

West Seattle and Ballard Link Extensions

Executive Committee

July 7, 2022



Why we're here today

- Review example of modified preferred alternative
- Review City of Seattle resolution
- Review upcoming Board process and next steps

Project background



West Seattle and Ballard Link Extensions project (WSBLE)

- ✓ Included in Sound Transit 3 (ST3) plan
- ✓ Two light rail extensions and new, light rail-only downtown tunnel
- ✓ 12 miles of light rail service that will serve 14 stations

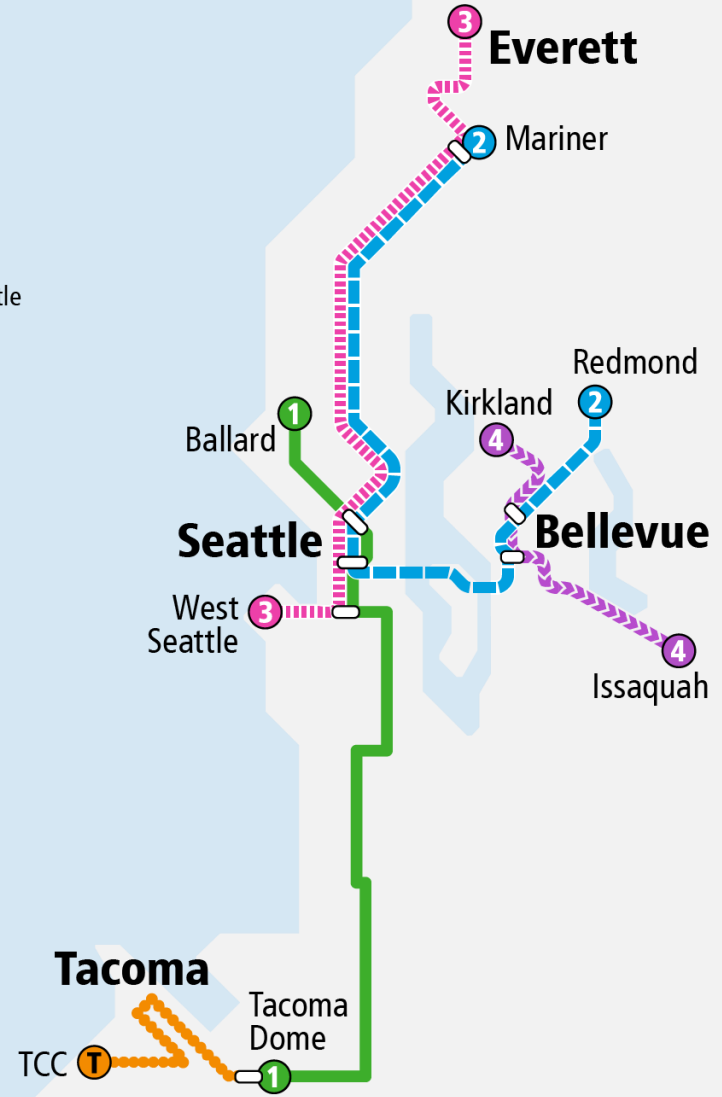
Operating plan: 2032

-  1
Lynnwood–Tacoma
-  2
Lynnwood–Redmond
-  3
West Seattle–SODO
-  T
Tacoma Dome–Hilltop
-  Transfer



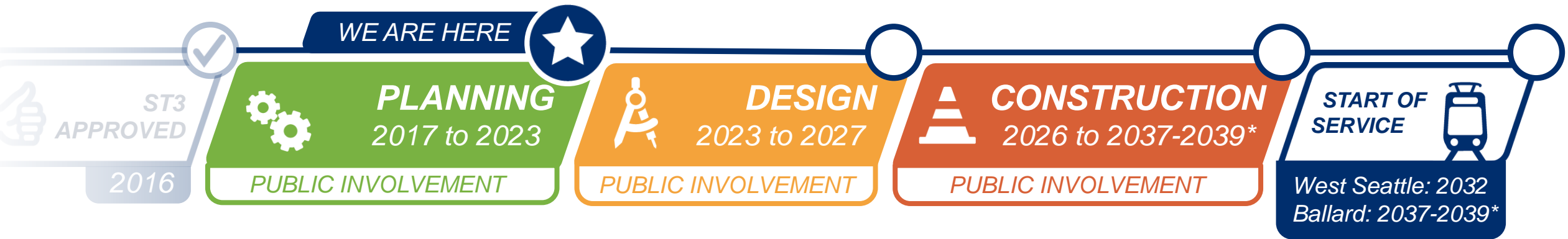
Operating plan: 2042

-  1
Ballard–Tacoma
-  2
Mariner–Redmond
-  3
Everett–West Seattle
-  4
Kirkland–Issaquah
-  T
Tacoma Dome–Tacoma Community College
-  Transfer



