

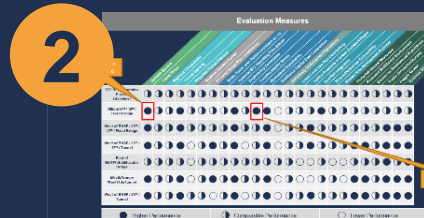


Agenda

- › *Welcome and introductions*
- › *Previous meeting recap*
- › *How we get to a Recommendation*
- › *Level 1 Recommendation discussions*
- › *Review Group Recommendations*
- › *Next steps and next meeting*



Map of alternatives



Evaluation measures

| | | |
|--------------------------------------|-------------------------------|--|
| | ST3 Representative Project | • Baseline for comparison |
| Alternatives with more potential | Ellicott 15'x18' Fixed Bridge | • Avoids 15' Ave/Drexel interchange • Supports more reliable service (no bridge openings) |
| Alternative | Alternative | • Key findings |
| Alternatives with greater challenges | Alternative | • Key findings |
| Alternative | Alternative | • Key findings |
| Not practical suggestions | Alternative | • Key findings |
| Alternative | Alternative | • Key findings |

Segment summary



Small Group Discussion

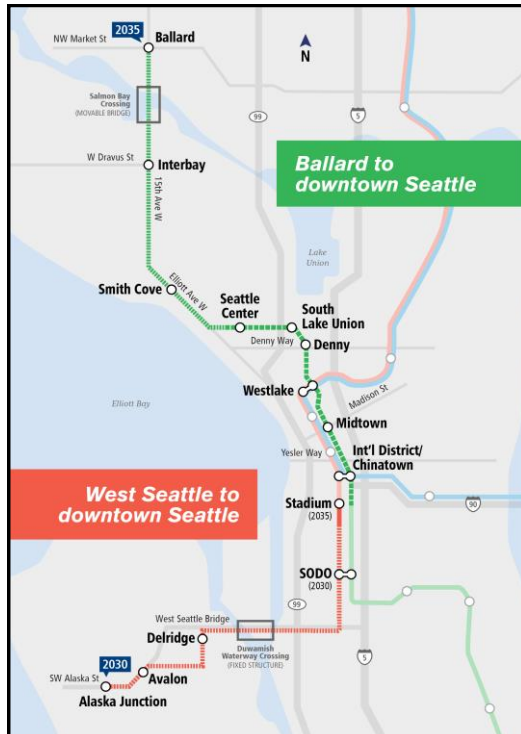
SAG questions

- ST3 Plan consistency
- 3rd Party funding



ST3 Plan consistency

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

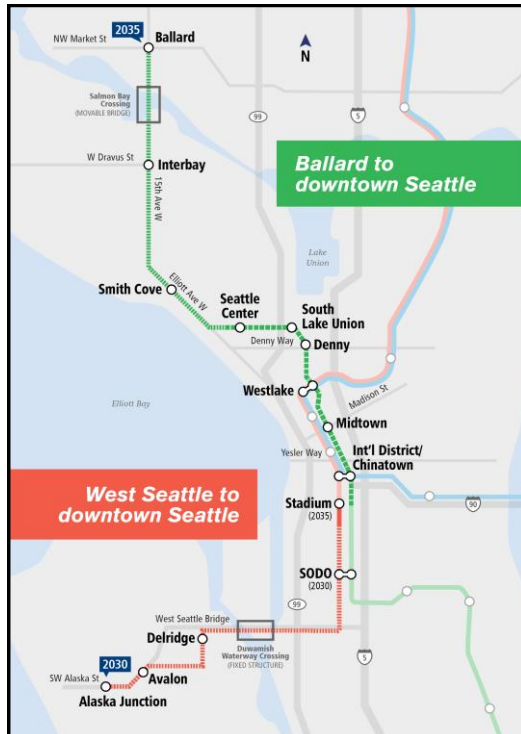


ST3 Plan consistency

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

West Seattle/Duwamish summary

| | | |
|--------------------------------------|---|--|
| Alternatives with more potential | ST3 Representative Project | <ul style="list-style-type: none"> Baseline for comparison |
| | Oregon Street/Alaska Junction | <ul style="list-style-type: none"> Avoids Fauntleroy and Alaska; better orientation south Affects Oregon St and 44th Ave |
| | West Seattle Bridge/Fauntleroy | <ul style="list-style-type: none"> Lessens effects to Junction and Delridge; better orientation south Creates isolated Delridge Station |
| Alternatives with greater challenges | Pigeon Ridge/West Seattle Tunnel | <ul style="list-style-type: none"> Lessens effects to Port, Junction, Delridge; better orientation south Requires two tunnels; may require 3rd Party funding |
| | Yancy Street/West Seattle Tunnel | <ul style="list-style-type: none"> Lessens effects to Junction and Delridge; better orientation south Consolidates stations; potentially not consistent with ST3 Plan Requires tunnel; may require 3rd Party funding |
| | West Seattle Golf Course/Alaska Junction (Tunnel) | <ul style="list-style-type: none"> Crosses golf course, Section 4(f) Lessens effects to Junction, Delridge Eliminates station; potentially not consistent with ST3 Plan |
| Not practical suggestions | Tunnel under Duwamish | <ul style="list-style-type: none"> Impractical tunnel depth and length |
| | West Seattle Bridge | <ul style="list-style-type: none"> Existing structure not built to accommodate LRT Constructability issues |
| | Gondola, rail/bus bridge | <ul style="list-style-type: none"> Mode not consistent with ST3 Plan |
| | Extensions to Alki, Admiral, etc. | <ul style="list-style-type: none"> Not included in ST3 Plan or long range plan |

