

***West Seattle and Ballard  
Link Extensions  
Further Studies Results Overview***

*Board of Directors*

*1/26/23*



# Budget and Schedule status

Project	Cost				Schedule			
Name	Finance Plan Estimate (M, Fall 2022\$)	Current Estimate (M, Fall 2022\$)	Current Estimate Variance to Finance Plan	Authorized Allocation (M, YOES)	Next Milestone Date	Current Schedule Variance to Next Milestone (Months)	Target Service Date	Current Schedule Variance to Target Schedule (Months)
West Seattle and Ballard Link Extensions	\$14,624	\$14,624	0%	\$287	11/16/2023 Select Project to be Built	2 months delay for West Seattle Extension 10 months delay for Ballard Link Extension	Q4 2032 West Seattle Junction Q4 2037 Ballard*	0

(\*) New financial resources needed to achieve target schedule for Smith Cove-Ballard. Refer to R2021-05 for additional details.

# ***Motion No. M2022-57***

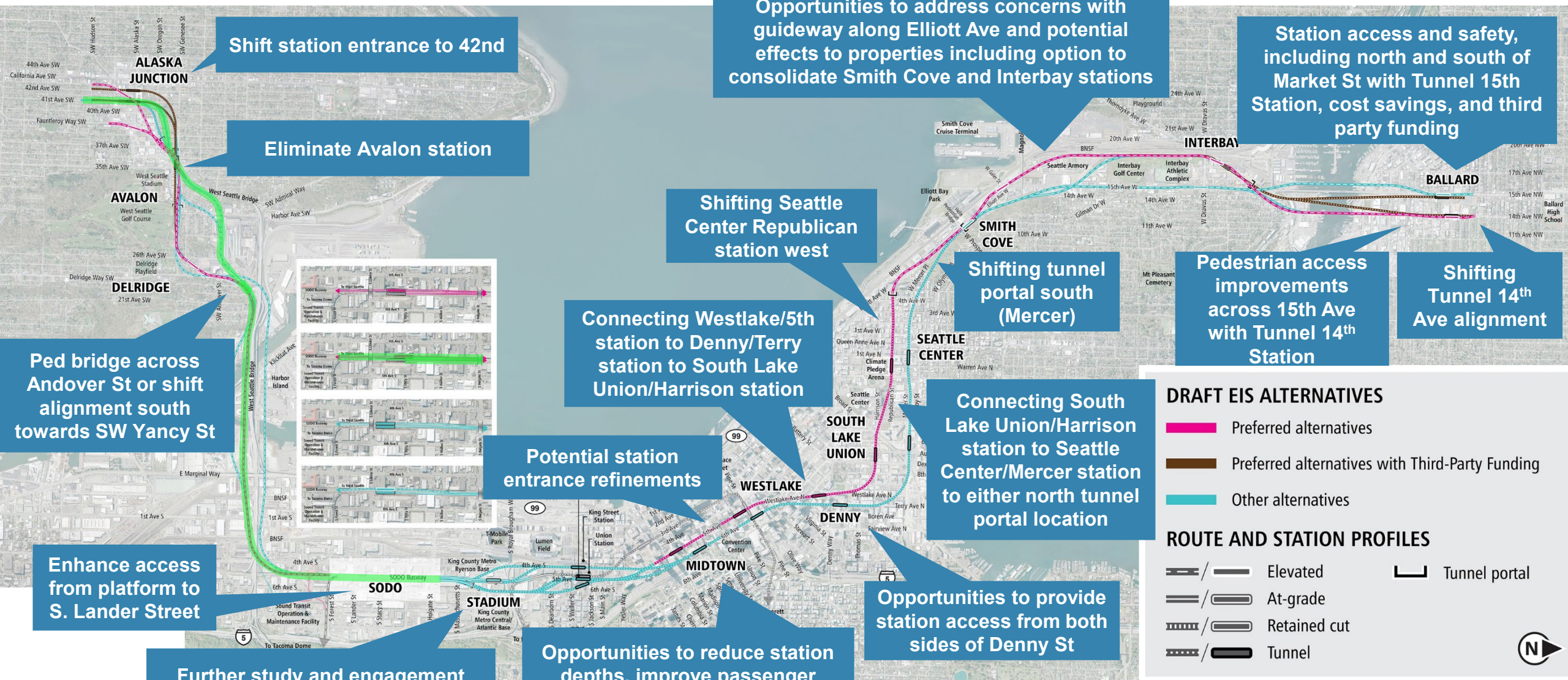
Confirms or modifies the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting **further studies in some areas** to inform potential additional future Board action to confirm or modify the Preferred Alternative.

# *Upcoming 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
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# *Further Studies Results*

# Areas of Further Study



Shift station entrance to 42nd

Eliminate Avalon station

Ped bridge across Andover St or shift alignment south towards SW Yancy St

Enhance access from platform to S. Lander Street

Further study and engagement between community and agency partners

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

Station access and safety, including north and south of Market St with Tunnel 15th Station, cost savings, and third party funding

Shifting Seattle Center Republican station west

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

Potential station entrance refinements

Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance

Shifting tunnel portal south (Mercer)

