

West Seattle and Ballard Link Extensions

*M2023-18: Preferred alternative
for Ballard Link Extension*

Board Meeting

03/23/23

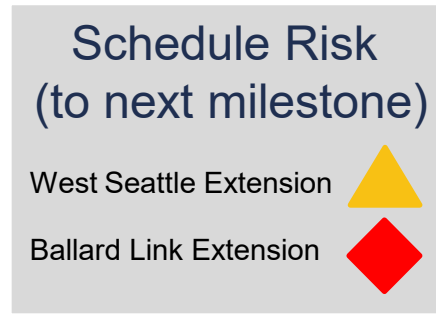
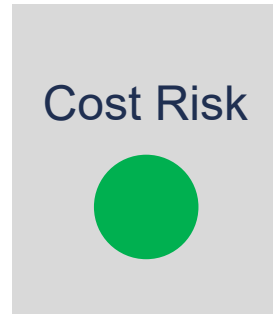


Why we're here today

Motion No. M2023-18

A motion of the Board of the Central Puget Sound Regional Transit Authority to confirm or modify the preferred alternative light rail route and station locations for the Ballard Link Extension, for evaluation in the Final Environmental Impact Statement along with other alternatives.

Cost and schedule risks



Cost Risks

- Potential for additional costs associated with alternatives that cost more than anticipated in current financial plan.
- Potential for additional costs associated with permitting requirements.
- Potential impacts from higher real estate and construction costs.
- Potential that design or construction challenges could emerge as work progresses.

Schedule Risks

- **Delays in identifying preferred alternatives and potential additional environmental process requirements.**
- Potential permitting challenges and other necessary coordination/approvals associated with water crossings.
- Potential schedule risks associated with real estate acquisition process.
- Potential risk in processing reviews/approvals with permitting authorities in a timely manner.

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

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

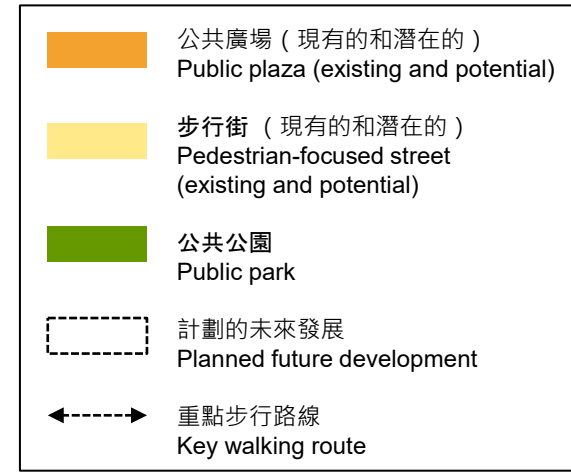
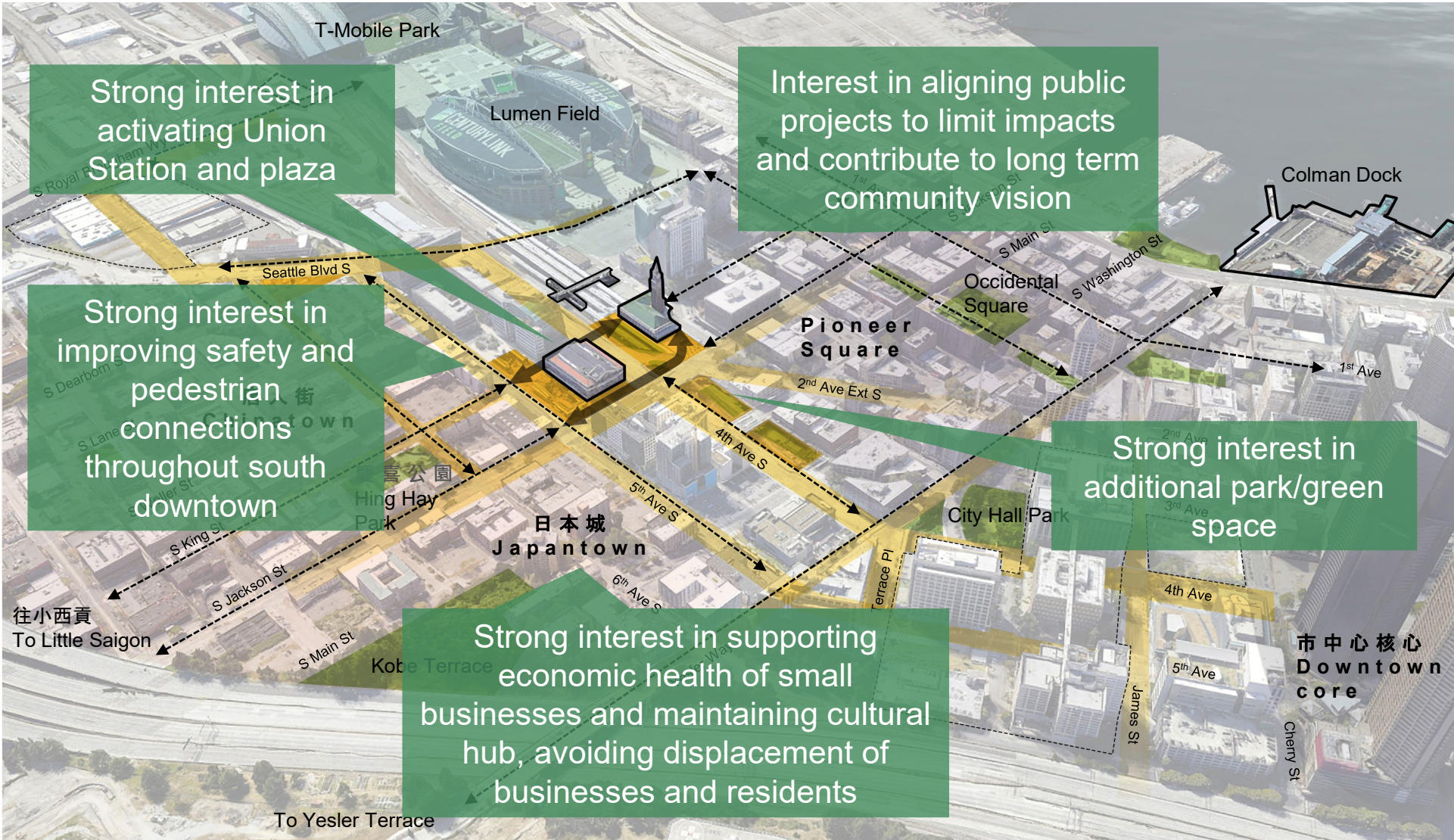
***Responses to items requested at
February board meeting***

***Proposal: Union Station
Activation and Jackson Hub***

Context

- Preliminary concepts informed by past planning studies, recent community input and interagency RET workshops
- Further design, engineering and community engagement required
- Relies on partnerships with City of Seattle, King County and potentially others and would require additional funding

