

West Seattle and Ballard Link Extensions

CID/SODO

Community Advisory Group

January 13, 2022



Agenda

- Welcome and introductions
- Station Planning: Background
- SODO Station
- CID Station
- Next steps and next meeting

Meeting etiquette and accessibility



Upon joining the meeting, please mute your line when you are not speaking to minimize audio feedback. Unmute before talking.



Please raise your “hand” if you have a question or comment. Facilitator will call on you to speak.



One person speaks at a time. Please say your name, and then note a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.



You are viewing Chris Johnstone's screen

View Options ▾

View



SPEAKER



Mute



Stop Video



1



Participants



Polls



Chat



Share Screen



Raise Hand

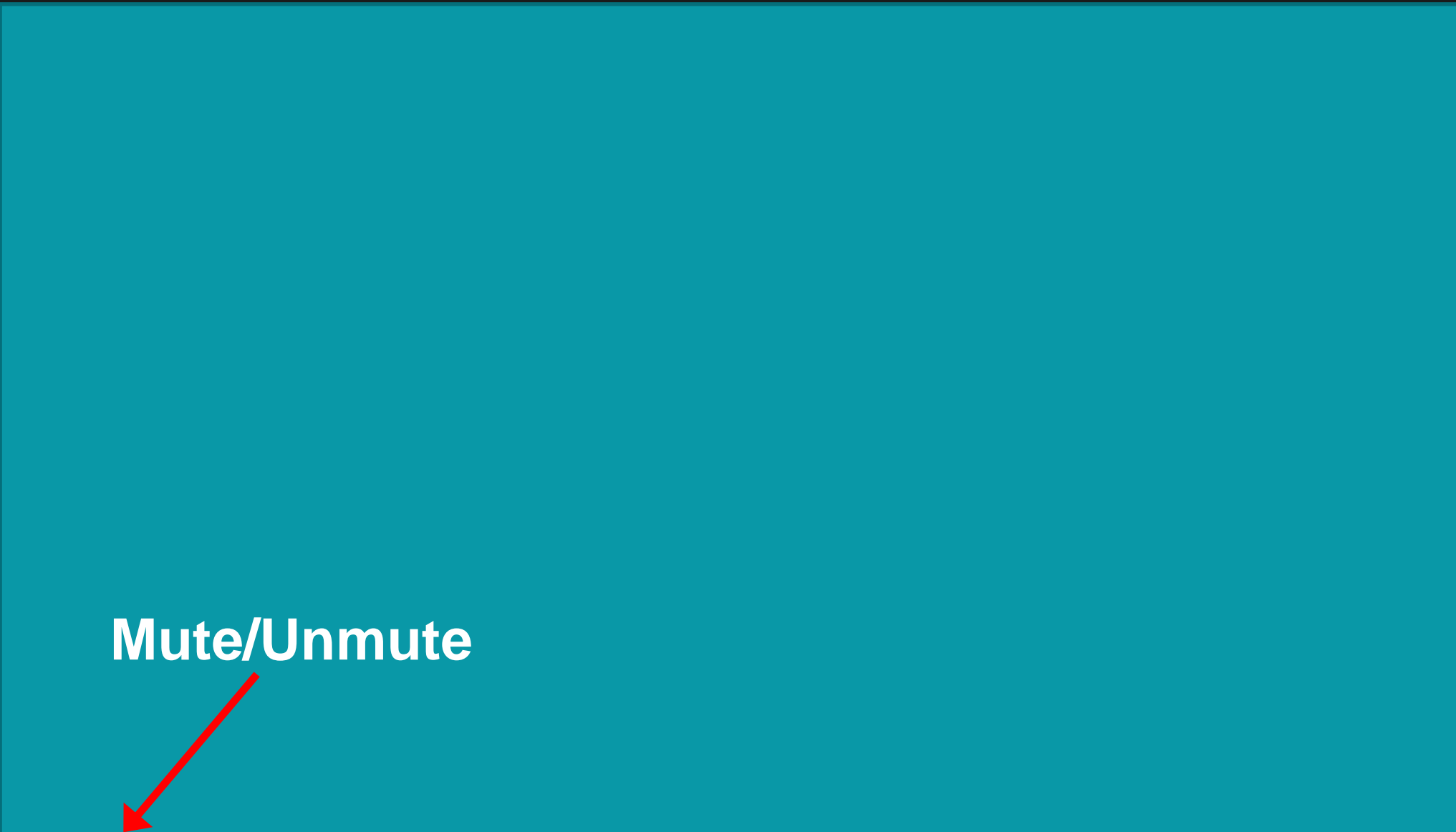


Live Transcript




More


Leave





Mute/Unmute