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

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

Shifting Tunnel 14th Ave alignment

**DRAFT EIS ALTERNATIVES**

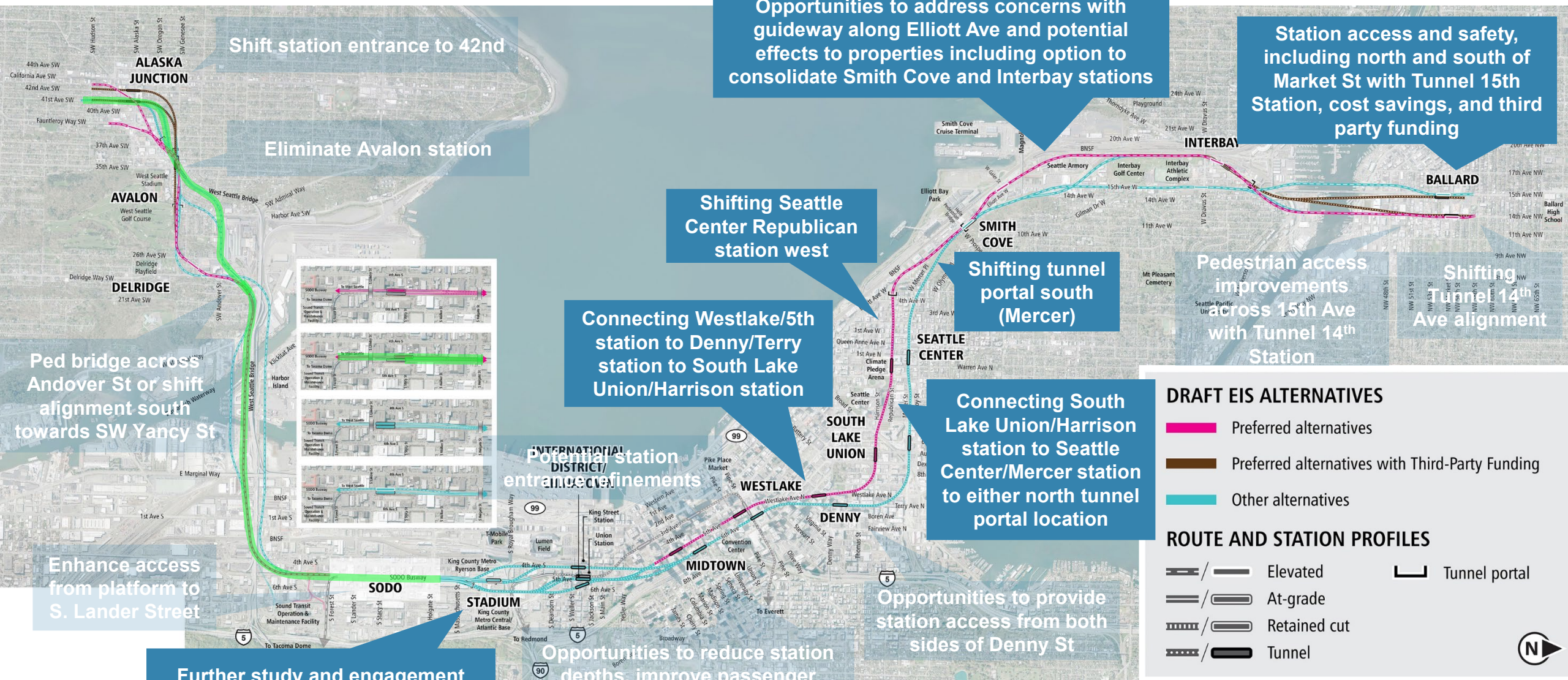
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

**ROUTE AND STATION PROFILES**

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



# Areas of Further Study



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- DRAFT EIS ALTERNATIVES**
- Preferred alternatives
  - Preferred alternatives with Third-Party Funding
  - Other alternatives

- ROUTE AND STATION PROFILES**
- Elevated
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Further study and engagement between community and agency partners

***Chinatown-International District  
(CID) Further Studies***





**DRAFT EIS ALTERNATIVES**

- Other alternatives
- Existing Link

**ROUTE AND STATION PROFILES**

- /  At-grade
- /  Tunnel
- /  Retained cut
- Tunnel portal





