

# *West Seattle and Ballard Links Extensions*

*Transportation and Utilities Committee*

*April 19, 2022*



# *Presentation*

1. Project overview
2. Draft EIS alternatives recap
3. Cost saving and refinement concepts

# *Project overview*



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

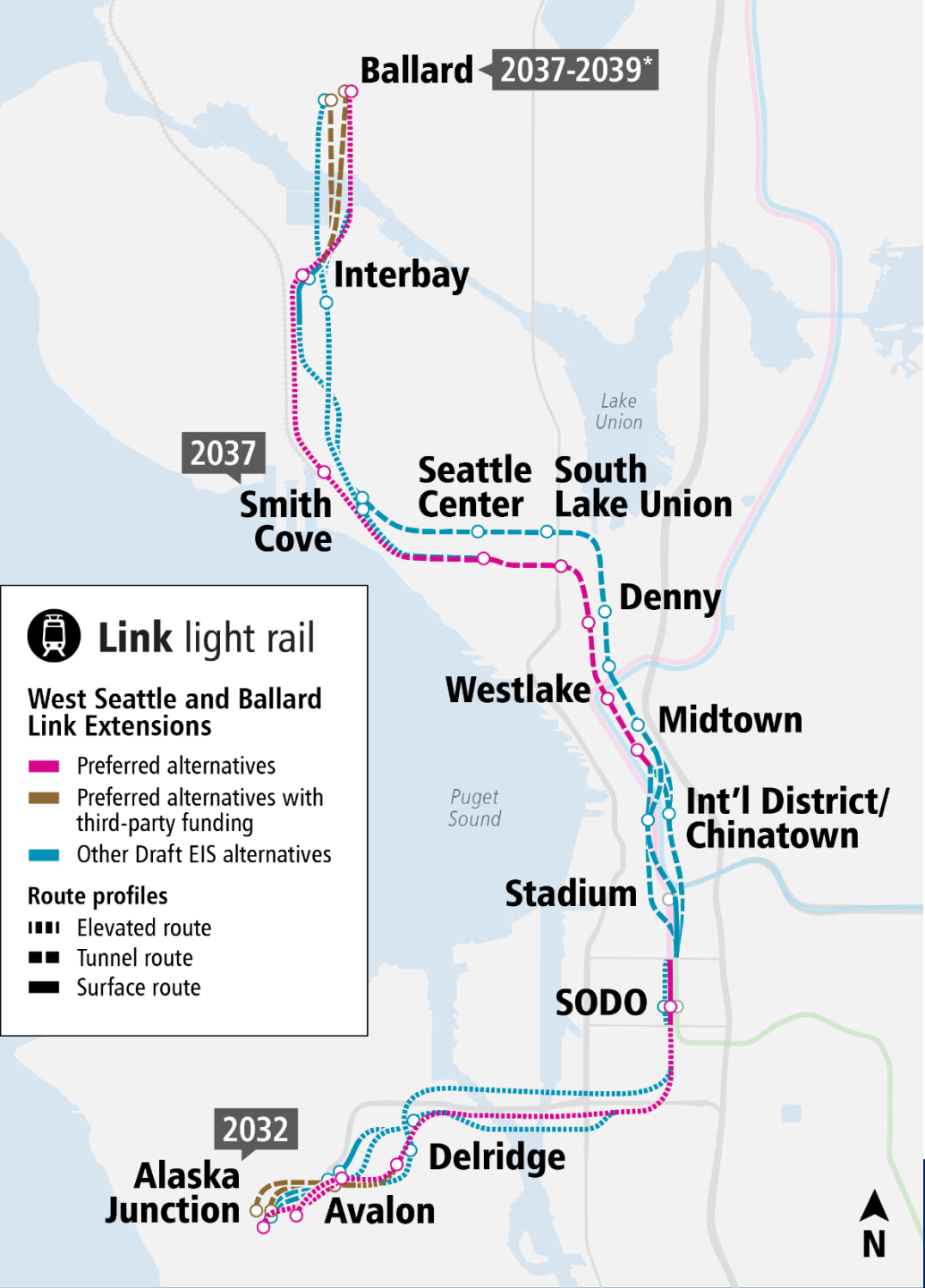
PUBLIC INVOLVEMENT

# Draft EIS alternatives

## What we're studying in this phase

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

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



# Community engagement and collaboration

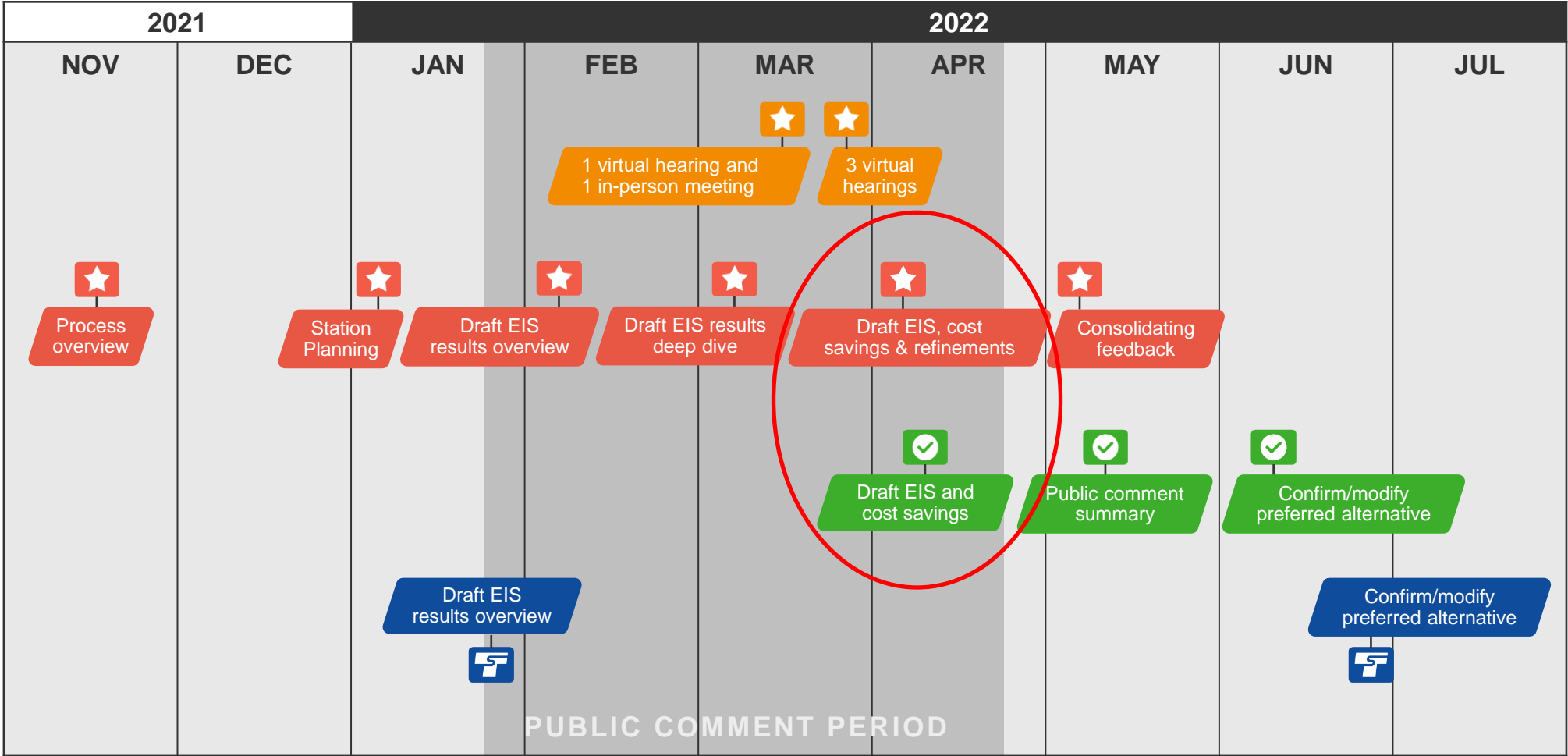
## Draft Environmental Impact Statement (EIS)

Draft EIS Public Meetings

Community Advisory Groups

Sound Transit System Expansion Committee

Sound Transit Board



# External Engagement Snapshot (1/28-4/8)

 **820+** Draft EIS comments


 **5** Draft EIS Public Meetings

 **1** online open house engaging more than **10,551** online visitors

 **48** community briefings and workshops

 **38** property owner webinars and meetings

 **10** Community Advisory Group meetings

 **Ads** featured on **26** unique radio, digital and print publications

 **30** posts on social media platforms, with 140K+ impressions

 **13** Community Drop-in events

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

 **1,200+** posters delivered along the corridor

 **10** Community liaisons engaging more than **150** businesses

# *Draft EIS alternatives recap*





### PM Peak Travel Times (in 2042)

Westlake to Alaska Junction  
Without Link: 30 mins  
With Link: 16 mins



### PM Peak Transit Reliability (in 2042)

West Seattle Link Project Corridor  
Without Link: D/E/F rating  
With Link: A rating



### PM Peak Travel Times (in 2042)

NW Market St/15th Ave NW to Westlake  
Without Link: 38 mins  
With Link: 11mins



### PM Peak Transit Reliability (in 2042)

Ballard Link Project Corridor  
Without Link: E/F rating  
With Link: A rating



**DRAFT EIS ALTERNATIVES**

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

**ROUTE AND STATION PROFILES**

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

# *What is typically studied in an EIS?*



## *Transportation*

- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight



## *Natural environment*

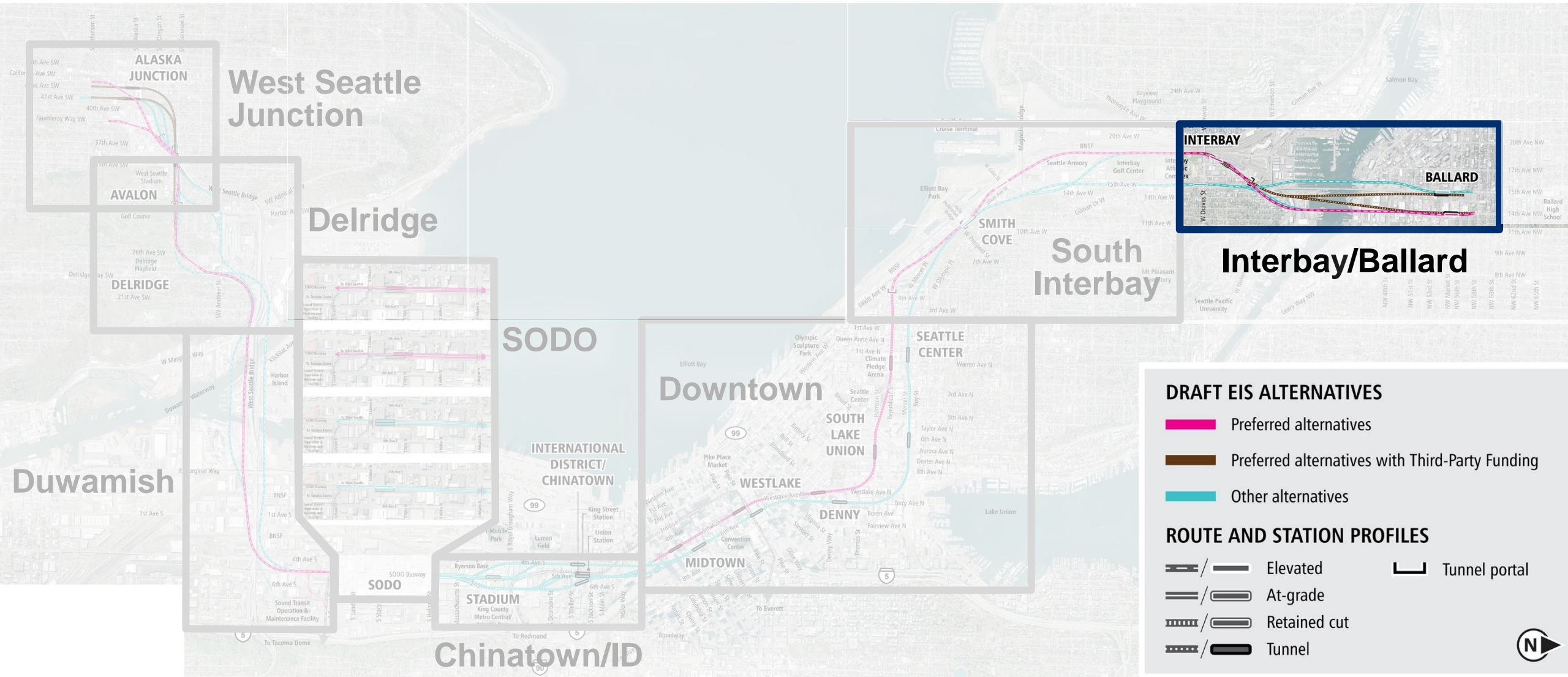
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

