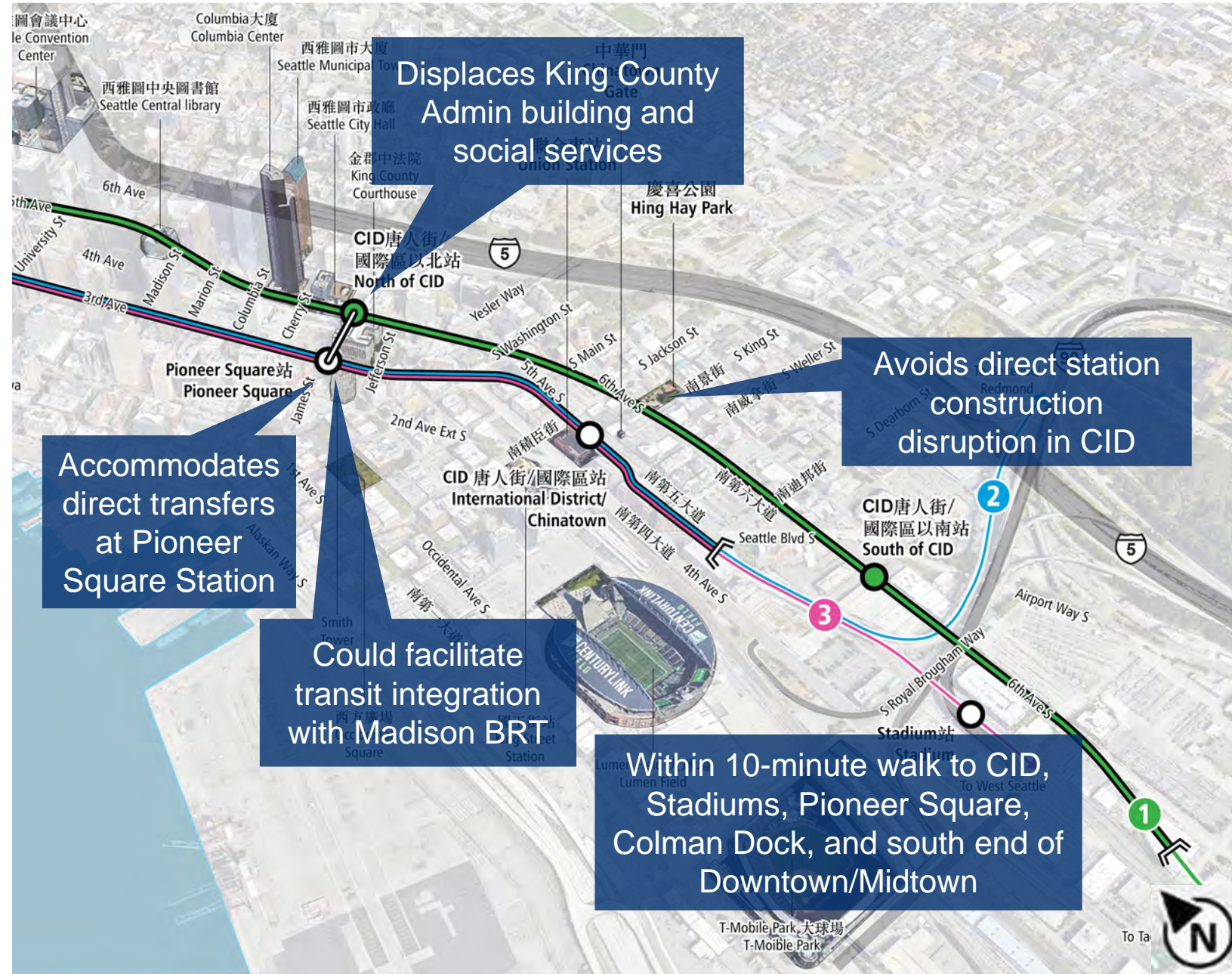


Station North of CID and Station South of CID

Other ideas from community and agency partners

Cost (Pike to Holgate): **\$2.55 billion**

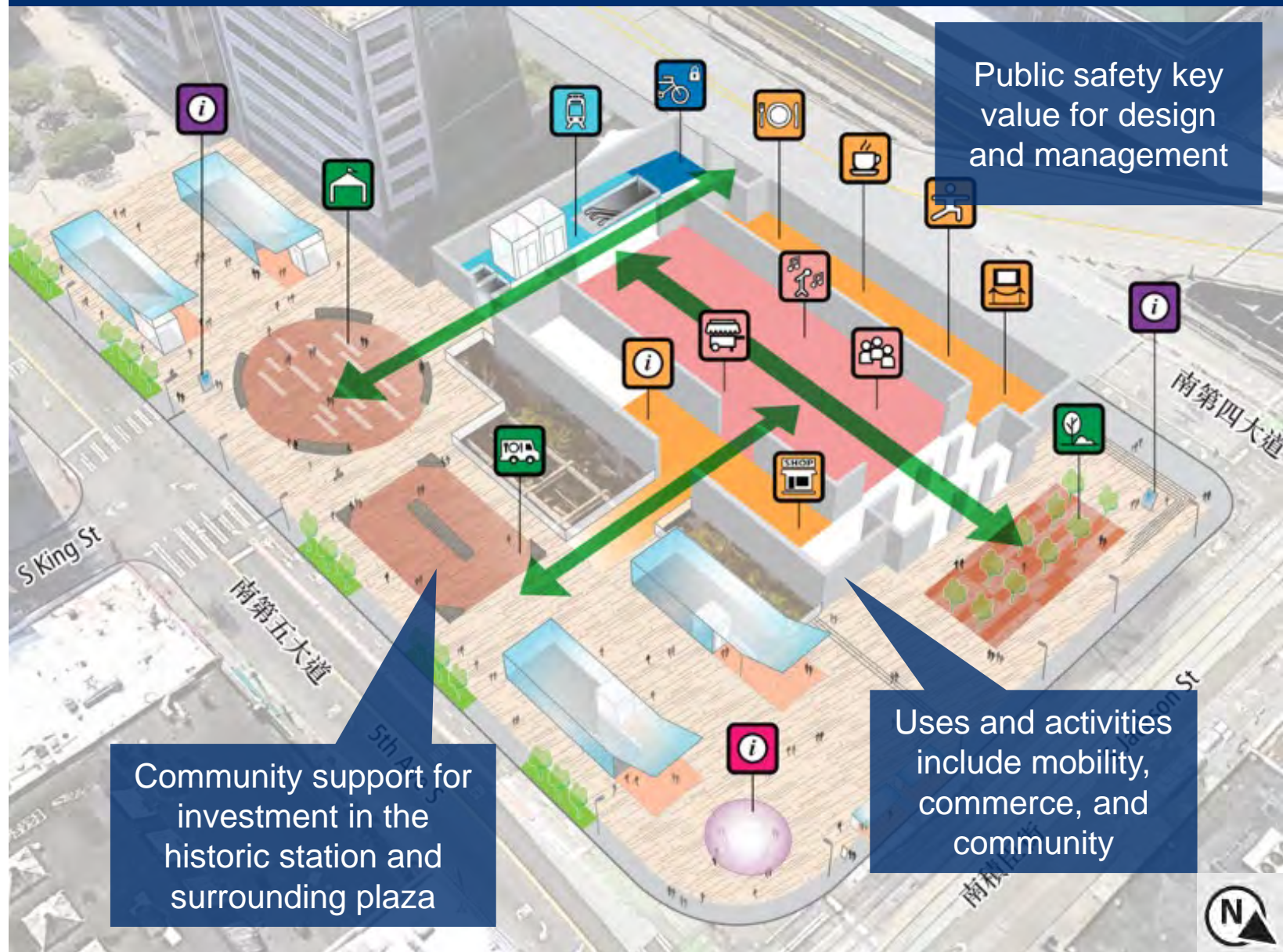
Cost delta compared to realigned financial plan: **+\$160 million**



Union Station Activation

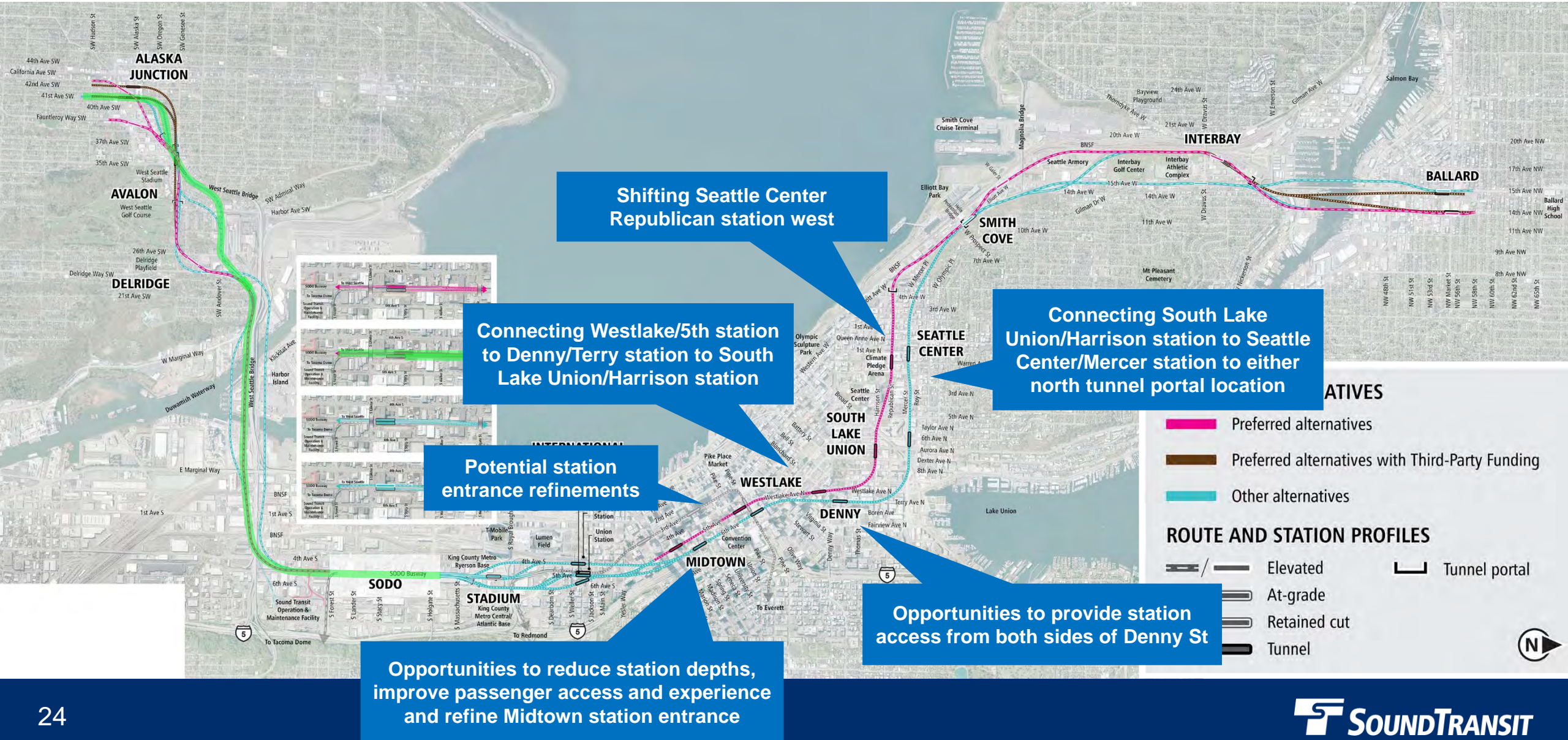
*Activate and/or
modify uses of
Union Station and
the adjacent plaza*