# ***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

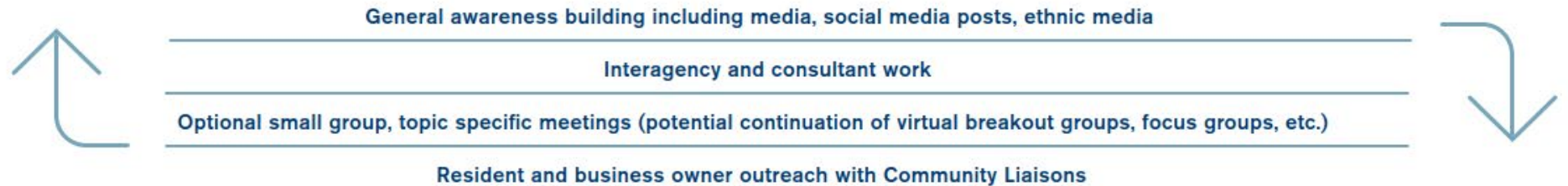
# CID Engagement Process

## WHAT COULD THIS PROCESS LOOK LIKE?

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



## SUPPORTING THE PROCESS



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



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?

# Further Studies CID engagement snapshot

July 28, 2022 - Present



**5** open houses/  
workshops engaging nearly  
500 participants



**90+** businesses engaged through  
door-to-door outreach



**2** online  
surveys with more than  
330 responses



**9** email updates engaging more than  
**11K+** subscribers



**30+** community briefings,  
meetings and tours



**4** posts on social media platforms,  
with 500K+ impressions



**3** fairs, festivals and other  
tabling events



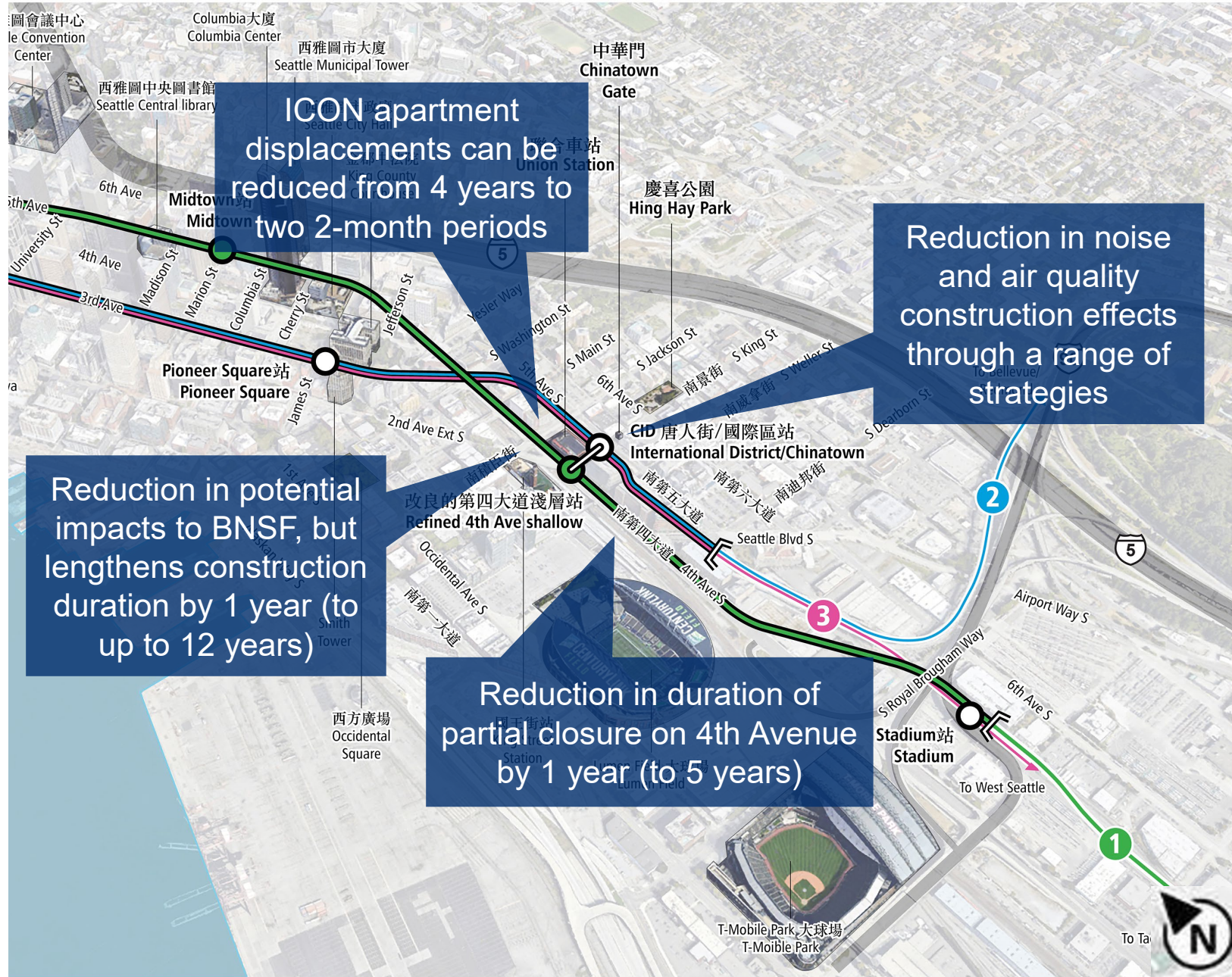
**150+** residents engaged through  
in-language forum