West Seattle and Ballard Link Extensions

Project timeline





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

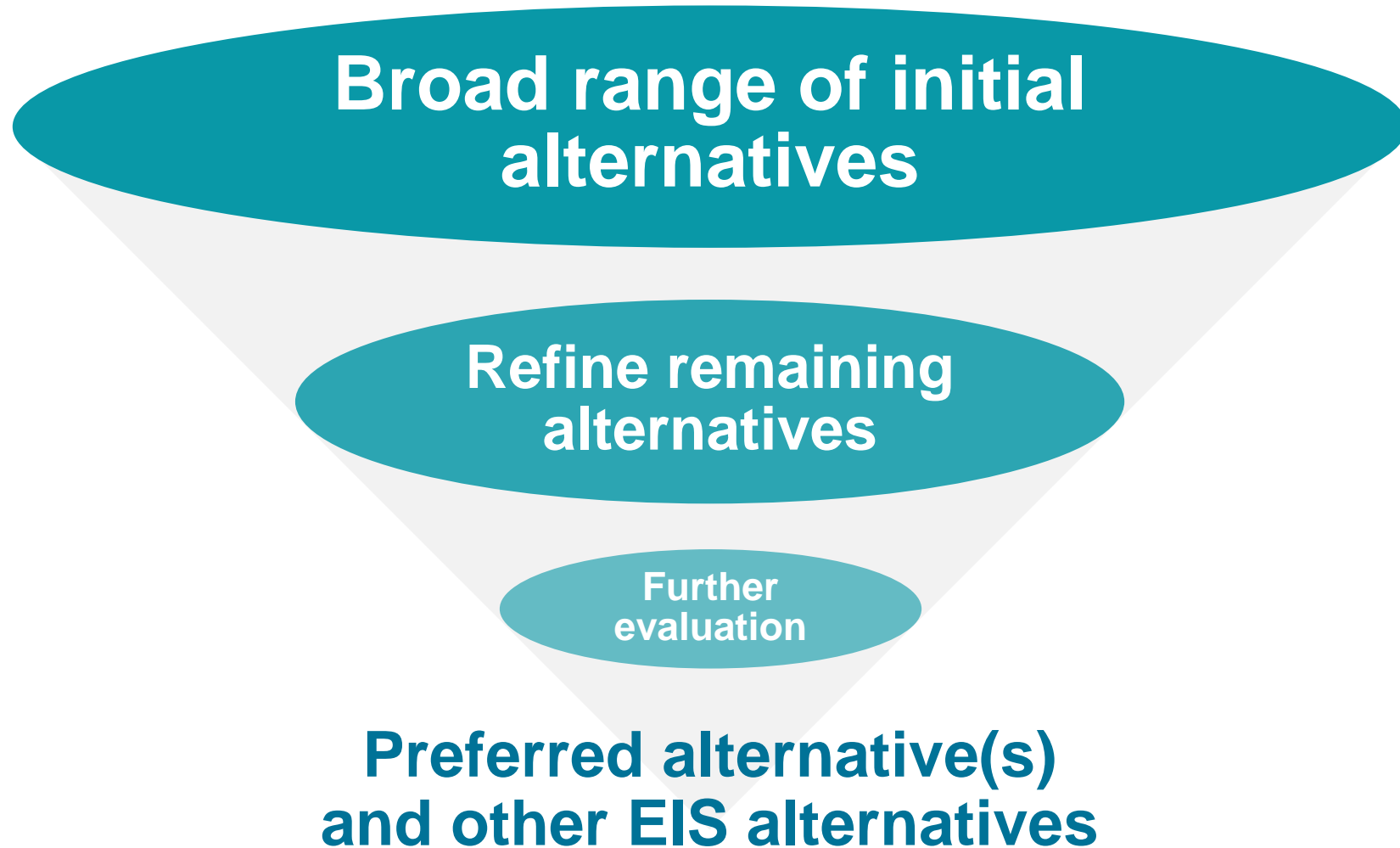
2019–2023

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

Alternatives development screening process

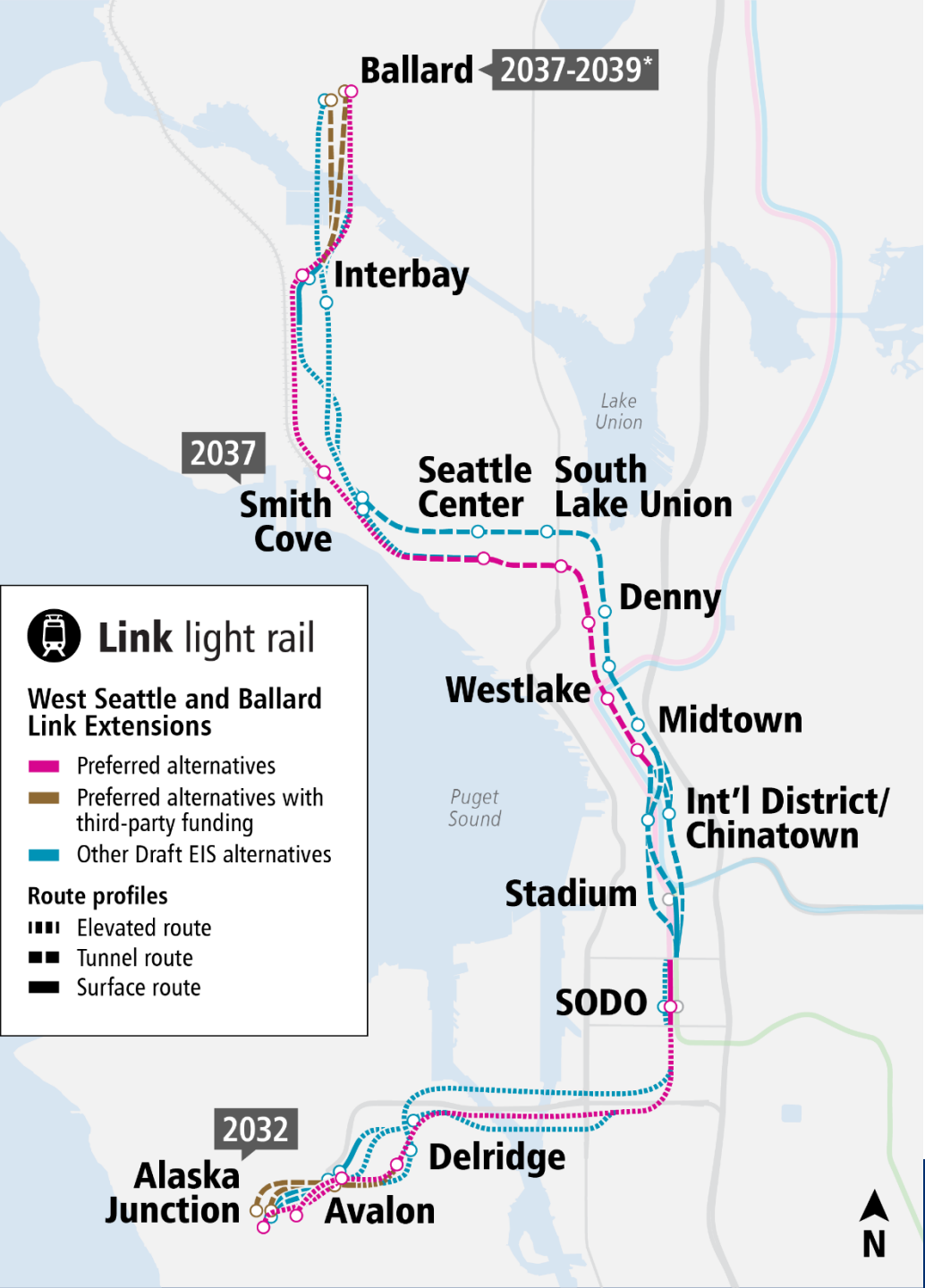


Draft EIS alternatives

What we're studying in this phase

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

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.



Draft EIS comment period



**Published Draft EIS
January 28, 2022**



**Comment period
ended April 28, 2022**





ST3
APPROVED

2016



PLANNING



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2019–2023

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PUBLIC INVOLVEMENT

External engagement snapshot (1/28-4/28)