Potential Activation Concept



***Downtown
Further Studies***

Ballard Link Extension: Further studies – Downtown

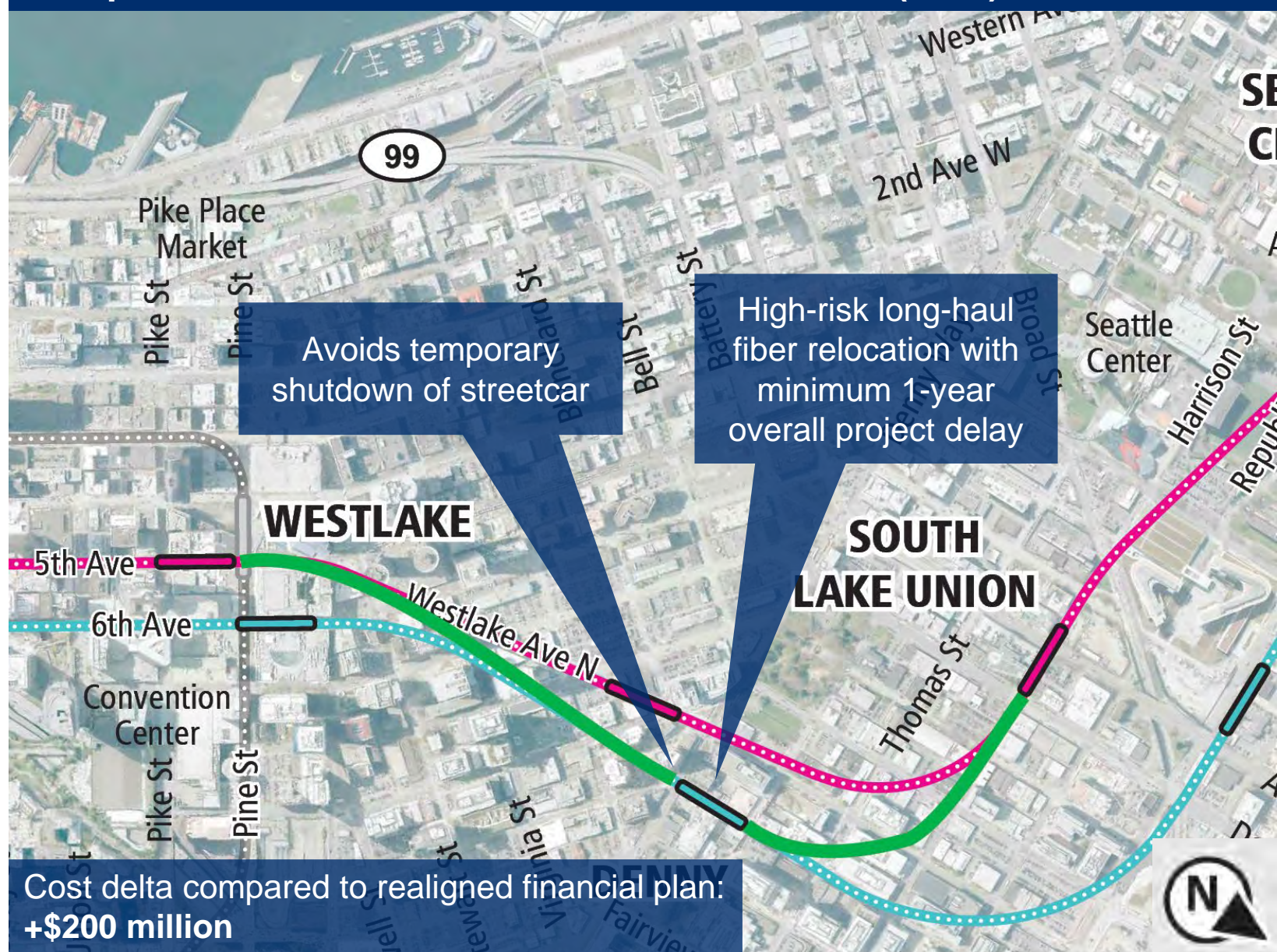


South Lake Union: Mix-and-Match

Connecting Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station

Study focus:
Feasibility of mix-and-match

Compared to Preferred 5th / Harrison Alternative (DT-1)

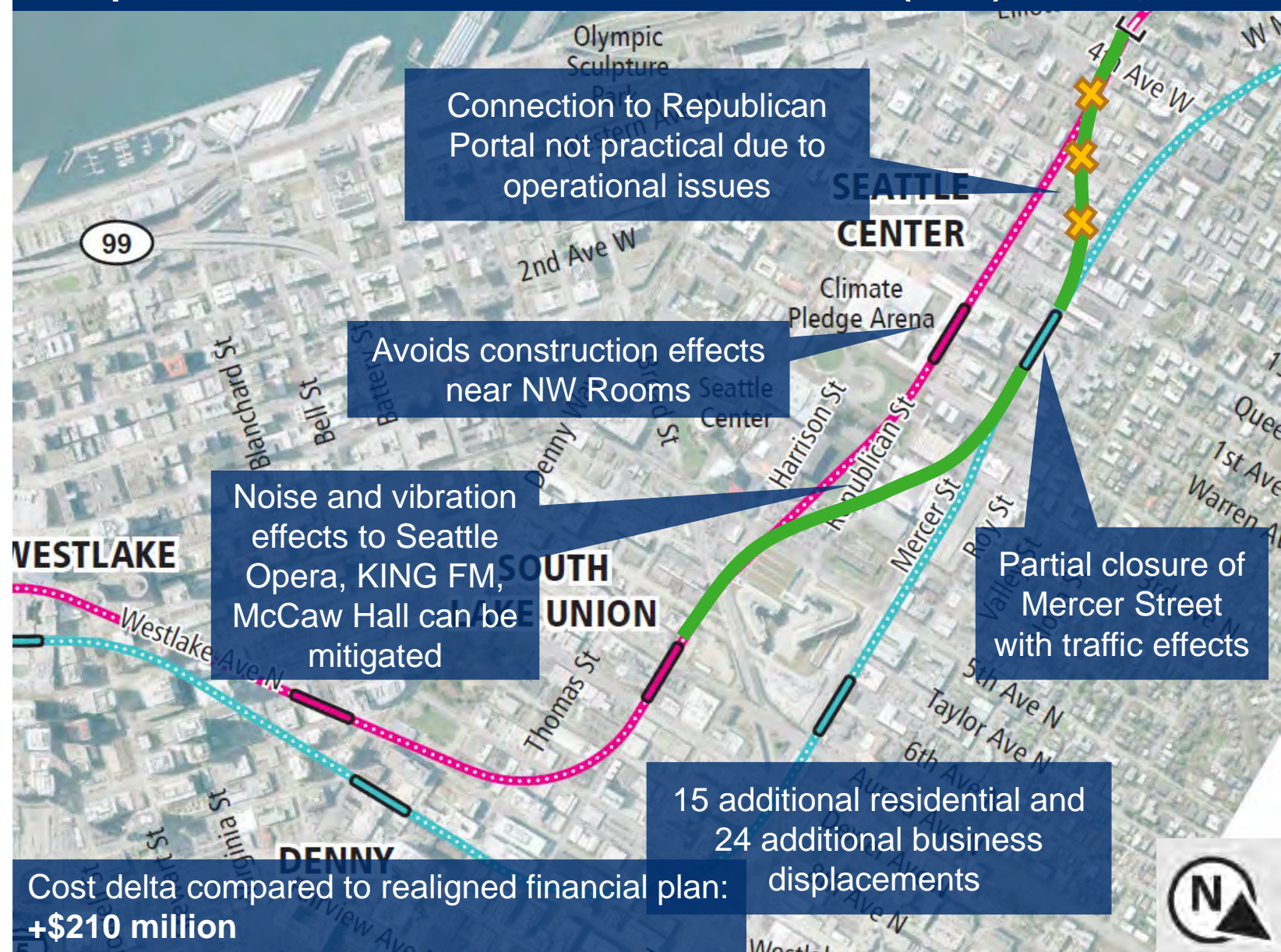


Seattle Center: Mix-and-Match

Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location

Study focus:
Feasibility of mix-and-match

Compared to Preferred 5th / Harrison Alternative (DT-1)