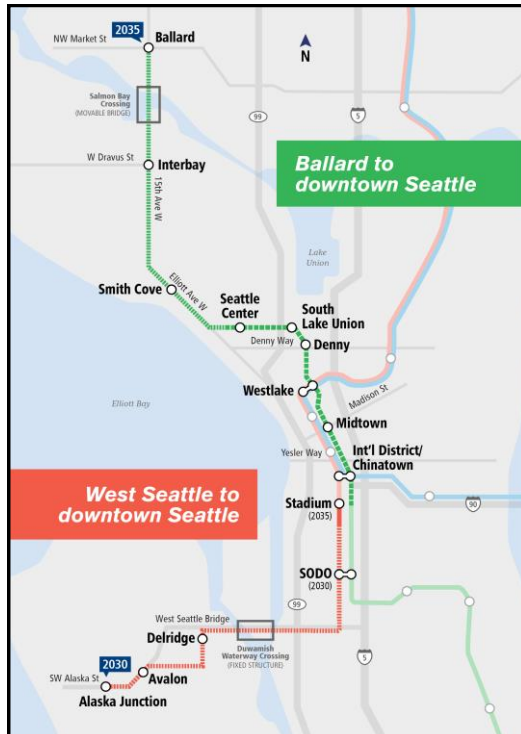


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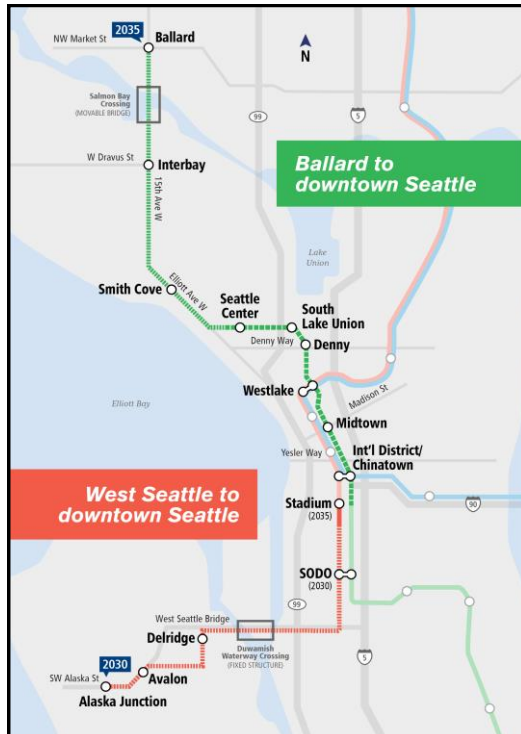


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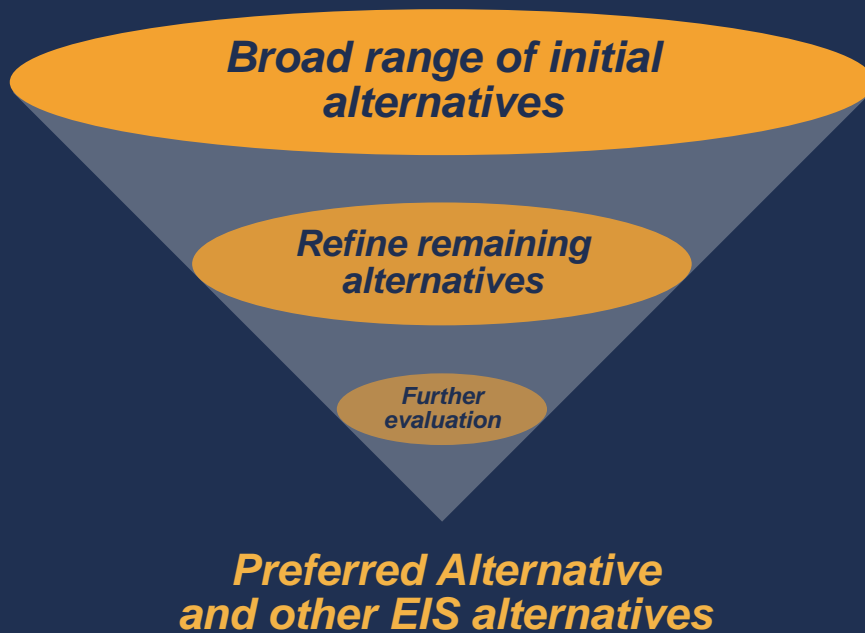
West Seattle/Duwamish summary

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|--------------------------------------|---|--|
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How we get to a recommendation



How we get to a recommendation

Step 1

Start with the
“Not practical
suggestions”

Sample segment summary

| | | |
|--------------------------------------|--|---|
| | ST3 Representative Project | • Baseline for comparison |
| Alternatives with more potential | Elliott/15 th /16 th /Fixed Bridge | • Avoids 15 th Ave/Dravus interchange • Supports more reliable service (no bridge openings) |
| | Alternative | • Key findings |
| Alternatives with greater challenges | Alternative | • Key findings |
| | Alternative | • Key findings |
| Not practical suggestions | Alternative | • Key findings |
| | Alternative | • Key findings |

Should any of these suggestions be carried forward?

How we get to a recommendation

Step 2

Then, look at the
“Alternatives with
greater challenges”

Sample segment summary

| | | |
|--------------------------------------|--|---|
| Alternatives with more potential | ST3 Representative Project | • Baseline for comparison |
| | Elliott/15 th /16 th /Fixed Bridge | • Avoids 15 th Ave/Dravus interchange • Supports more reliable service (no bridge openings) |
| | Alternative | • Key findings |
| Alternatives with greater challenges | Alternative | • Key findings |
| | Alternative | • Key findings |
| Not practical suggestions | Alternative | • Key findings |
| | Alternative | • Key findings |

*Should any of these alternatives be carried forward?
How might they be refined?*