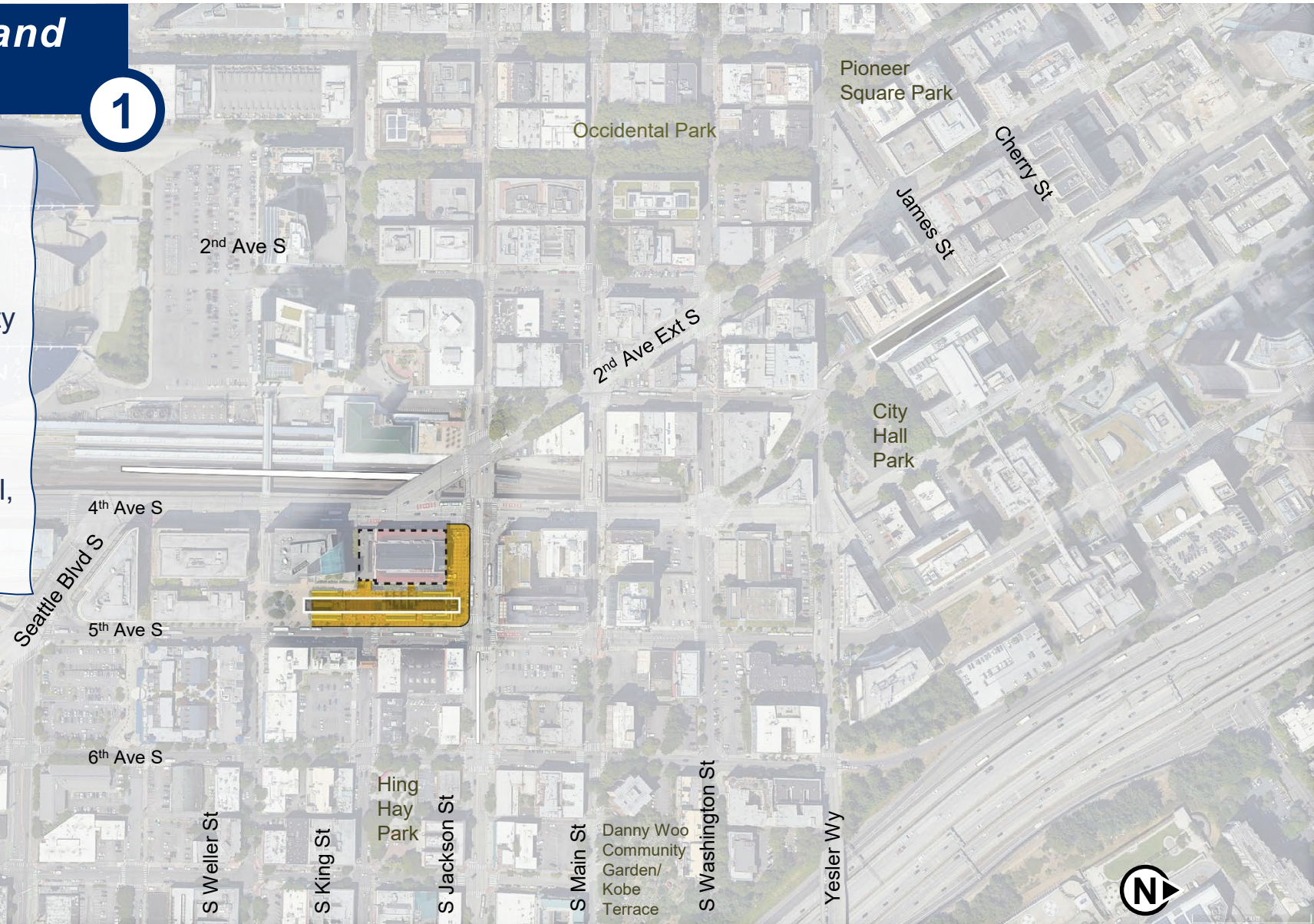
Community feedback themes



Activation of Union Station and surrounding plazas

1

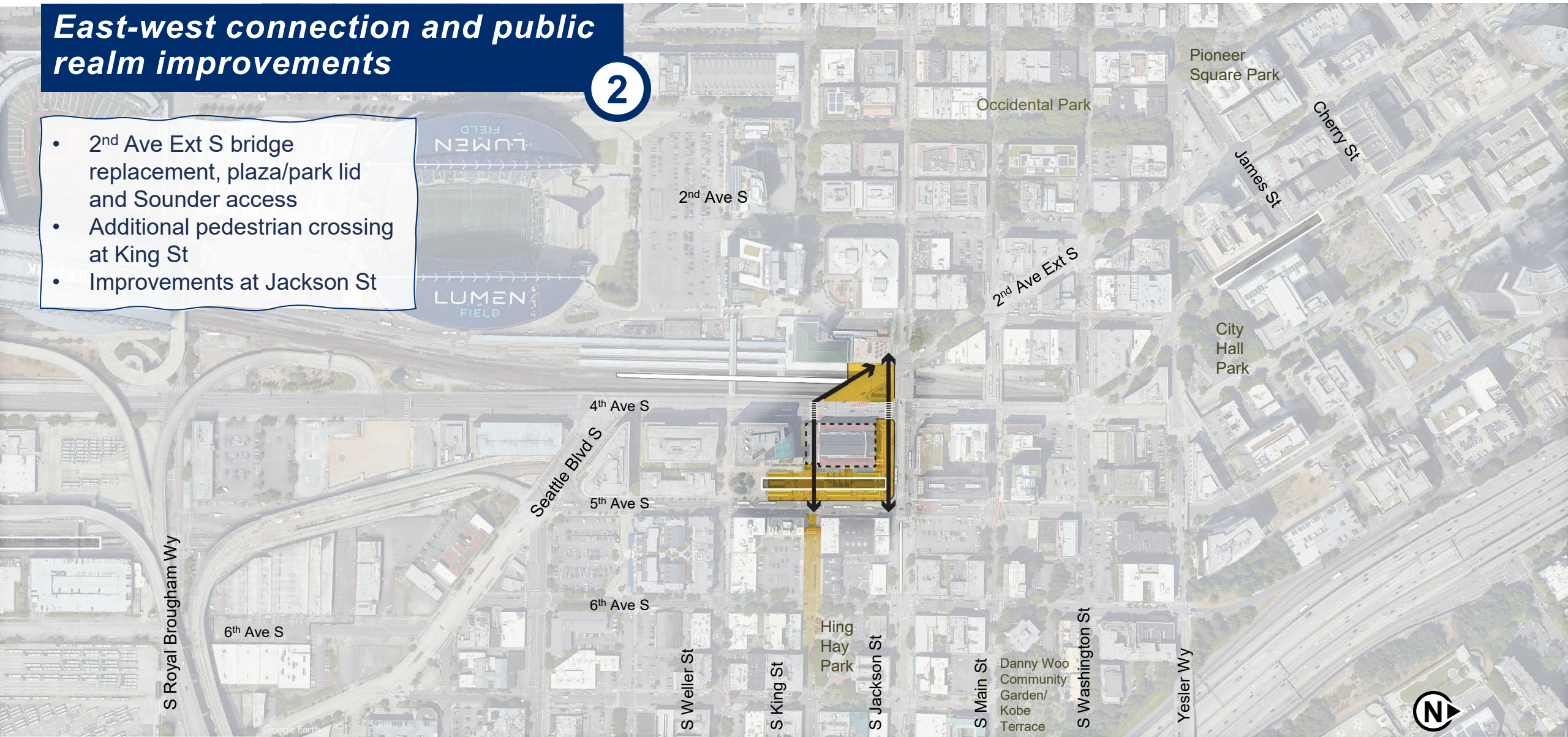
- Clean up existing plaza and open-up sightlines; update paving, landscaping and public art; enhance lighting; revise entry canopies to offer clearer access to existing light rail station and improve sense of safety
- Activate Union Station and surrounding plaza with spaces for a range of active and passive uses, such as community gathering, food kiosks, performances, retail, information booths and more