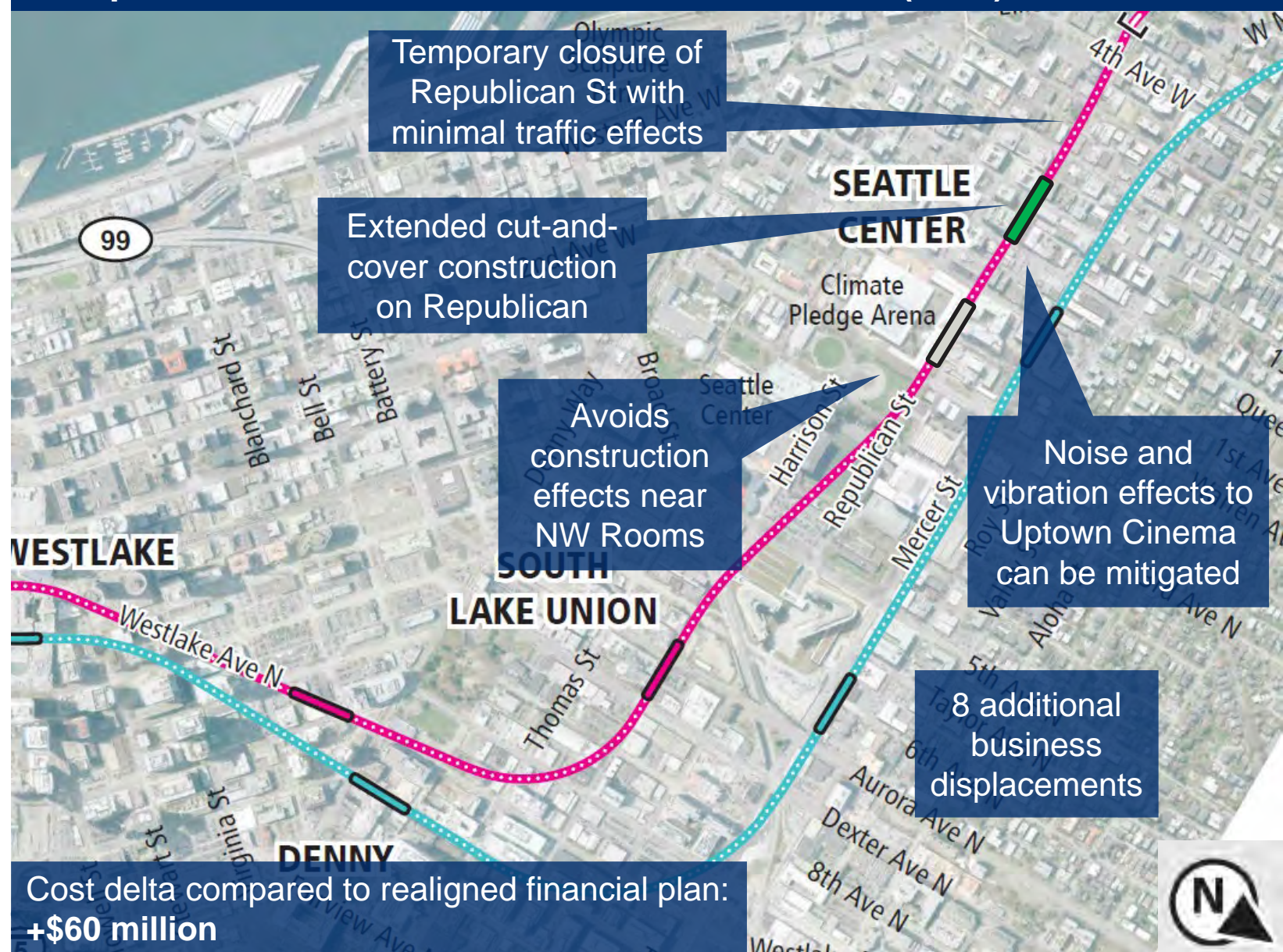


Seattle Center: Republican West

Shifting Seattle Center Republican station west

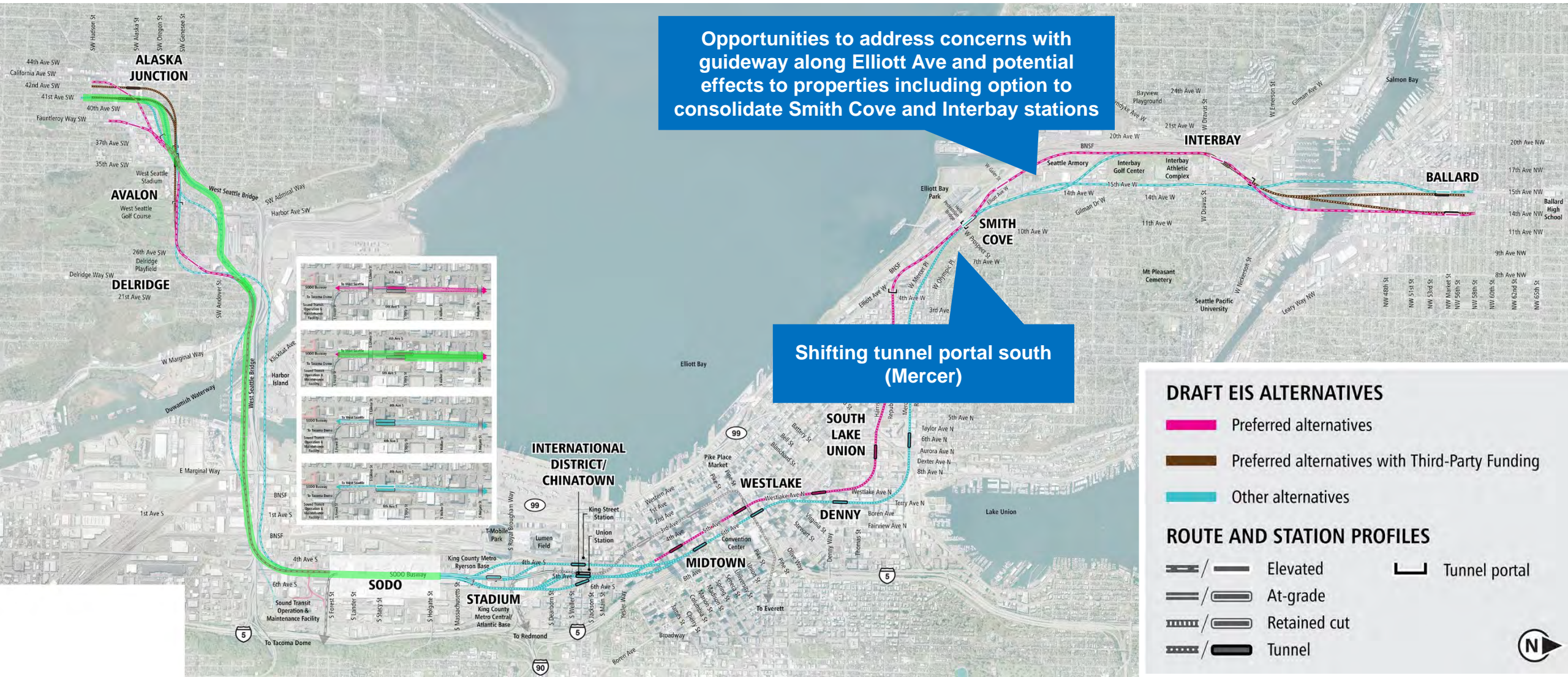
Study focus:
**Feasibility of shifting station
west**

Compared to Preferred 5th / Harrison Alternative (DT-1)



***Interbay-Smith Cove
Further Studies***

Ballard Link Extension: Further studies – South Interbay



Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations

Shifting tunnel portal south (Mercer)

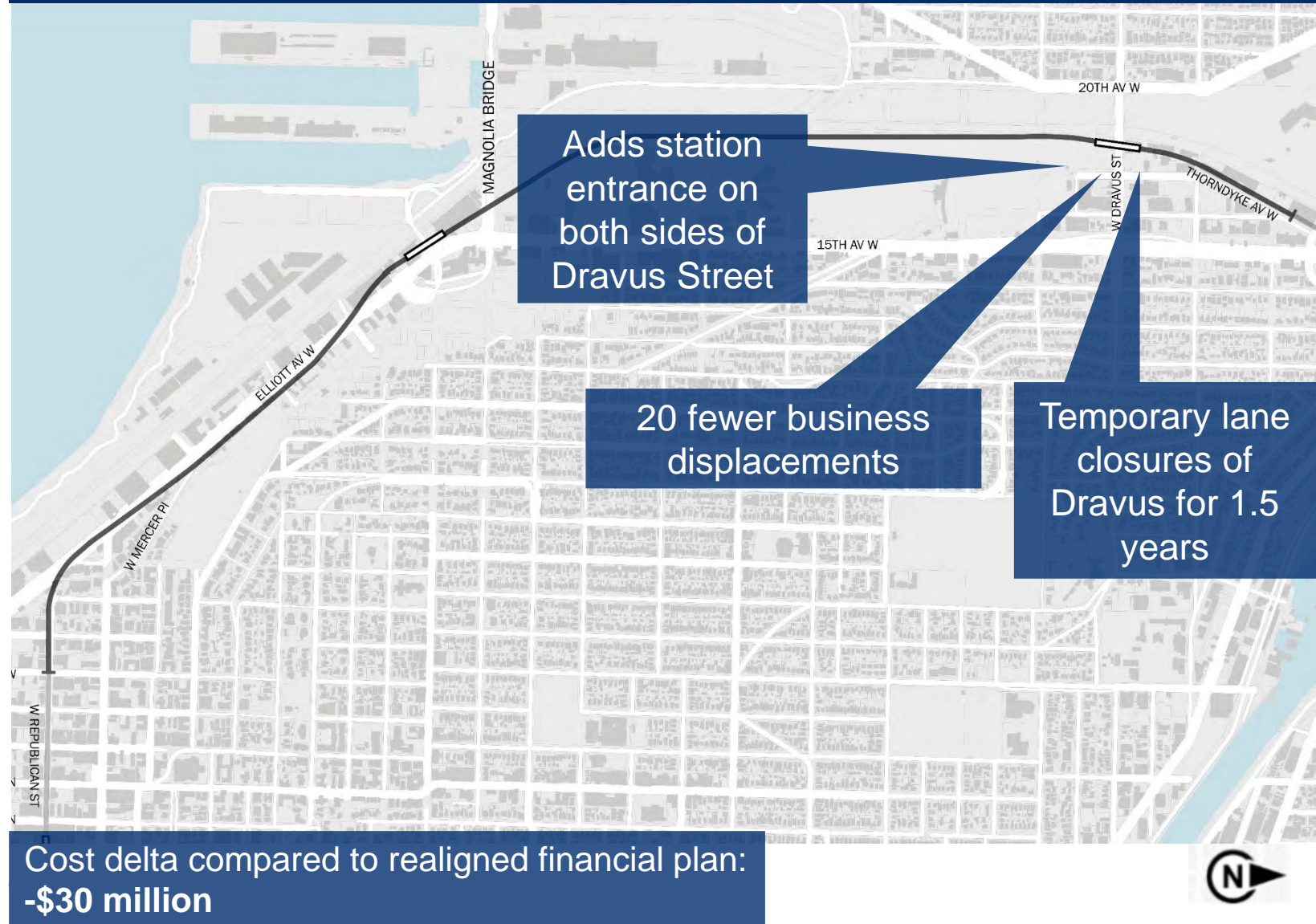
Modified SIB-1 Alignment

*Shift Interbay
Station south to
straddle below
Dravus St*

Study focus:

**Avoid Seattle City Light and
Seattle Storm properties**

**Compared to Preferred Galer Street Station/Central Interbay
Alternative (SIB-1) to Preferred Tunnel 14th/15th Avenue (IBB-2a/b)**



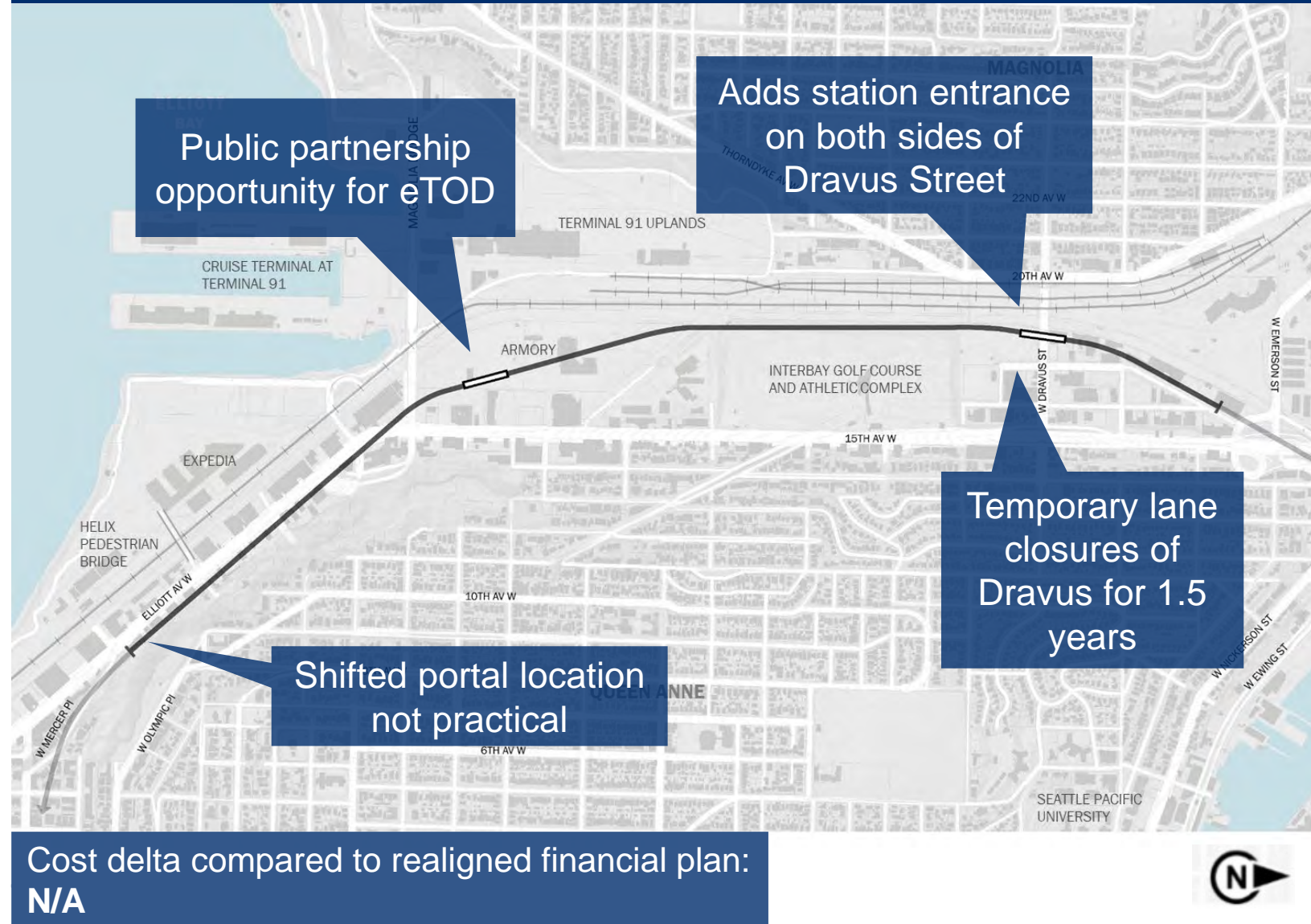
Modified SIB-3 Alignment

Shift north portal location south and shift Smith Cove Station north of Magnolia Bridge