How we get to a recommendation

Step 3

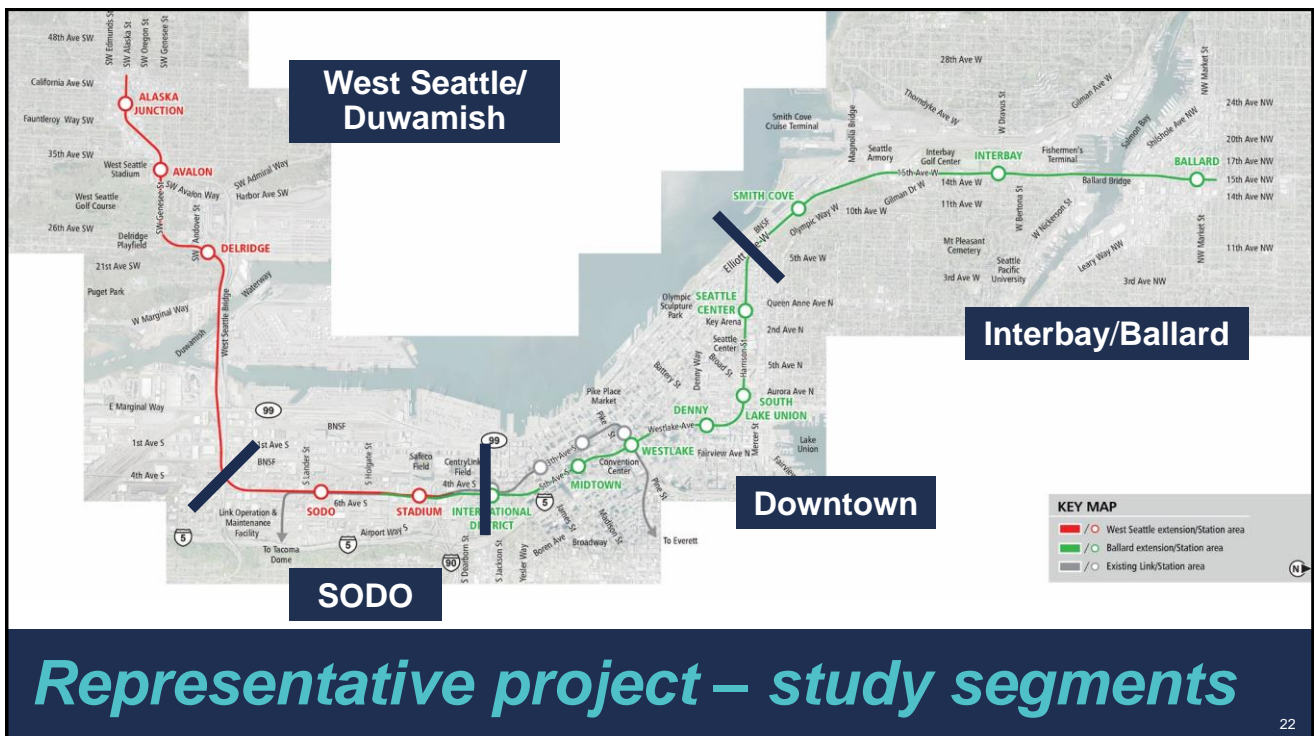
Finally, look at the
“Alternatives with
more potential”