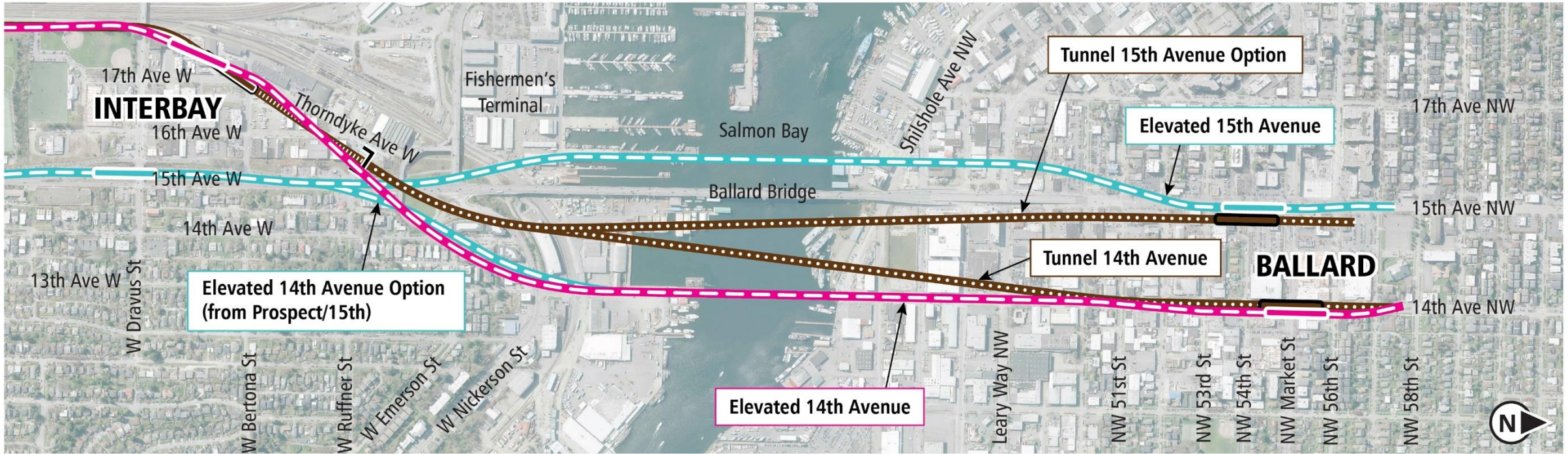


## *Built environment*

- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities

# Draft EIS alternatives





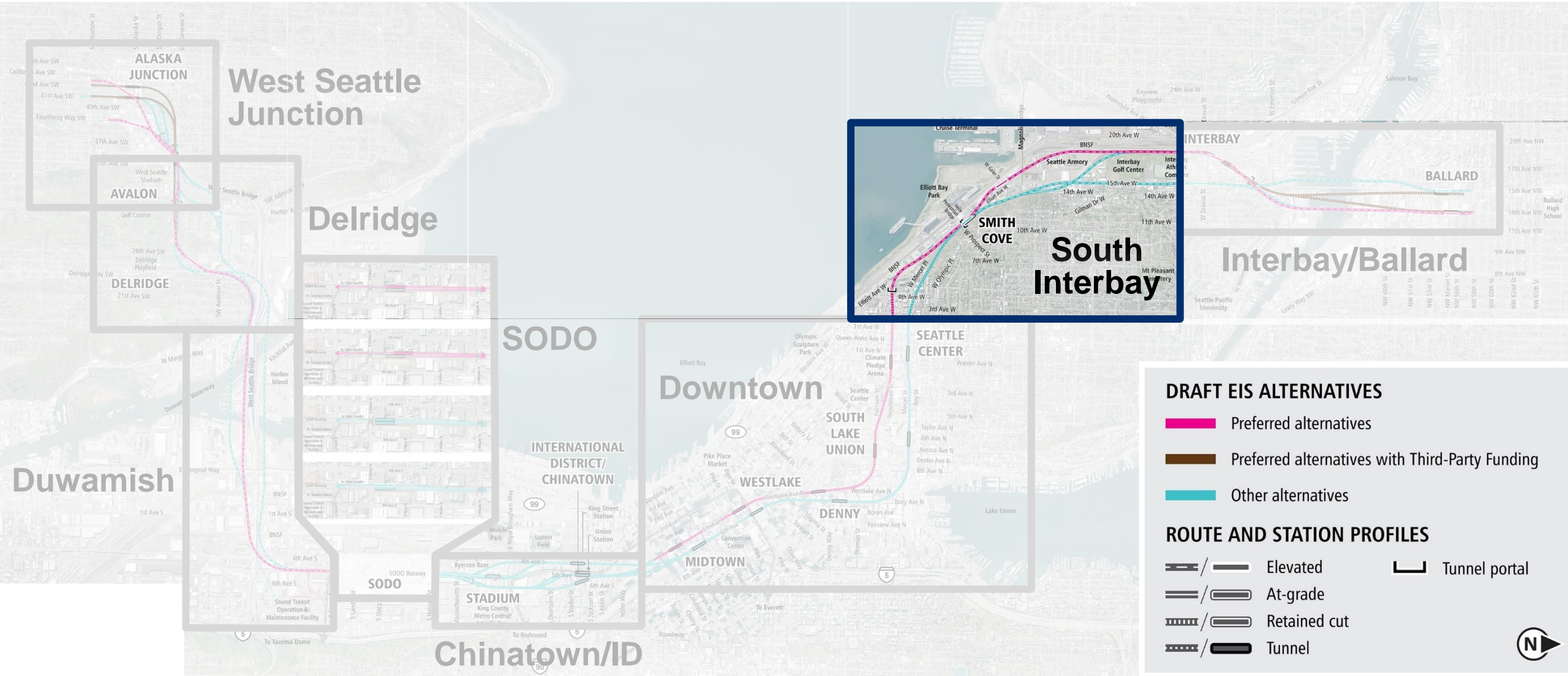
**DRAFT EIS ALTERNATIVES**

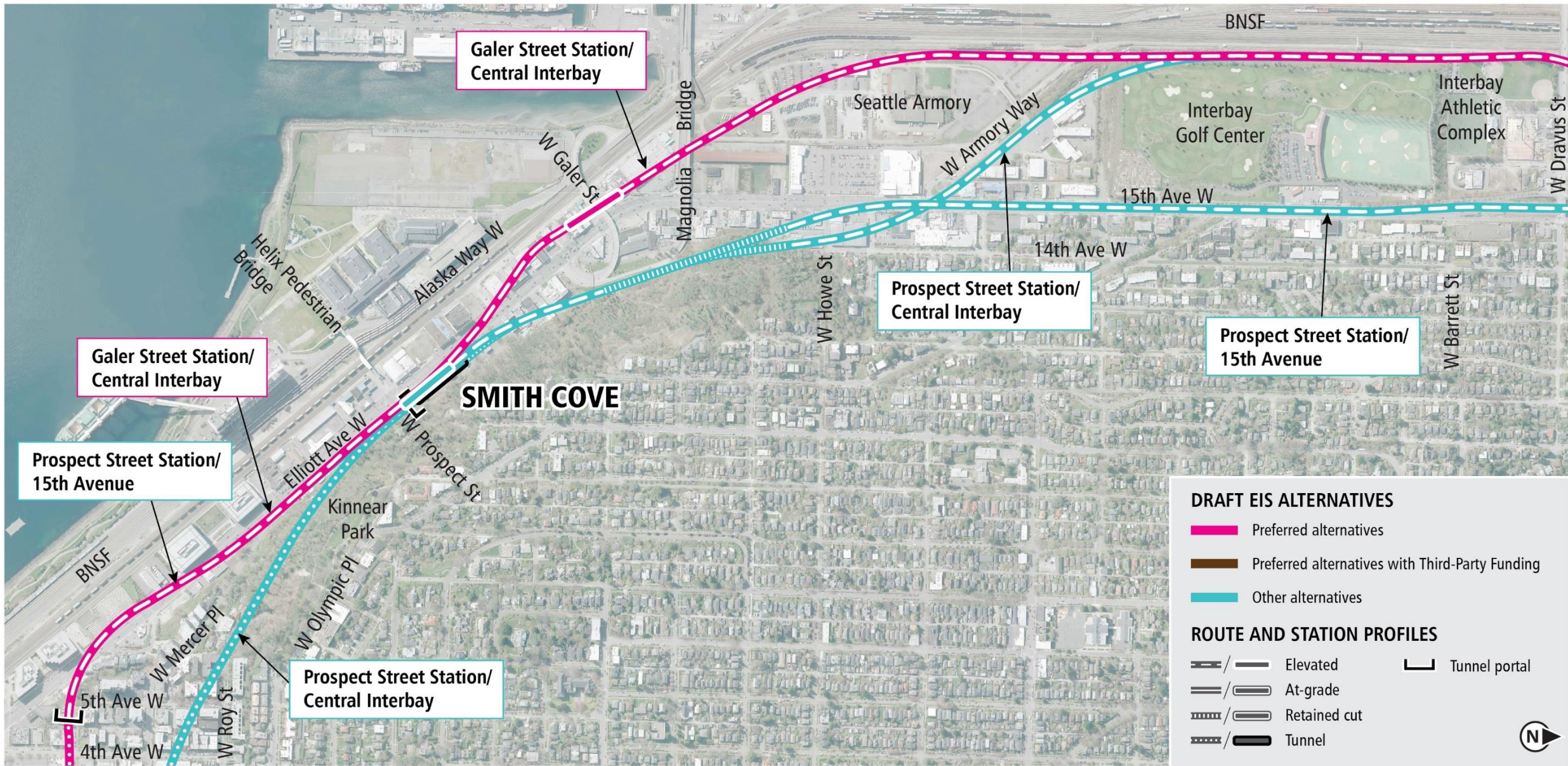
- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

**ROUTE AND STATION PROFILES**

	Elevated		Tunnel portal
	At-grade		
	Retained cut		
	Tunnel		

# Draft EIS alternatives





# Draft EIS alternatives







# Draft EIS alternatives



## DRAFT EIS ALTERNATIVES

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

## ROUTE AND STATION PROFILES

- Elevated
- At-grade
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- Tunnel
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**DRAFT EIS ALTERNATIVES**

- Other alternatives
- Existing Link

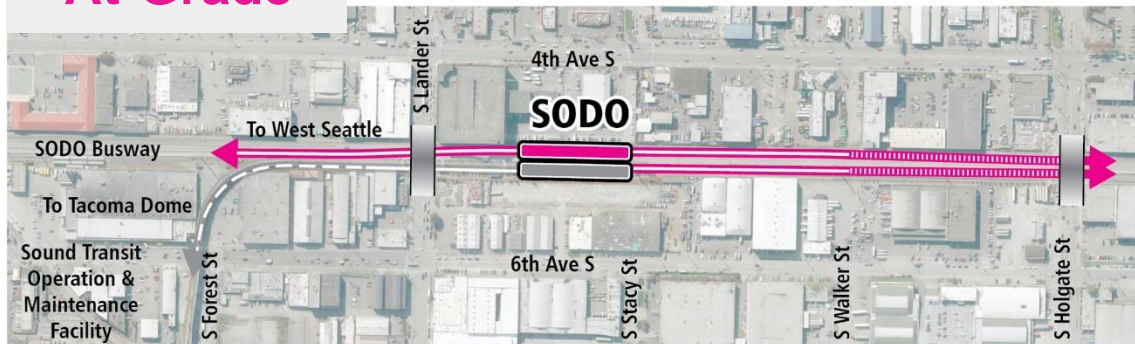
**ROUTE AND STATION PROFILES**

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

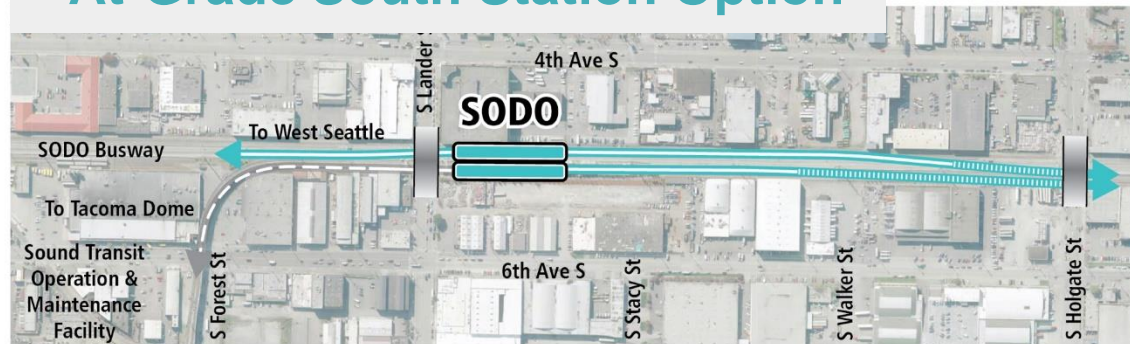
# Draft EIS alternatives



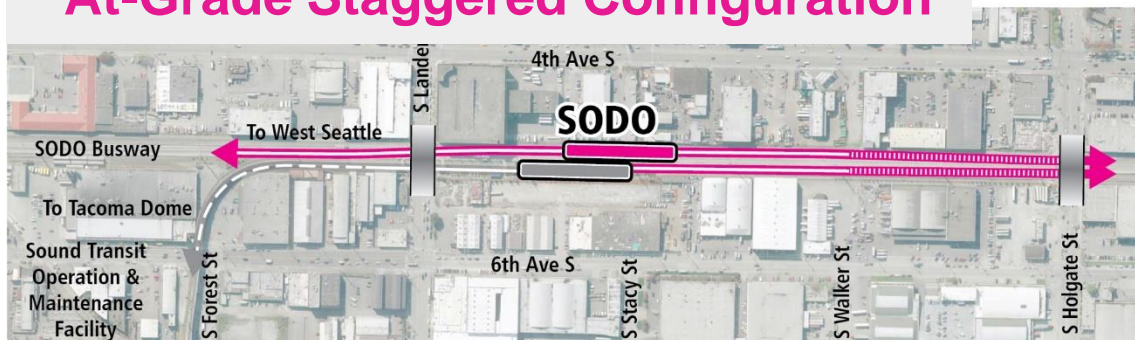
## At-Grade



## At-Grade South Station Option



## At-Grade Staggered Configuration



## Mixed Profile



### DRAFT EIS ALTERNATIVES

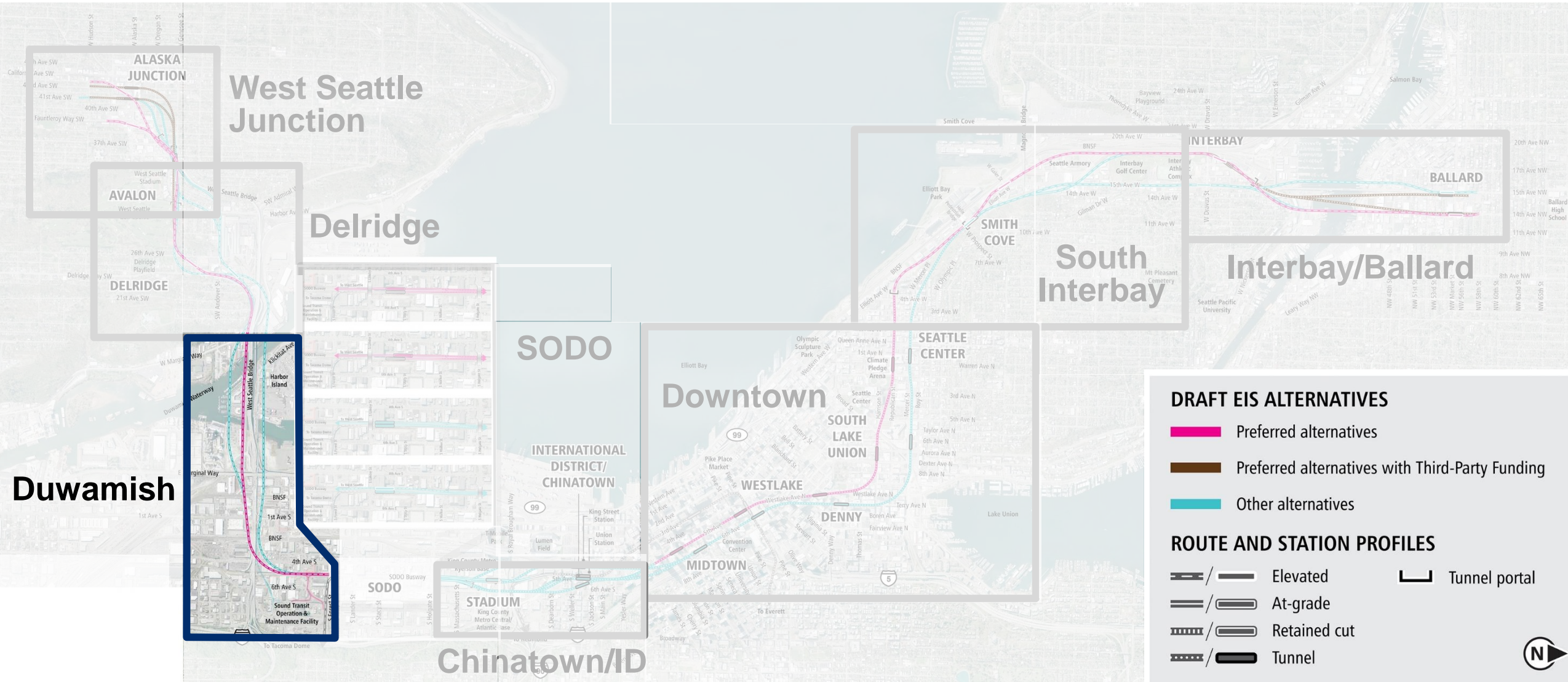
- █ Preferred alternatives
- █ Other alternatives
- █ Existing Link