Study focus:

- Avoid unstable slope risk on Queen Anne hillside
- Avoid Seattle City Light and Seattle Storm properties

Compared to Prospect Street Station/Central Interbay Alternative (SIB-3) to Preferred Tunnel 14th/15th Avenue (IBB-2a/b)



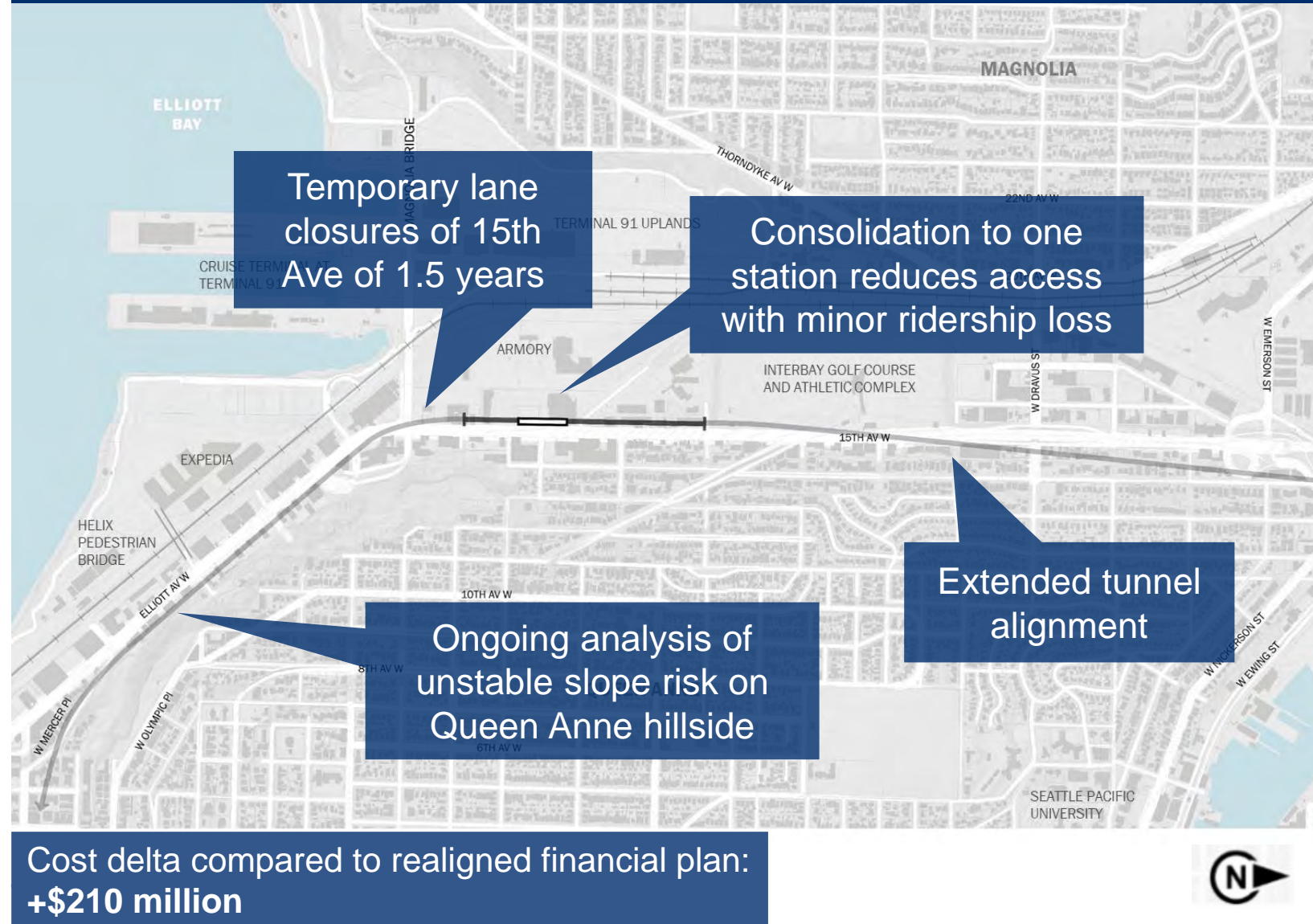
Consolidated Alignment

Consolidate Smith Cove and Interbay Stations with below grade alignment

Study focus:

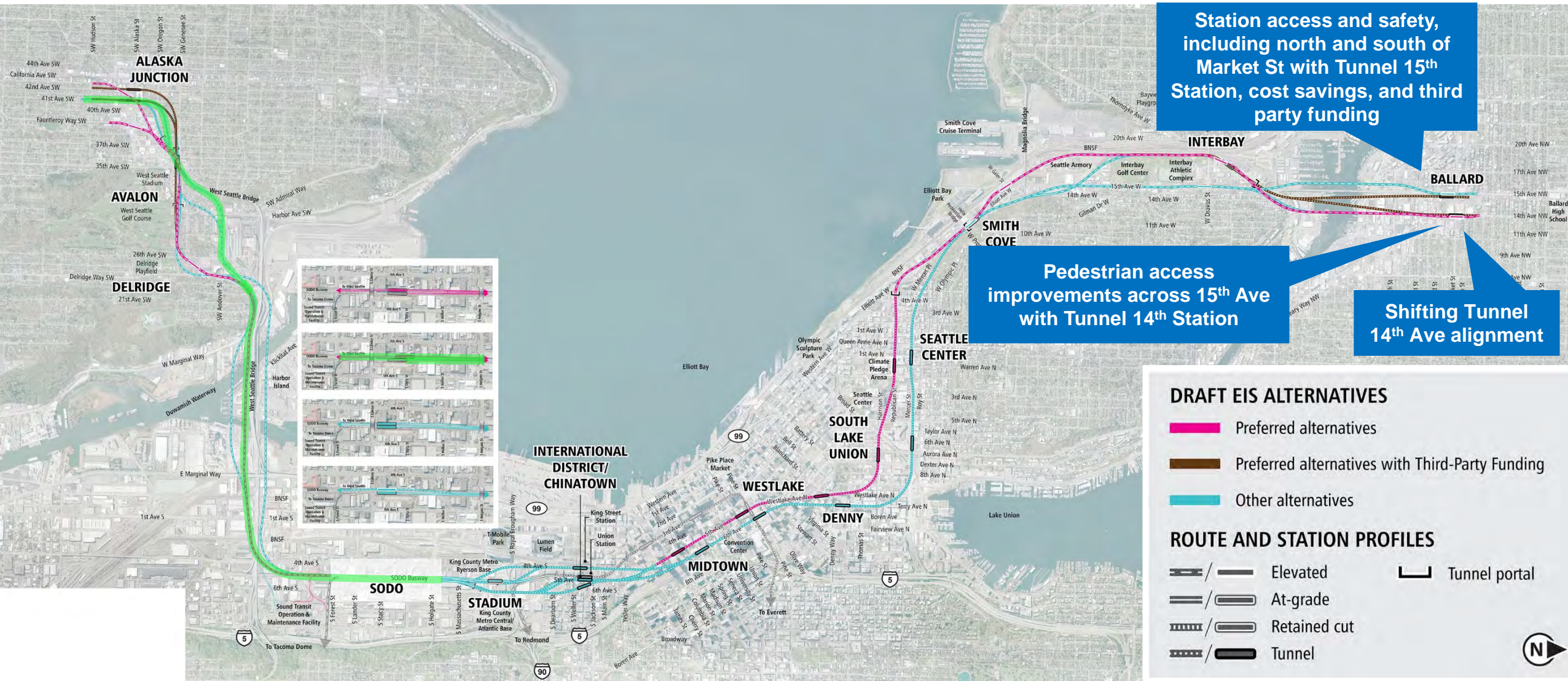
- Avoid concerns with guideway along Elliott Ave
- Avoid unstable slope risk on Queen Anne hillside
- Avoid Seattle City Light and Seattle Storm properties

Compared to Preferred Galer Street Station/Central Interbay Alternative (SIB-1) to Preferred Elevated 14th Ave Alternative (IBB-1a)



Ballard
Further Studies

Ballard Link Extension: Further studies – Interbay/Ballard

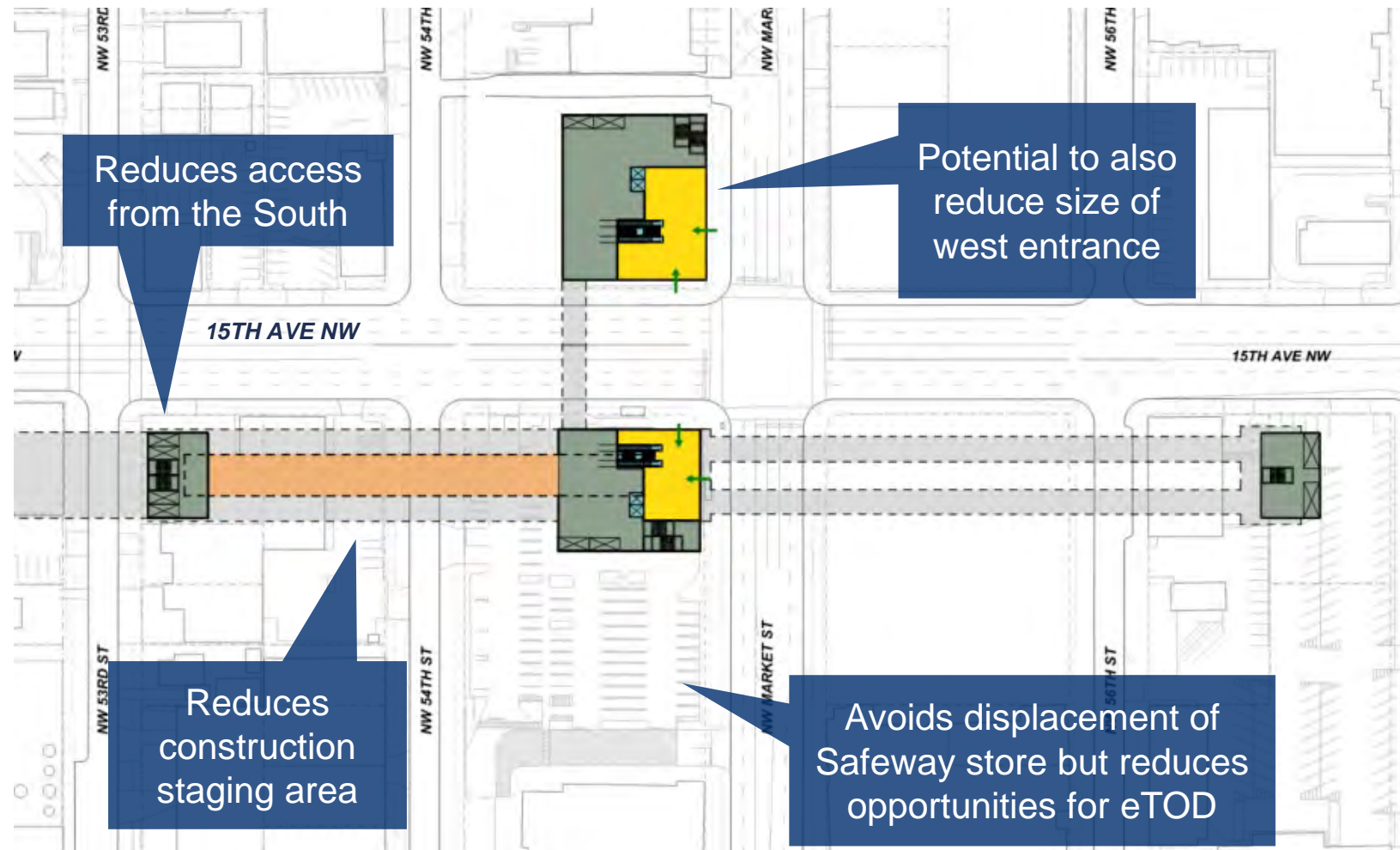


Tunnel 15th Ave Cost Savings: Draft EIS Station Entrance Refinements

*Reduce size of east
station entrance and
eliminate south
entrance*

Study focus:
Reduce costs

Compared to Preferred Tunnel 15th Avenue Station Option (IBB-2b)