Unmute



Stop Video


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Participants



Polls


Chat

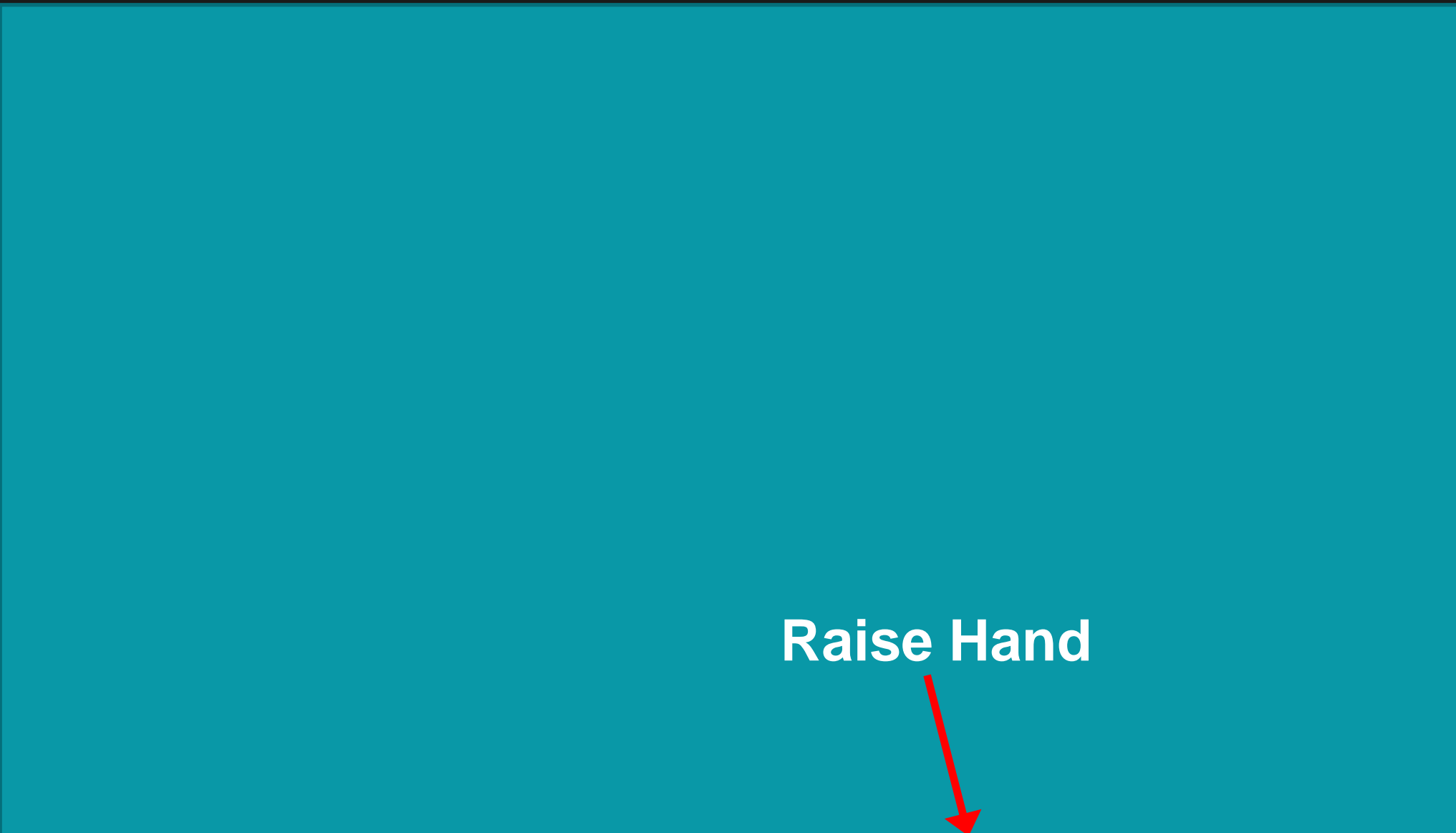

Share Screen


Raise Hand


Live Transcript

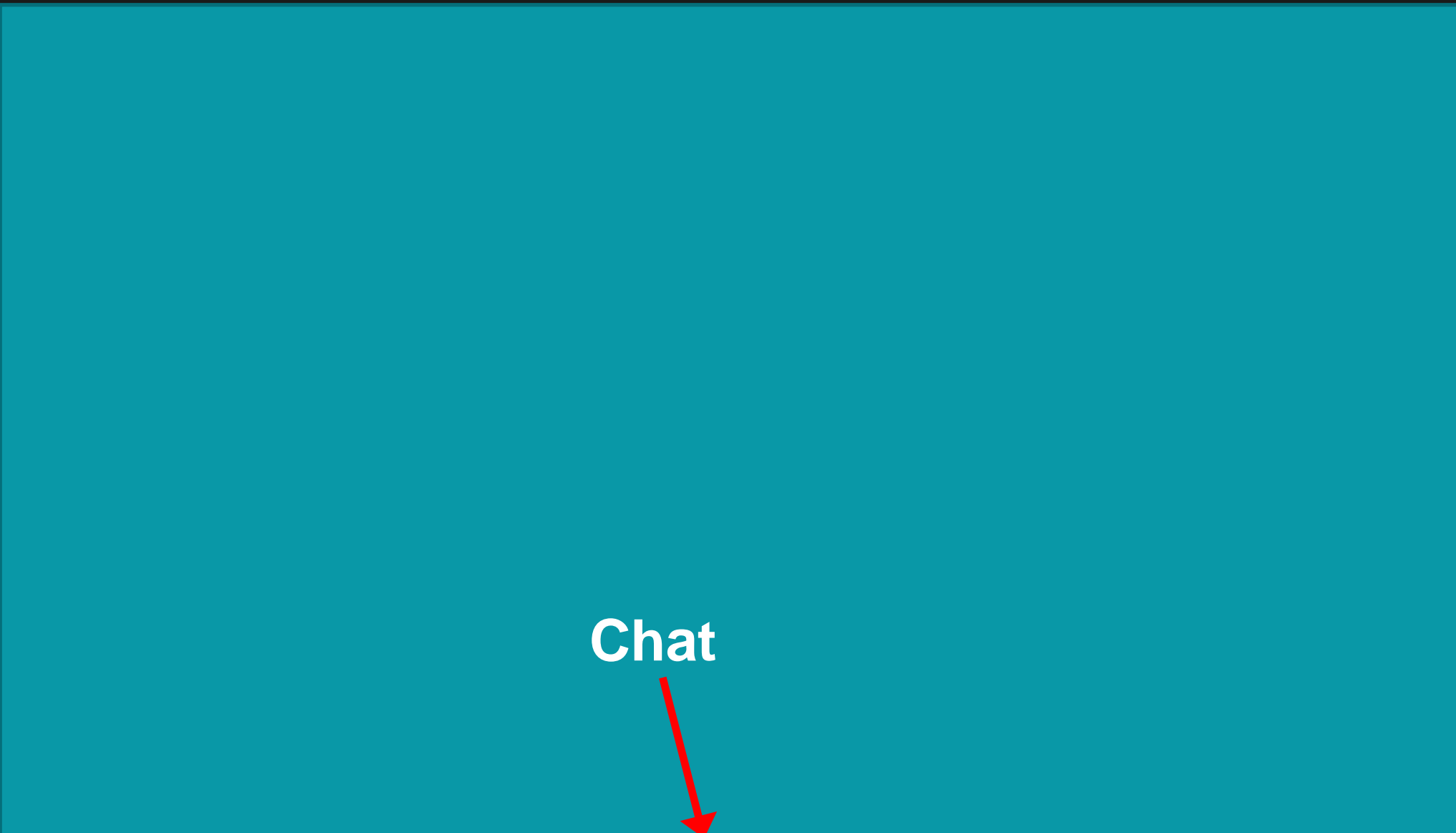

More

Leave




Raise Hand








Chat






Mute



Stop Video


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Participants



Polls


Chat


Share Screen


Raise Hand


Live Transcript


More