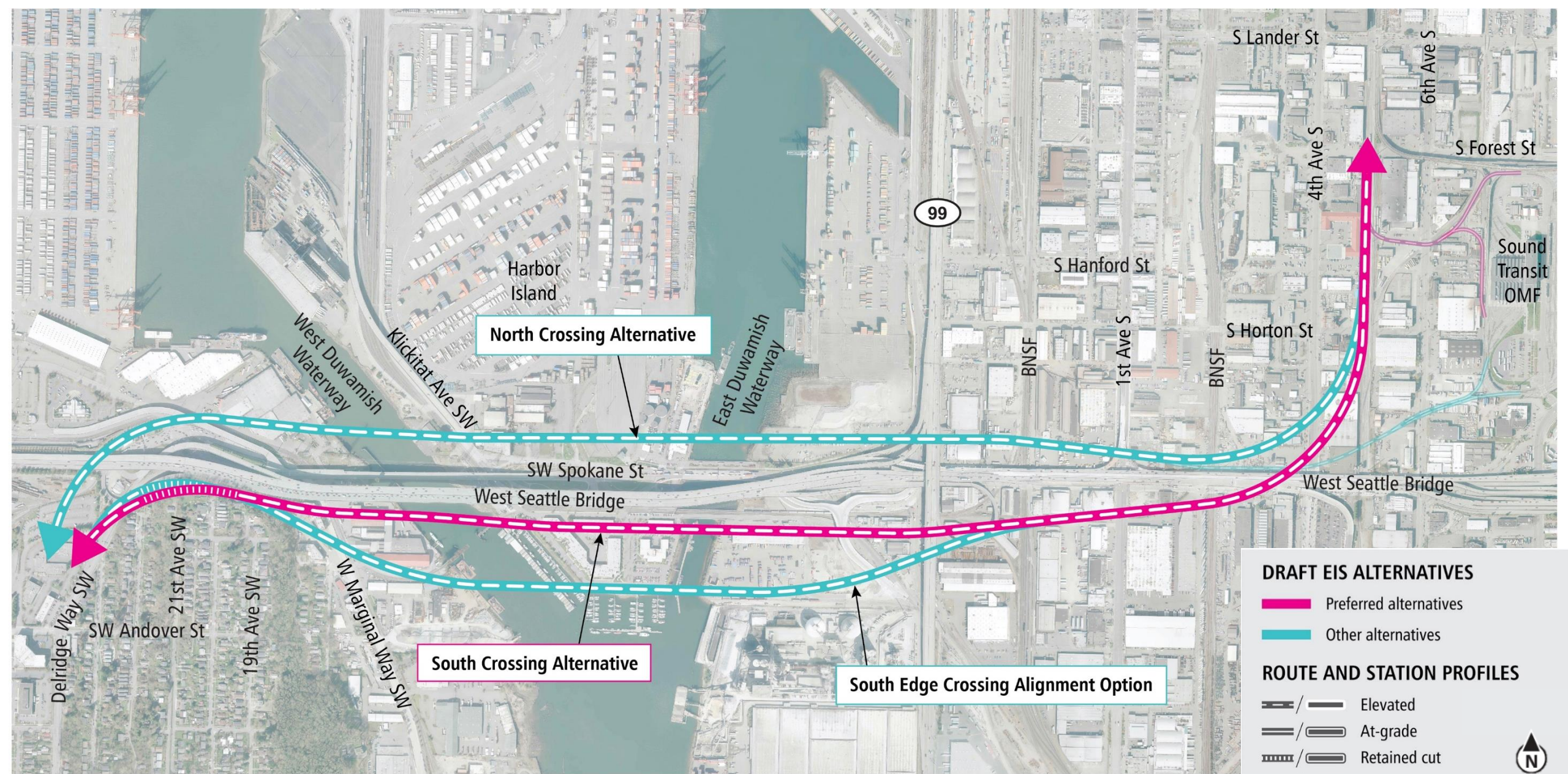
### ROUTE AND STATION PROFILES

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

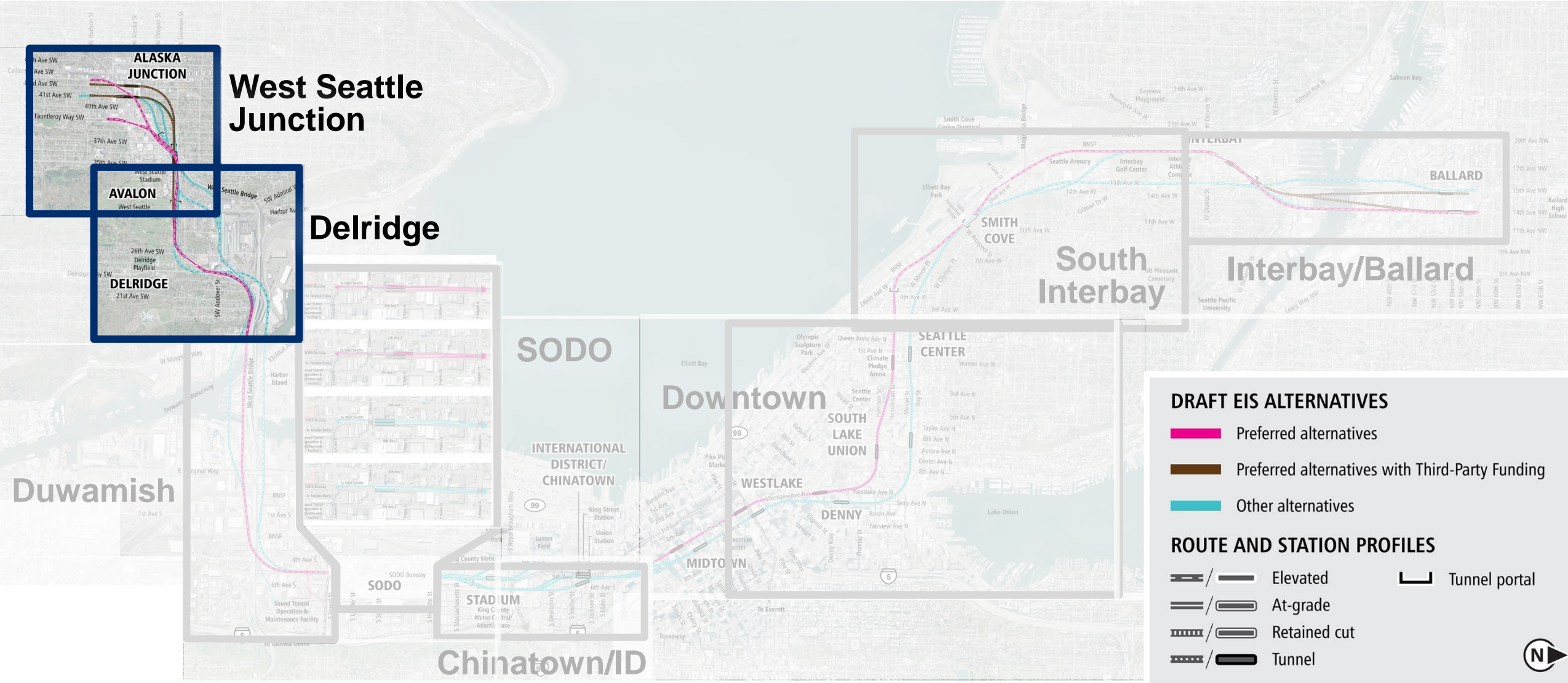


# Draft EIS alternatives





# Draft EIS alternatives



**West Seattle Junction**

**Delridge**

**South Interbay**

**Interbay/Ballard**

**Downtown**

**SODO**

**INTERNATIONAL DISTRICT/ CHINATOWN**

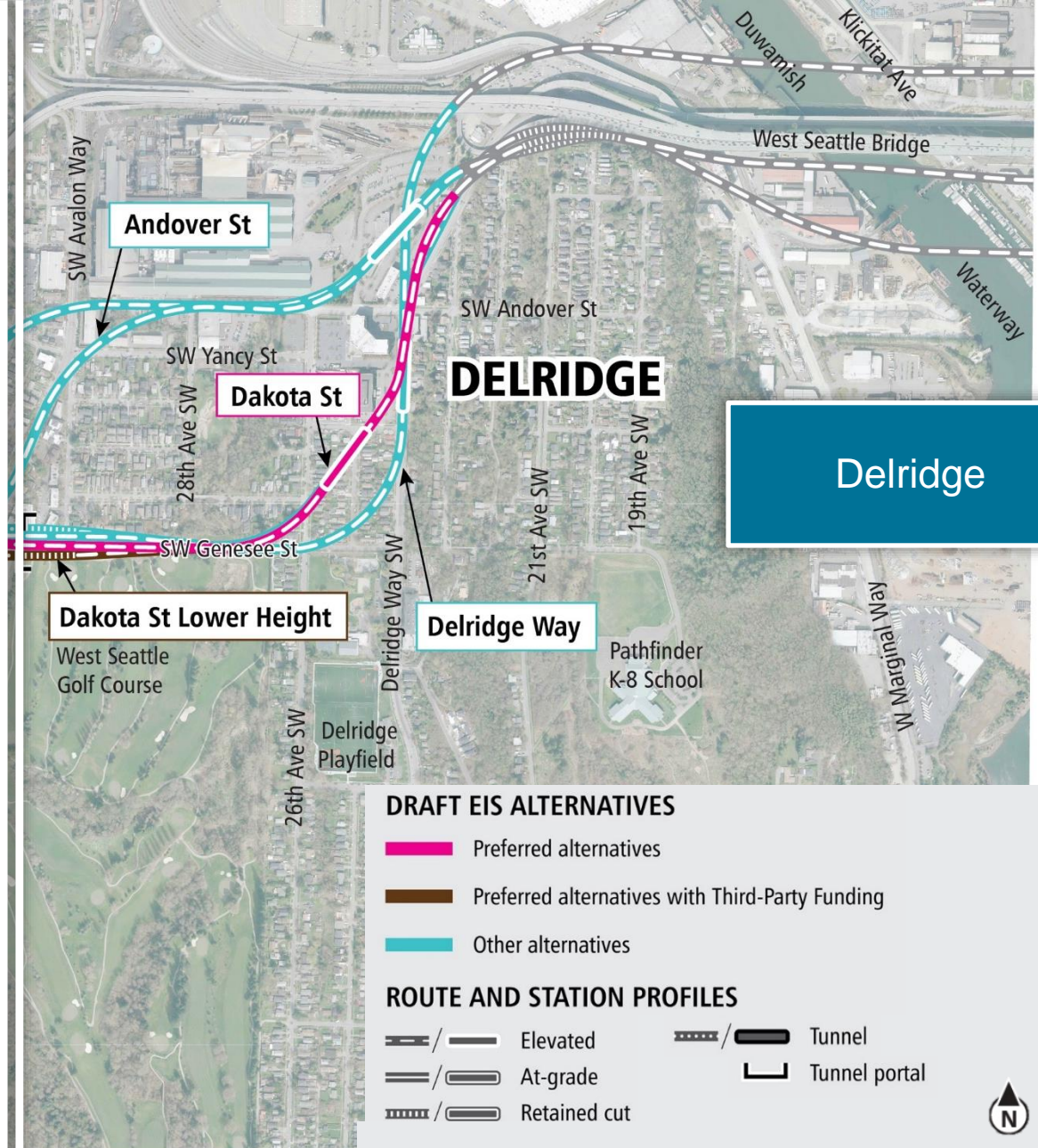
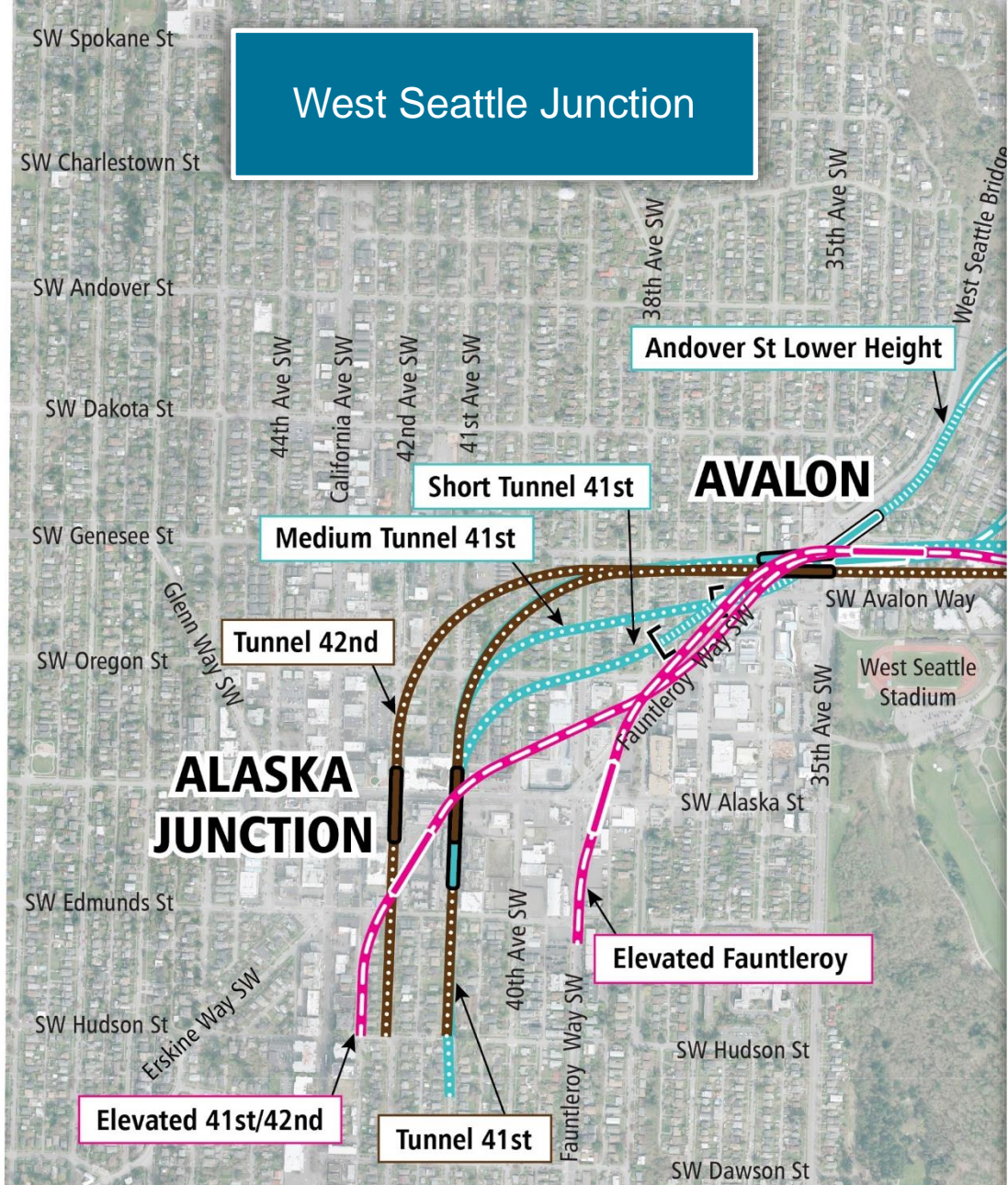
**Chinatown/ID**

**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



**DRAFT EIS ALTERNATIVES**

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

**ROUTE AND STATION PROFILES**

Elevated	Tunnel
At-grade	Tunnel portal
Retained cut	



***Cost saving and refinement  
concepts***

# *Context for looking at cost savings*

- In response to steep rise in **real estate** and **construction** costs, Board adopted a realignment plan in August 2021

# *Realignment plan*

- Board identified affordable program schedule, as well as **affordability gaps** to **target schedules**
  - WSBLE has an estimated project-level affordability gap of \$1.8B, based on current financial projections and cost estimates
  - Smith Cove to Ballard: Target delivery 2037; affordable delivery 2039
- Includes Board direction to intensively pursue additional financial capacity and identify **opportunities to reduce cost**

# *Work purpose and limitations*

- Initial assessment of **feasibility** and **potential cost savings**
- Based on limited engineering design
- Would require **further study** of environmental, passenger experience and other implications

# *Concepts we'll discuss today*

## Cost savings

- Potentially help address **affordability gap**

## Other refinements

- Potentially address **other risks or opportunities**

# *Desired feedback*

- Seeking Board direction on **whether to study any of these ideas further**
- Not seeking Board direction to adopt these ideas now