# Refinements to 4<sup>th</sup> 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**





# 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**

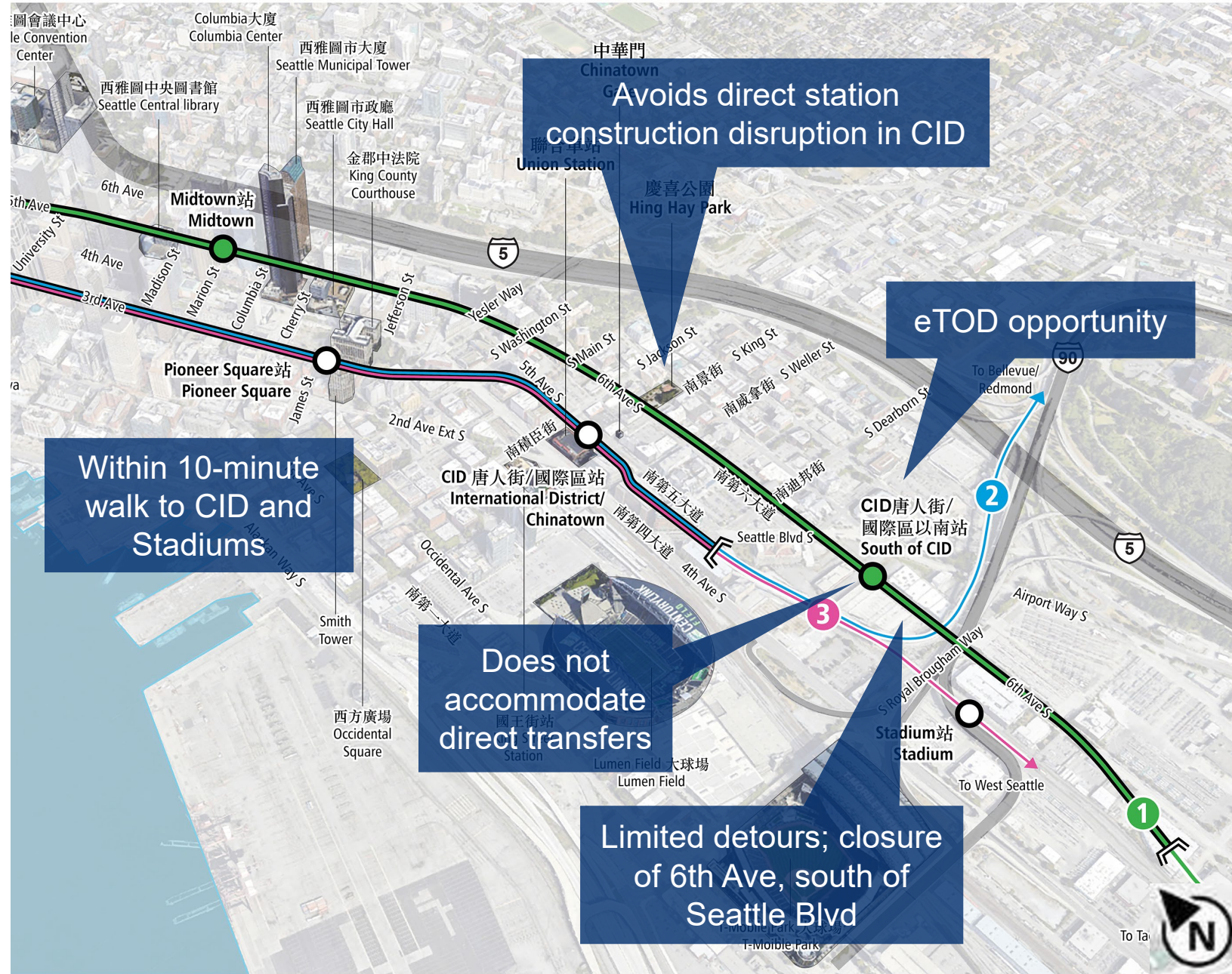


# Station South of CID

*Other ideas from community and agency partners*

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

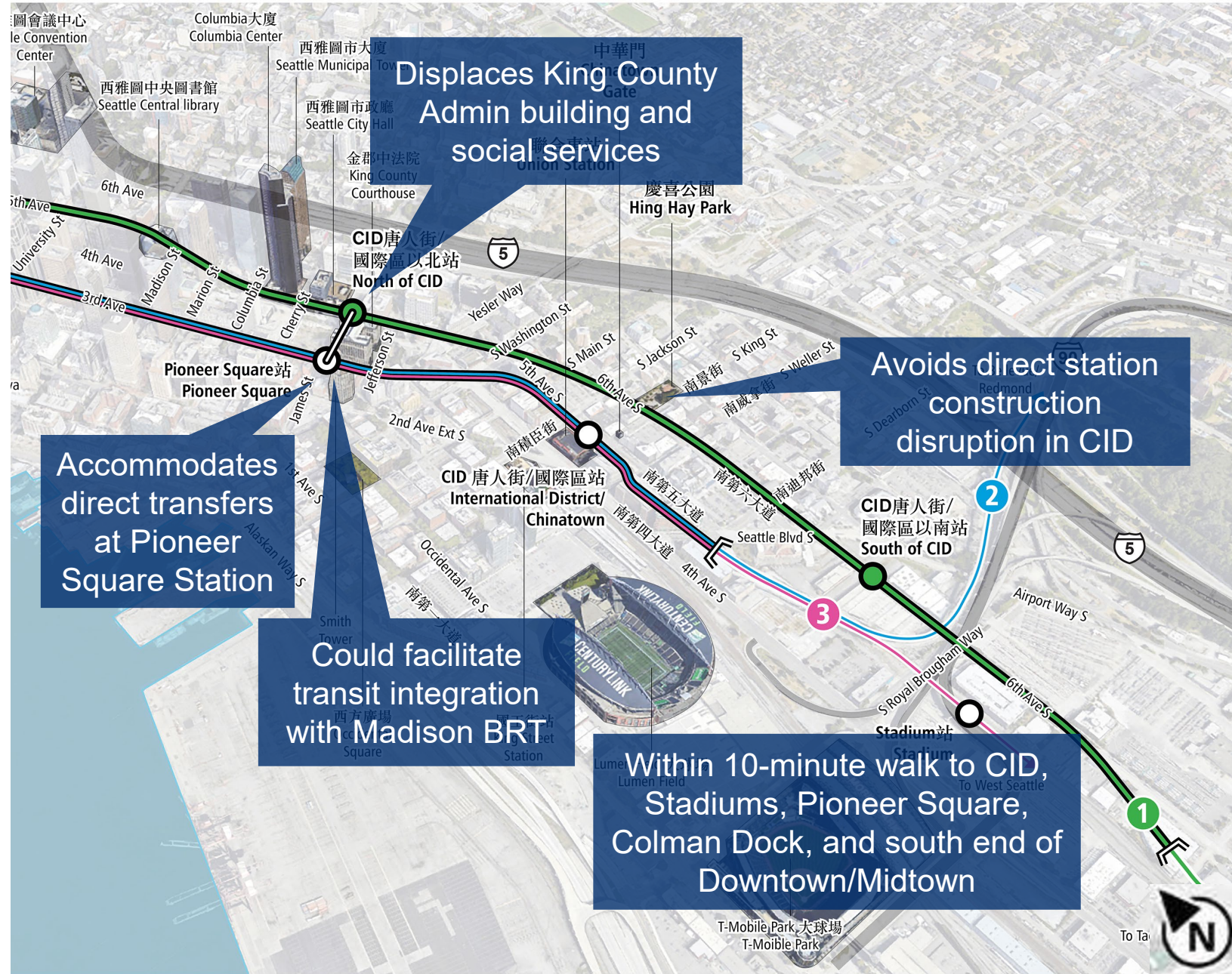
Cost delta compared to realigned financial plan: **+\$80 million**