5,195 Draft EIS comments



5 Draft EIS public meetings



1 online open house engaging more than
19,500 online visitors



91 community briefings,
office hours and workshops



77 property owner webinars,
office hours and meetings



12 Community Advisory Group meetings



Ads featured on **30** unique radio,
digital and print publications



38 posts on social media platforms,
with 140K+ impressions



62 Fairs, festivals and other
tabling events



8 email updates engaging more than
and blog posts **10,900** subscribers



1,200+ posters delivered along
the corridor

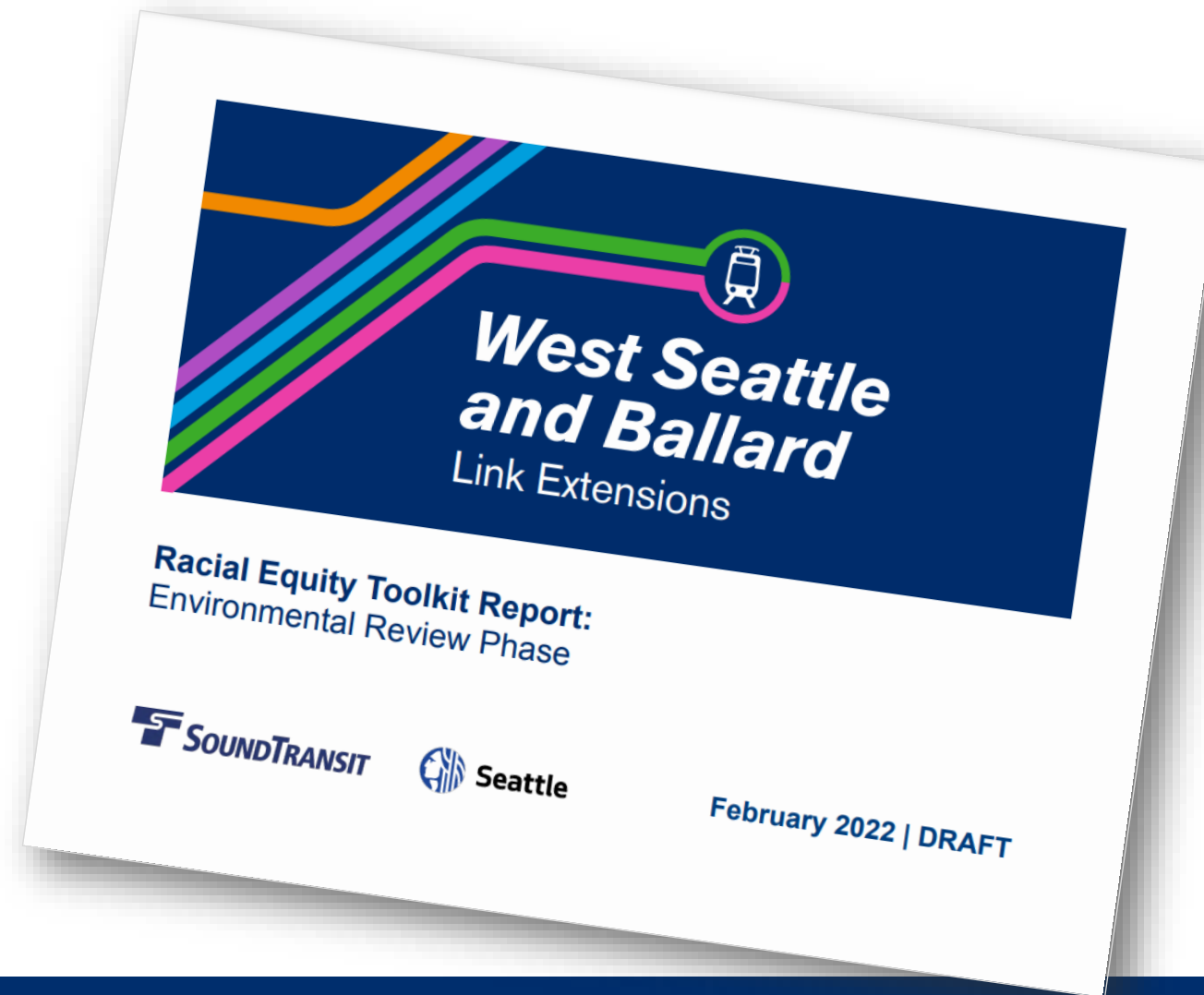


11 Community liaisons engaging more than
280 businesses

Racial Equity Toolkit (RET) Report

Environmental review

- ✓ Released as a Draft
- ✓ Sets forth RET Outcomes, for RET focus areas and corridor-wide
- ✓ Will be updated based on comments received on the Draft EIS



***Example of modified
preferred alternative***

Example modified preferred alternative

Informed by:

- Draft EIS results
- Public feedback
- Affordability

Example modified preferred alternative



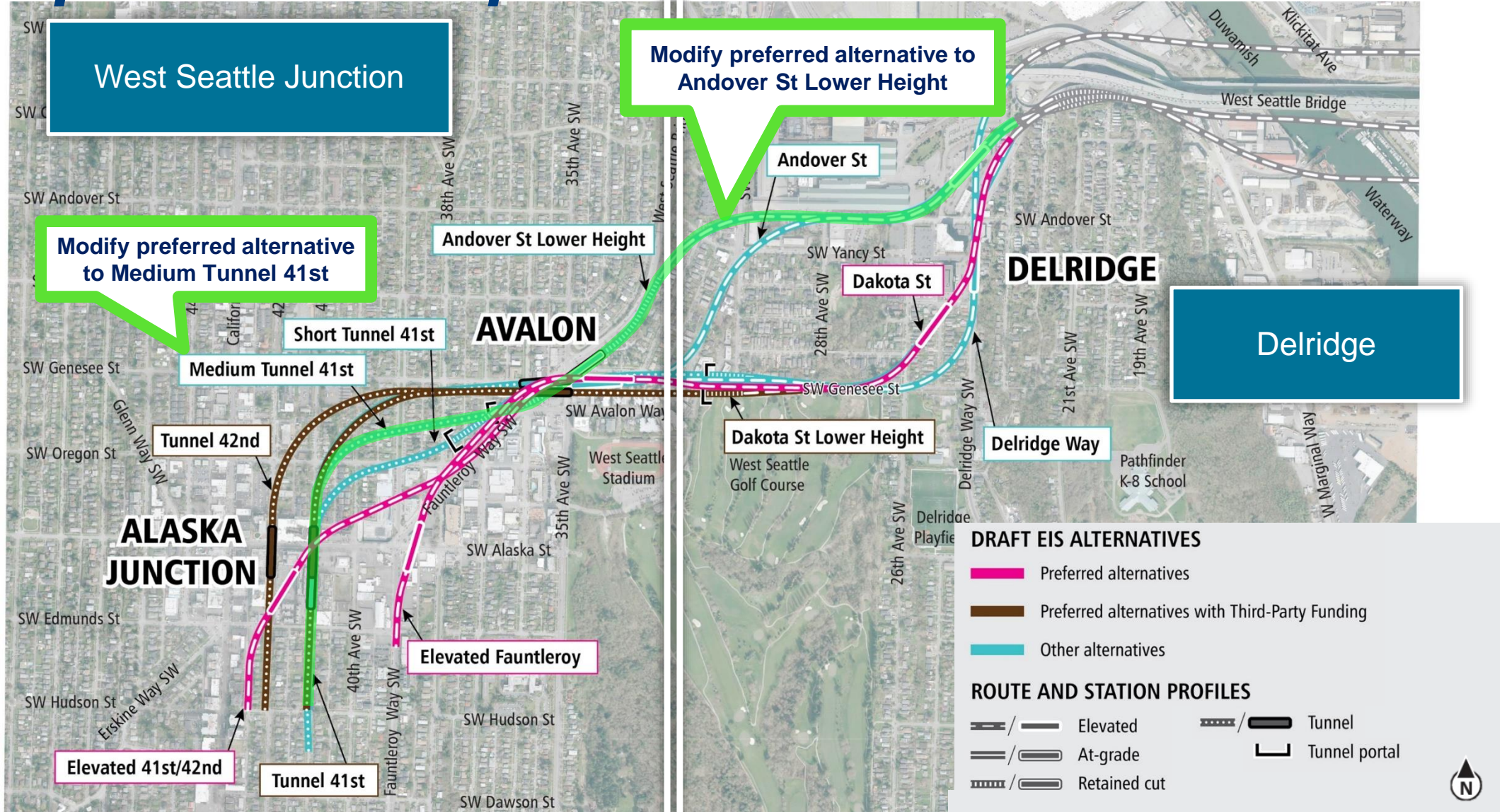
Modify preferred alternative to Medium Tunnel 41st