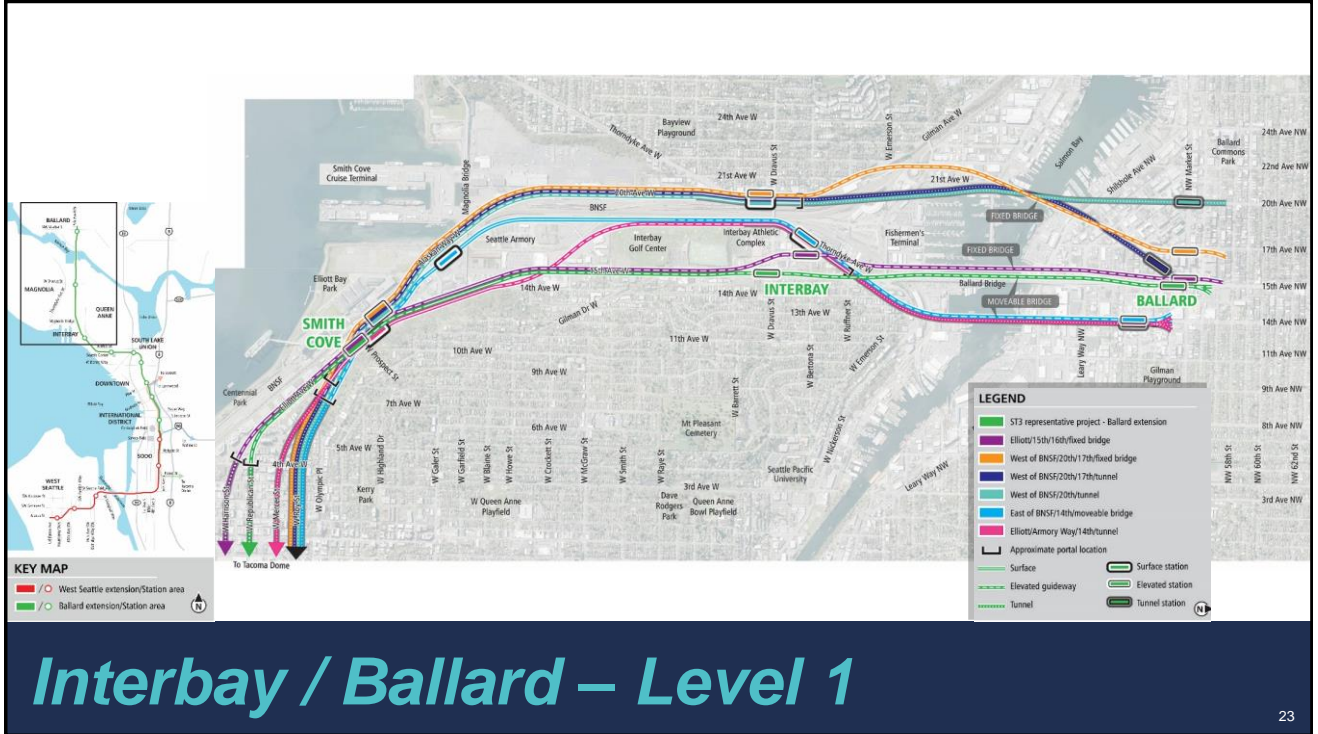
Sample segment summary

| | | |
|--------------------------------------|--|---|
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| | Elliott/15 th /16 th /Fixed Bridge | • Avoids 15 th Ave/Dravus interchange • Supports more reliable service (no bridge openings) |
| | Alternative | • Key findings |
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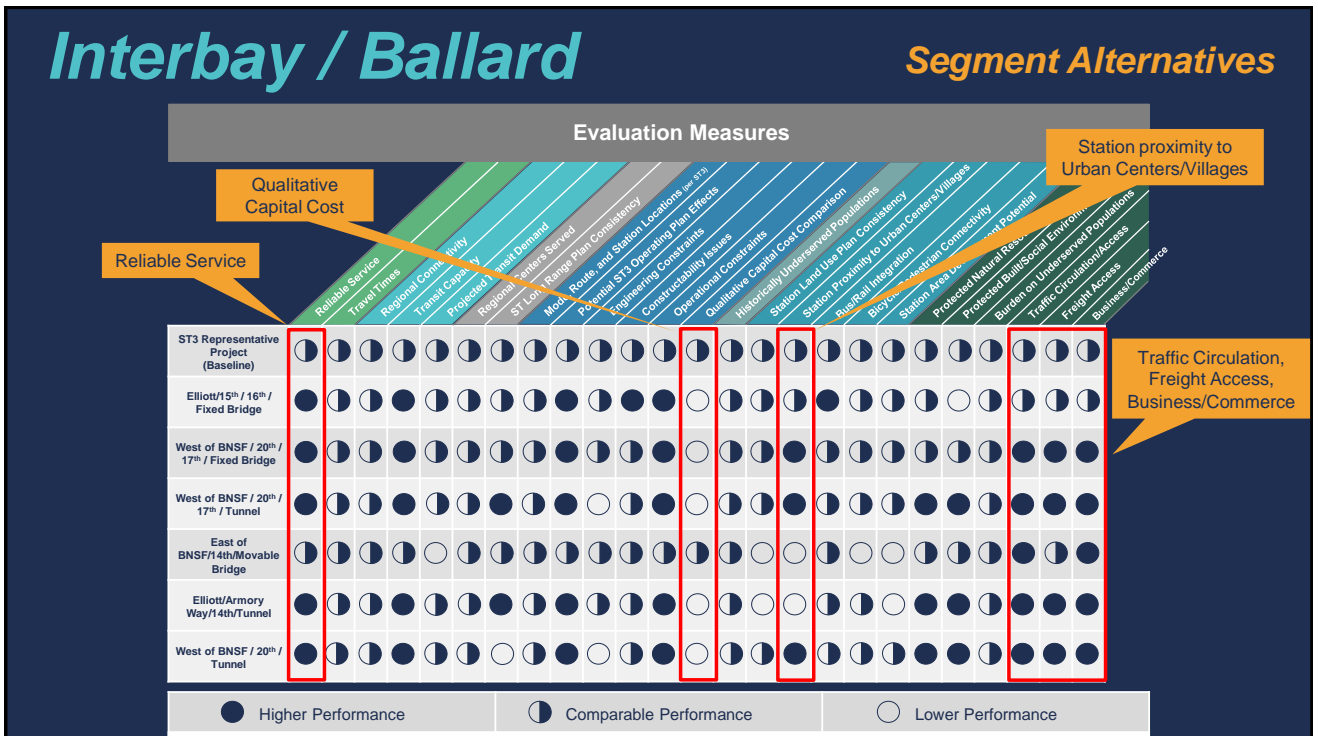
How might these alternatives be refined?

Level 1 Recommendation discussions












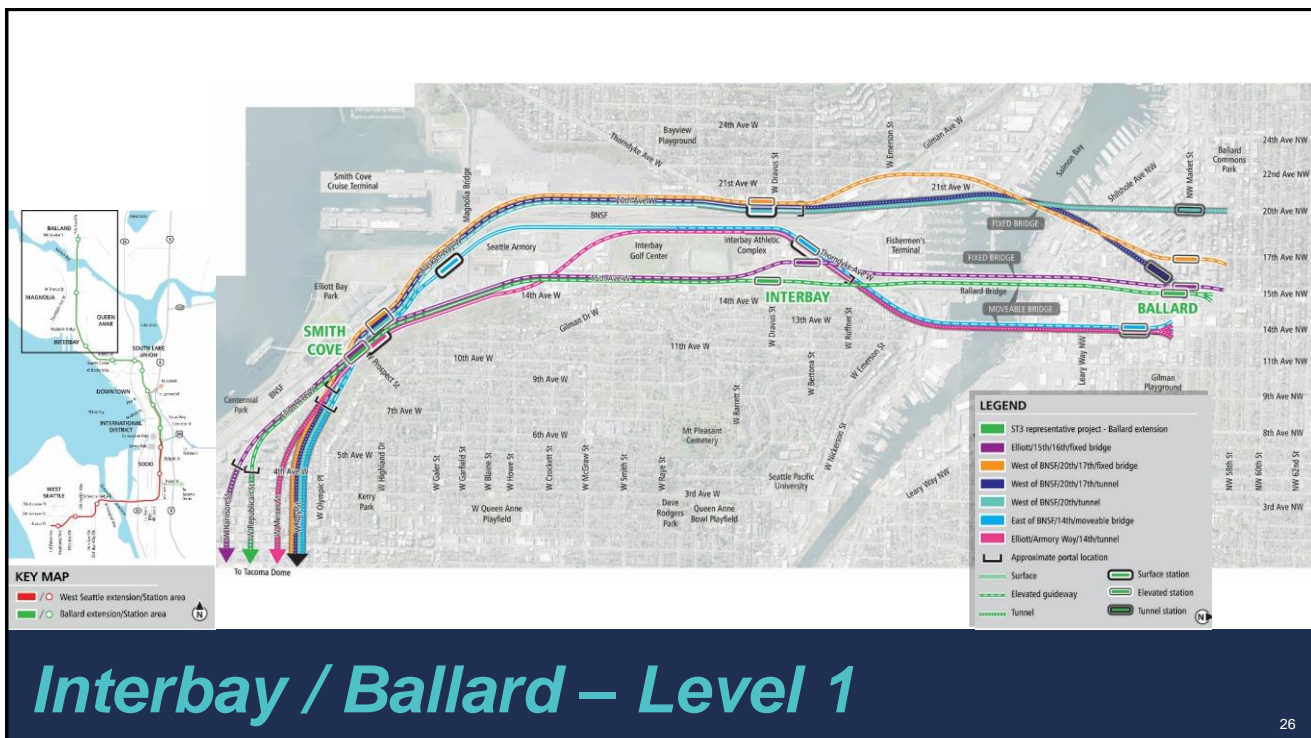
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Interbay / Ballard summary