# 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**





***Downtown  
Further Studies***

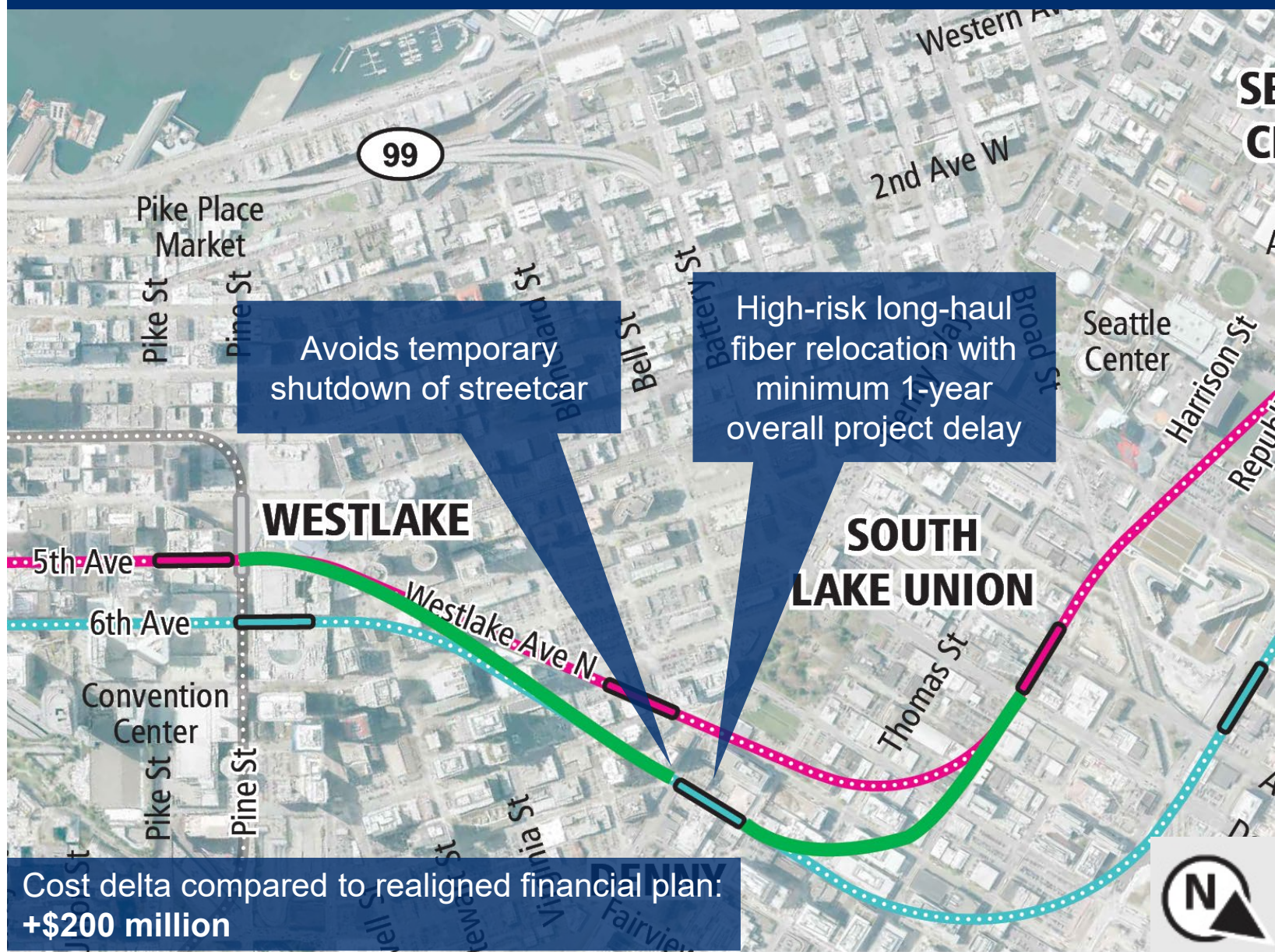


# South Lake Union: Mix-and-Match

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)