Modify preferred alternative to Andover St Lower Height

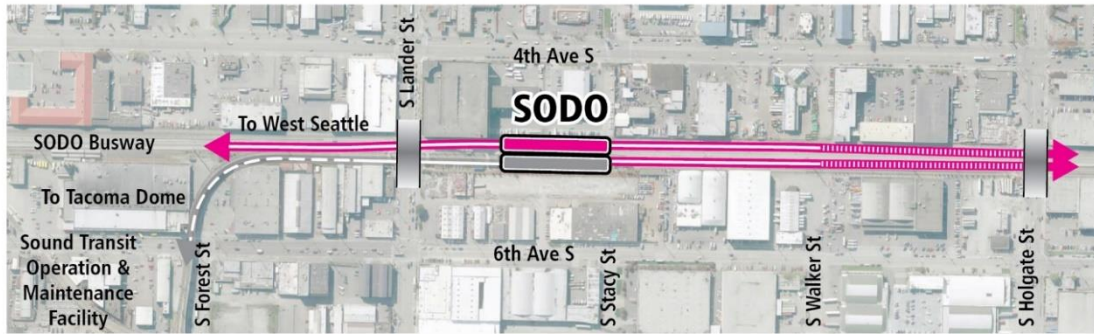
Modify preferred alternative to Tunnel 14th Avenue

Confirm At-Grade Alternative Staggered Station Configuration as preferred alternative

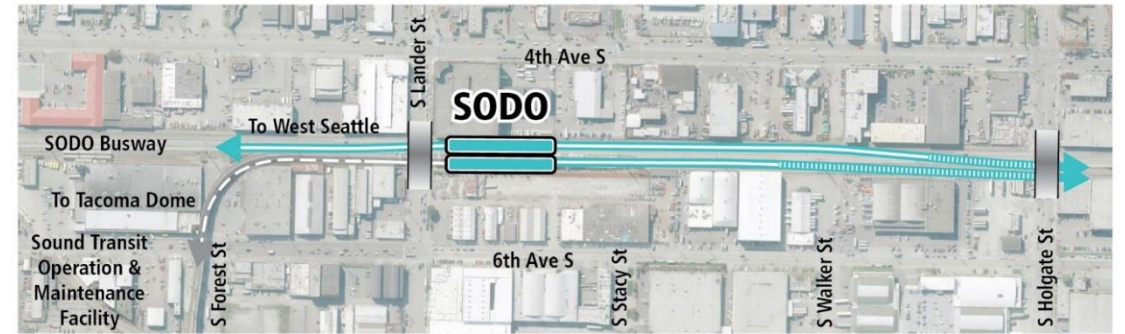
Example modified preferred alternative



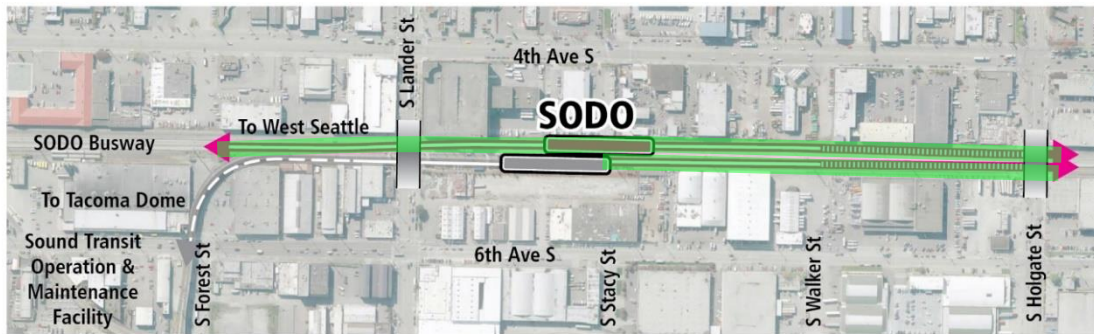
Example modified preferred alternative



At-Grade Alternative (SODO-1a)