East-west connection and public realm improvements

2

- 2nd Ave Ext S bridge replacement, plaza/park lid and Sounder access
- Additional pedestrian crossing at King St
- Improvements at Jackson St

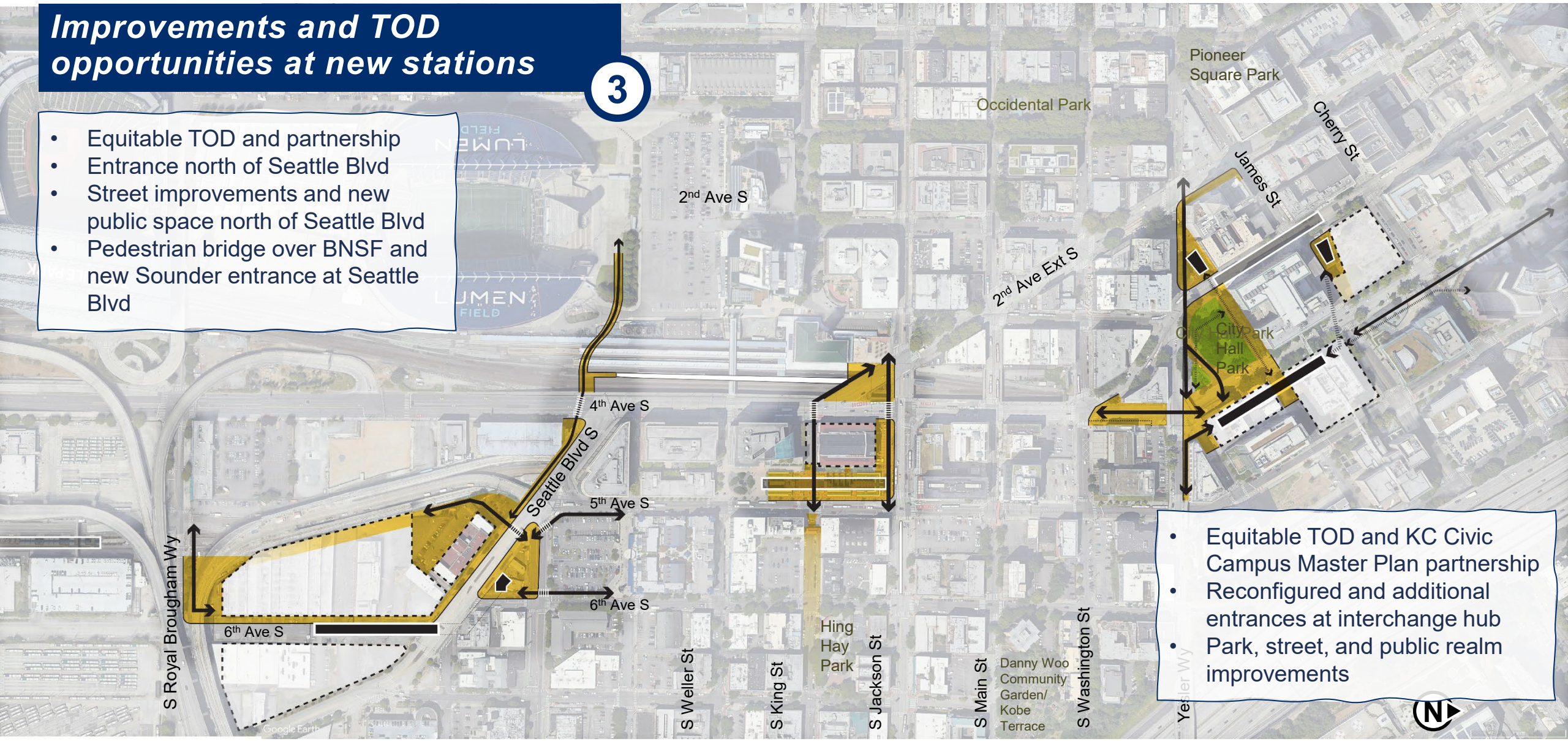


Improvements and TOD opportunities at new stations

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- Equitable TOD and partnership
- Entrance north of Seattle Blvd
- Street improvements and new public space north of Seattle Blvd
- Pedestrian bridge over BNSF and new Sounder entrance at Seattle Blvd