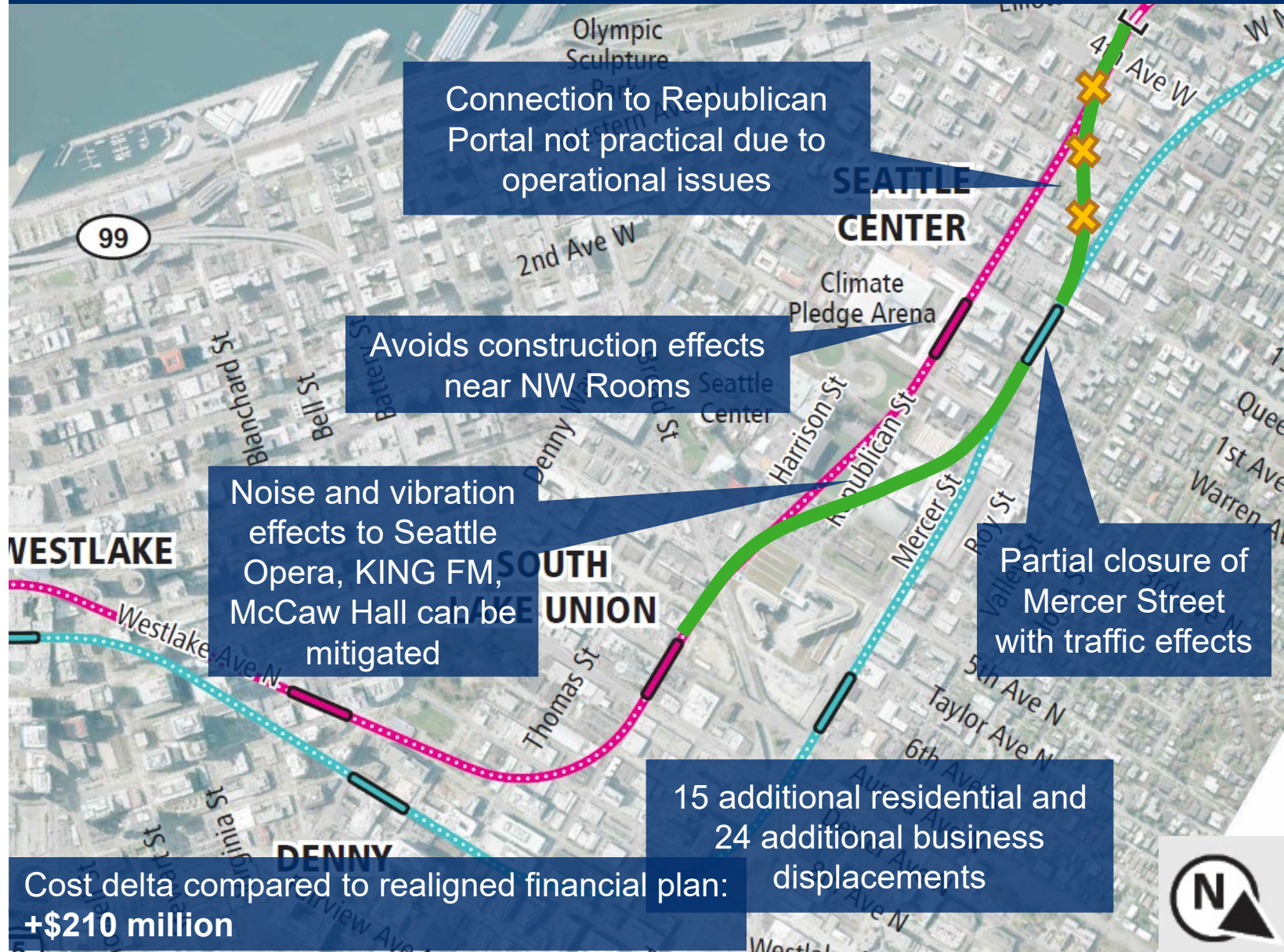


# Seattle Center: Mix-and-Match

## 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)



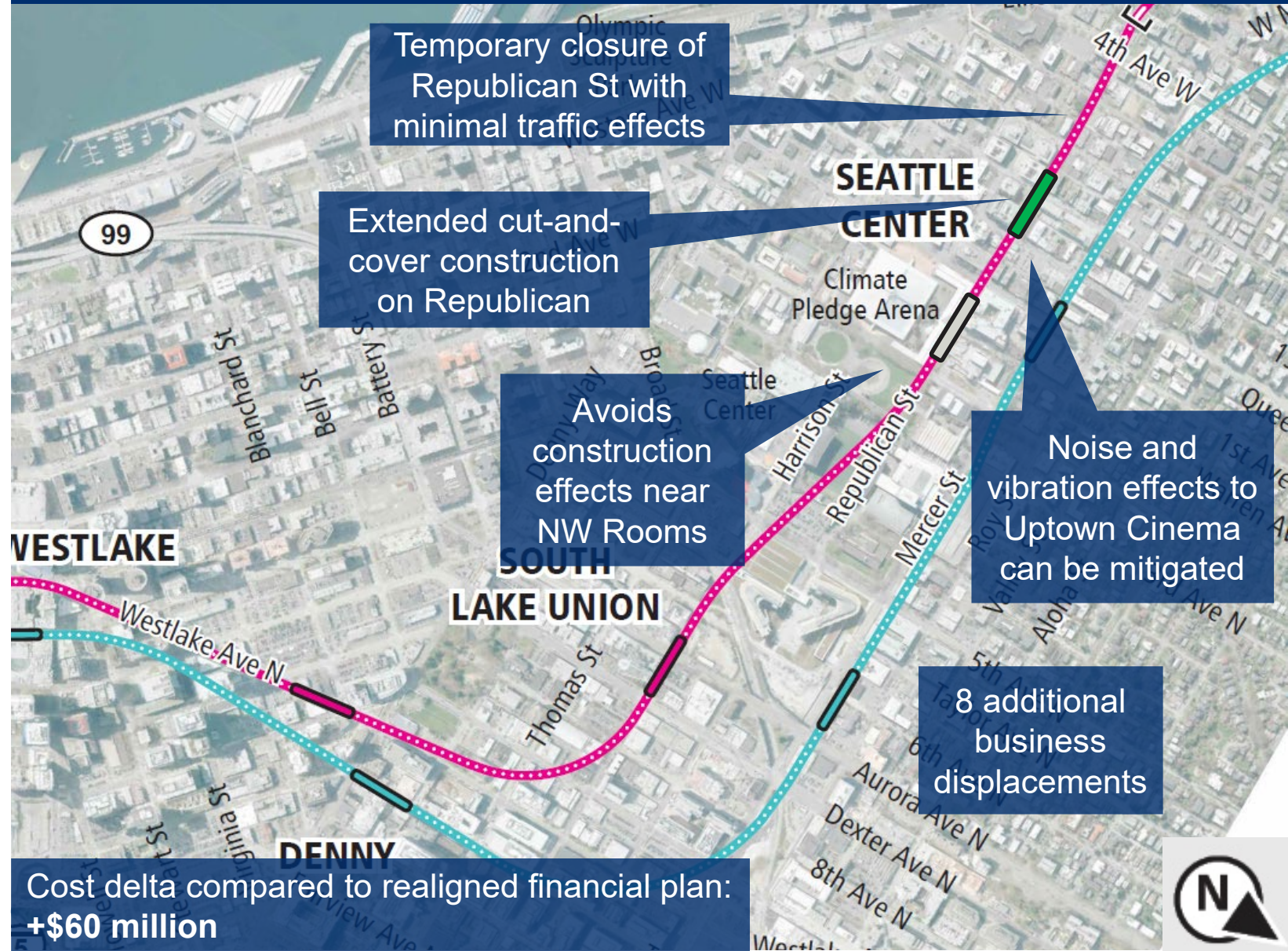


# Seattle Center: Republican West

## 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***