Leave



Closed Caption



Mute Stop Video

Participants 1

Polls

Chat

Share Screen

Raise Hand

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Live Transcript

More

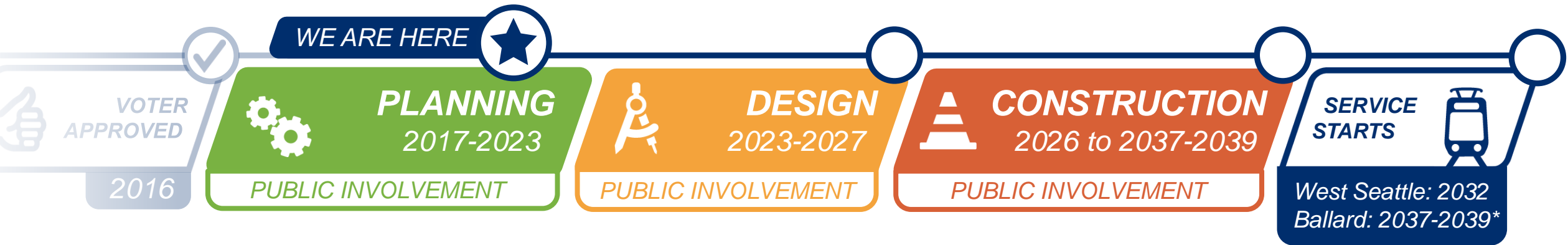
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Project timeline





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

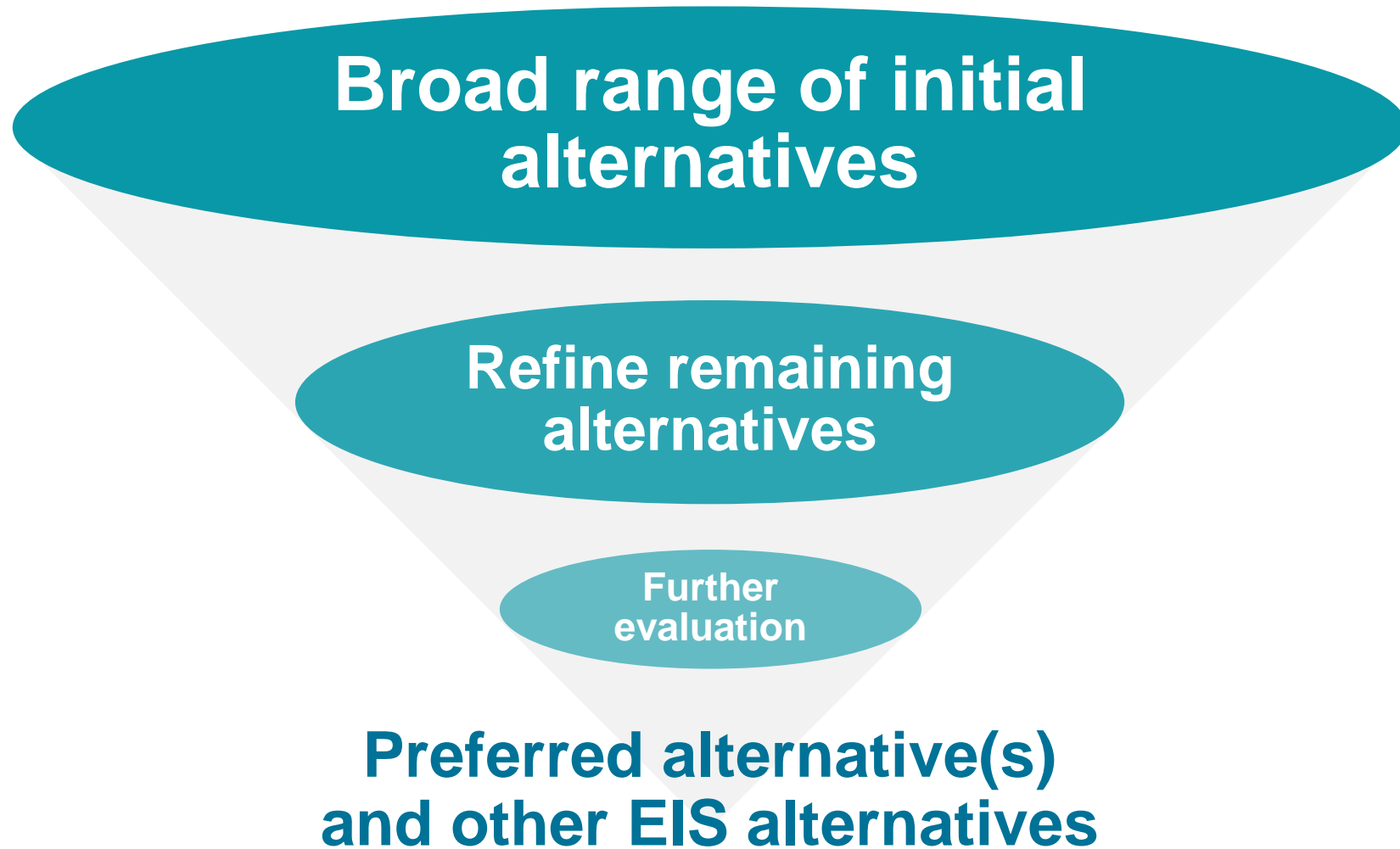
2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