At-Grade South Station Option (SODO-1b)



At-Grade Alternative (SODO-1a) Staggered Station Configuration



Mixed Profile Alternative (SODO-2)

**Confirm At-Grade Alternative
Staggered Station Configuration
as preferred alternative**

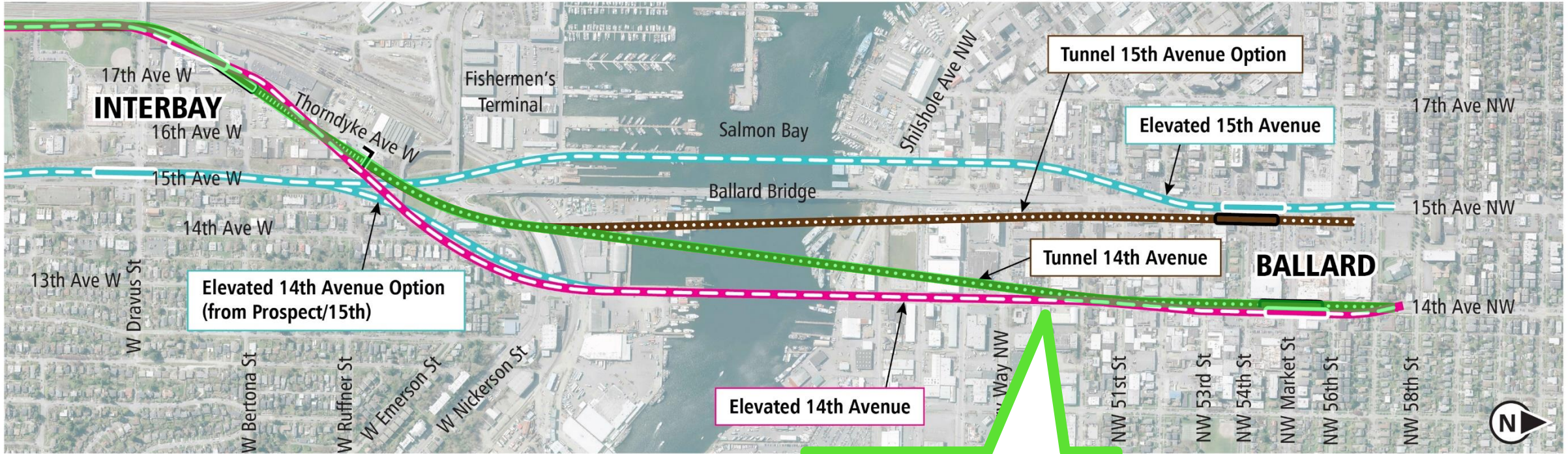
DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- At-grade
- Retained cut
- Elevated
- Street overpass

Example modified preferred alternative



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

Modify preferred alternative to Tunnel 14th Avenue

Example modified preferred alternative



Modify preferred alternative to Medium Tunnel 41st

Modify preferred alternative to Andover St Lower Height

Modify preferred alternative to Tunnel 14th Avenue

Confirm At-Grade Alternative Staggered Station Configuration as preferred alternative

DRAFT EIS ALTERNATIVES

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ROUTE AND STATION PROFILES

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Example modified preferred alternative

	Comparison to Draft EIS preferred alternative
Ridership	Similar
Travel time	Similar
Agency TOD potential	Less residential, more retail potential
Transit integration	Similar number of bus routes served
Costs	Similar
Residential displacements	497 fewer residential unit displacements
Business displacements	Similar number of business displacements but fewer employee displacements
Park effects	0.6 acres less park effects
Historic property effects	3 fewer historic property effects
In-water effects	1.2 acres less in-water effects
Other considerations	Includes tunnel in Alaska Junction and lower-height guideway in Delridge/Avalon Includes tunnel under Ship Canal; reduces maritime business displacements Avoids relocation of USPS facility in SODO