# *Concepts we'll discuss today*

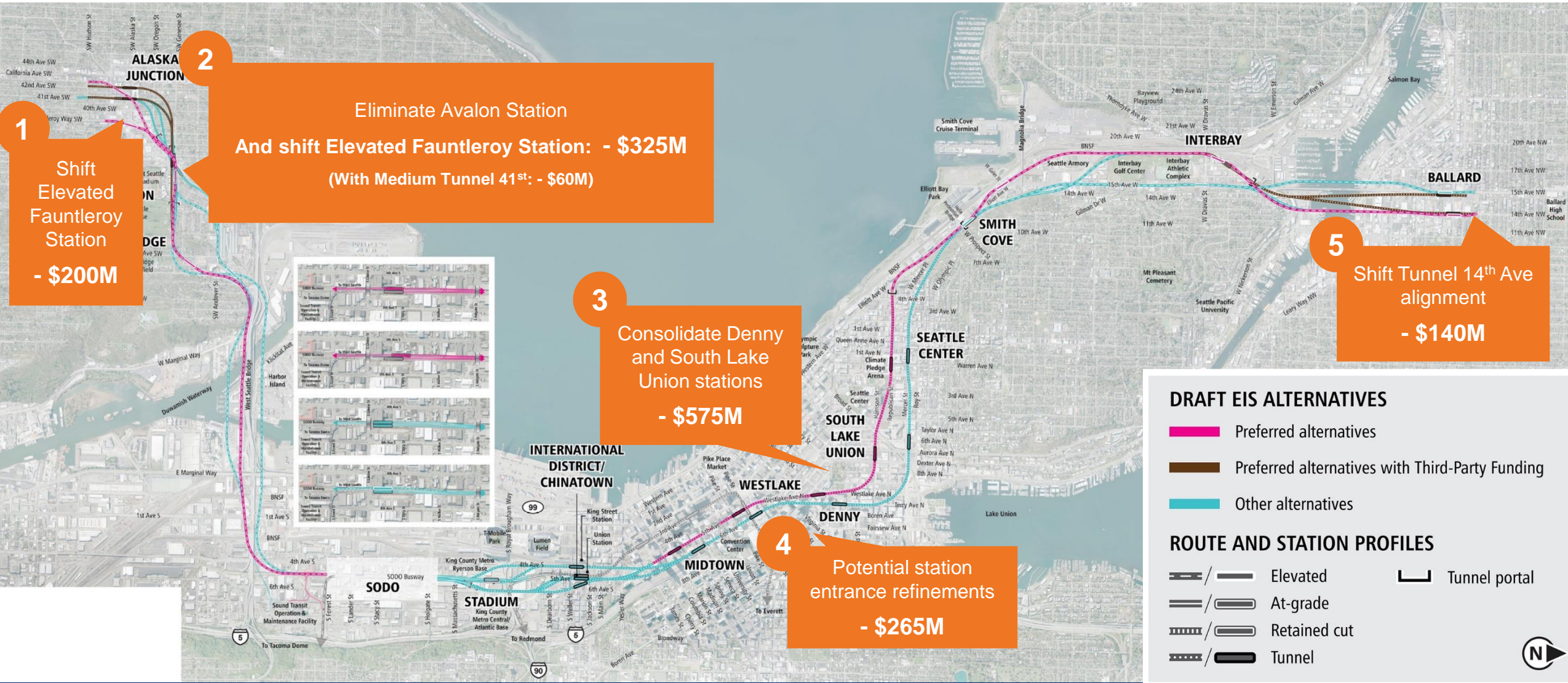
## Cost savings

- Potentially help address **affordability gap**

## Other refinements

- Potentially address **other risks or opportunities**

# Cost savings concepts summary





***West Seattle Junction  
segment***


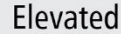




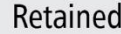

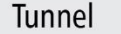
# Cost savings concepts West Seattle Junction