| | | | |
|--------------------------------------|---|---|--|
| Alternatives with more potential | ST3 Representative Project |  | <ul style="list-style-type: none"> • Baseline for comparison |
| | Elliott/15 th /16 th /Fixed Bridge |  | <ul style="list-style-type: none"> • Avoids 15th Ave/Dravus interchange • Supports more reliable service (no bridge openings) |
| | West of BNSF/20 th /17 th /Fixed Bridge |  | <ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave and Fishermen's Terminal • Supports more reliable service |
| | East of BNSF/14 th /Movable Bridge |  | <ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave and Fishermen's Terminal • Locates station on 14th Ave within industrial area |
| | West of BNSF/20 th /17 th Tunnel |  | <ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave, Fishermen's Terminal and Salmon Bay • Requires tunnel; may require 3rd Party funding |
| | Elliott/Armory Way/14 th /Tunnel |  | <ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave, Fishermen's Terminal and Salmon Bay • Requires tunnel; may require 3rd Party funding |
| Alternatives with greater challenges | West of BNSF/20 th /Tunnel |  | <ul style="list-style-type: none"> • Avoids Elliott Ave, 15th Ave, Fishermen's Terminal and Salmon Bay • Requires longer tunnel; may require 3rd Party funding • Requires construction and displacement within Ballard core |
| Not practical suggestions | Tunnel through Queen Anne/Interbay | | <ul style="list-style-type: none"> • Depth and length impractical; would affect downtown tunnel depth |
| | Extensions to 65 th , 85 th , Northgate | | <ul style="list-style-type: none"> • Not included in ST3 plan |
| | Multi-modal Salmon Bay bridge | | <ul style="list-style-type: none"> • ST3 plan defined project as rail-only bridge |
| | Eliminate or add stations | | <ul style="list-style-type: none"> • Not consistent with ST3 plan |

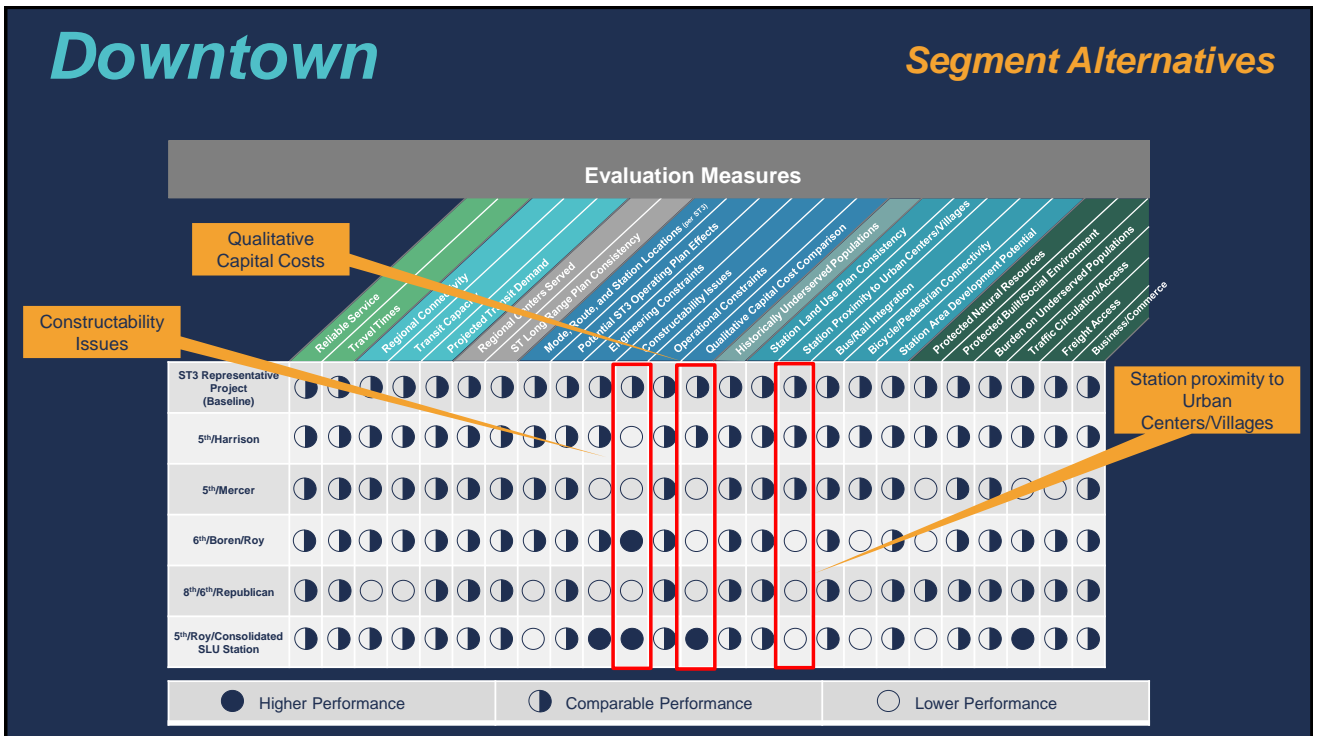
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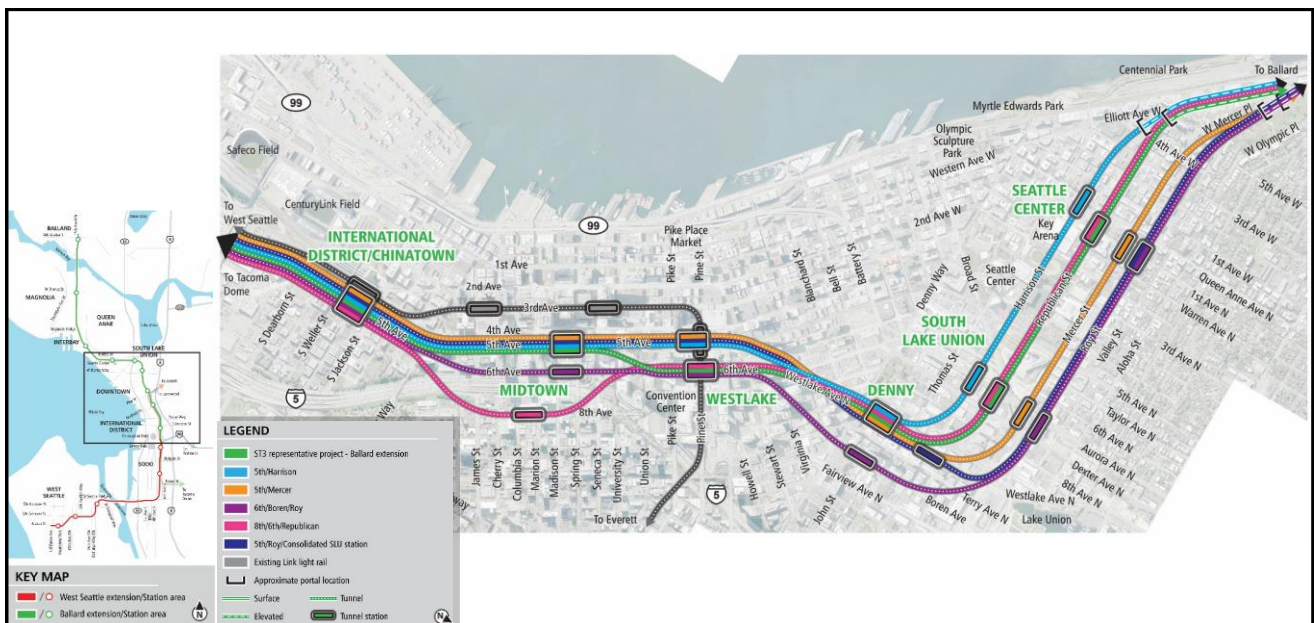
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Downtown summary