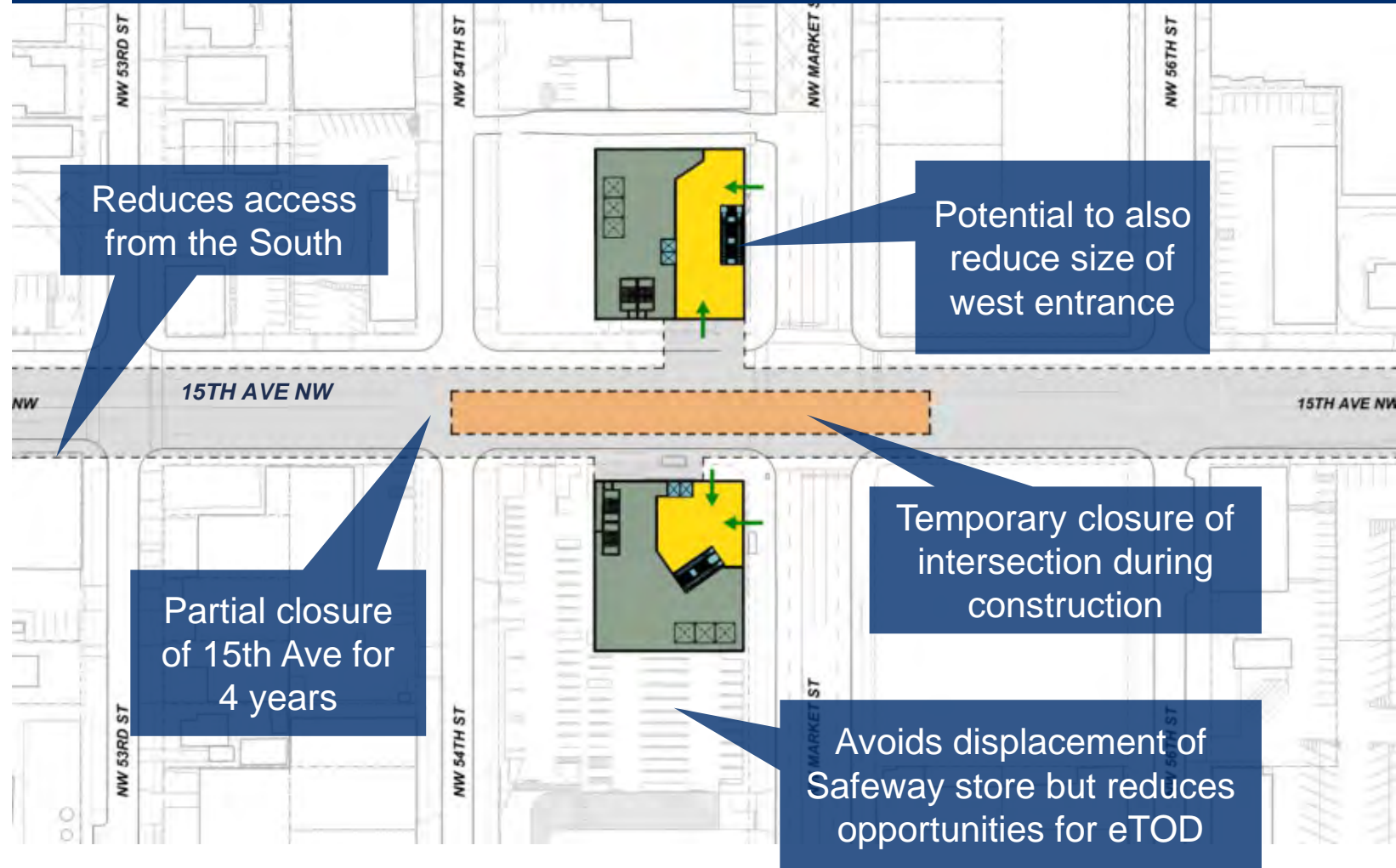


Cost delta compared to realigned financial plan:
+\$70 million (or +\$30 million with optional smaller west entrance)

Tunnel 15th Ave Cost Savings: Station in Right-of-Way *Shift station construction into 15th Ave NW and eliminate south entrance*

Study focus:
Reduce costs

Compared to Preferred Tunnel 15th Avenue Station Option (IBB-2b)



Cost delta compared to realigned financial plan:
+\$70 million (or +\$30 million with optional smaller west entrance)

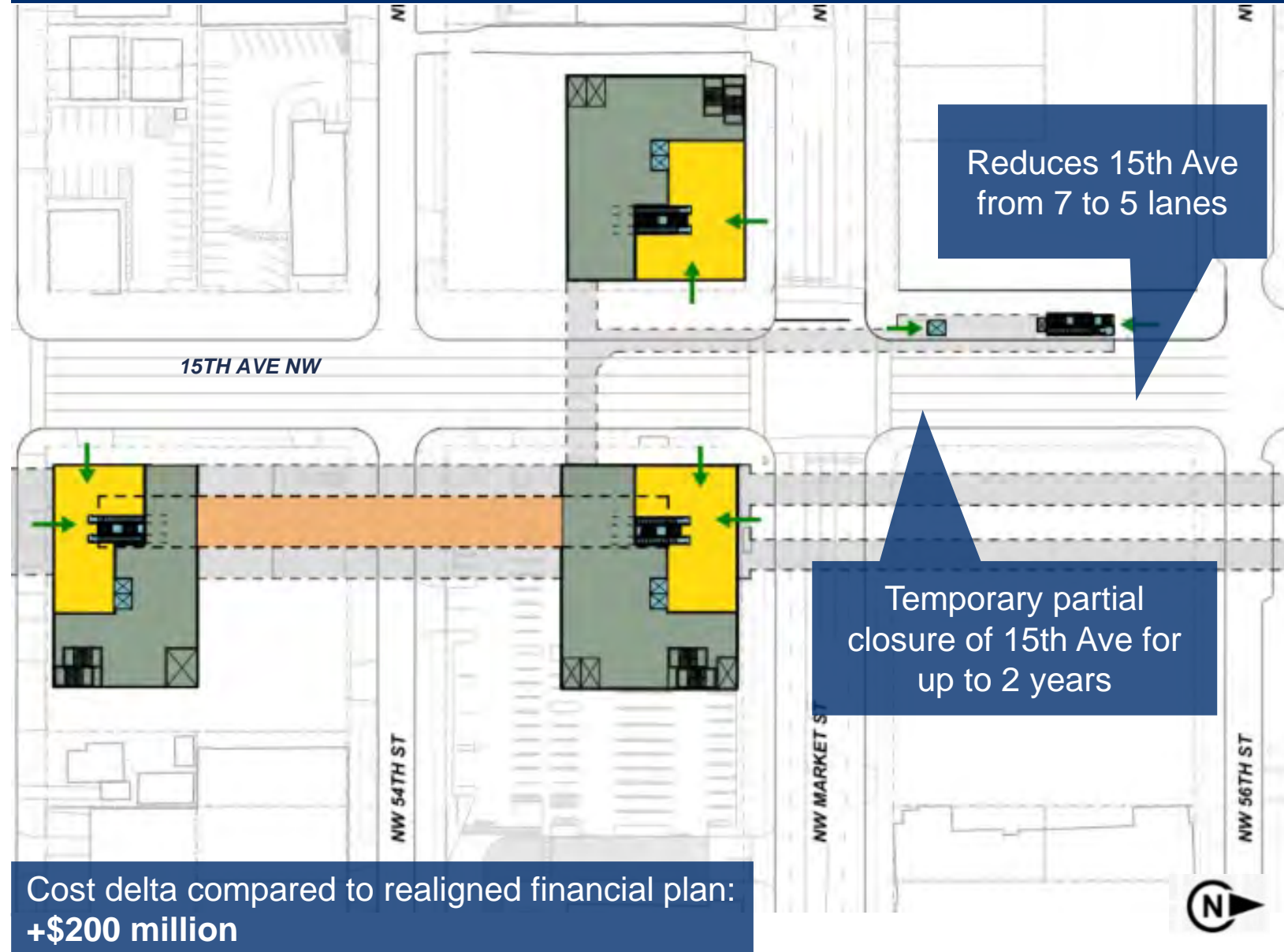


Tunnel 15th Ave Entrance North of Market

*Add station
entrance to NW
corner in public
right-of-way*

Study focus:
Improve passenger access to
the north

Compared to Preferred Tunnel 15th Avenue Station Option (IBB-2b)



Tunnel 14th Ave Station Access

*Pedestrian access
improvements across 15th
Ave with Tunnel 14th Station*

At-grade improvements may reduce pedestrian travel time, but have minor effects on traffic and transit operations

Grade-separated improvements may add travel time, but reduce passenger-vehicle interactions