Potential refinements for further study

a Shift station entrance to 42nd

b Provide access north and south of Andover Street

g Shift Seattle Center Republican station west

i Consolidate Smith Cove and Interbay stations

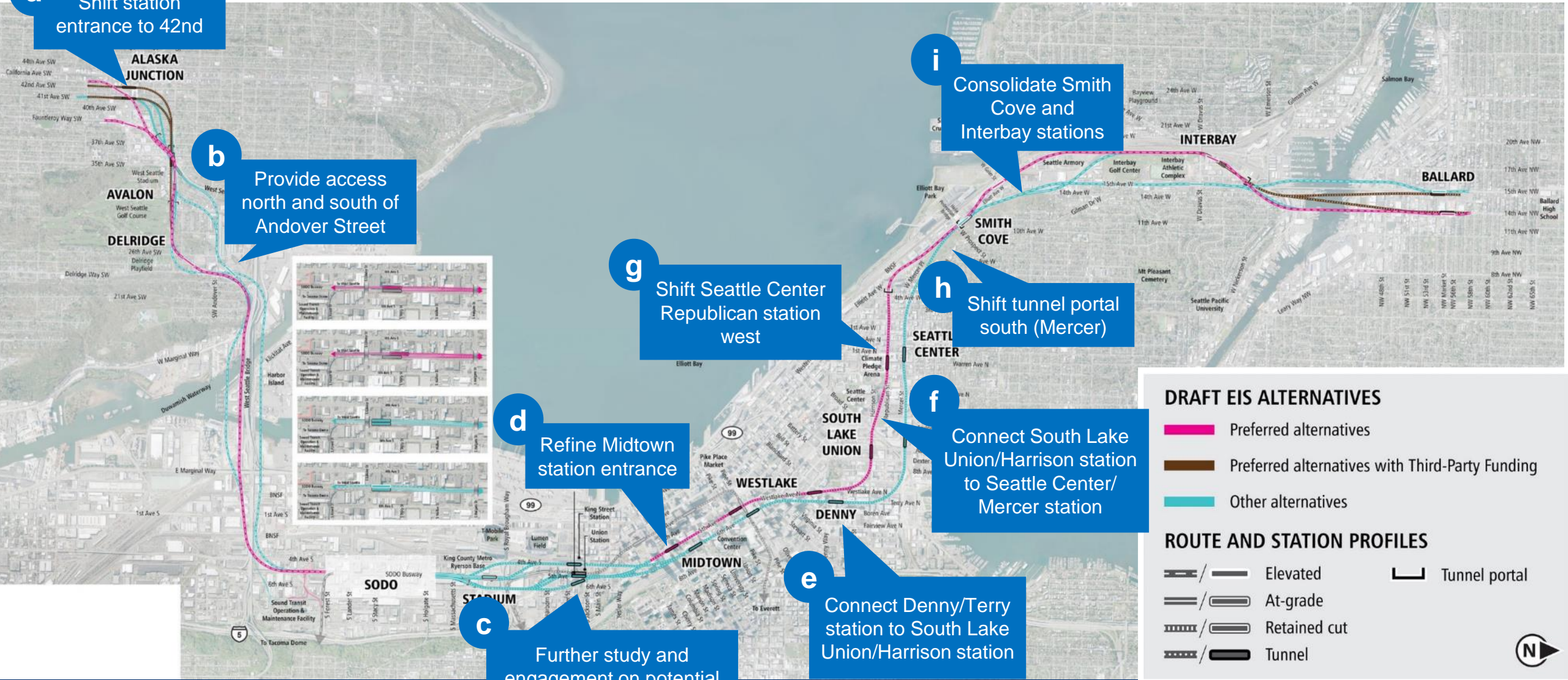
h Shift tunnel portal south (Mercer)