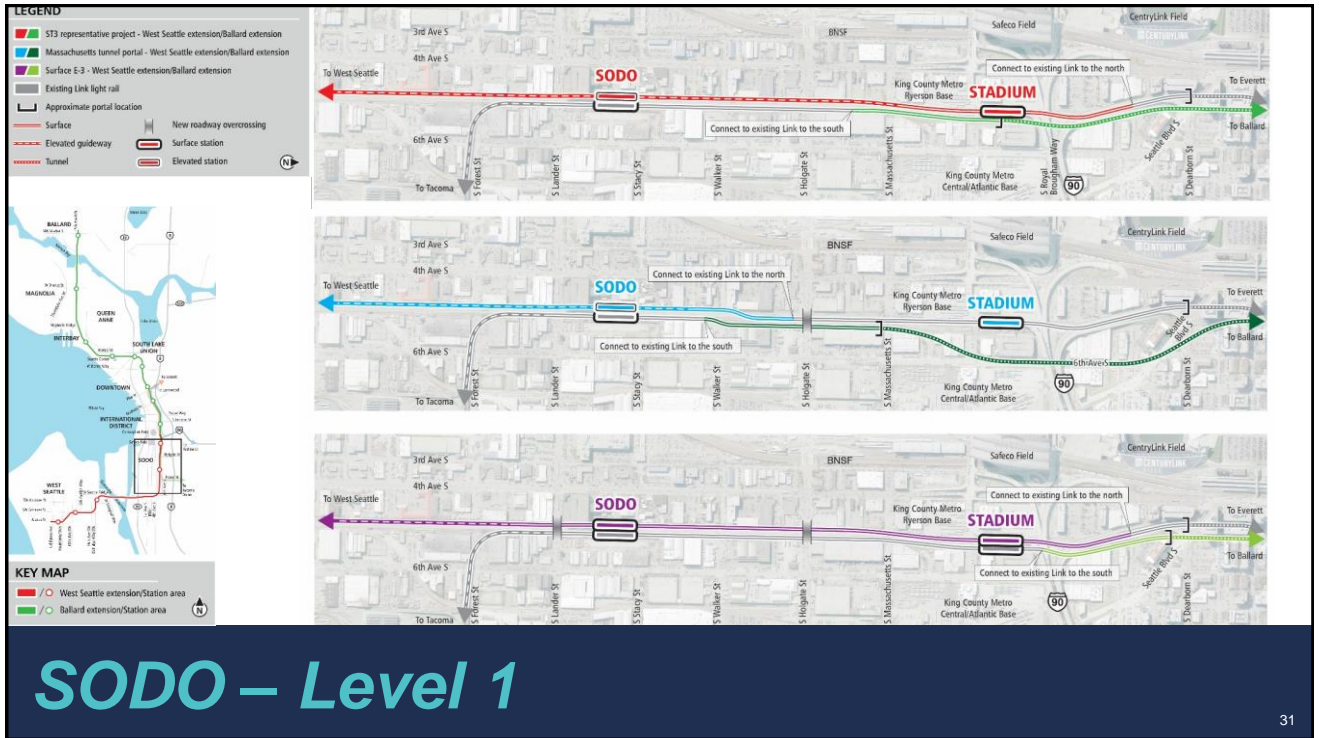
| | | | |
|--------------------------------------|--|---|---|
| Alternatives with more potential | ST3 Representative Project |  | <ul style="list-style-type: none"> Baseline for comparison |
| | 5th/Harrison |  | <ul style="list-style-type: none"> Avoids utility conflicts on Republican and station under SR 99 off-ramp Decreased station coverage; potentially move Denny Station south |
| | 6th/Boren/Roy |  | <ul style="list-style-type: none"> Avoids utility conflicts on Republican and station under SR 99 off-ramp Increases construction risk due to I-5 walls along 6th Ave; avoids tiebacks on 5th Ave |
| Alternatives with greater challenges | 5th/Mercer |  | <ul style="list-style-type: none"> Avoids utility conflicts on Republican and station under SR 99 off-ramp Increases construction risk due to large sewer on Mercer |
| | 5th/Roy/Consolidated SLU Station |  | <ul style="list-style-type: none"> Avoids utility conflicts on Republican and station under SR 99 off-ramp Consolidates stations; potentially not consistent with ST3 |
| | 8th/6th/Republican (First Hill) |  | <ul style="list-style-type: none"> Increases construction risk due to two crossings under I-5 First Hill station not consistent with ST3 |
| Not practical suggestions | Use Downtown Seattle Transit Tunnel (DSTT) | | <ul style="list-style-type: none"> Existing DSTT capacity constraints |
| | Design for potential extensions to north and/or east | | <ul style="list-style-type: none"> Extensions to north and/or east not included in ST3 or long range plan |