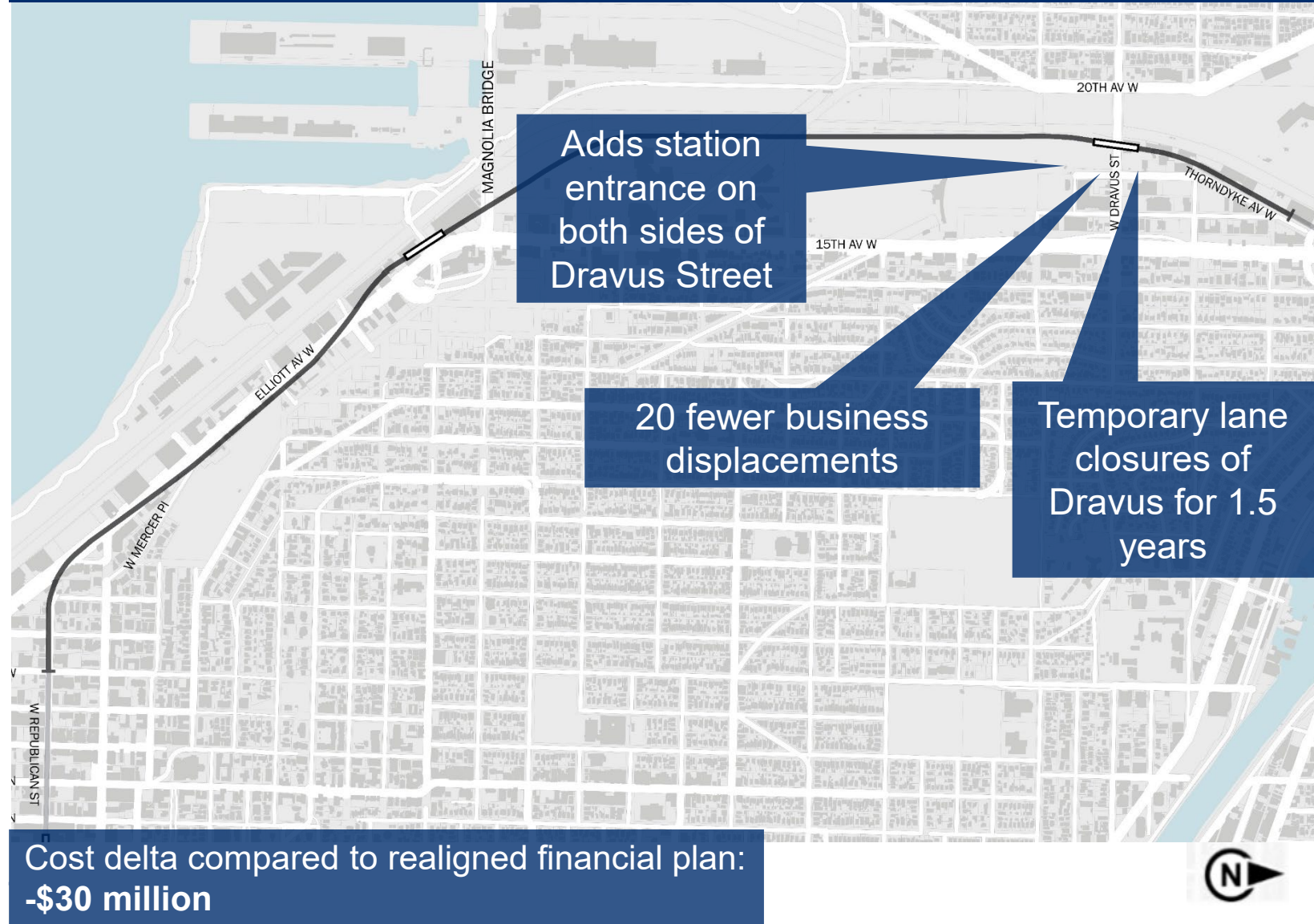
# Modified SIB-1 Alignment

*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)**



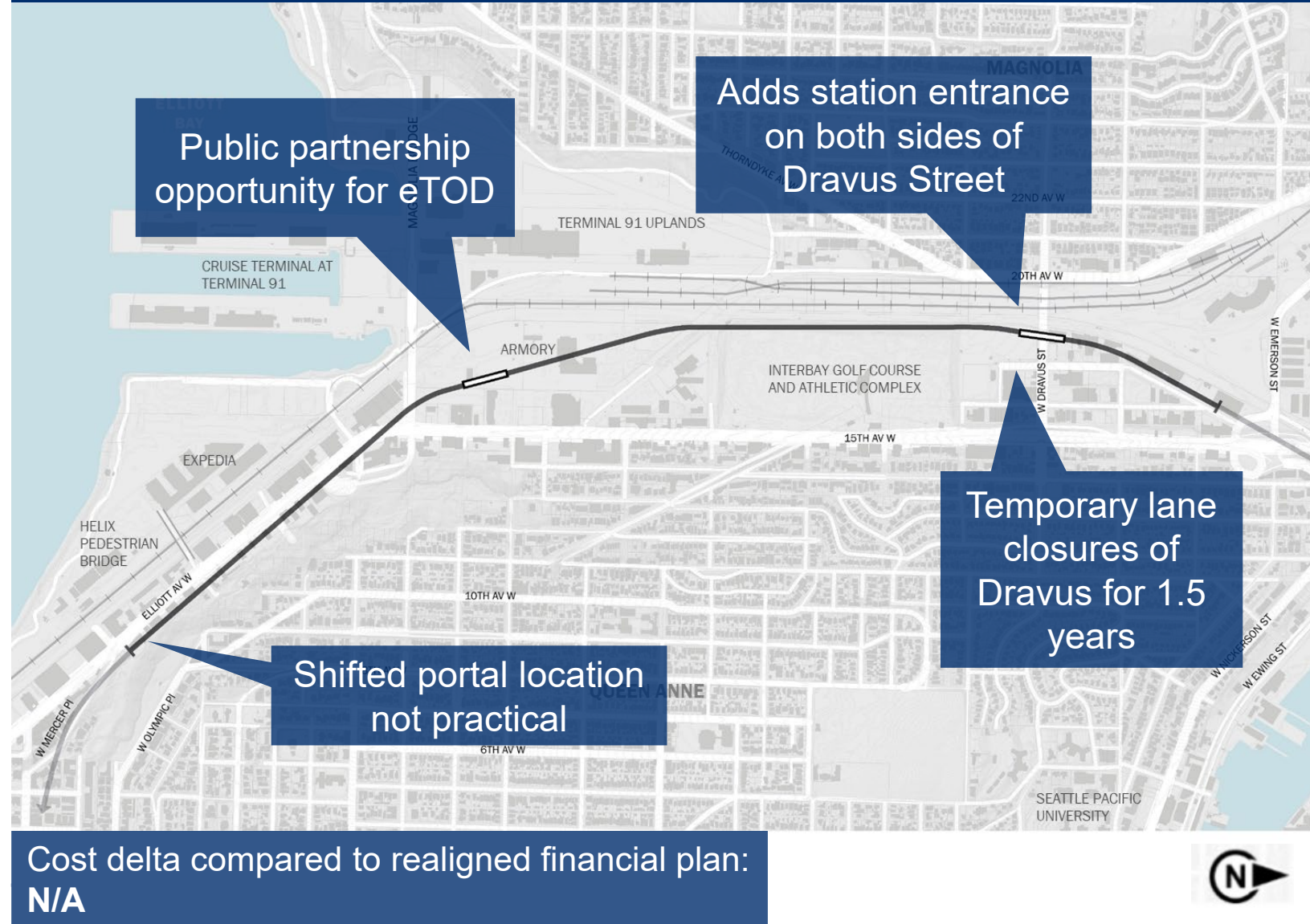
# Modified SIB-3 Alignment

*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)