d Refine Midtown station entrance

f Connect South Lake Union/Harrison station to Seattle Center/Mercer station

c Further study and engagement on potential solutions for CID

e Connect Denny/Terry station to South Lake Union/Harrison station



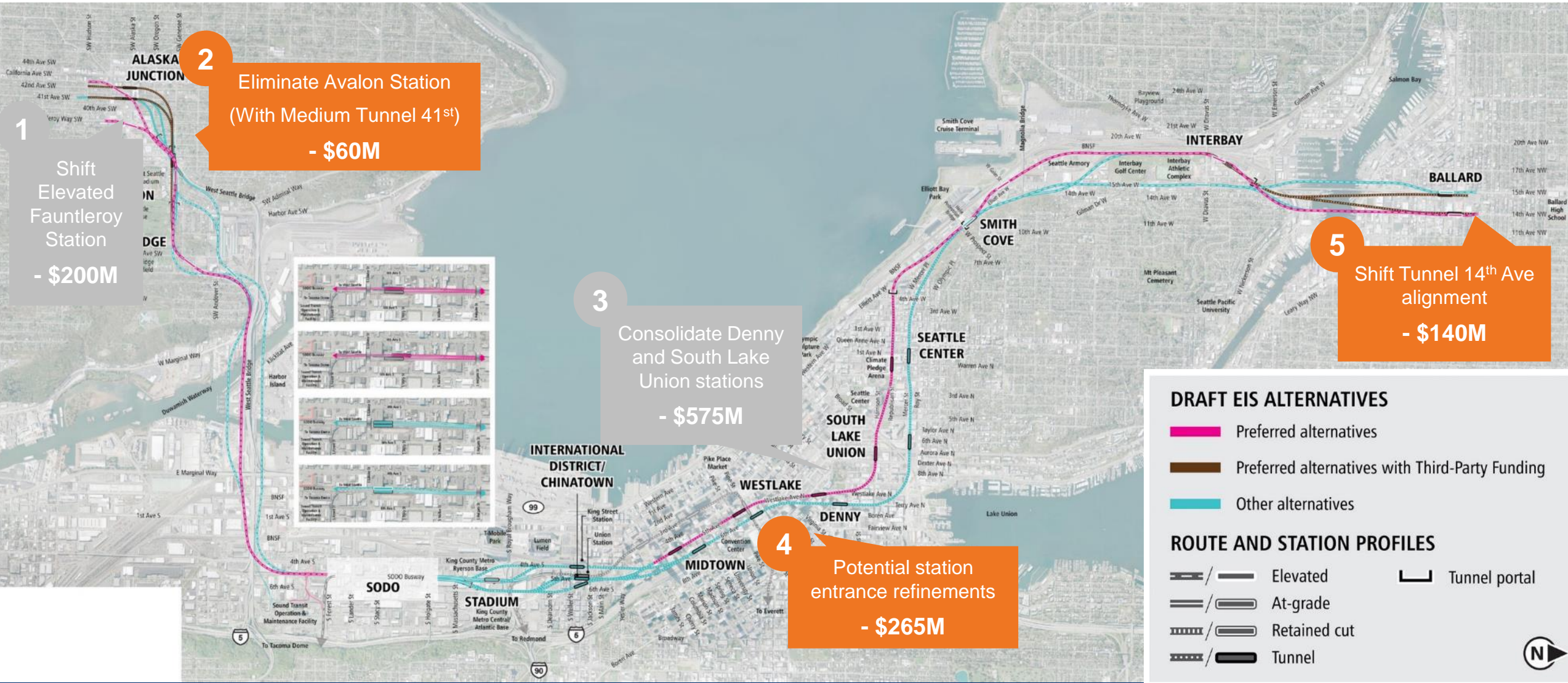
DRAFT EIS ALTERNATIVES

- Preferred alternatives
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ROUTE AND STATION PROFILES

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

Potential cost savings concepts for further study



Process implications

- Additional study and engagement on potential refinements and cost savings concepts would require minimum 6 to 9 months (*Ballard extension*)
- Would report back to Board after additional study and engagement to confirm/modify preferred alternative

City resolution

City recommended preferred alternative

- City Council Resolution 32055 advances a City position on a preferred alternative
- July 5: Committee discussion and action on Joint Resolution
- July 12 or July 19: Possible Full Council action on Joint Council Resolution

Comparison of Example Modified Preferred Alternative and City Recommended Preferred Alternative

#	Station	Example Modified Preferred Alternative	City Recommended Preferred Alternative	Observations
1	Alaska Junction	Medium Tunnel 41 st Ave Station	Medium Tunnel 41 st Ave Station	Same
2	Avalon	Avalon Retained Cut Station	Avalon Retained Cut Station	Same
3	Delridge	Andover Street Station (Lower Height)	Andover Street Station (Lower Height)	Same
4	SODO	At-Grade, Staggered Station Configuration	At-Grade, South Station Option	Different, requires discussion
5	Chinatown/ID	Not identified	Shallow station options	Requires further study
6	Midtown	Tunnel 5 th Ave Station	Tunnel 5 th Ave Station	Same
7	Westlake	Tunnel 5 th Ave Station	Tunnel 5 th Ave Station	Same
8	Denny	Tunnel Westlake Ave Station	Tunnel Terry Ave Station	Requires further study
9	South Lake Union	Tunnel Harrison St Station	Tunnel Harrison St Station	Same
10	Seattle Center	Tunnel Republican St Station	Tunnel Mercer St Station	Requires further study
11	Smith Cove	Elevated Galer St Station	Not identified	Requires further study
12	Interbay	Retained Cut 17 th Ave Station	Retained Cut 17 th Ave Station	Same
13	Ballard	Tunnel 14 th Ave Station	Tunnel 15 th Ave Station	Different, requires discussion

Comparison of Example Modified Preferred Alternative and City Recommended Preferred Alternative



***Upcoming Board process and
next steps***

Next steps

- Possible Full City Council action on Joint Council Resolution on July 12
- Continue collaboration with partner agency staff on areas of difference and areas requiring further study
- Potential action at July 14 System Expansion Committee to recommend that Board confirm/modify preferred alternative

Upcoming Sound Transit Board Meetings



System Expansion Committee

Potential action to recommend that Board confirm or modify preferred alternative
Thursday, July 14, 2022

Sound Transit Board

Potential action to confirm or modify preferred alternative
Thursday, July 28, 2022

Sound Transit Board and Committee meetings are livestreamed and recorded. For more information and meeting links, visit: <https://www.soundtransit.org/get-to-know-us/board-directors/livestream-video>

Next steps



Comments

Public comments shared with Sound Transit Board.

June 2022



Board action

Sound Transit Board confirms or modifies the preferred alternative.

July 2022



Final EIS

Sound Transit staff prepares the Final EIS, which responds to comments received on the Draft EIS.

Mid 2022 - 2023



Board action

Sound Transit Board selects the project to be built.

Late 2023

 *wsblink.participate.online*

 **SOUNDTRANSIT**