Study focus:
**Improve passenger access to
the west**

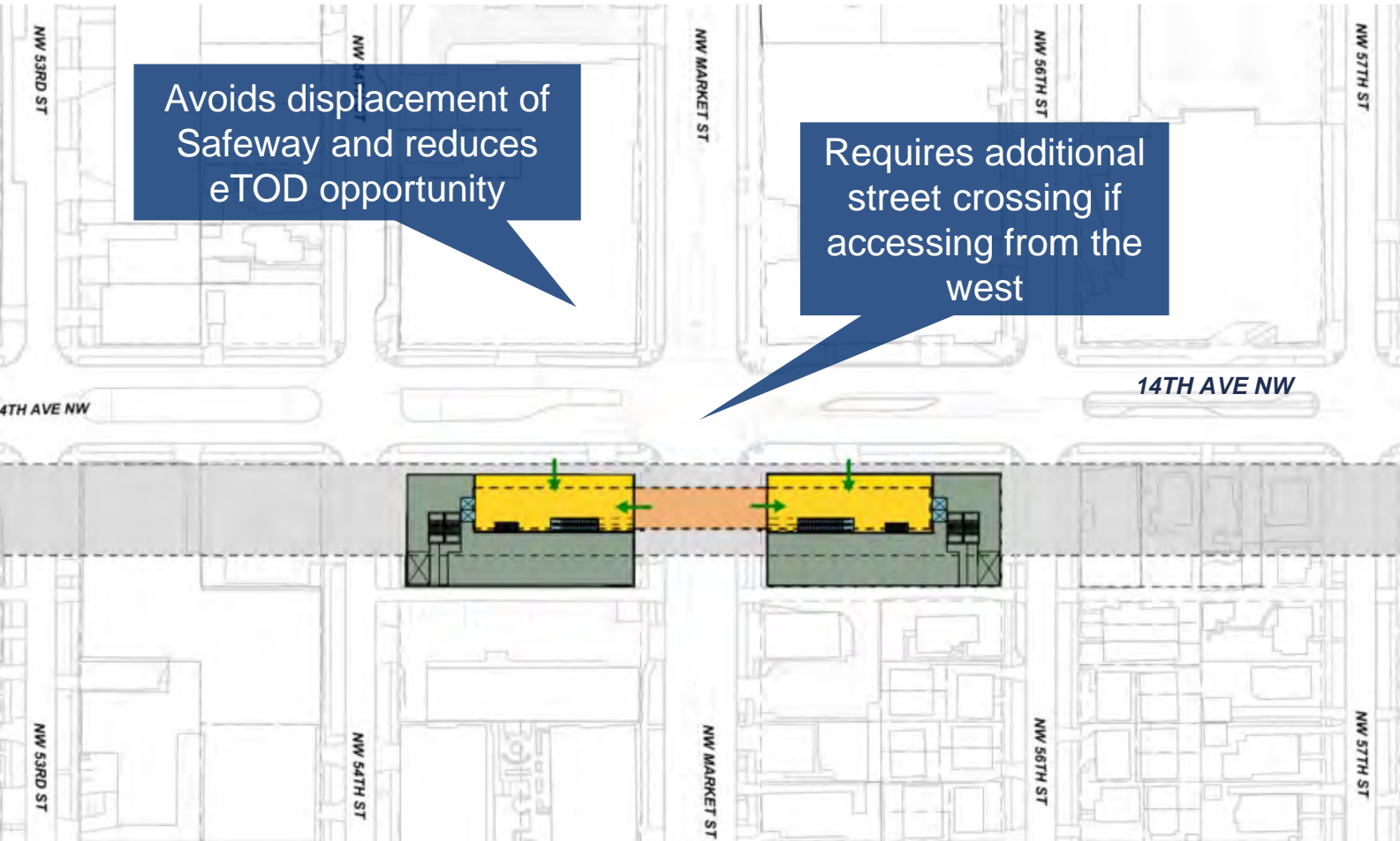


Cost delta compared to realigned financial plan:
+\$0.5-1 million for at-grade improvements
+\$20-100 million for grade-separated improvements (+ O&M costs)

Shifted Tunnel 14th Ave Station

*Shift tunnel
alignment to the
east and eliminate
western station
entrance*

Study focus:
Reduce costs



Cost delta compared to realigned financial plan:
-\$140 million



Example Modified Preferred Alternative

Comparative estimates

- To *inform comparison* of further study concepts and end-to-end scenarios
- Consistent methodology to Draft EIS (2019\$), based on limited design
- *Project budget* established during realignment: \$12.2 billion

Schedule implications

Environmental phase:

- Additional environmental review is likely under any end-to-end scenario (~1 yr on top of already-incurred 10-month further studies delay)

Design phase:

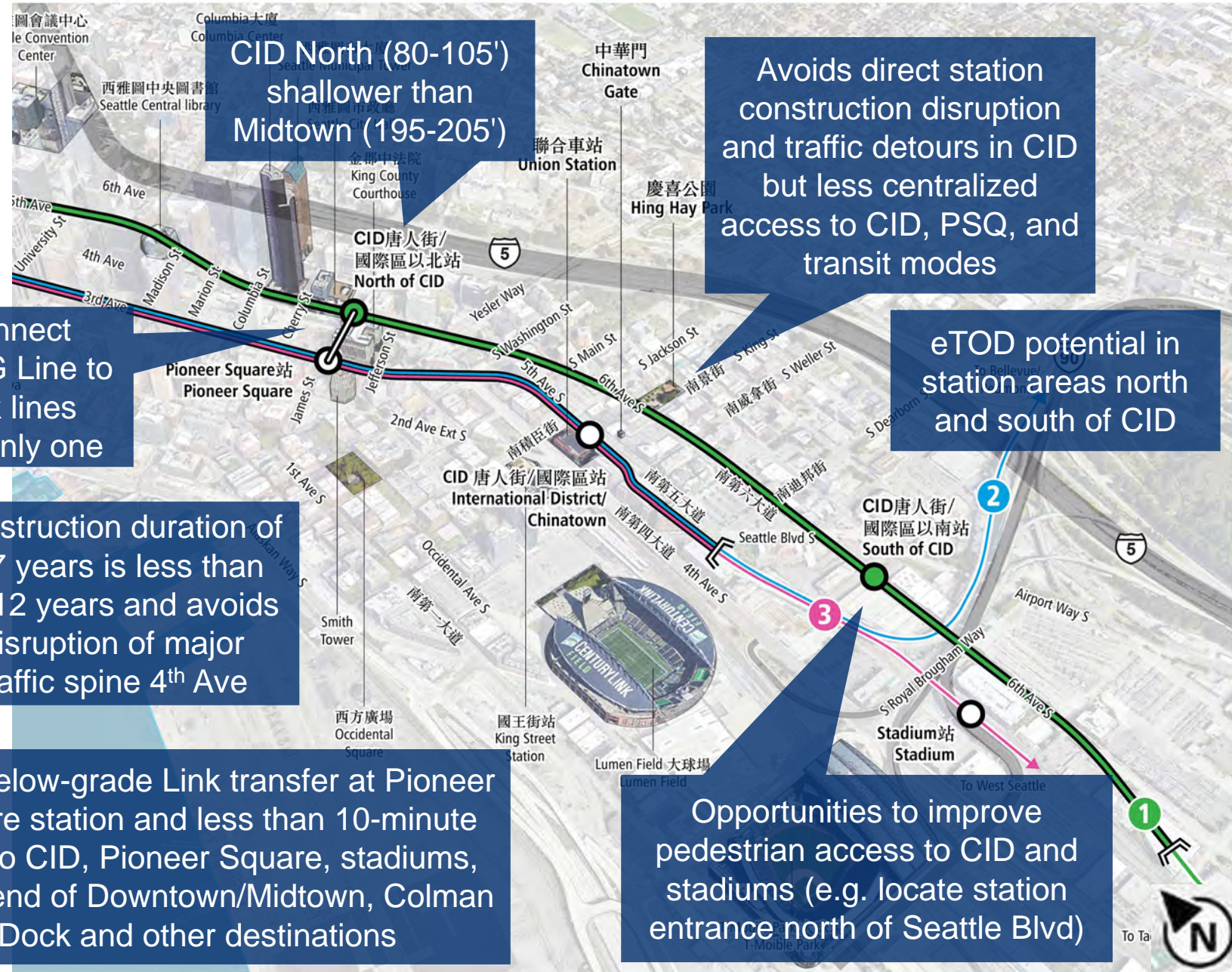
- Scenarios including South Lake Union mix-and-match and CID 4th Shallow(er) will require additional time for coordination with third parties

Construction phase:

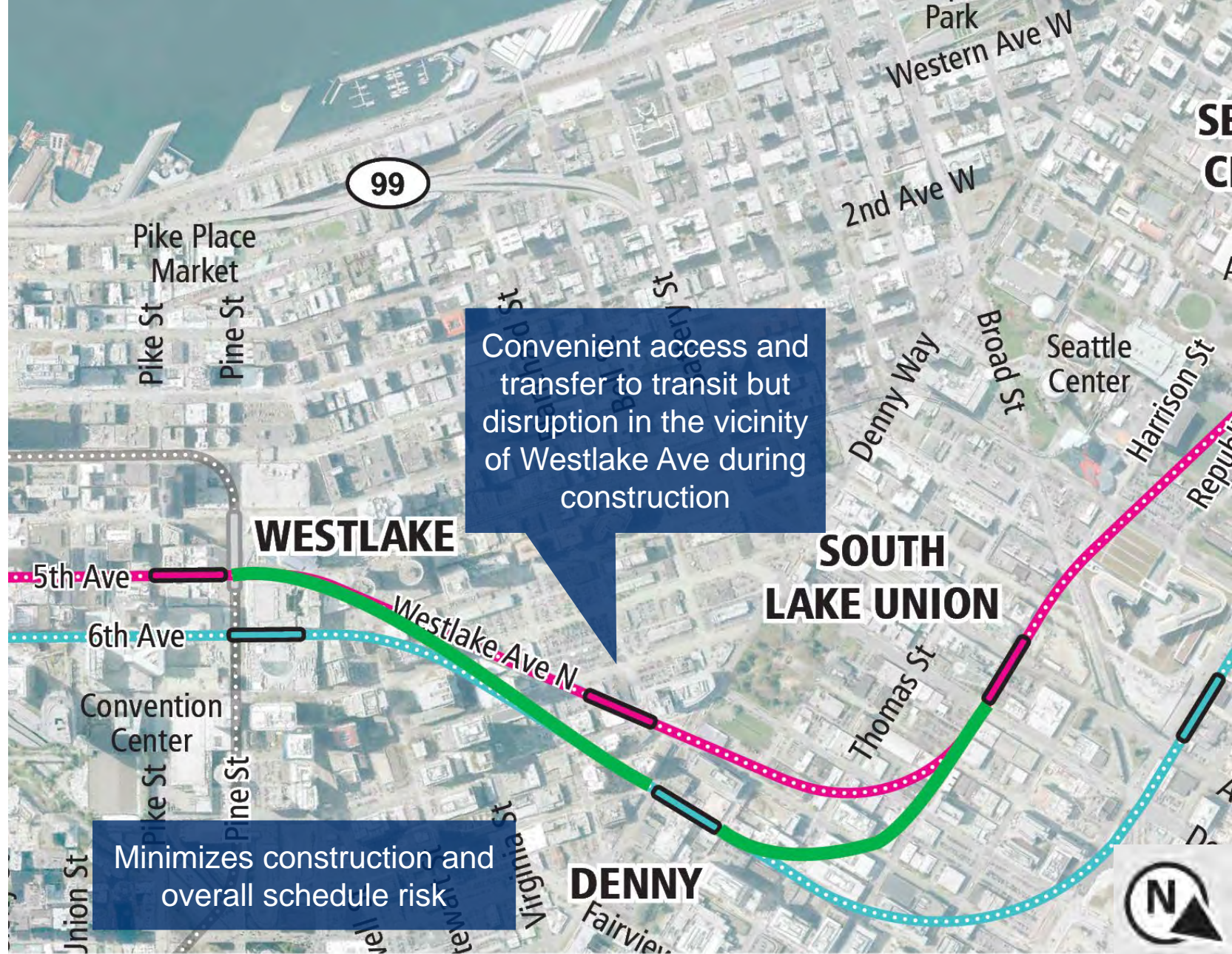
- Scenarios including CID 4th Shallow(er) will require additional time for construction (~2 yrs) due to 4th Ave viaduct reconstruction, traffic detour phasing, etc.
- Potential risk of additional delay for CID 4th Shallow(er) due to poor ground conditions, deep Midtown station, proximity to BNSF and existing downtown transit tunnel, phasing of Link closures

Station North of CID and Station South of CID

Compared to Refined 4th Avenue Shallow Station (CID-1a)