**DRAFT EIS ALTERNATIVES**

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

**ROUTE AND STATION PROFILES**

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



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

1

# Shift Elevated Fauntleroy Station

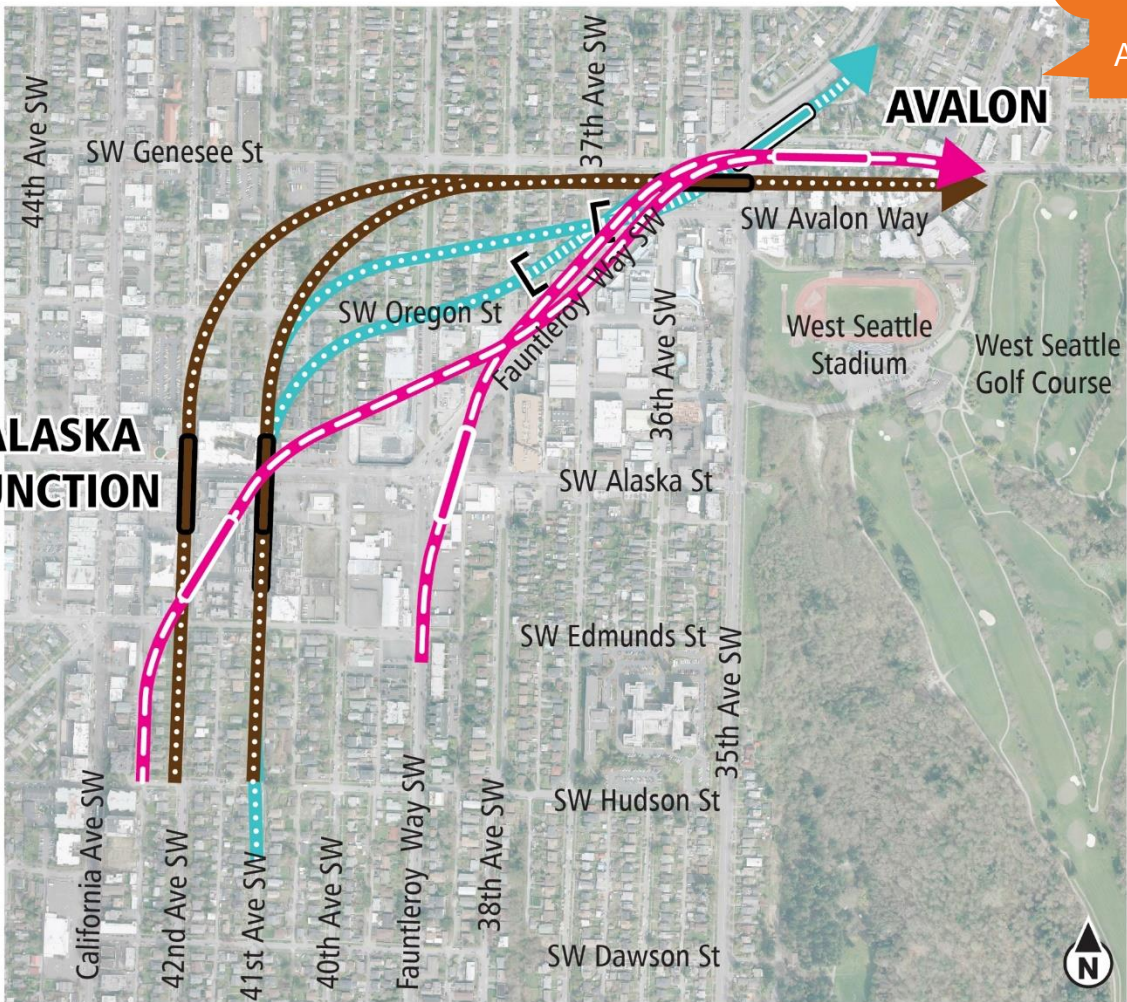


Cost savings: **-\$200M**

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

# Cost savings concepts West Seattle Junction

2 Eliminate Avalon Station



**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

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2a

# Eliminate Avalon Station (and shift Elevated Fauntleroy Station)



**Cost savings: - \$325M\***

**\*includes \$200M savings from shifting Elevated Fauntleroy Station**

**Daily Trips on Project**



Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

2b

# Eliminate Avalon Station (with Medium Tunnel 41st)



Cost savings: - \$60M

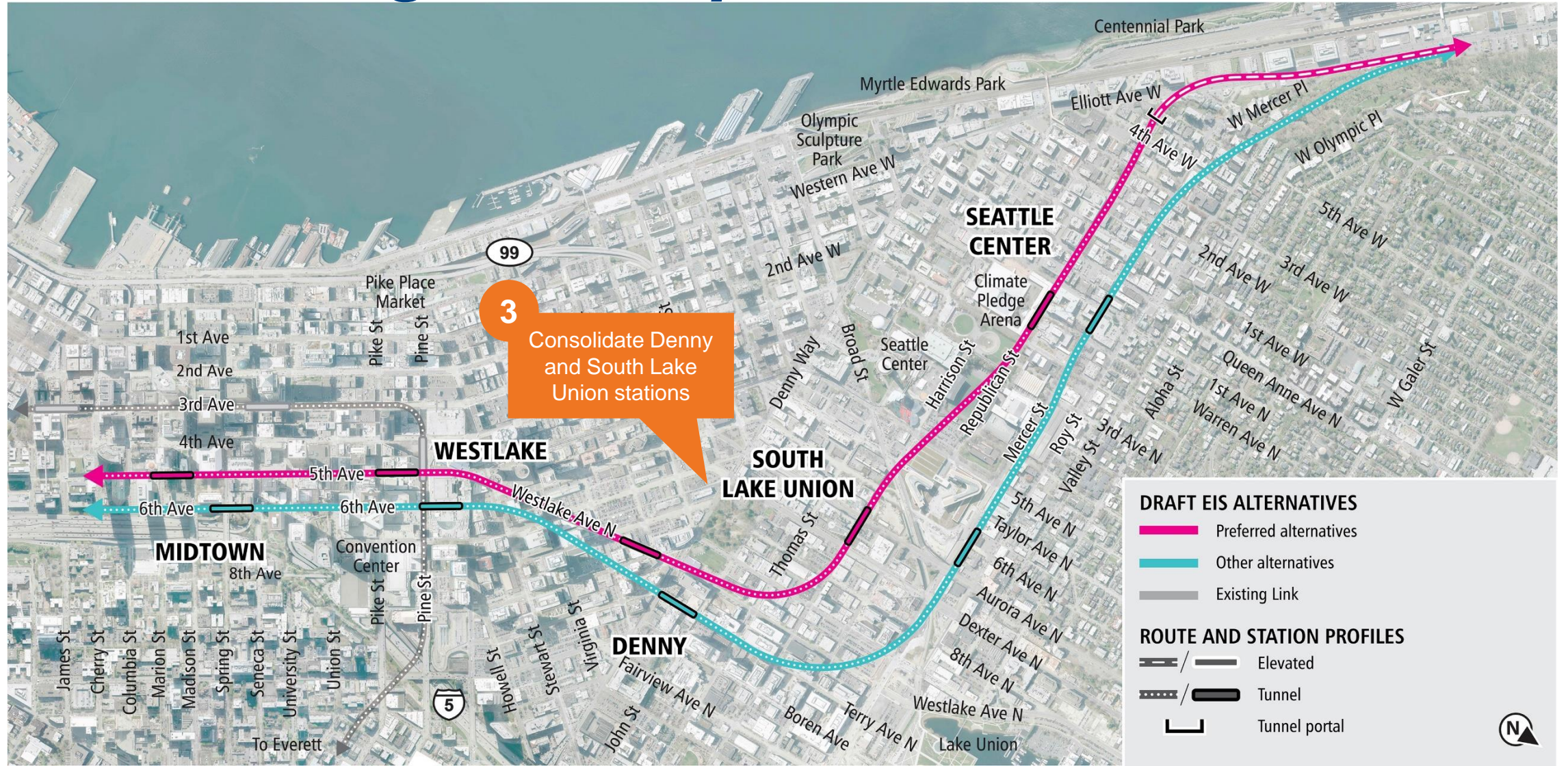
Daily Trips on Project



Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

***Downtown segment***

# Cost savings concepts Downtown



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# 3

## Consolidate Denny and South Lake Union stations



Cost savings: - \$575M

Daily Trips on Project

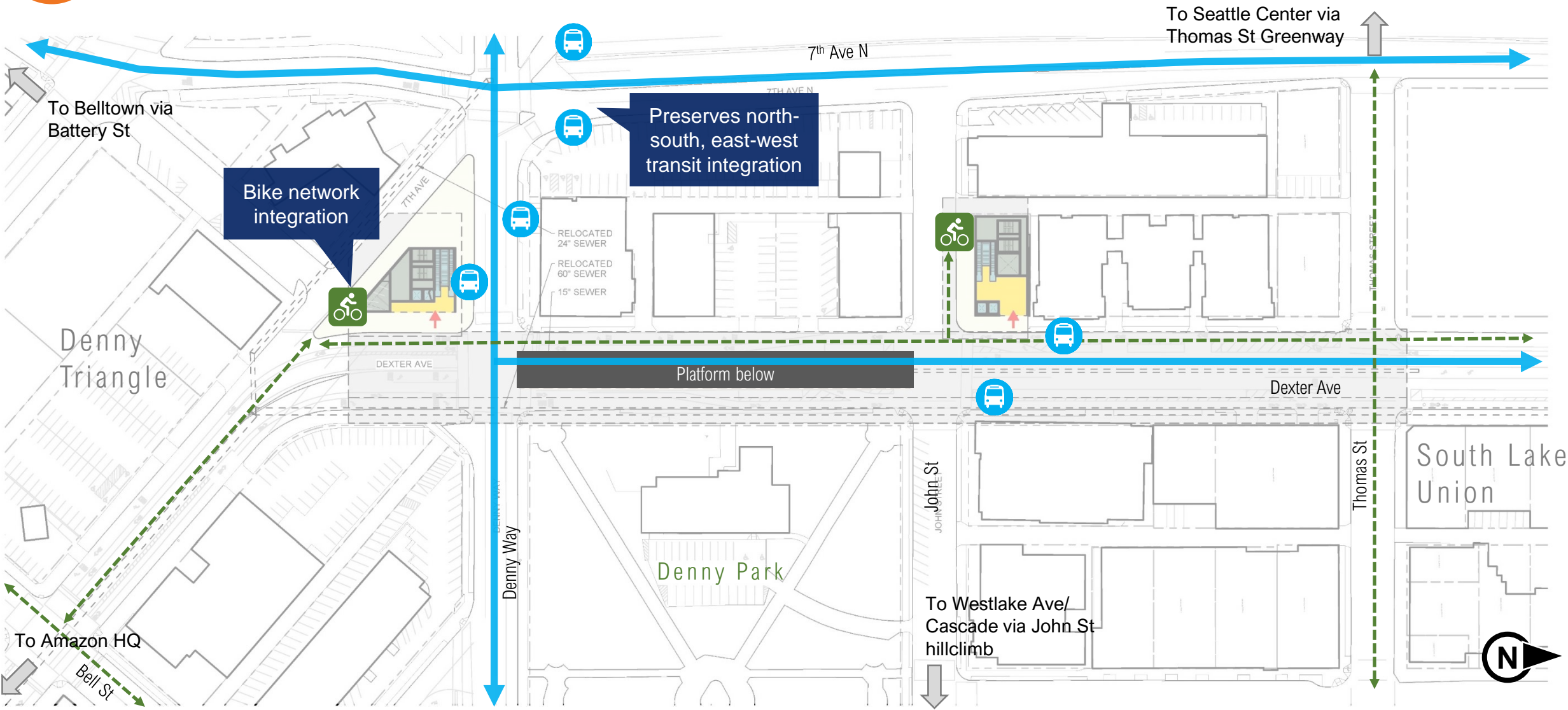


DEIS Preferred Alternative

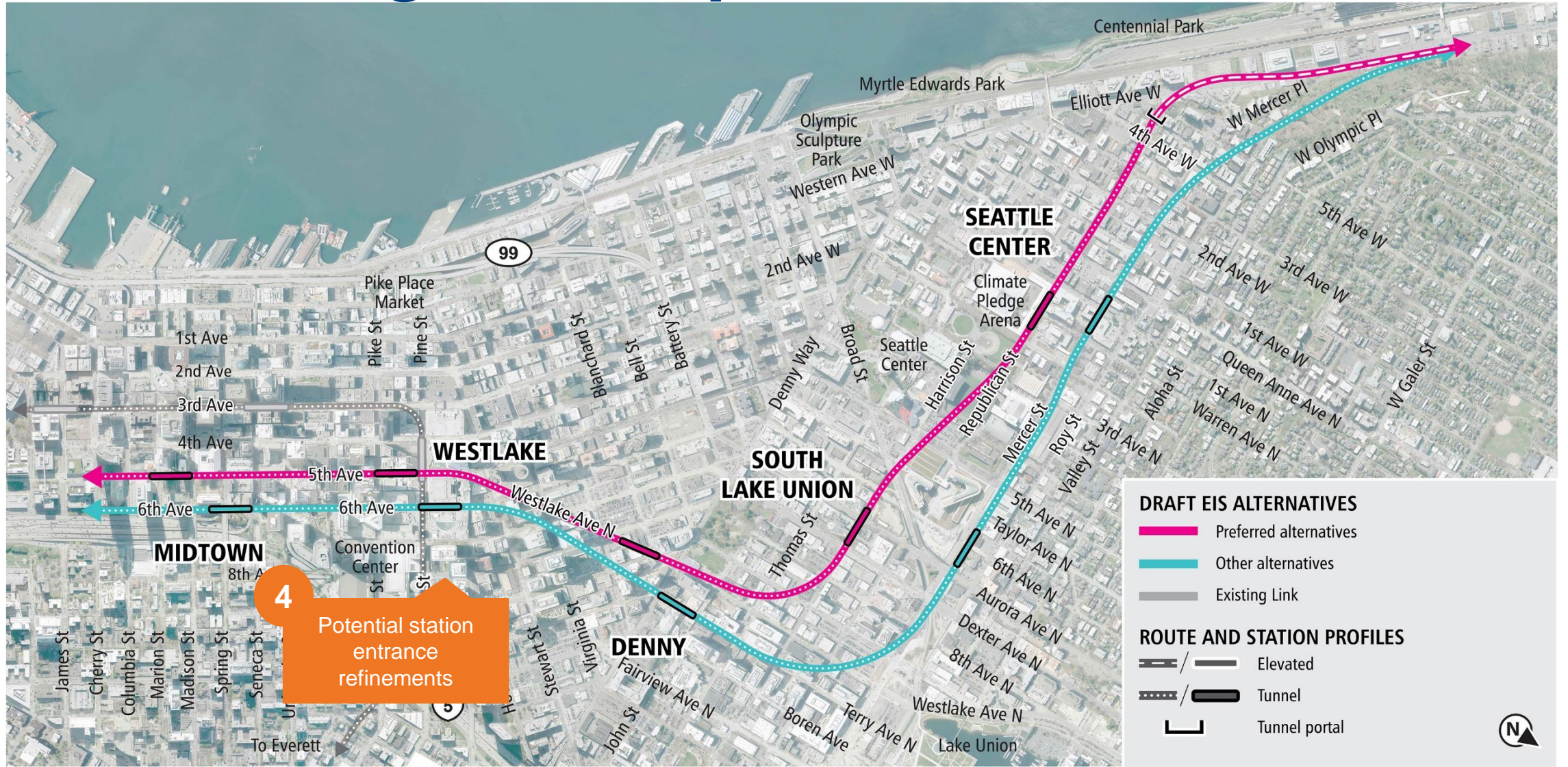
Refinement

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

# 3 Consolidate Denny and South Lake Union stations



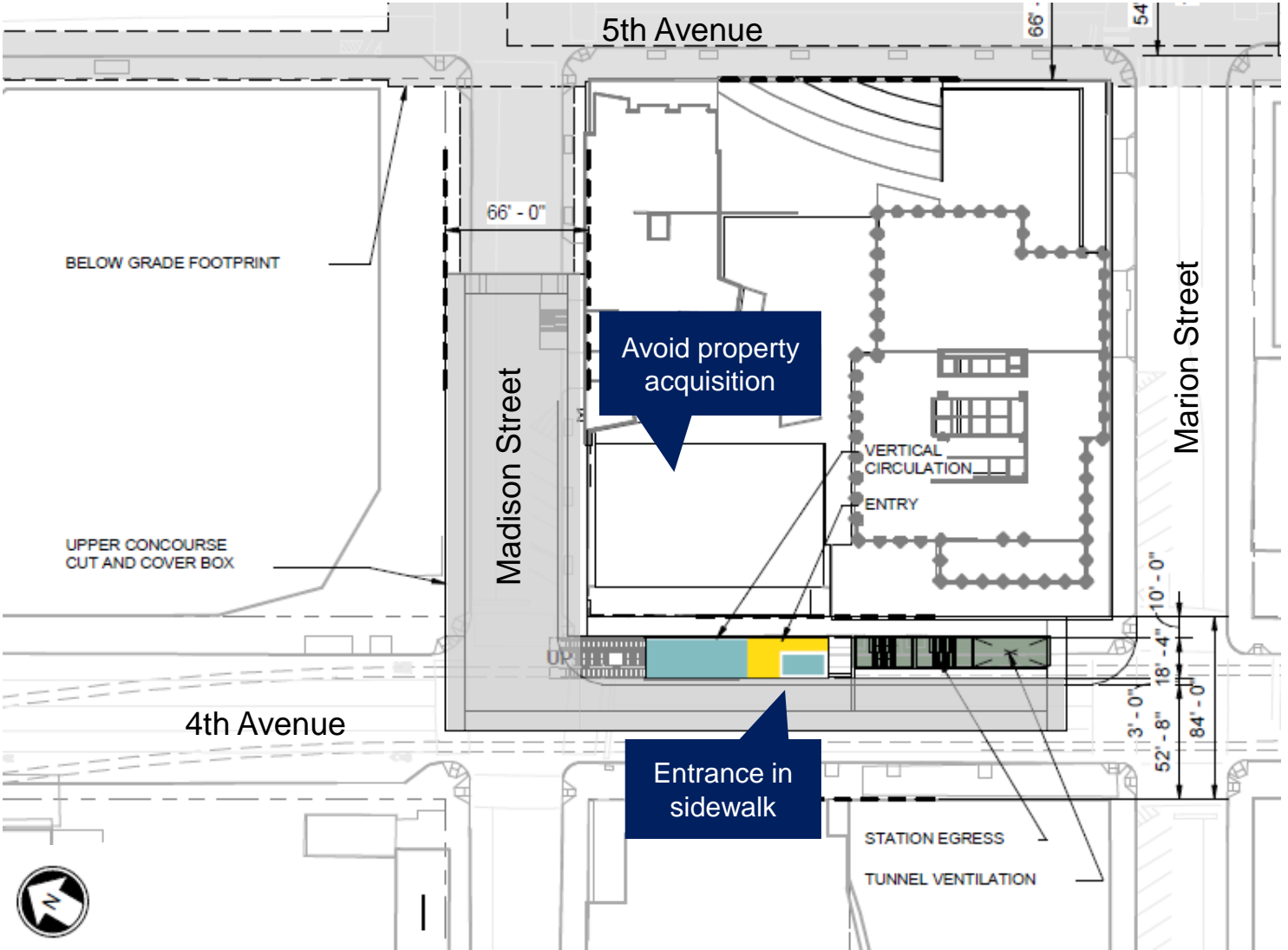
# Cost savings concepts Downtown



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

# Midtown Station entrance refinement

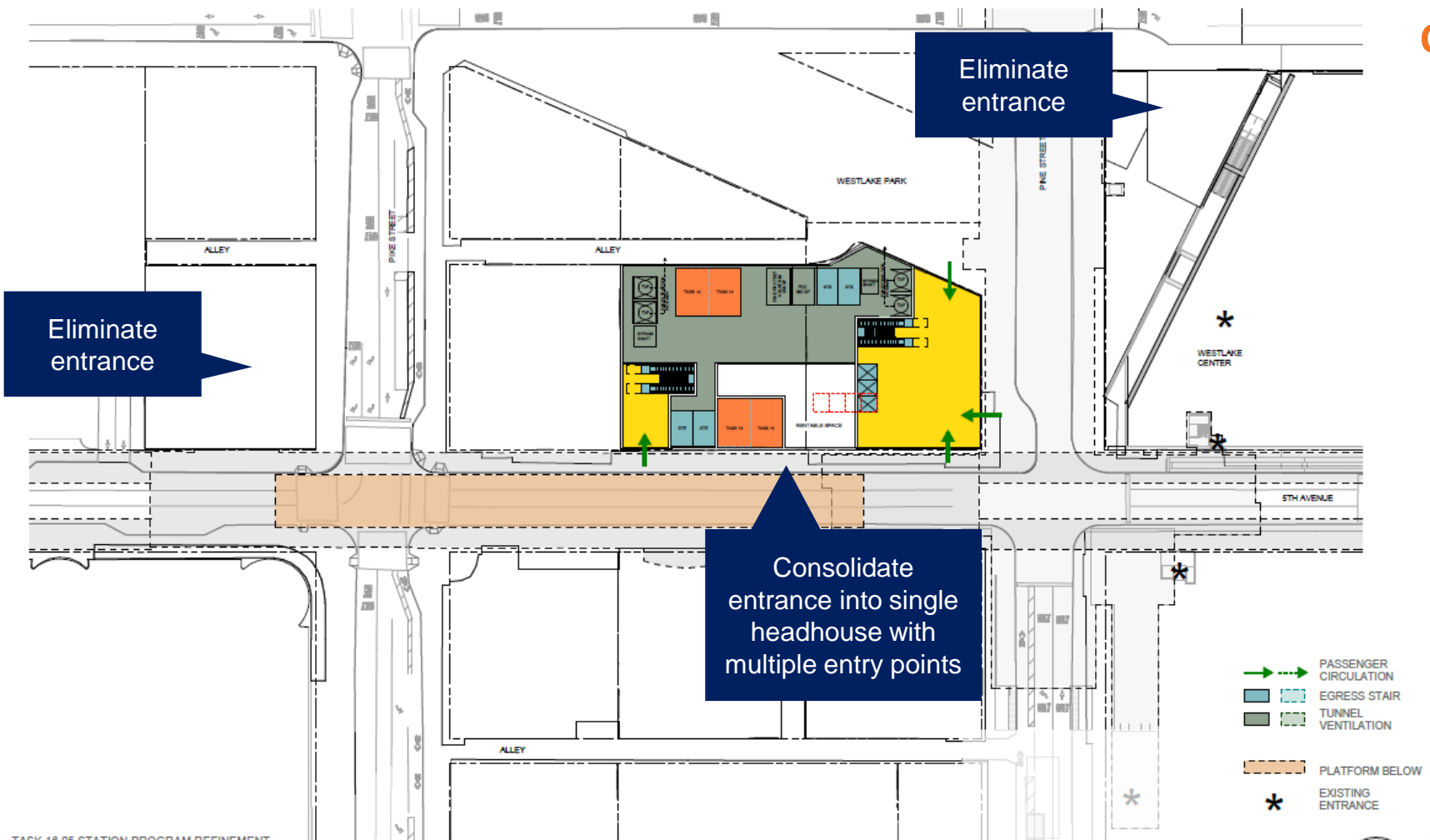
Cost savings: **-\$20M**



Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

# 4b Westlake Station entrance refinement

Cost savings: - \$190M



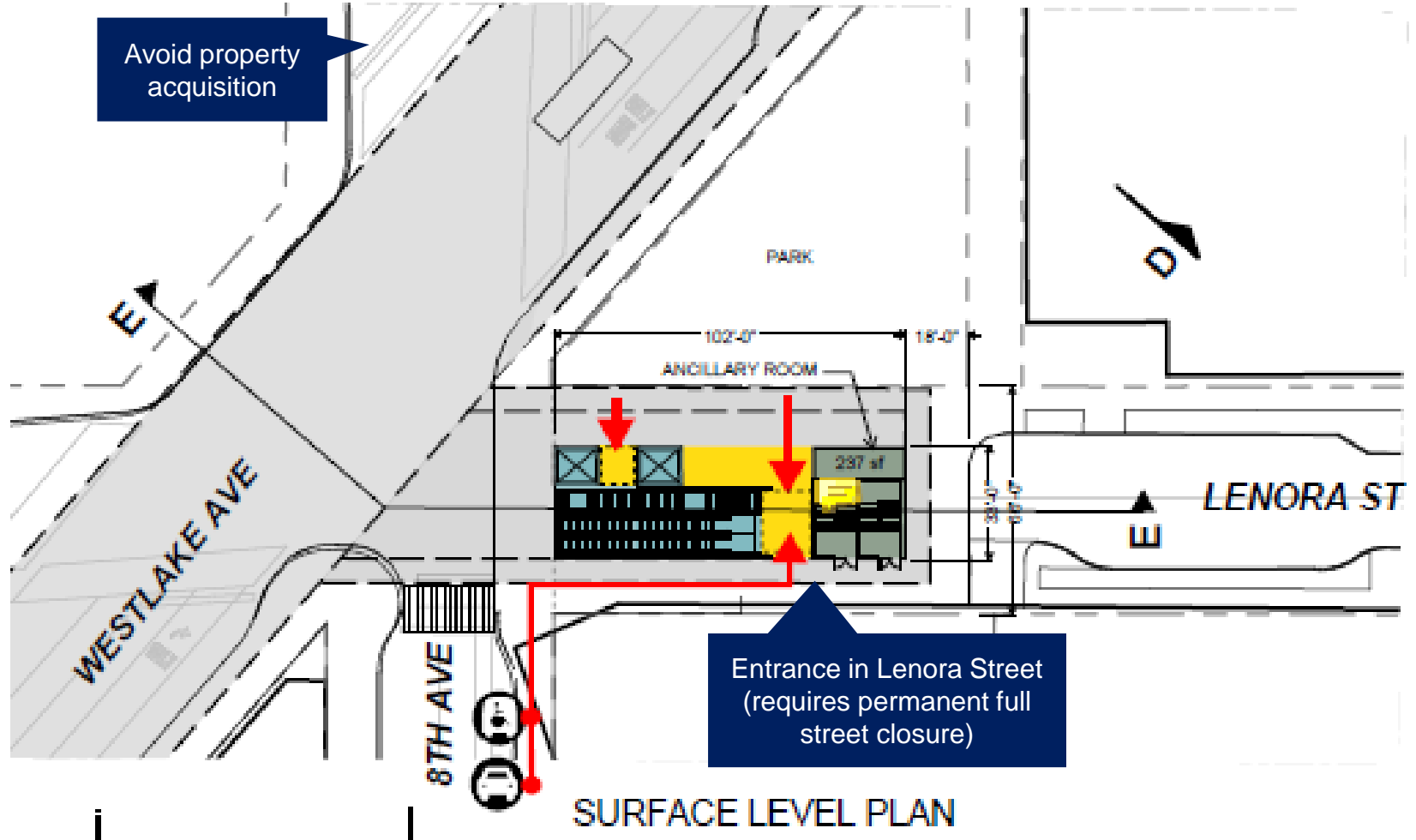
TASK 16.05 STATION PROGRAM REFINEMENT  
 DT-1 WESTLAKE STATION STUDY1 OPTION 3 - SITE PLAN  
 12/20/2021  
 DRAFT - FOR INTERNAL DISCUSSION ONLY. NOT REVIEWED OR APPROVED ON BEHALF OF ANY PARTY.



Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

4c

# Denny Station entrance refinement



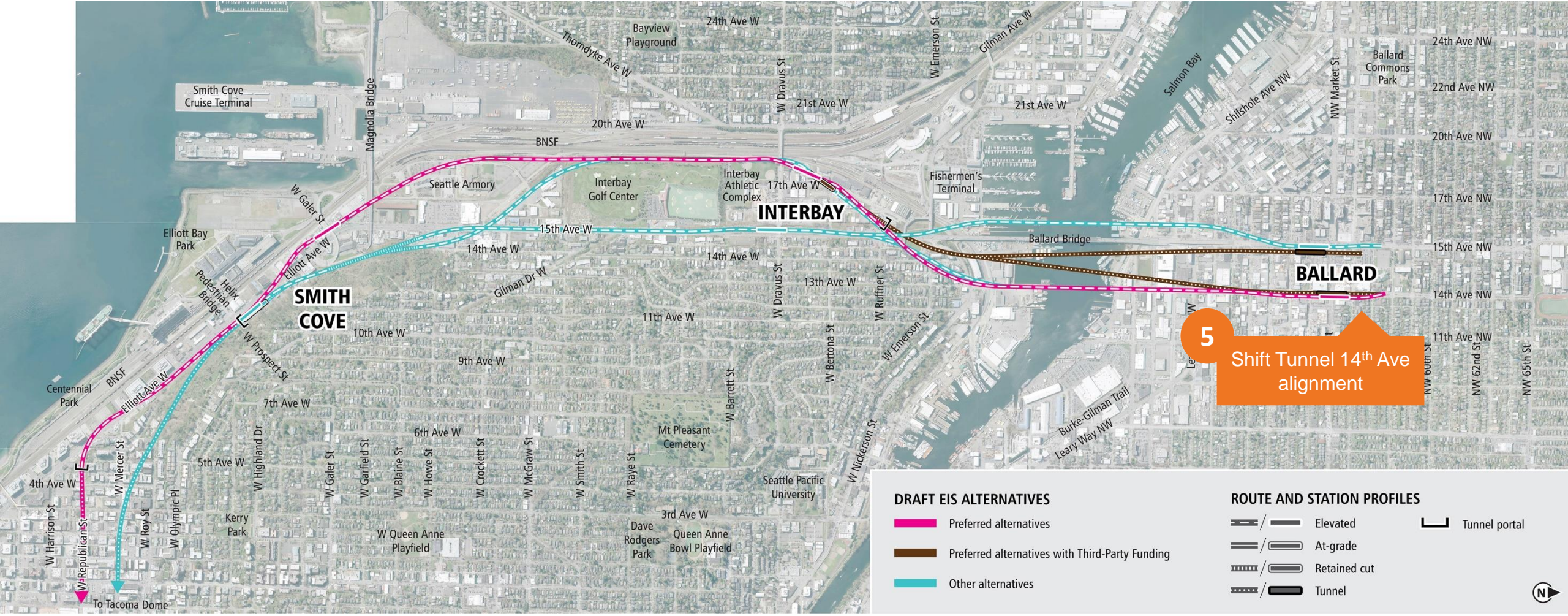
Cost savings: - \$55M



Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

***Interbay/Ballard segment***

# Cost savings concepts Interbay/Ballard





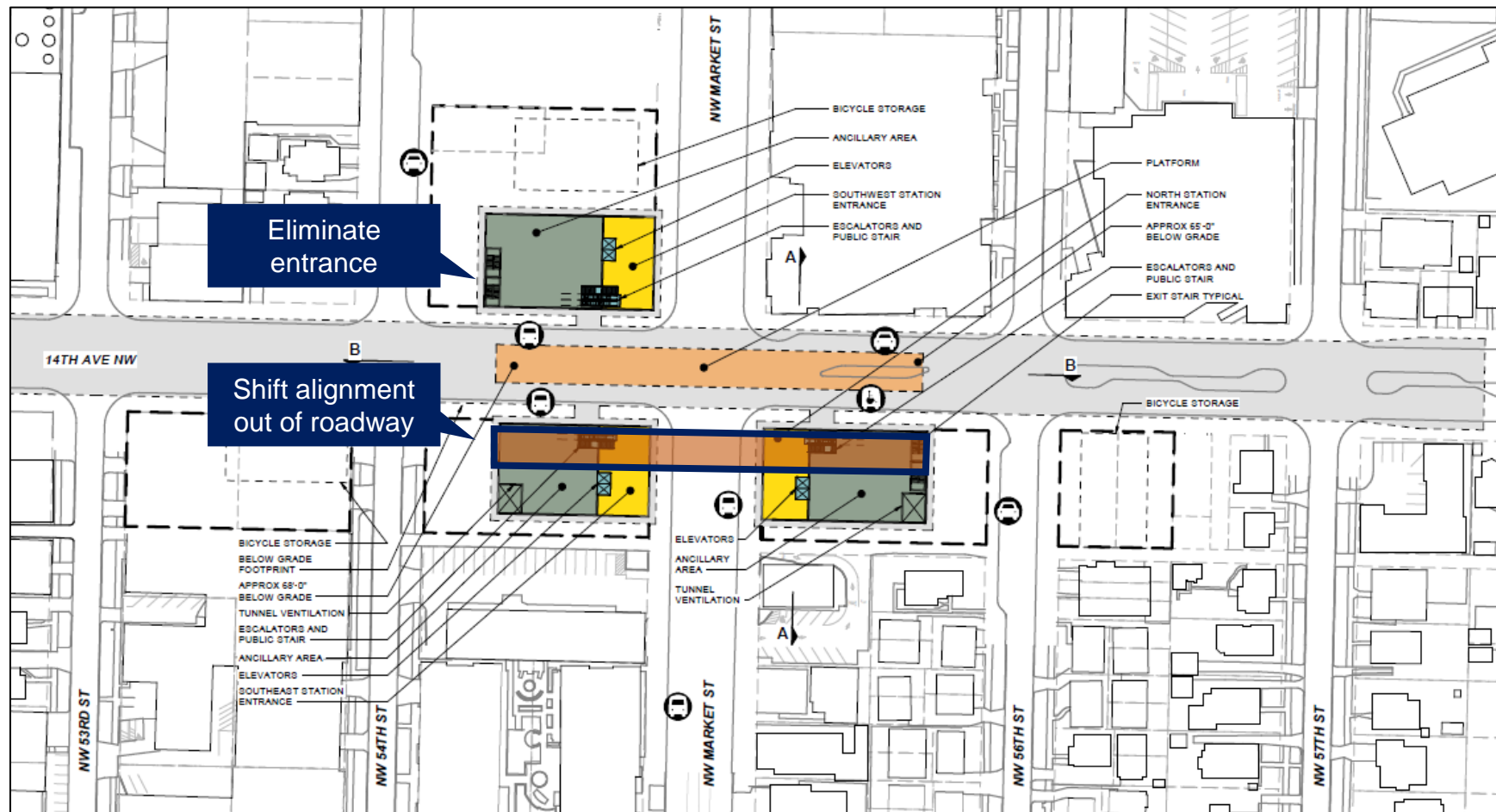
# 5 Shift Tunnel 14<sup>th</sup> Avenue alignment



Cost savings: - \$140M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

# 5 Shift Tunnel 14<sup>th</sup> Avenue alignment



Cost savings: - \$140M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

# *Concepts we'll discuss today*

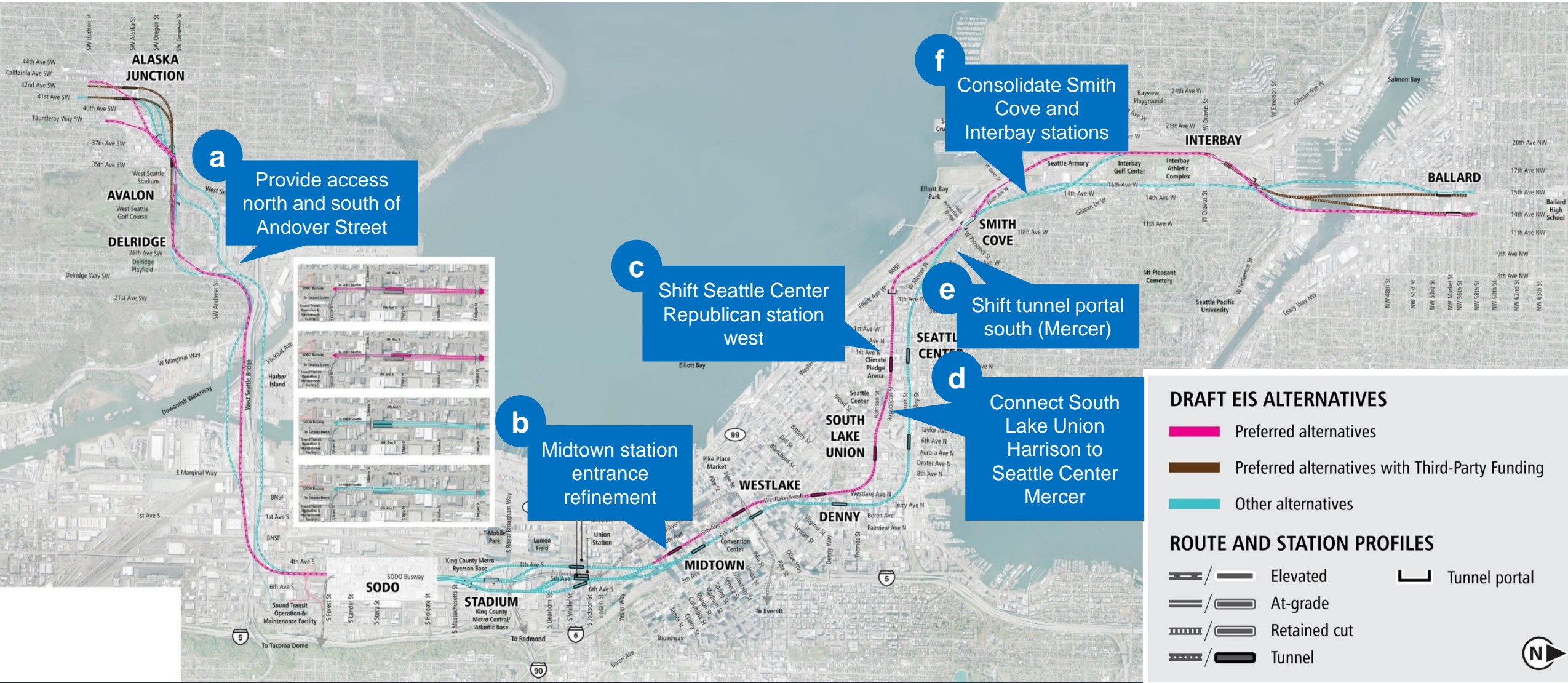
## Cost savings

- Potentially help address **affordability gap**

## Other refinements

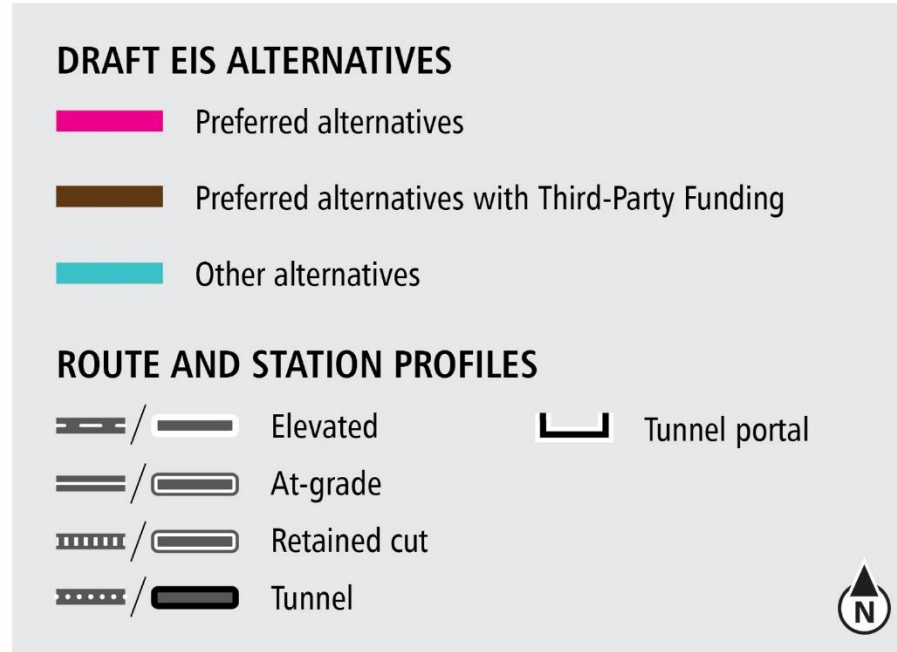
- Potentially address **other risks or opportunities**

# Other refinement concepts summary



***Delridge segment***

# Other refinement concepts Delridge



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

a.1

# Provide access north and south of Andover Street



a.2

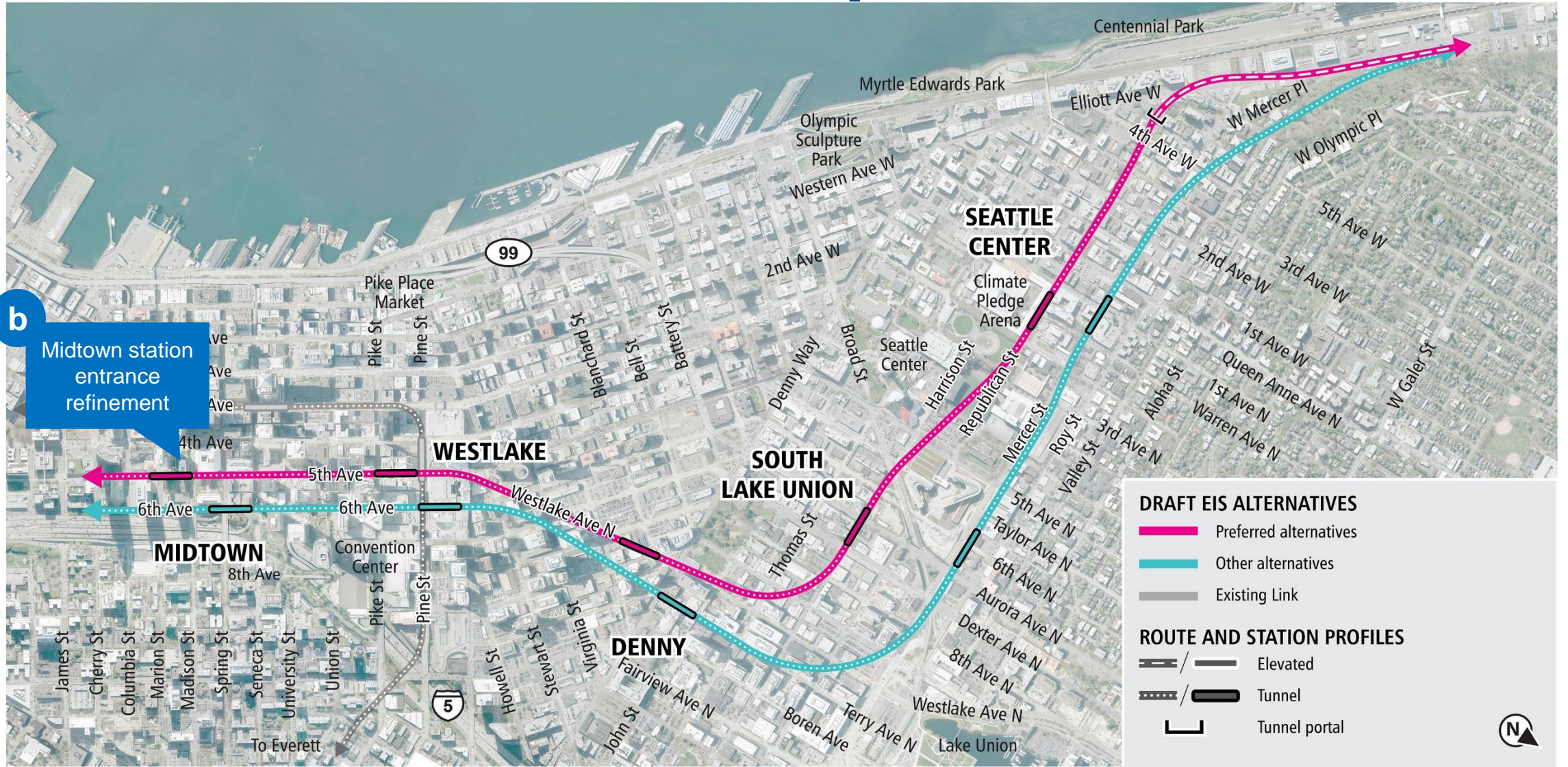
# Provide access north and south of Andover Street