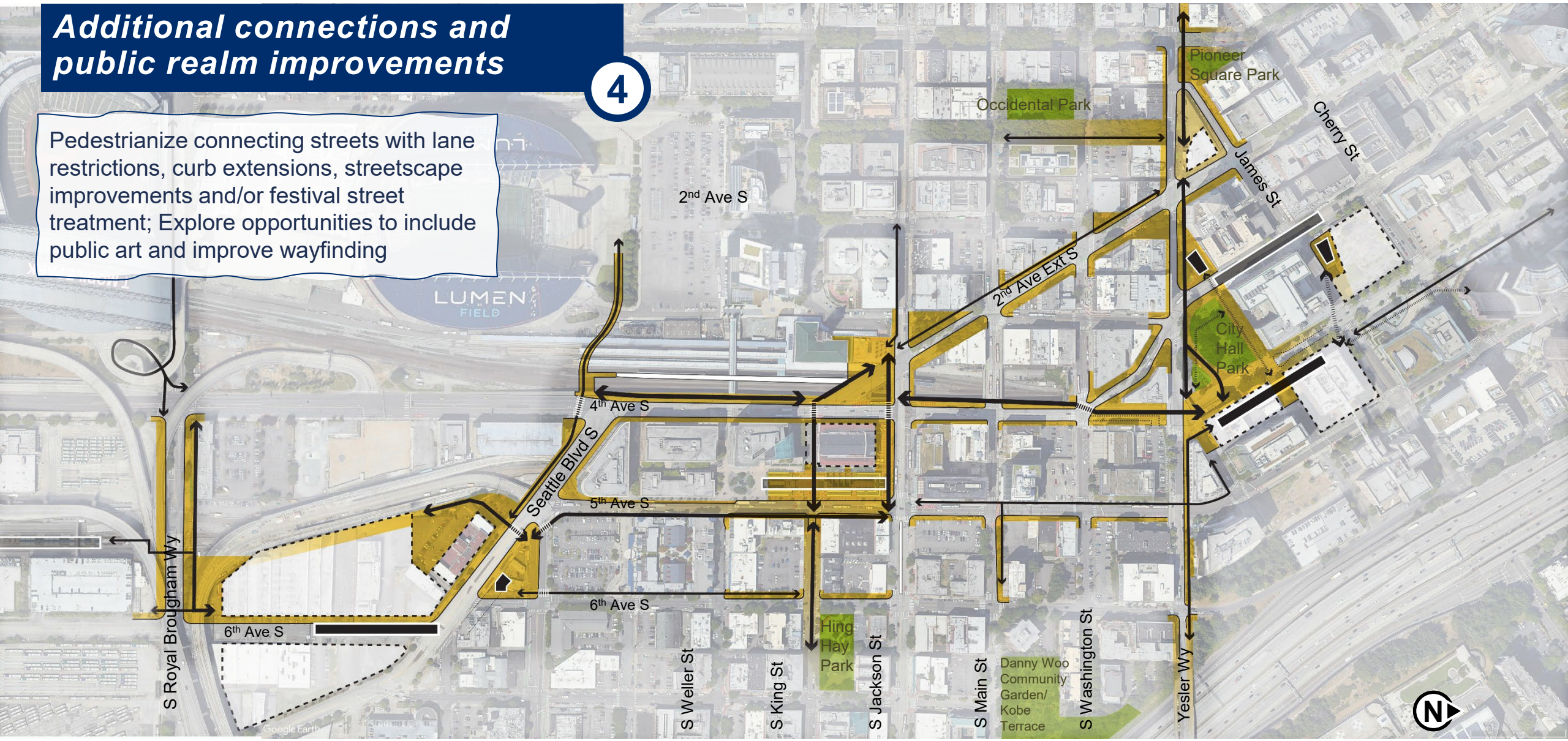
- Equitable TOD and KC Civic Campus Master Plan partnership
- Reconfigured and additional entrances at interchange hub
- Park, street, and public realm improvements



Additional connections and public realm improvements

4

Pedestrianize connecting streets with lane restrictions, curb extensions, streetscape improvements and/or festival street treatment; Explore opportunities to include public art and improve wayfinding



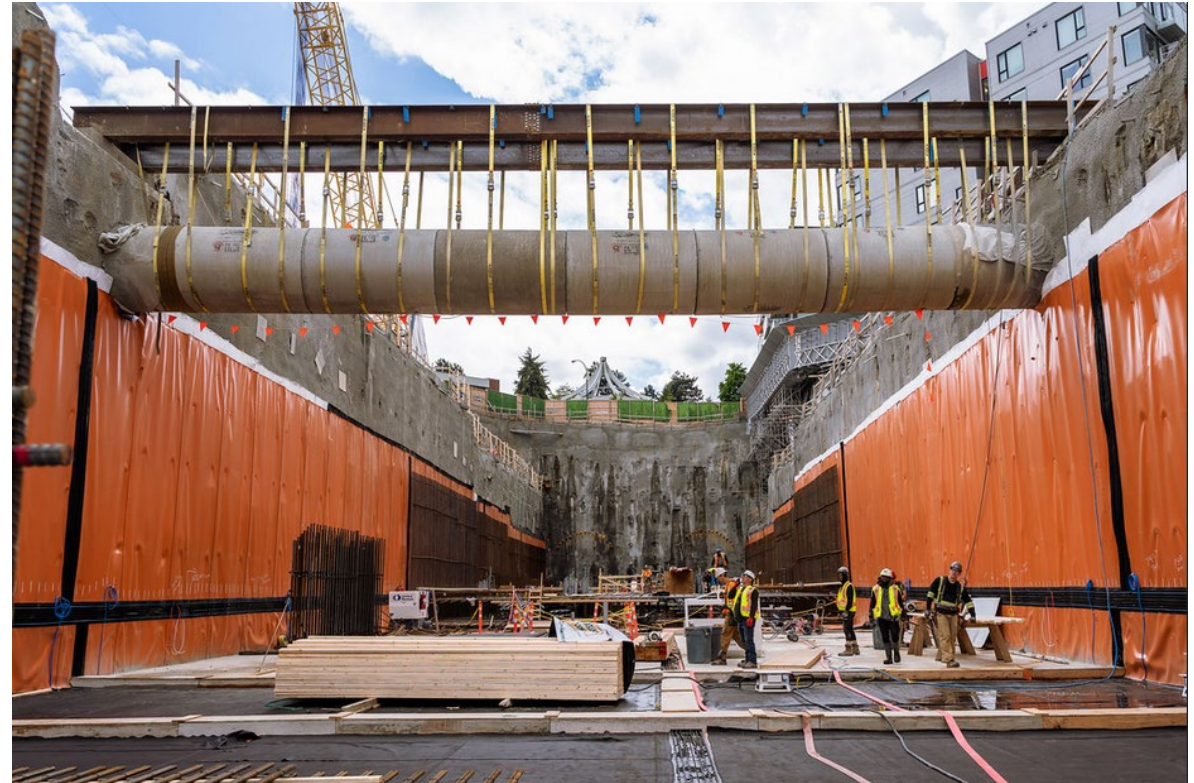
Potential next steps

- Regardless of the location of the CID station, south downtown would benefit from Union Station activation and Jackson Hub improvements.
- Building upon the recent further studies effort and past community and agency planning efforts, the Sound Transit staff could work with the City of Seattle, King County and other potential partners, and through engagement with community, to clarify the potential scope and schedule of such improvements as well as funding and partnership opportunities.
- Staff would report back to the Board on the above in advance of Board selection of the project to be built.

***Construction mitigation approach
at Denny station***

Sewer on Westlake Avenue

- Sewer relocation approach has been refined
- Sewer can be replaced and maintained within Westlake Avenue right of way throughout construction
- No utility relocation to other corridors



Potential construction refinement concept

- Goals:
 - Reduce construction staging footprint in public ROW
 - Maintain traffic on Westlake Avenue during construction
- Refinement concept:
 - Shift station location north of Denny Way
 - Increase off-street construction staging area to facilitate use of temporary decking to maintain traffic