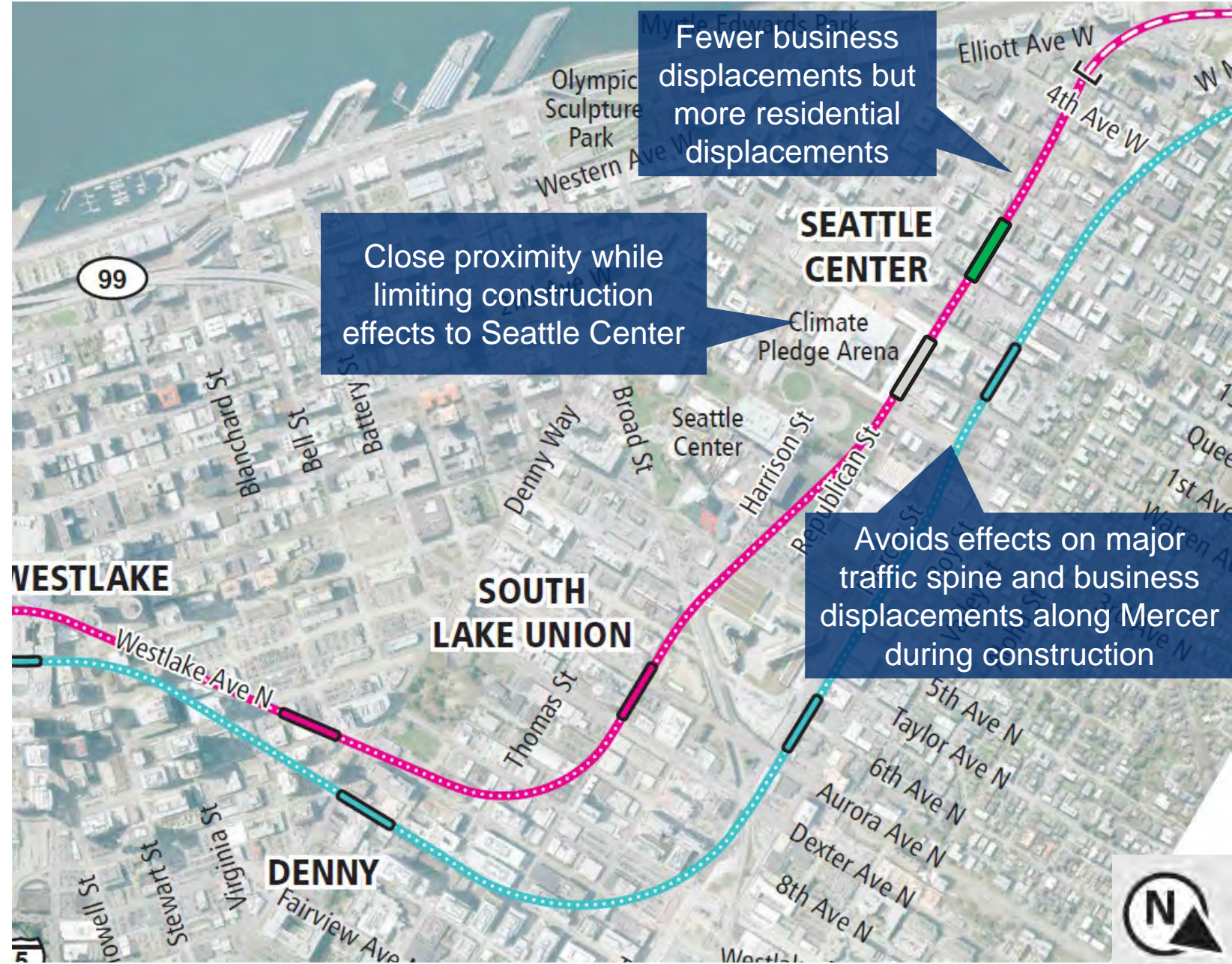


Compared to Denny Station at Terry Ave (DT-2) with Mix-and- Match



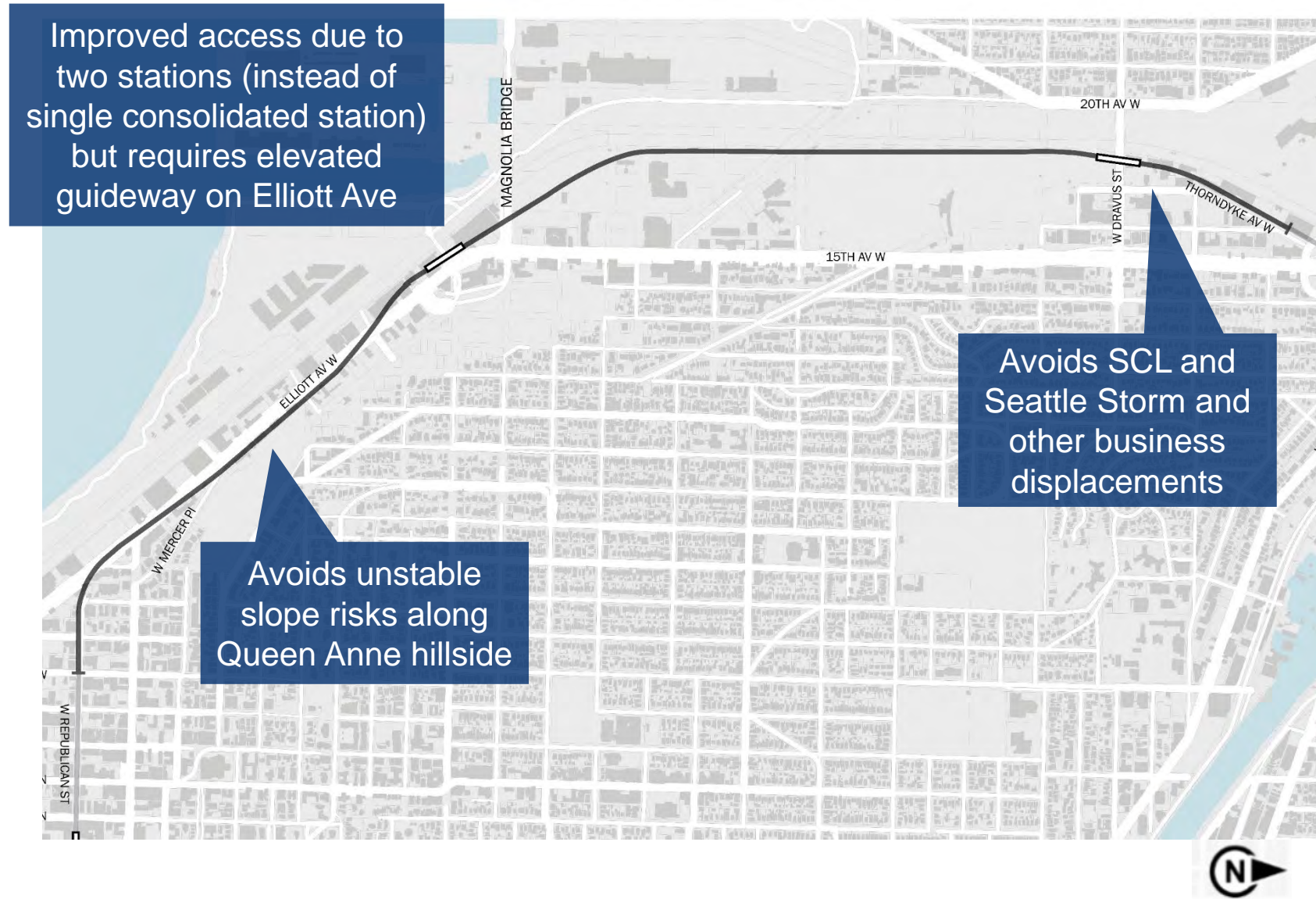
Seattle Center Station shifted west on Republican