***Downtown segment***

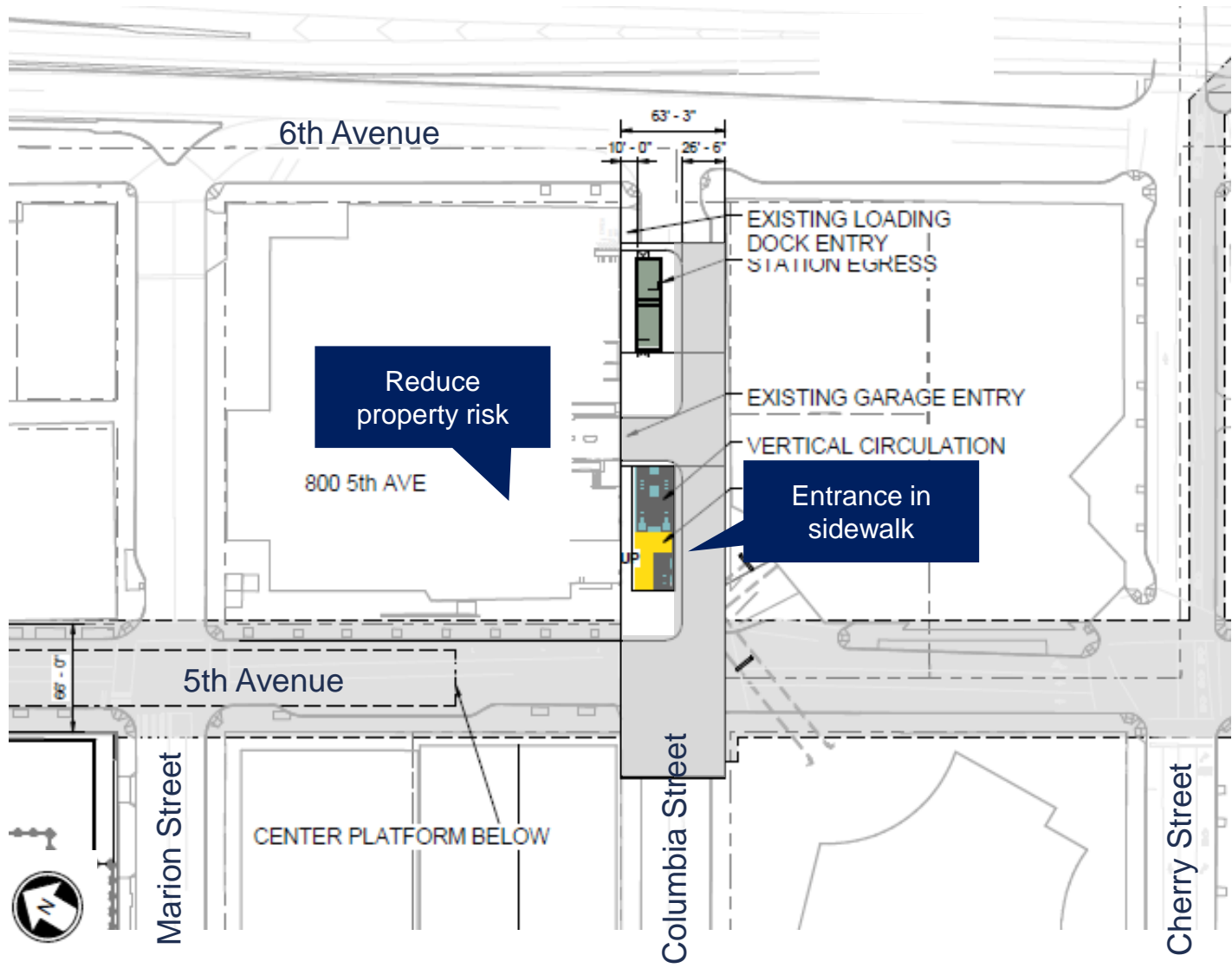
# Other refinement concepts Downtown



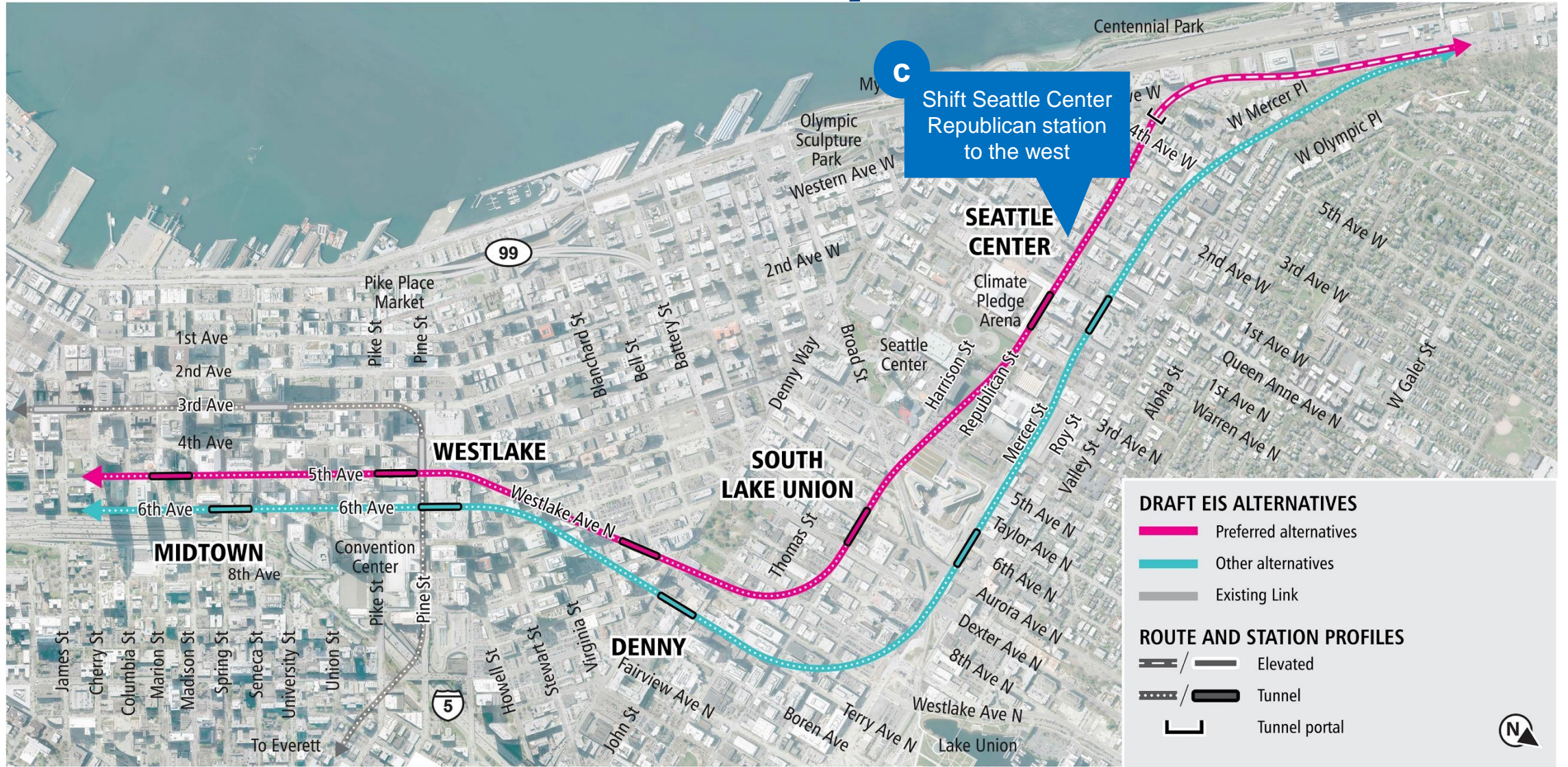
Diagrams are not to scale and all measurements are approximate for illustration purposes only.

b

# Midtown station entrance refinement



# Other refinement concepts Downtown

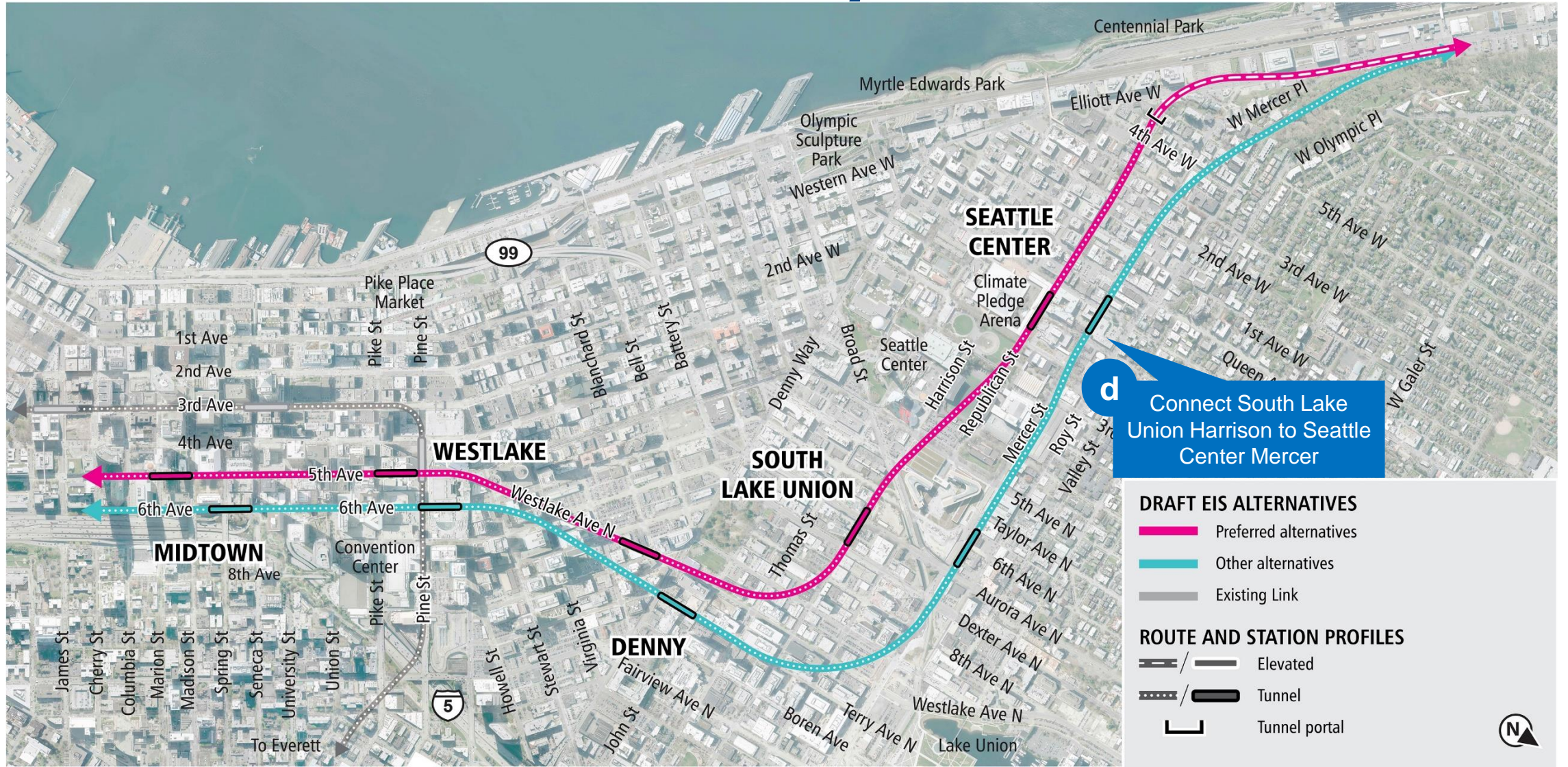


Diagrams are not to scale and all measurements are approximate for illustration purposes only.

# c Shift Seattle Center Republican station west



# Other refinement concepts Downtown



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

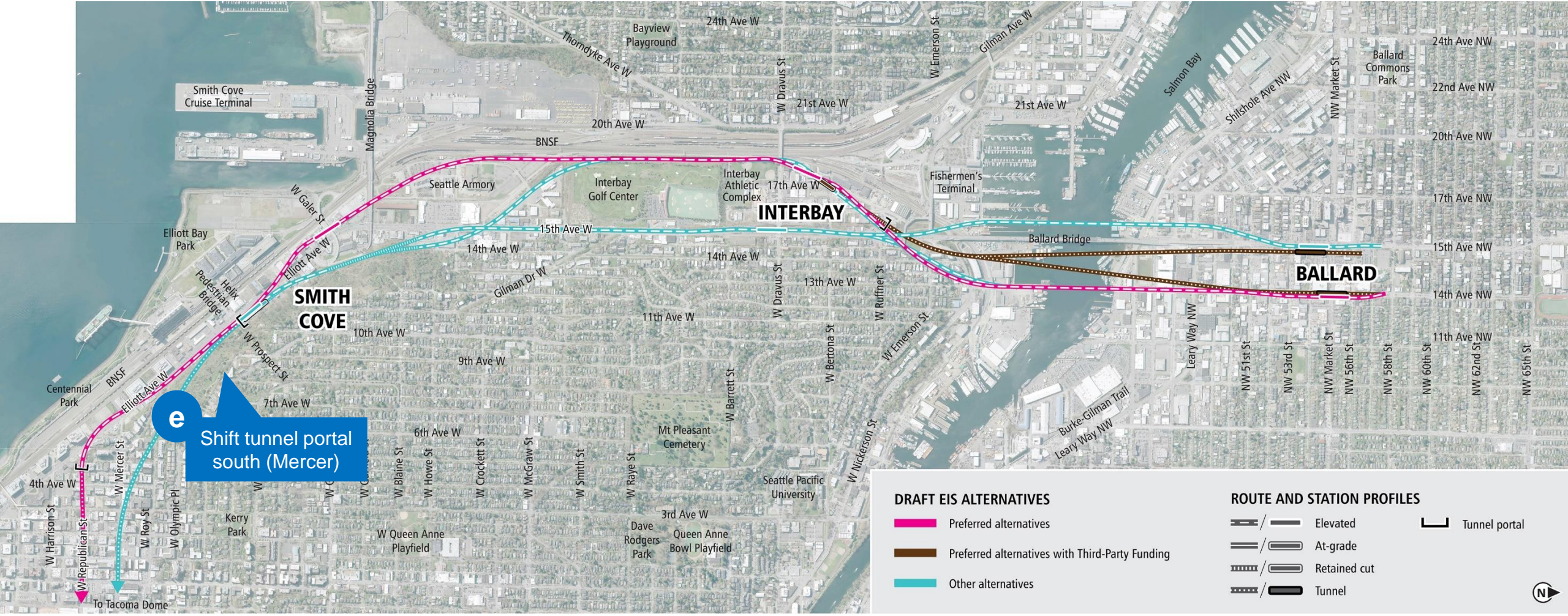
# d Connect South Lake Union Harrison station to Seattle Center Mercer station