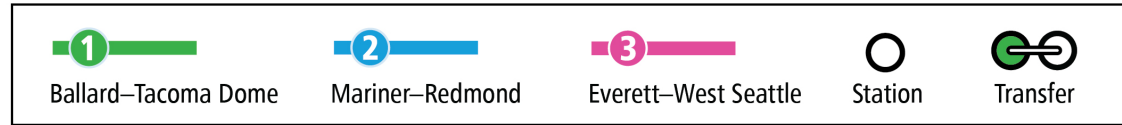
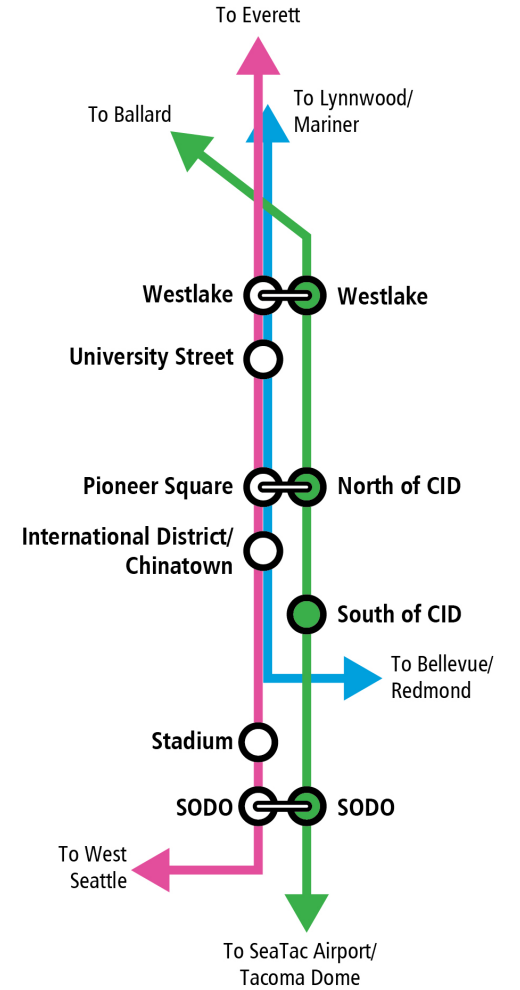
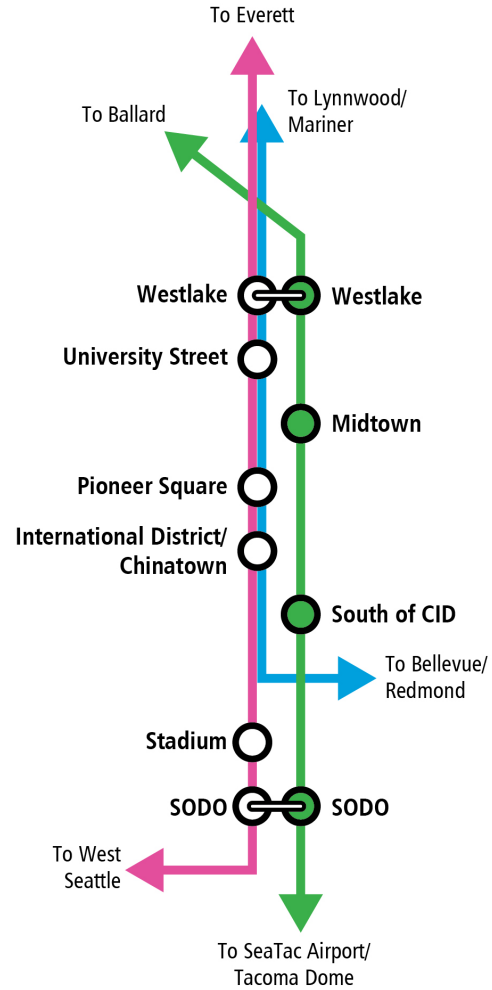
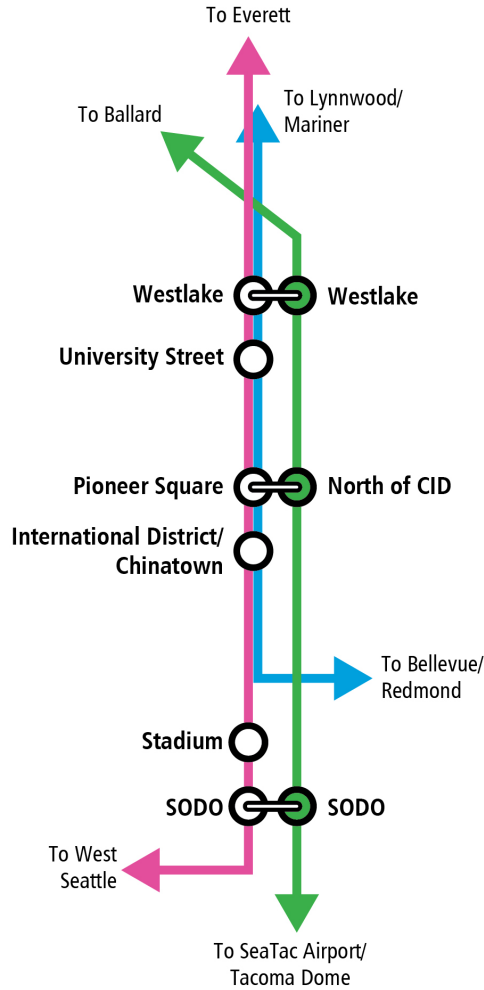
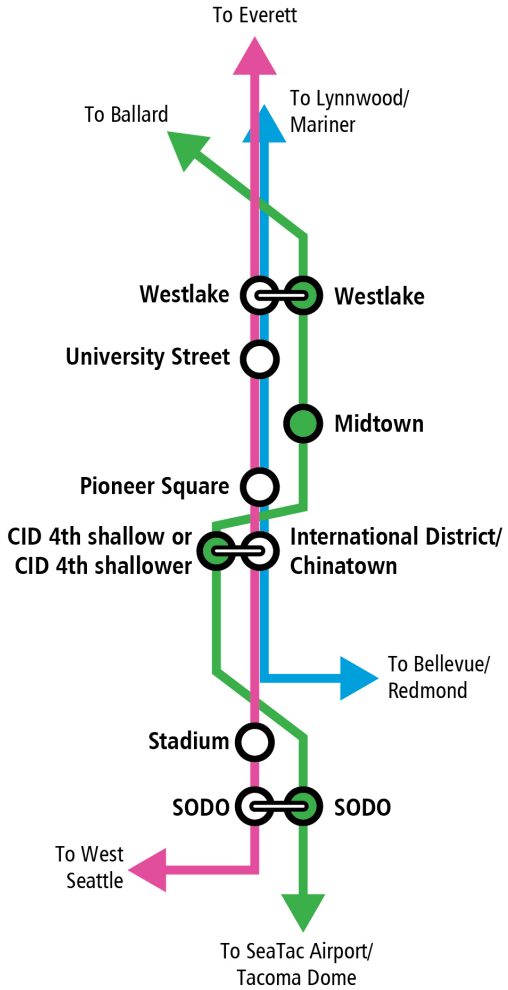
Passenger experience