Cost delta compared to realigned financial plan:  
N/A



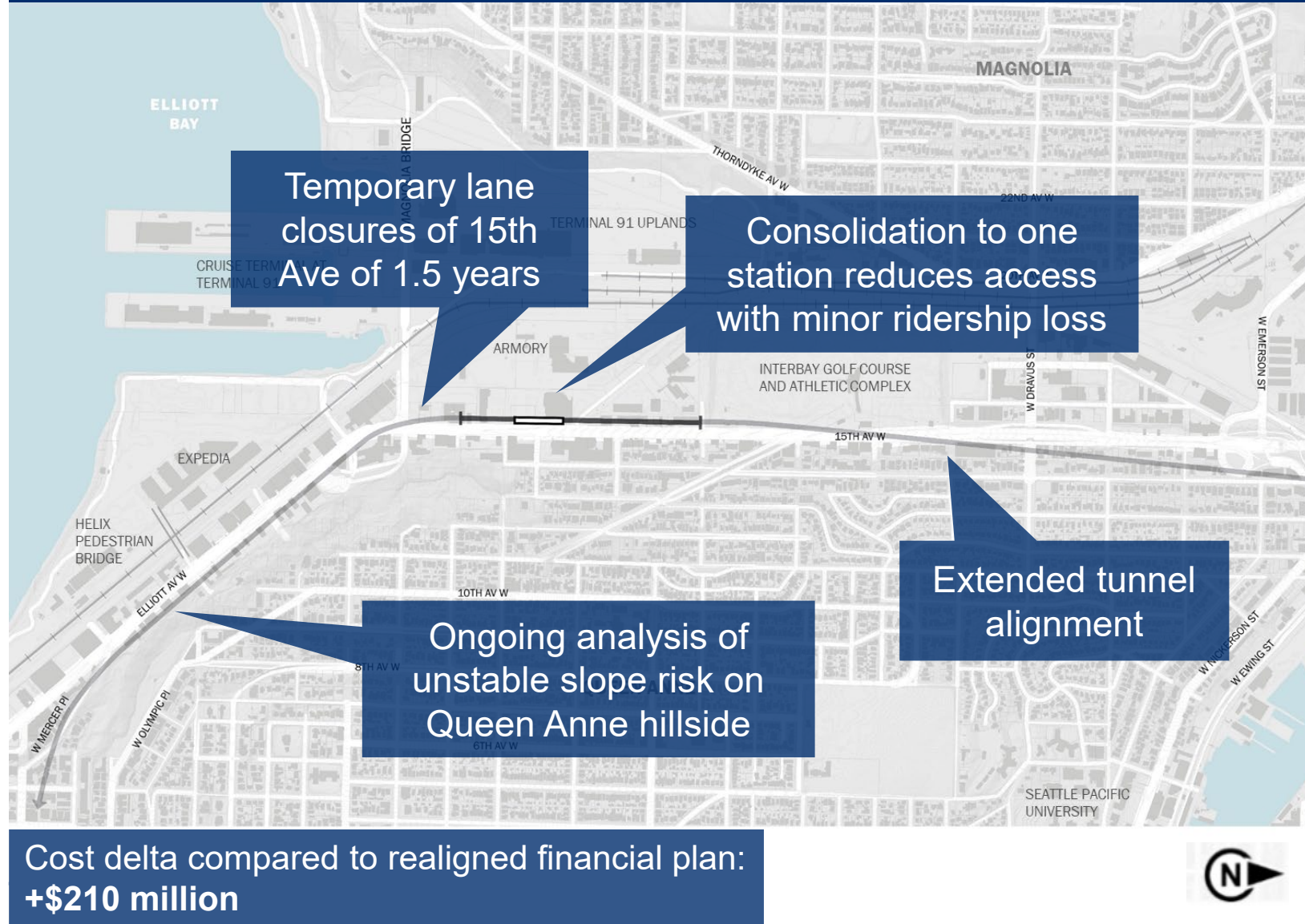
# Consolidated Alignment

*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)

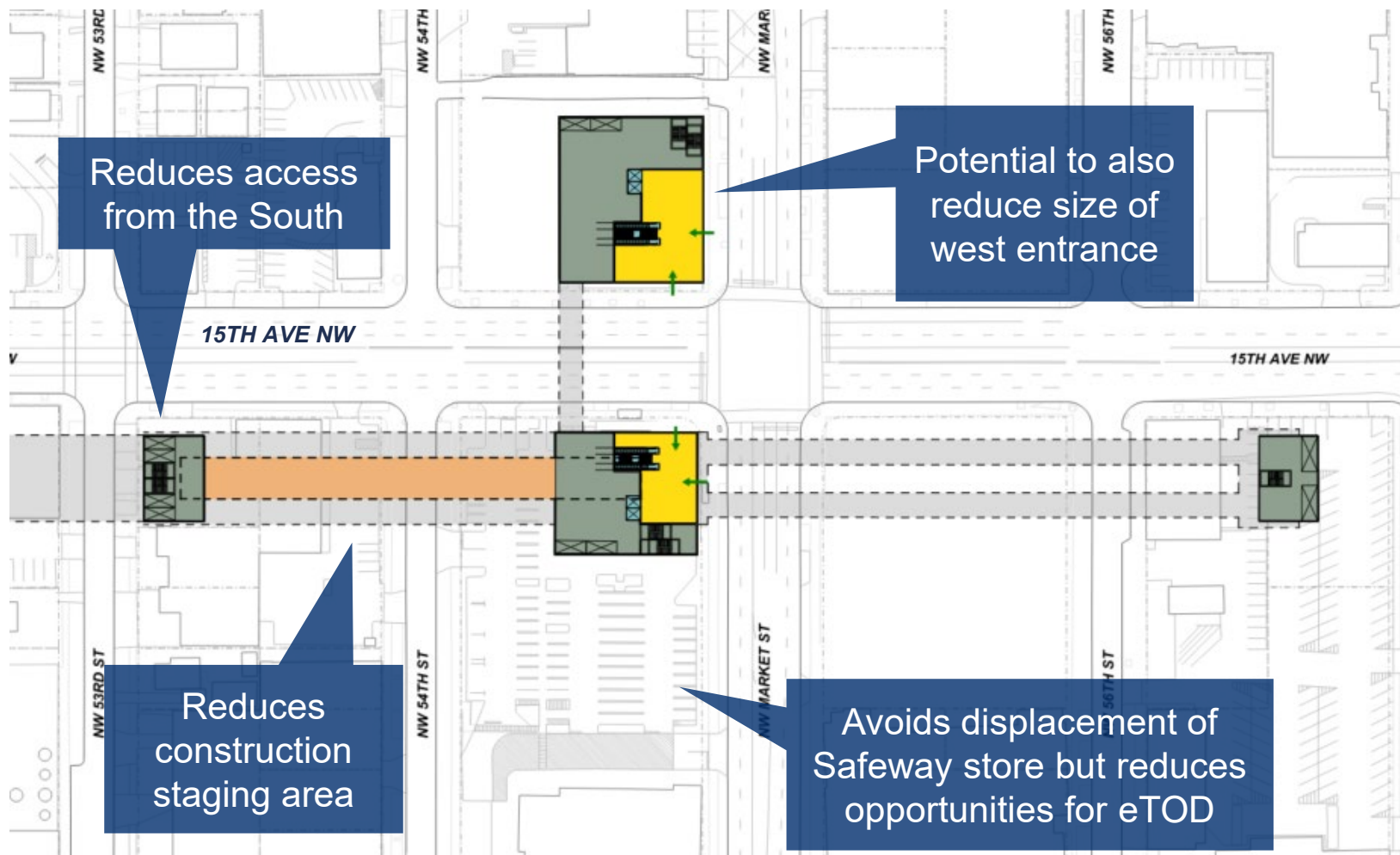


*Ballard*  
*Further Studies*



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

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



Study focus:  
**Reduce costs**

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

***Next steps***



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# Upcoming engagement opportunities

## Further Studies online survey and open house



### Online Survey

- Jan. 26 – Feb. 17, 2023

*[wsblink.participate.online/#further-studies](https://wsblink.participate.online/#further-studies)*



### In-person Open House

- Feb. 8, 2023, 3 - 7 p.m., **Union Station** (Corridor-wide)  
*Stop by anytime to learn about the further studies, ask your questions and share your feedback.*

*In addition to updated online open house ([wsblink.participate.online](https://wsblink.participate.online)), ongoing community briefings, fairs/festivals/tabling events, flyering/postering and other engagement opportunities.*



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# *February 9 System Expansion Committee*

- Will provide “deeper dive” on further study areas discussed today
- Will review further studies not discussed today including corridor-wide station entrance refinements and West Seattle
- Will include discussion of passenger experience, ridership, access, eTOD potential, future expansion, environmental, equity, etc.
- Will present illustrative end-to-end scenarios



*Thank you.*



 [soundtransit.org](https://www.soundtransit.org)