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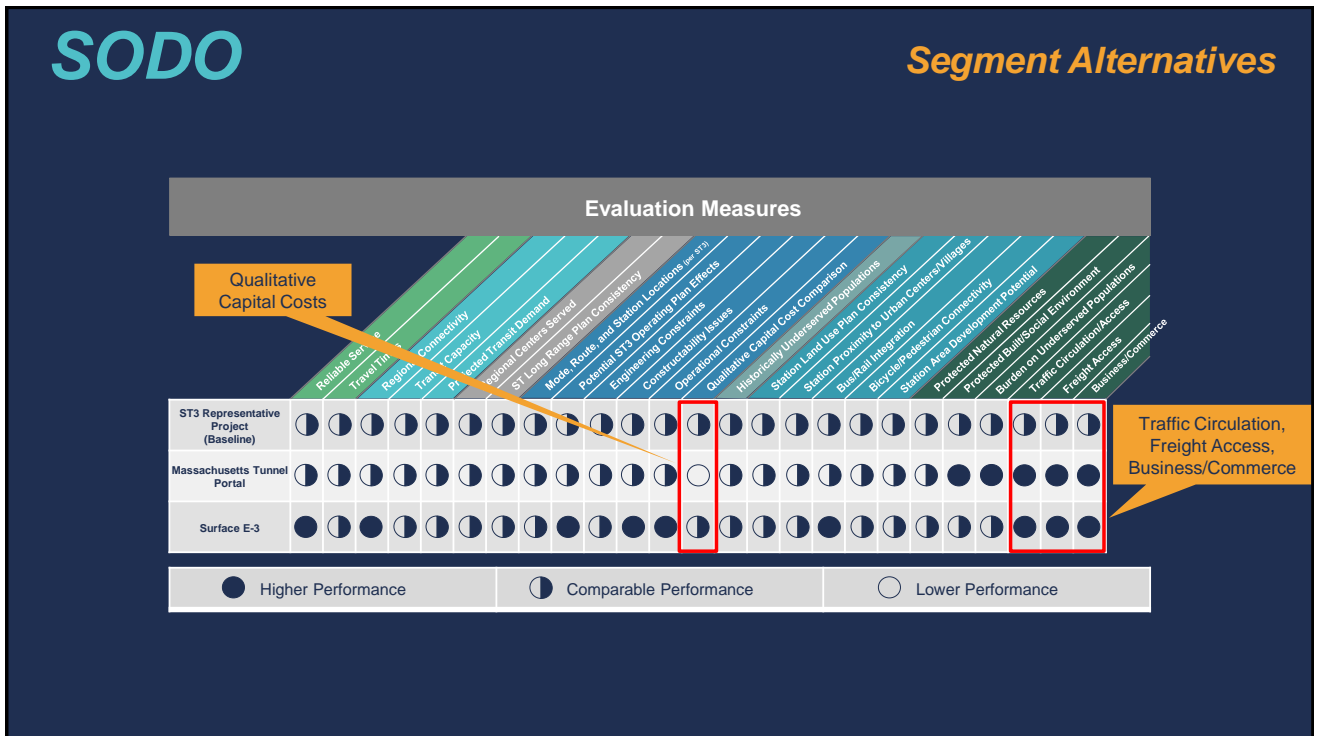


Downtown – Level 1

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International District/Chinatown Station

ST3 Project and Surface E-3 alternative

Cut and cover tunnel



Massachusetts Tunnel Portal alternative

Bored tunnel



Station location alternative (straddle S Jackson St)

Note: applicable to both cut and cover and bored tunnel alternatives




Existing Link station Proposed station (cut and cover) Potential Cut and Cover tunnel Potential Bored tunnel

Not to Scale N

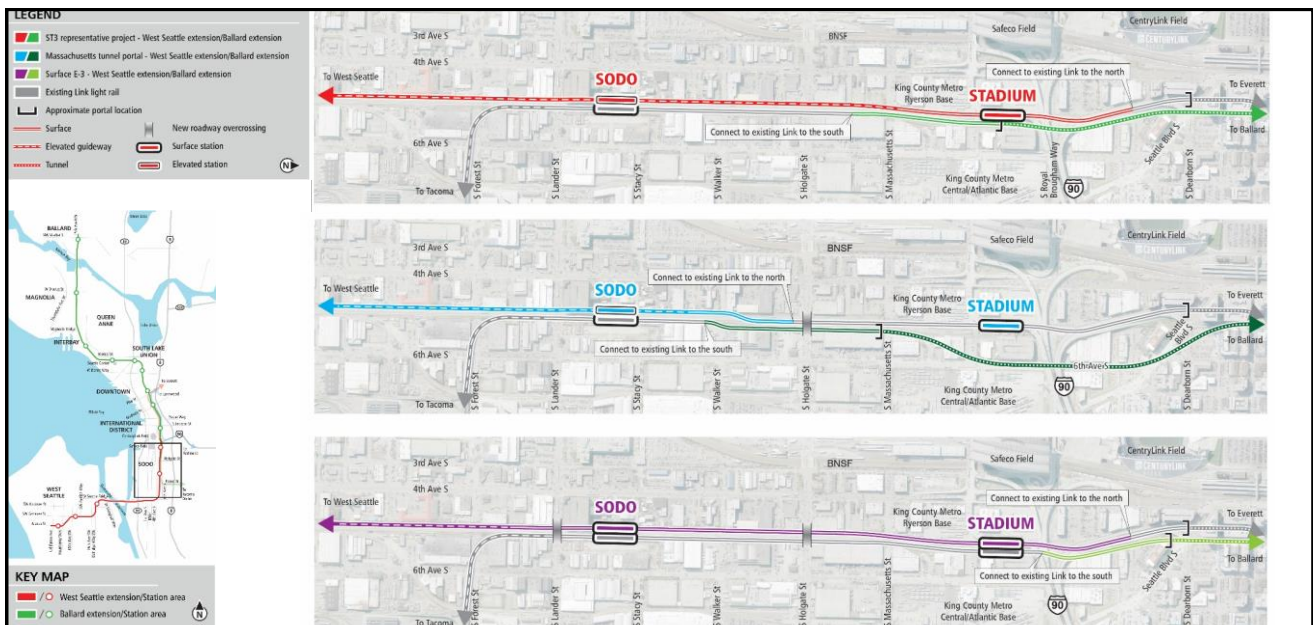
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SODO summary