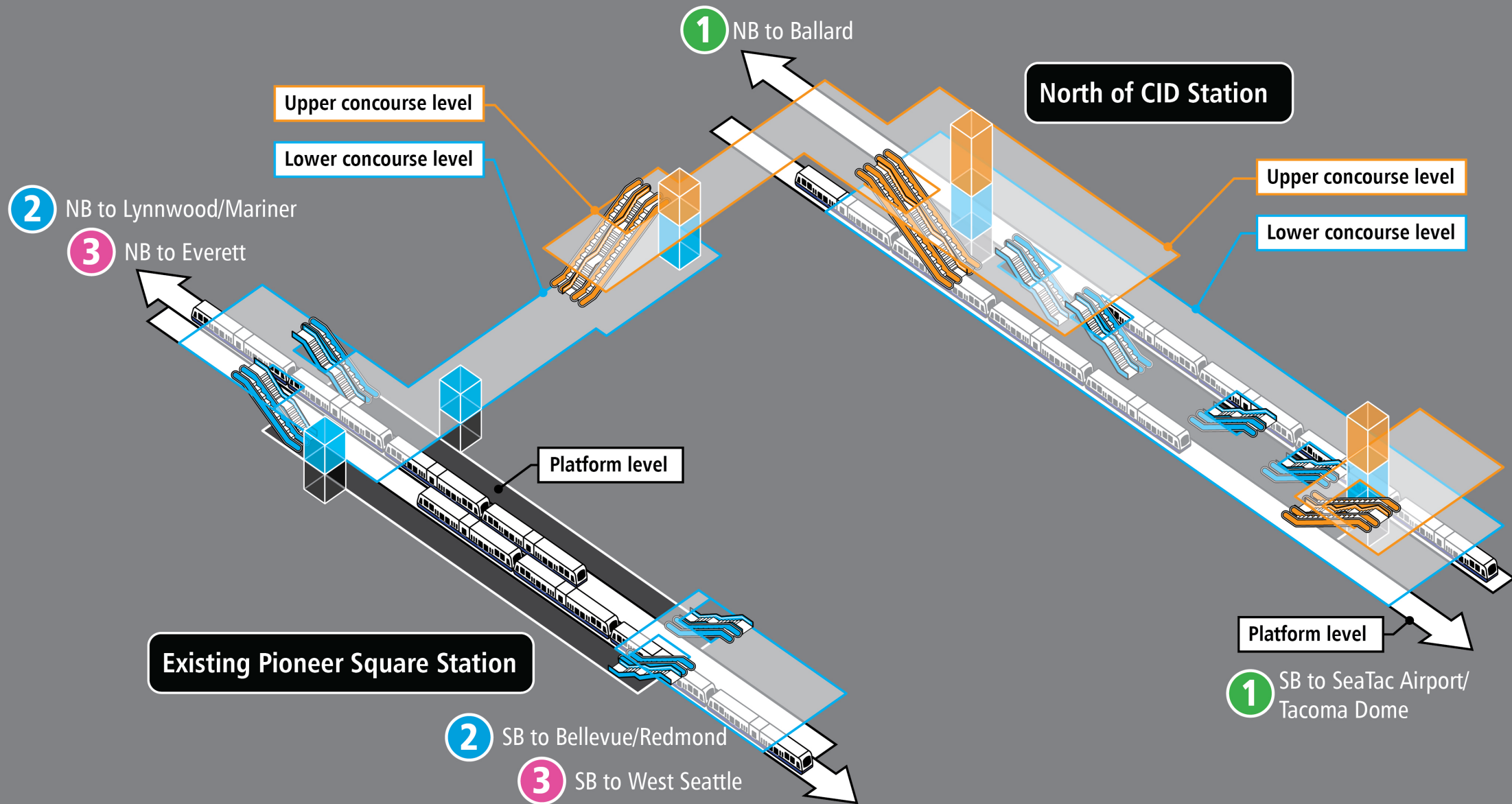
CID 4th shallow & CID 4th shallower

North of CID only

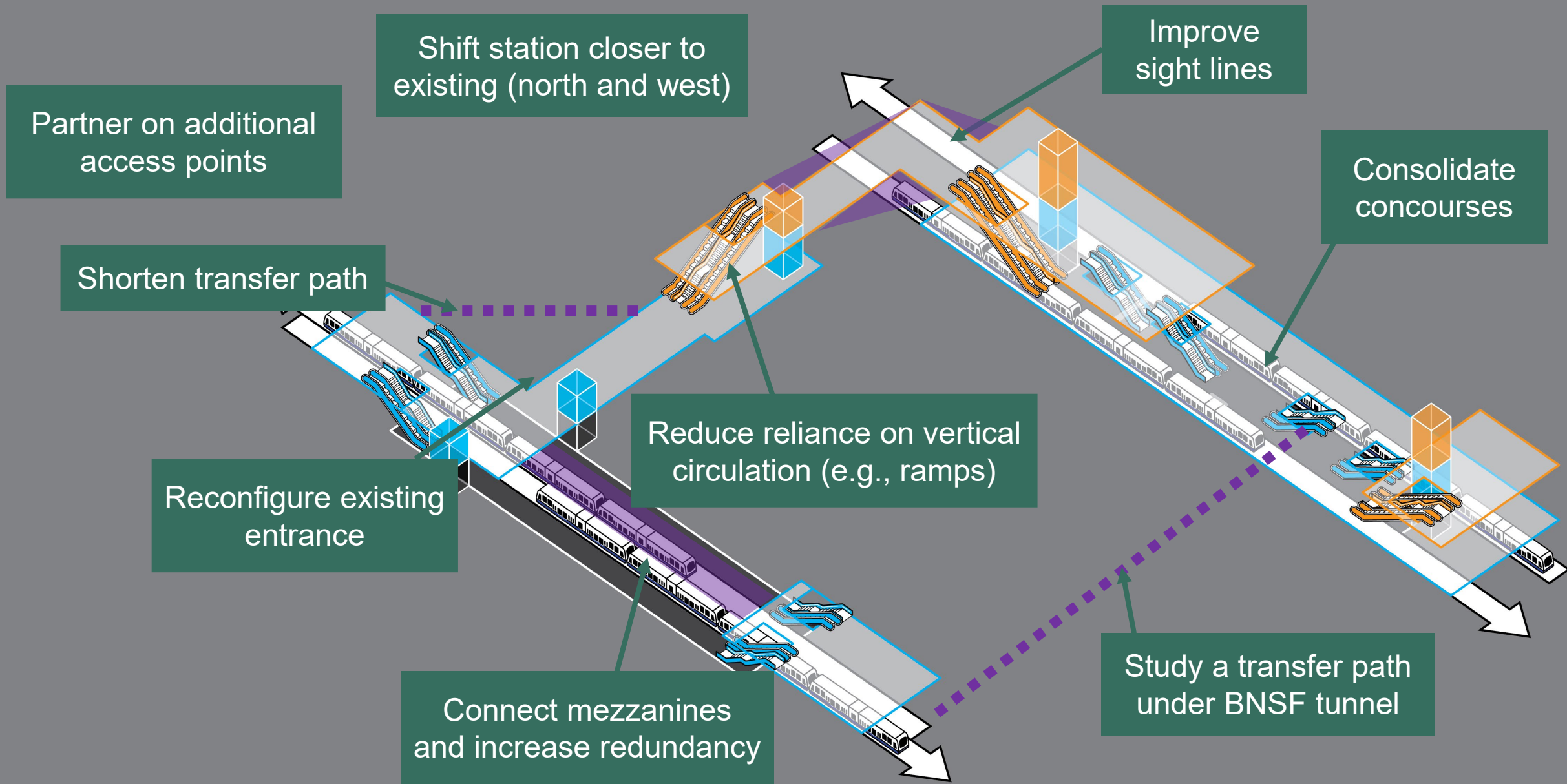
Midtown + South of CID

North of CID + South of CID





Preliminary concept. Further design, engineering required.