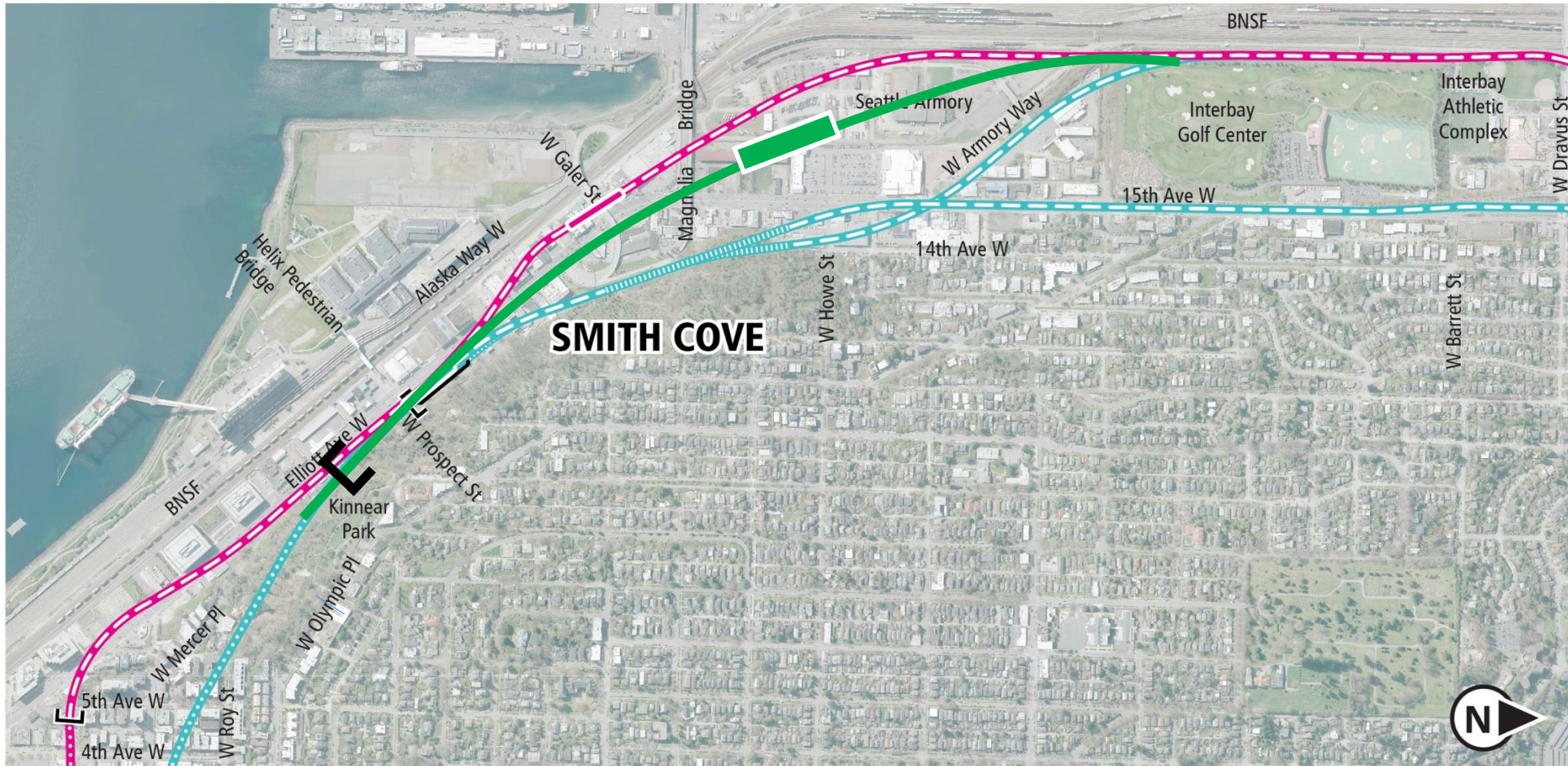
***South Interbay segment***



# Other refinement concepts South Interbay



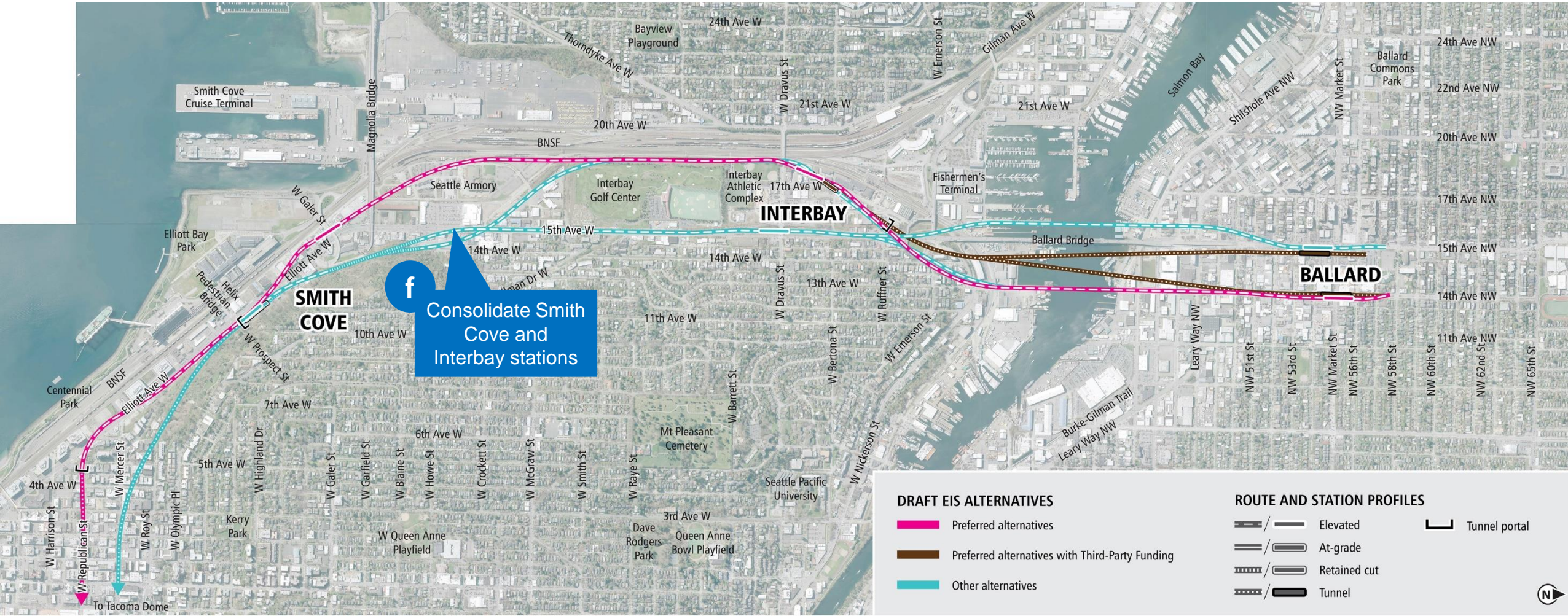
# e Shift tunnel portal south (Mercer)



# e Shift tunnel portal south (Mercer)

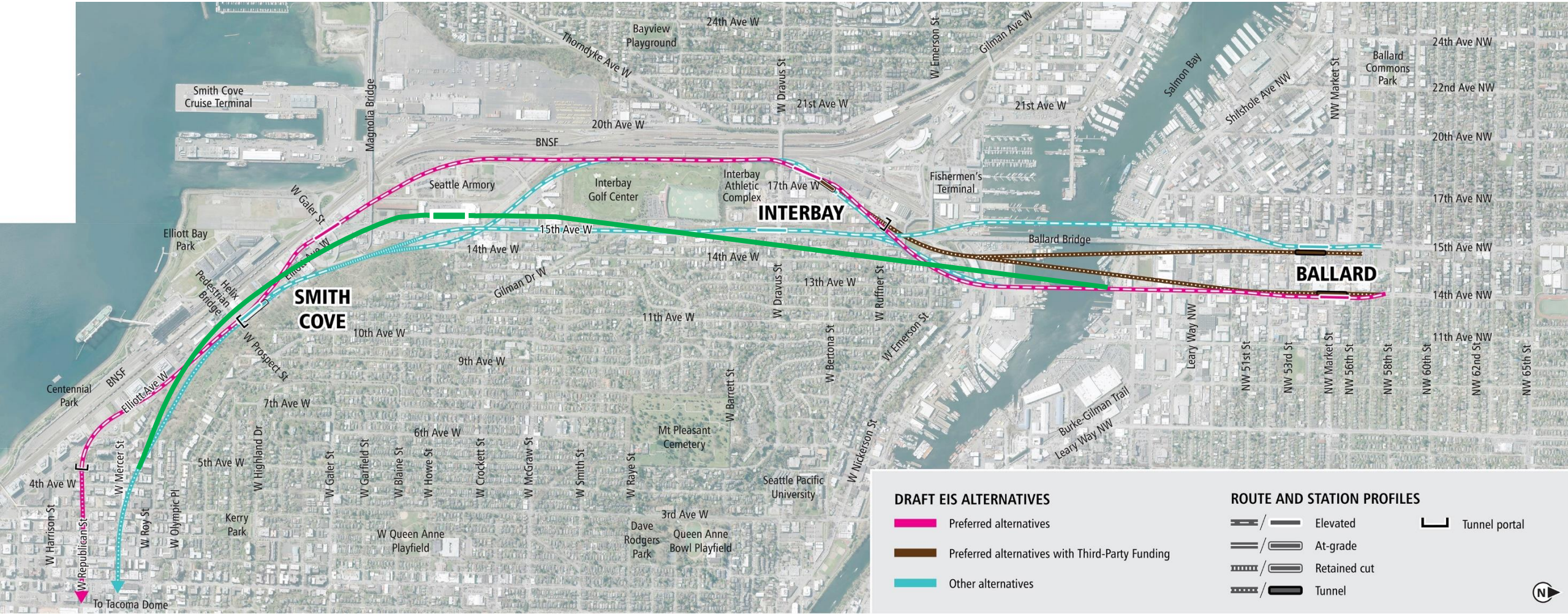


# Other refinement concepts South Interbay



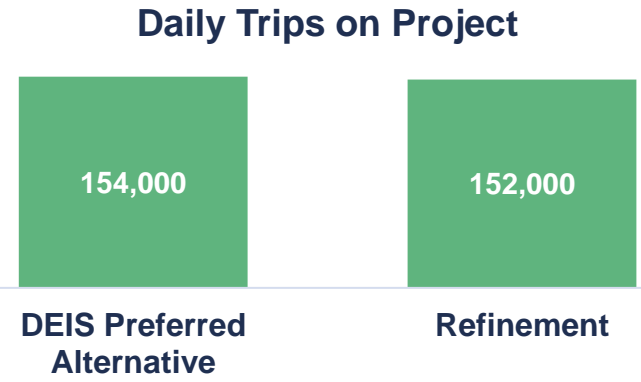


# Consolidate Smith Cove and Interbay stations



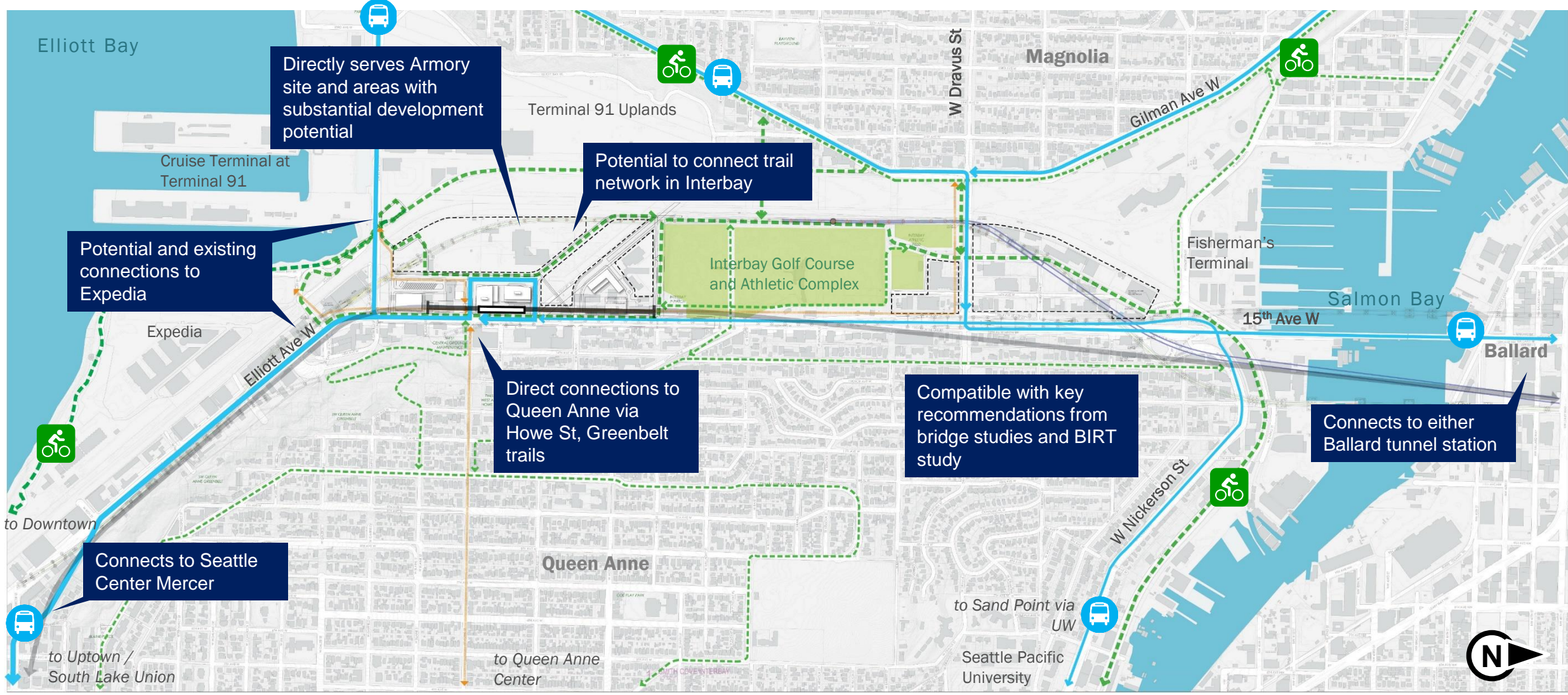


# Consolidate Smith Cove and Interbay stations



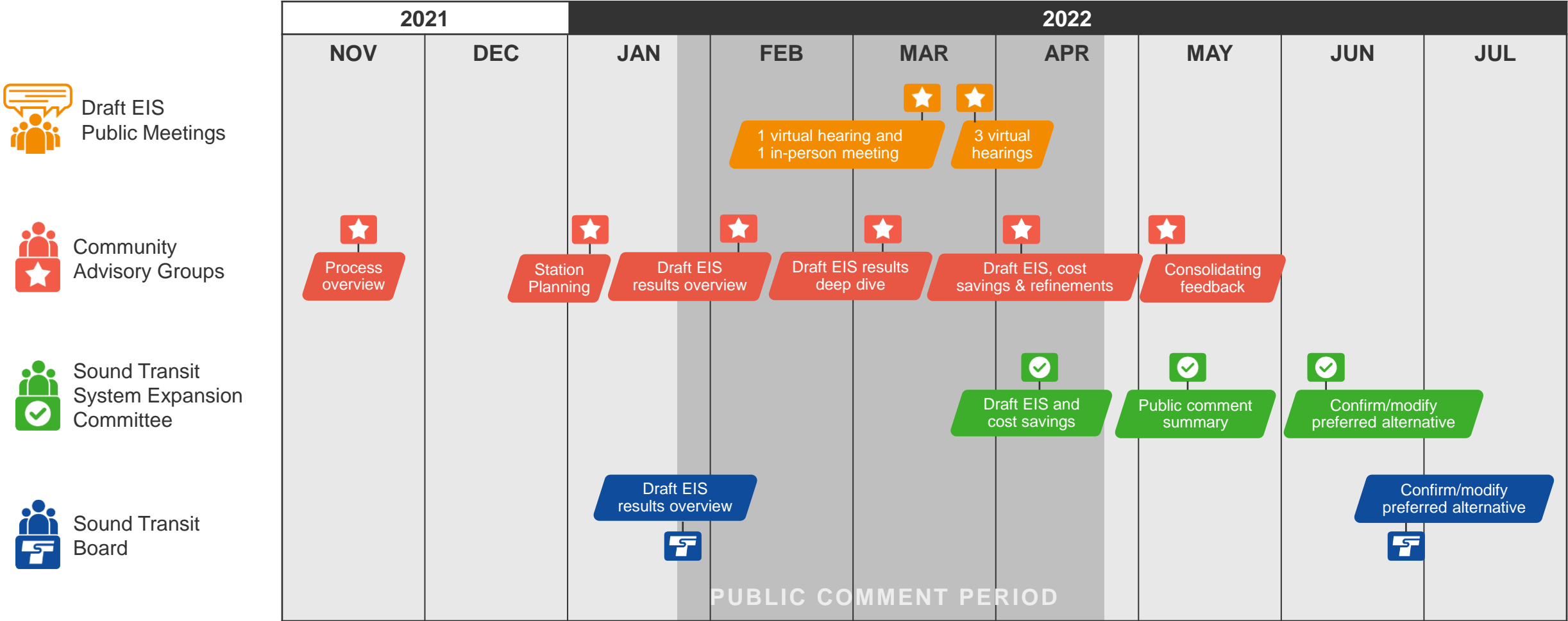


# Consolidate Smith Cove and Interbay stations



# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)





 *wsblink.participate.online*

 **SOUNDTRANSIT**