Compared to Seattle Center Station at Mercer (DT-2) with Mix-and-Match

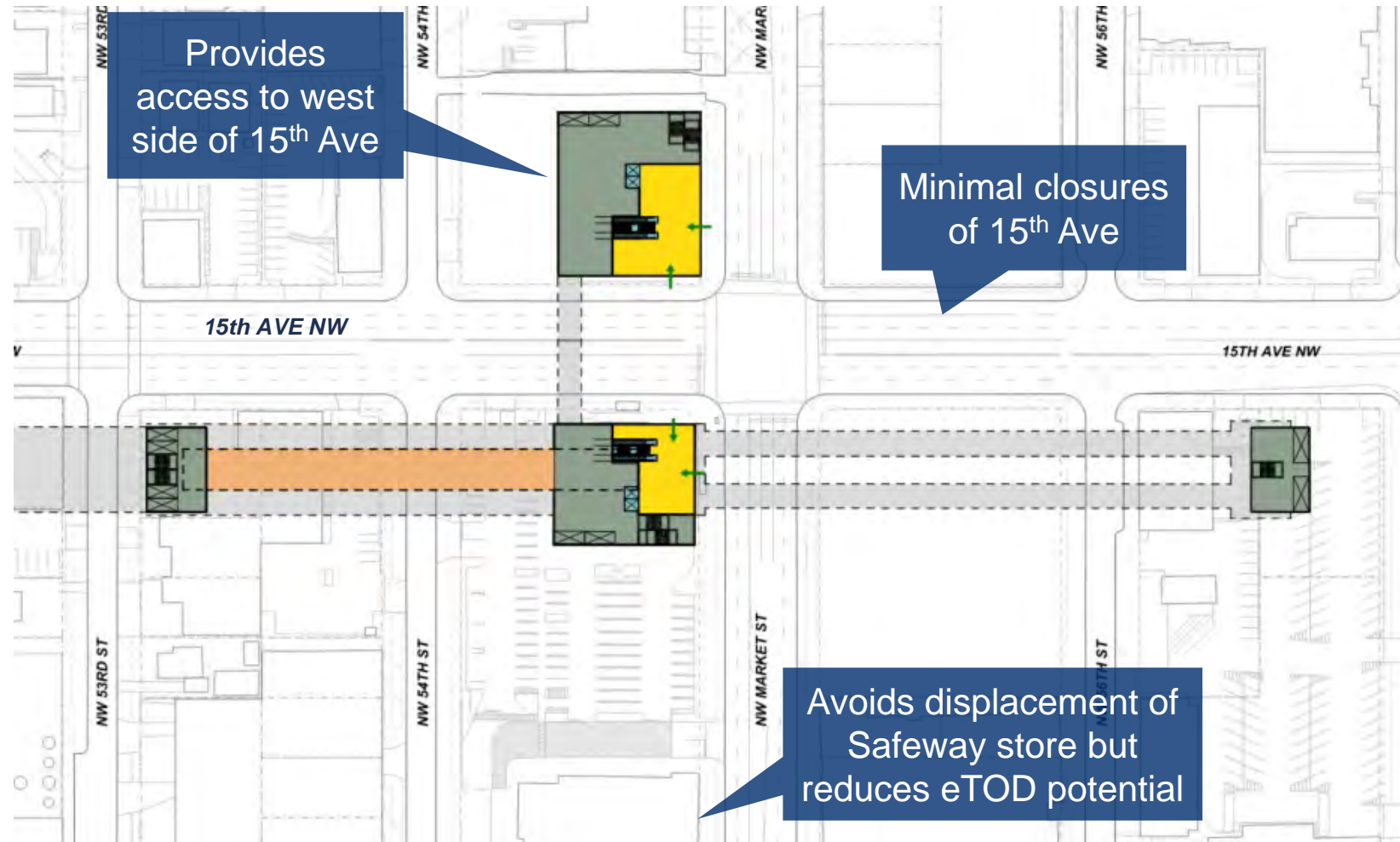


Modified SIB-1 Alignment

Compared to Consolidated Alignment

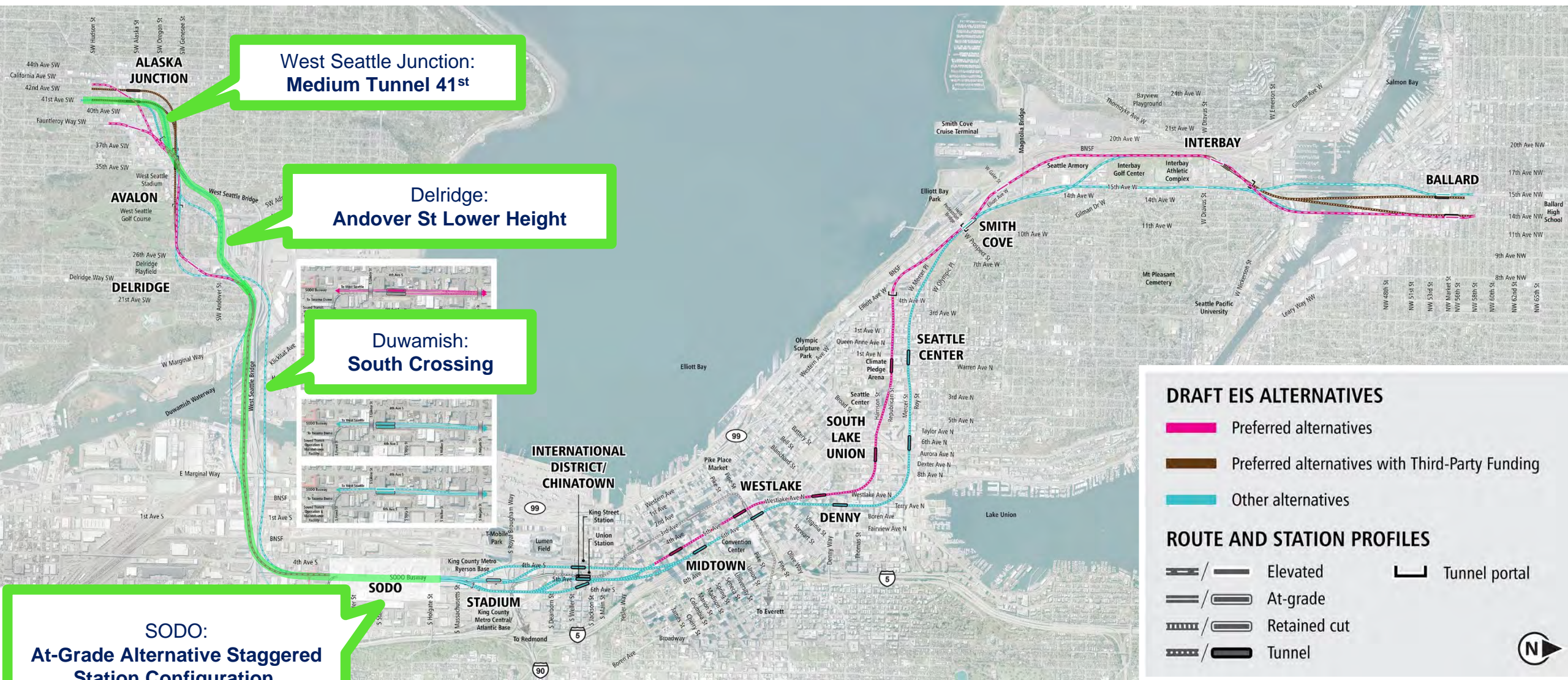


Tunnel 15th Ave Cost Savings

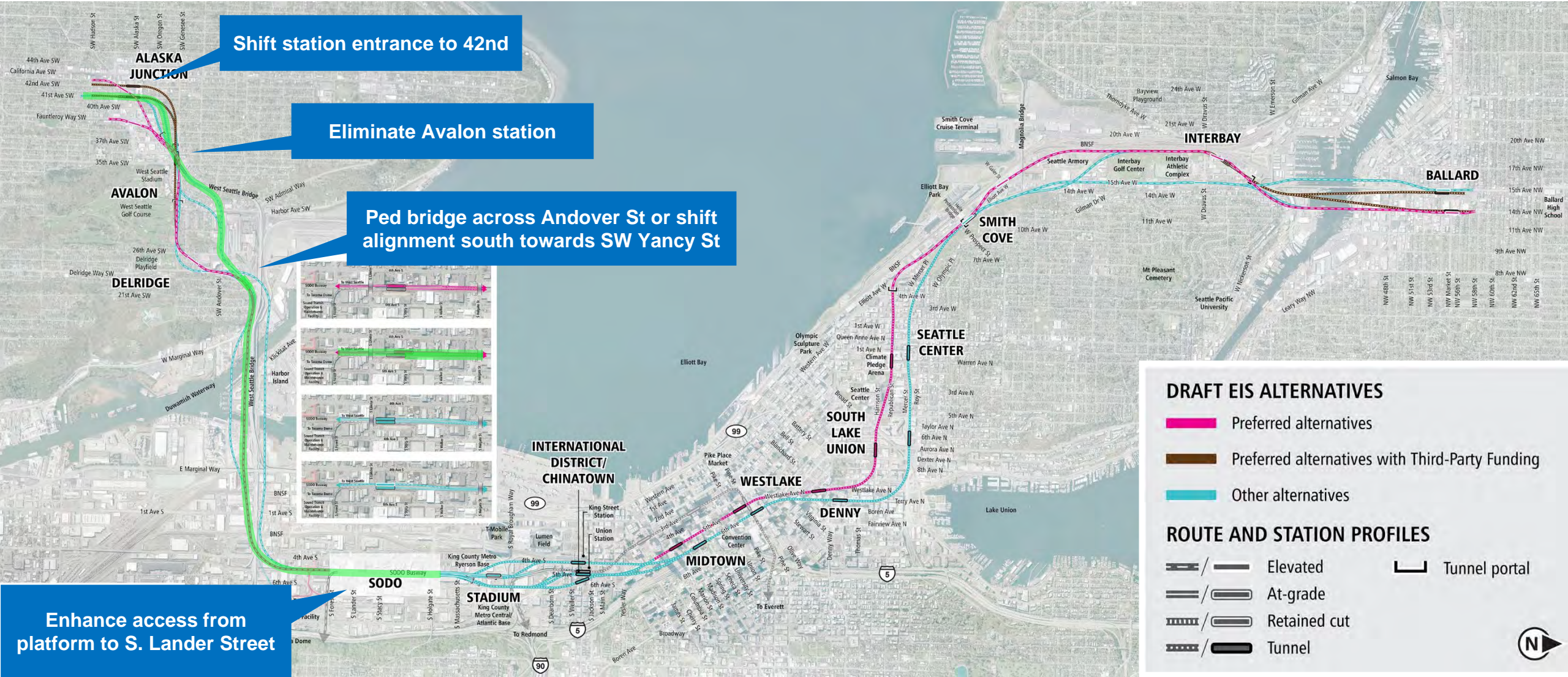


***West Seattle Extension
Further Studies***

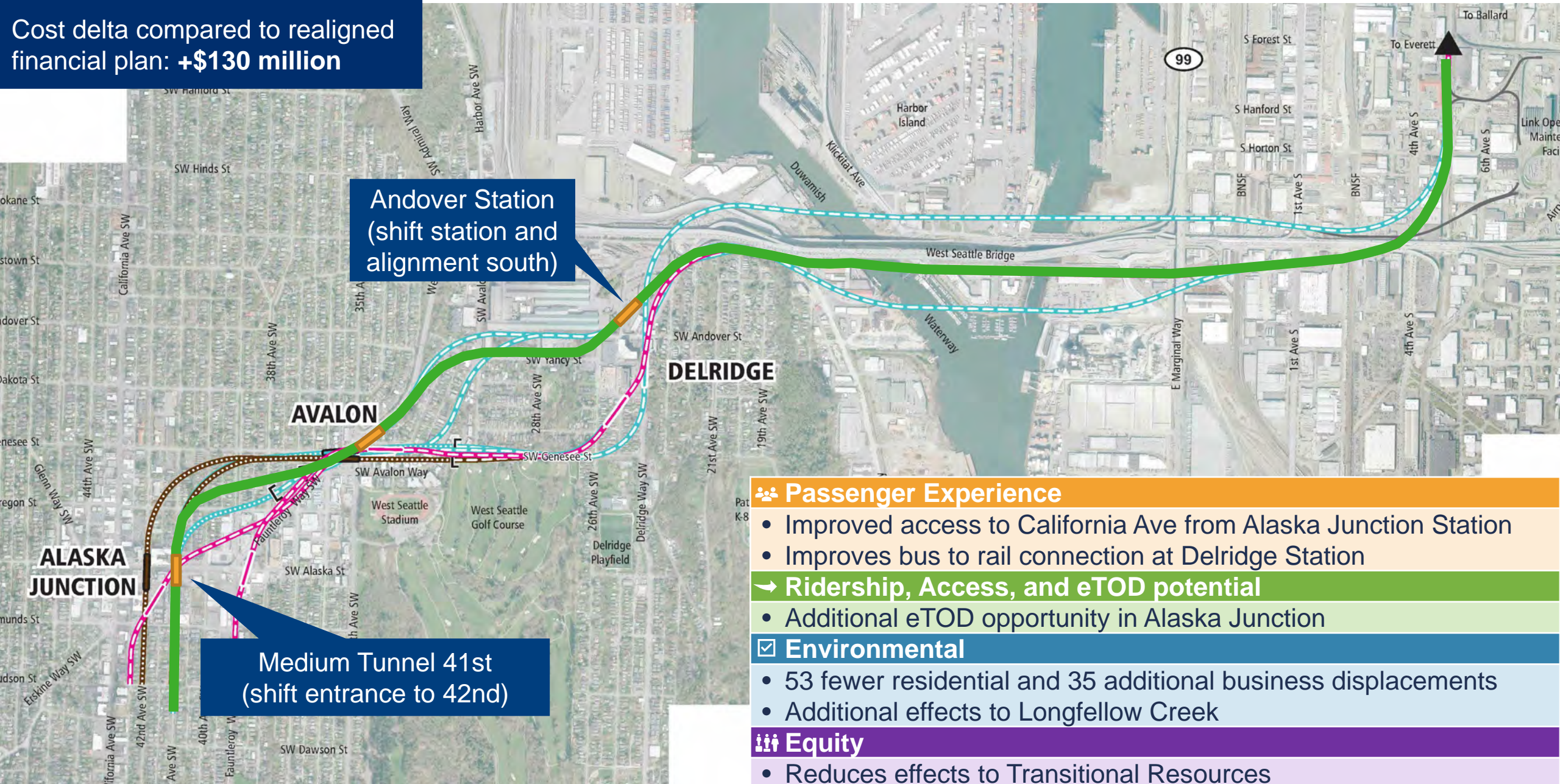
West Seattle Link Extension: Preferred Alternative



West Seattle Link Extension: Further studies



Cost delta compared to realigned financial plan: **+\$130 million**



Passenger Experience

- Improved access to California Ave from Alaska Junction Station
- Improves bus to rail connection at Delridge Station

Ridership, Access, and eTOD potential

- Additional eTOD opportunity in Alaska Junction

Environmental

- 53 fewer residential and 35 additional business displacements
- Additional effects to Longfellow Creek

Equity

- Reduces effects to Transitional Resources

Funding

M2022-57: "These studies will also determine ... funding needs"

- Ballard example modified preferred alternative (\$150 million) + West Seattle preferred alternative refinements (\$130 million) = **+\$280 million**
- All CID options would benefit from Union Station activation / Jackson Hub improvements which would **require additional funding and partnerships**
- Through coordination with City and County, there is **up to \$400 million in potential funding** through various sources including publicly-owned property, value capture from increased development, and in-kind contributions. Anticipate receiving Letters of Intent before March board meeting.
- City and County to work with Sound Transit to further analyze costs and funding sources over the next year and develop a **funding agreement** in advance of Board action to select a project to be built

Next steps

Board process

Jan 26, Board:	Further Studies results overview
<i>Jan 26 – Feb 17:</i>	<i>Gather additional community feedback</i>
Feb 9, SEC:	Further Studies results deeper dive
Feb 23, Board:	Community feedback summary
Mar 9, SEC:	Recommendation to Board
Mar 23, Board:	Board identifies preferred alternative for Ballard Link Extension

Q&A / Discussion

Thank you.



 *soundtransit.org*