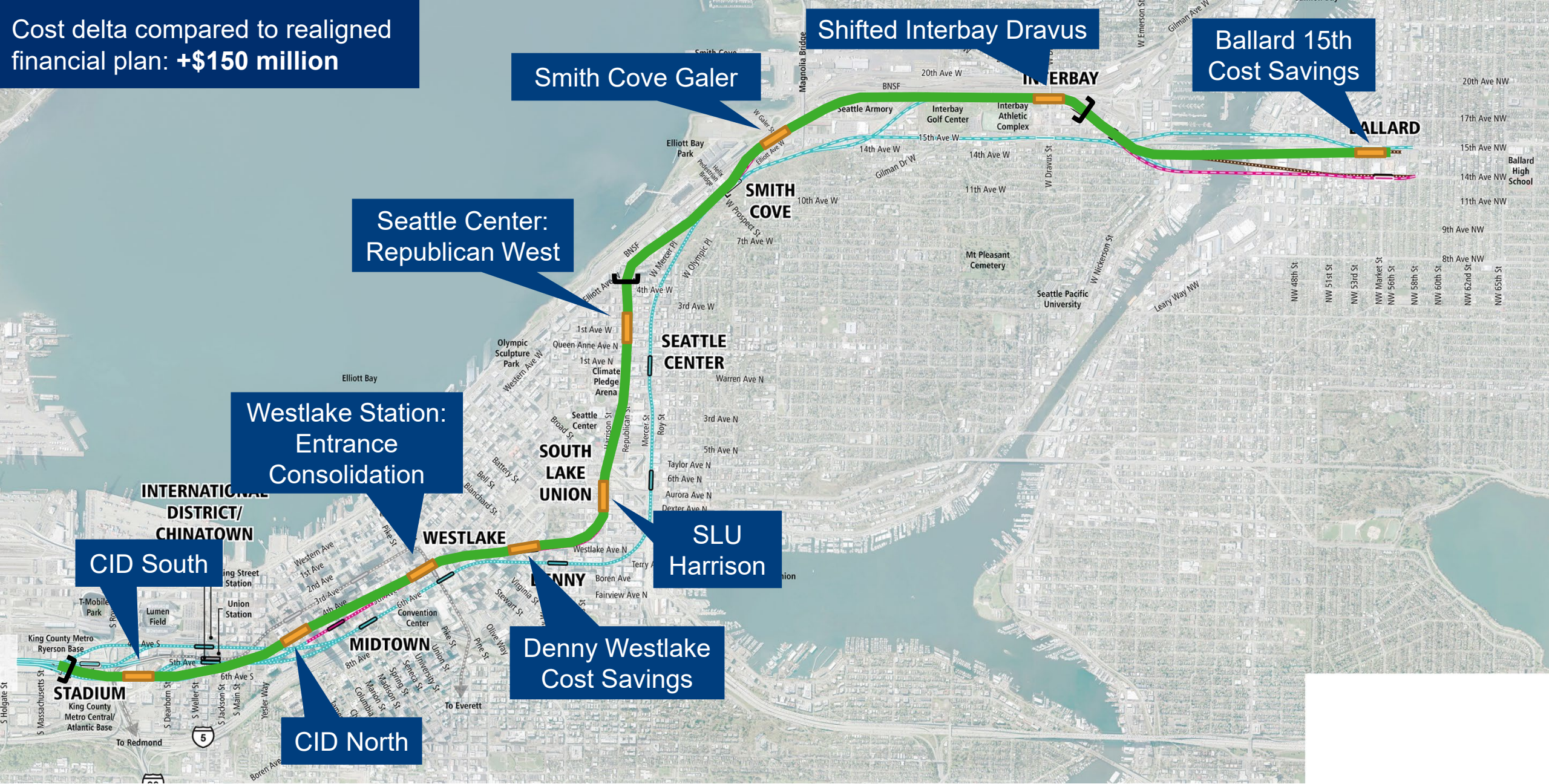


Preliminary concept. Further design, engineering required.

	Midtown + 4th Avenue Shallow/ 4th Avenue Shallower	North of CID Only	Midtown + South of CID	North of CID + South of CID	
Walk time to nearest 1-Line station*:			0-5 min	6-10 min	11+ min
Hing Hay Park	2 min	8 min	5 min	5 min	
Little Saigon	13 min	18 min	15 min	15 min	
Yesler Terrace	14 min	9 min	16 min	9 min	
Occidental Square	7 min	5 min	10 min	5 min	
Lumen Field	4 min	10 min	7 min	7 min	
T-Mobile Park	13 min	19 min	8 min	8 min	
Central Library	1 min	5 min	1 min	5 min	
Seattle City Hall	3 min	1 min	3 min	1 min	
Harborview	13 min	8 min	13 min	8 min	
Virginia Mason	10 min	13 min	10 min	13 min	
Frye Art Museum	10 min	10 min	10 min	10 min	
Souder Station	1 min	4 min	6 min	4 min	
Amtrak Station	3 min	7 min	7 min	7 min	
Colman Dock	9 min	8 min	9 min	8 min	