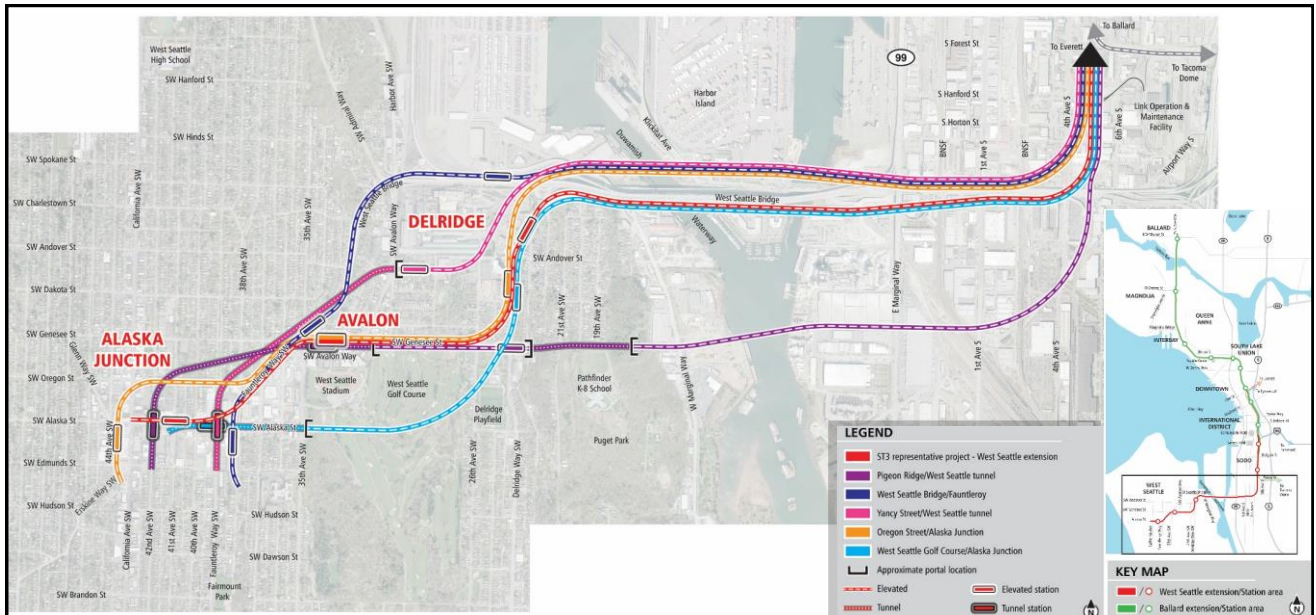
| | | |
|----------------------------------|---|---|
| Alternatives with more potential | ST3 Representative Project  | <ul style="list-style-type: none"> • Baseline for comparison |
| | Surface E-3  | <ul style="list-style-type: none"> • Less service disruption during construction • Accommodates Stadium Station on both lines • Eliminates existing grade crossings at Lander, Holgate; closes Royal Brougham |
| | Massachusetts Tunnel Portal  | <ul style="list-style-type: none"> • Reduces cut-and-cover construction on 5th Ave in Chinatown/Int'l District • Less service disruption during construction • Eliminates existing grade crossing at Holgate • Requires longer tunnel; more property; may require 3rd Party funding |
| Not practical suggestions | Maintain buses on E-3 | <ul style="list-style-type: none"> • Not practical due to ROW constraints |
| | First Ave alignment | <ul style="list-style-type: none"> • Alignment and stations locations not consistent with ST3 |
| | Design for potential extension south to Georgetown | <ul style="list-style-type: none"> • Not included in ST3 or long range plan |

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SODO – Level 1

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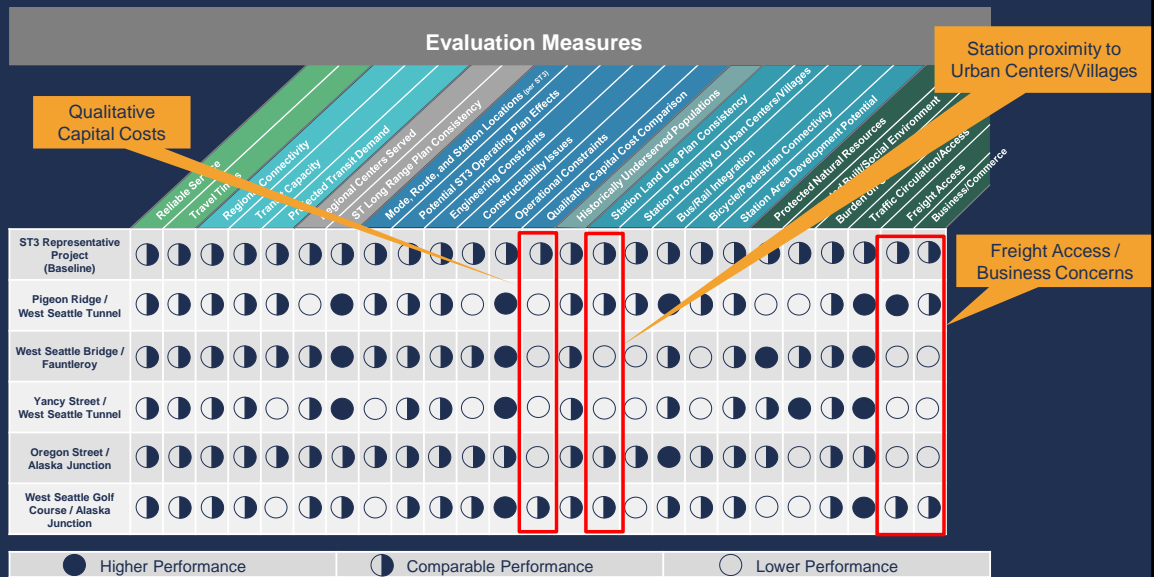


West Seattle / Duwamish – Level 1

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West Seattle / Duwamish

Segment Alternatives



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West Seattle / Duwamish – Level 1



Sample recommendation worksheet

| | | Carry forward | Do not carry forward | Comments/ Notes |
|--------------------------------------|----------------------------|---------------|----------------------|-----------------|
| Alternatives with more potential | ST3 Representative Project | | | |
| | Alternative | | | |
| | Alternative | | | |
| Alternatives with greater challenges | Alternative | | | |
| | Alternative | | | |
| Not practical suggestions | Alternative | | | |
| | Alternative | | | |



Neighborhood forums

Spring Schedule

- 4/21: Chinatown / Int'l District
- 4/23: Denny / SLU / Seattle Center
- 5/2: Midtown / Westlake
- 5/5: Delridge / Avalon / Alaska Junction
- 5/9: SODO / Stadium
- 5/12: Ballard / Interbay / Smith Cove