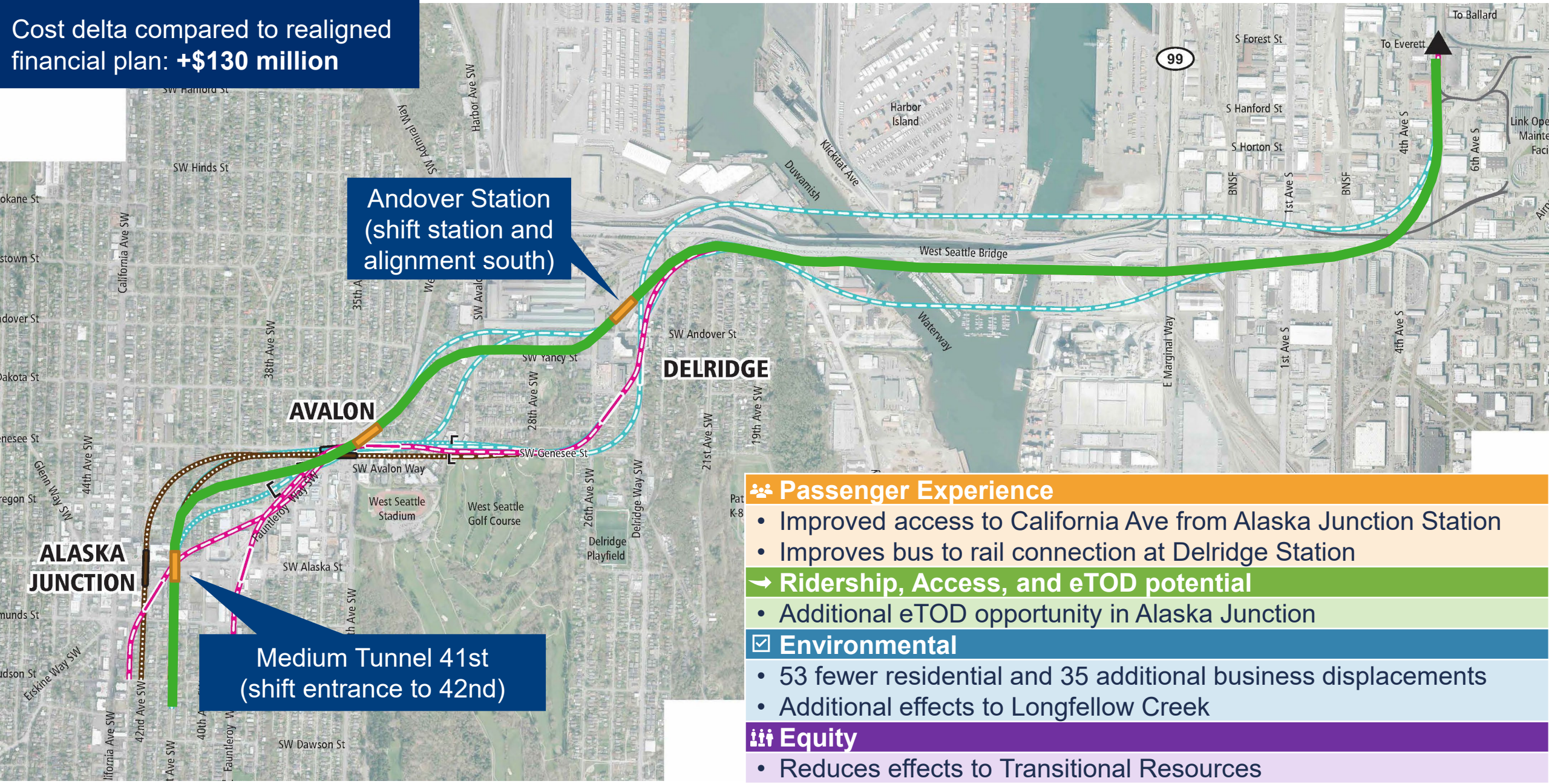
***Example Modified Preferred
Alternative***

Cost delta compared to realigned financial plan: **+\$150 million**



***West Seattle Link Extension
end-to-end scenario***

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



Andover Station (shift station and alignment south)

Medium Tunnel 41st (shift entrance to 42nd)

👤 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

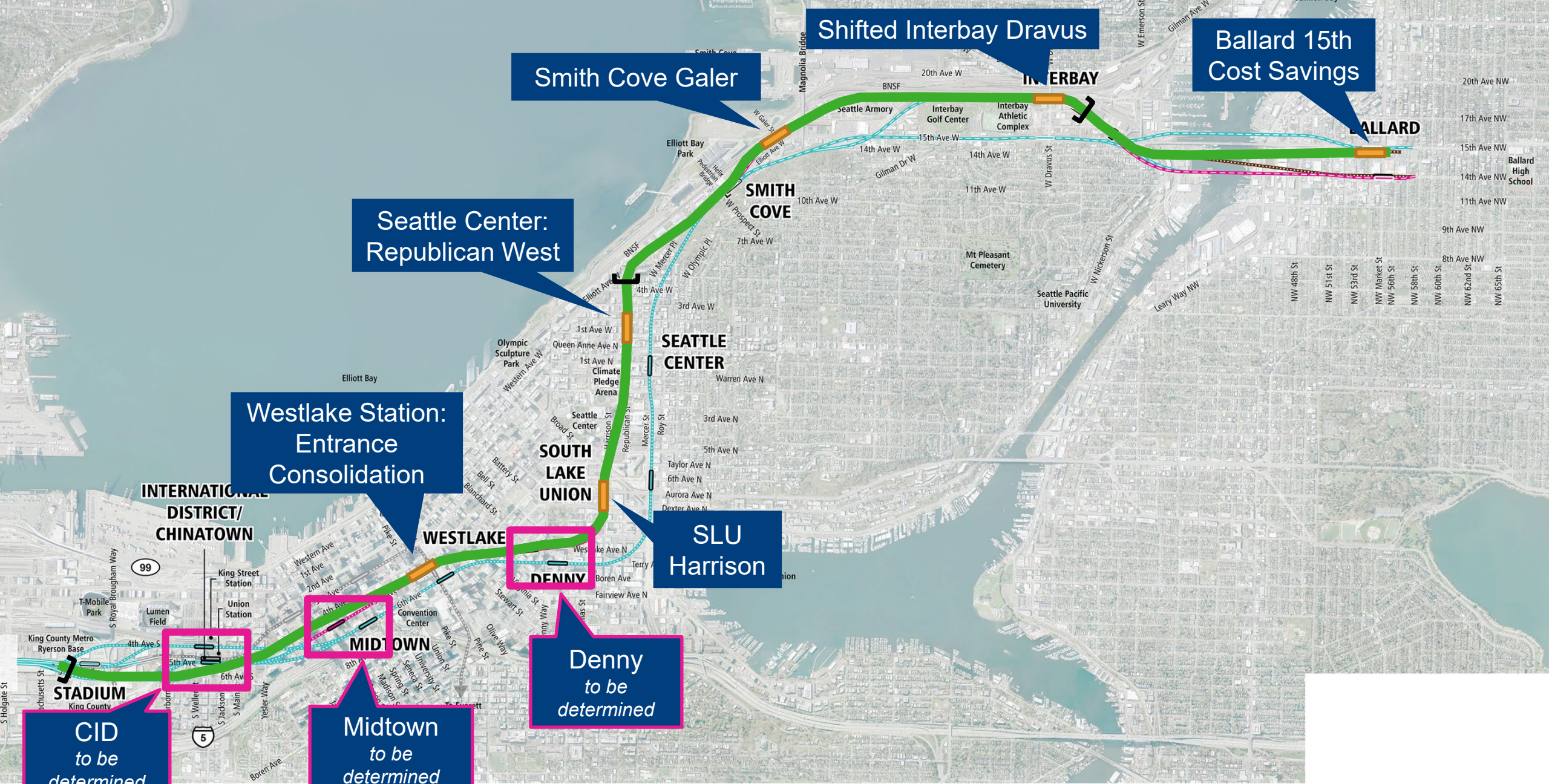
- Reduces effects to Transitional Resources

Funding

Example modified preferred alternative funding assumption per M2022-57

- 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 the City of Seattle Mayor's office and King County Executive's office, 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. Have received Letters of Intent.
- 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

***System Expansion Committee
recommendation***



Thank you.



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