Alternatives development screening process

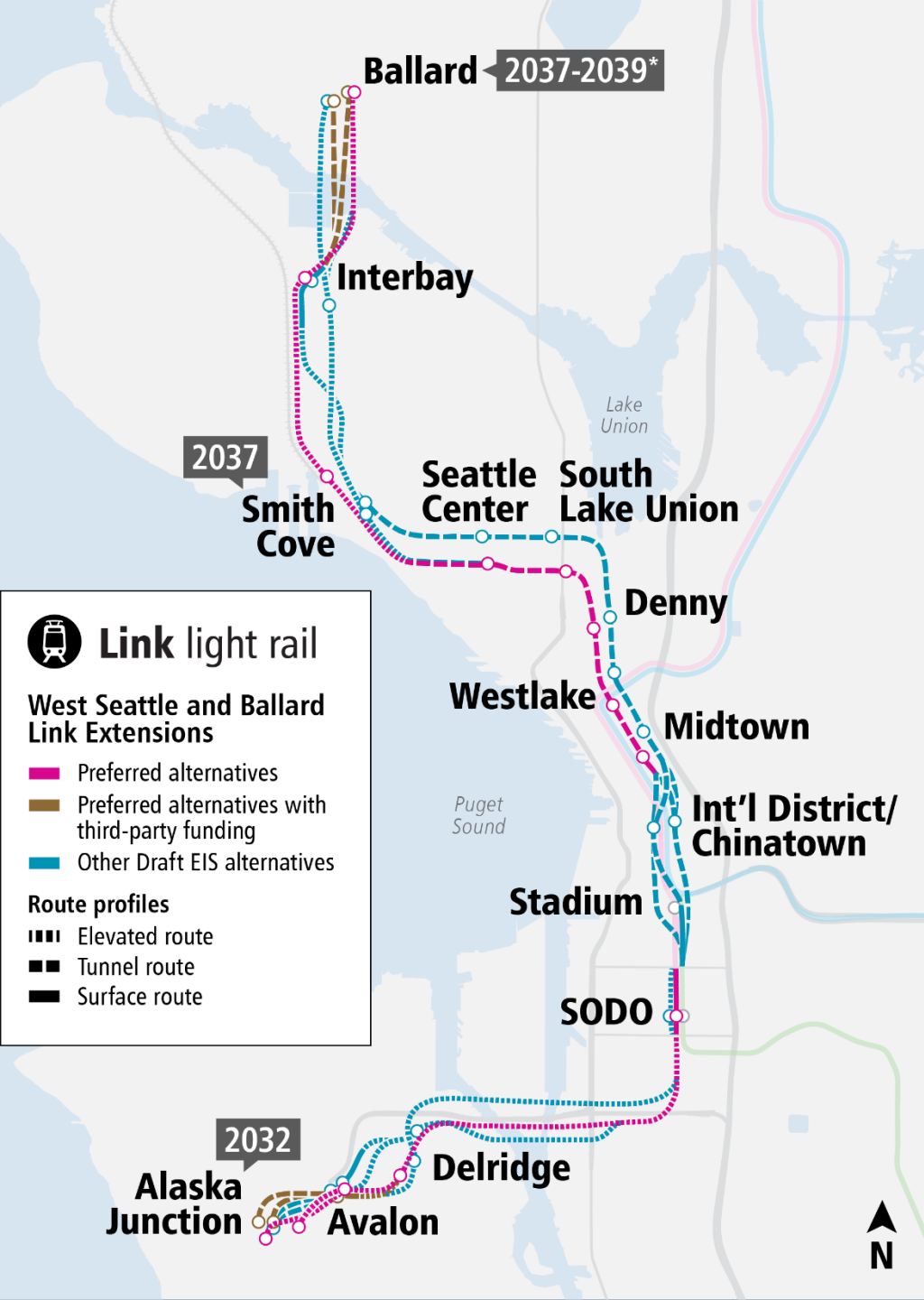


Draft EIS alternatives

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.



Community Advisory Groups

Build understanding and common ground around key project decisions.





Highlight specific issues and trade-offs as Sound Transit works to deliver a project on the target schedule and within scope.

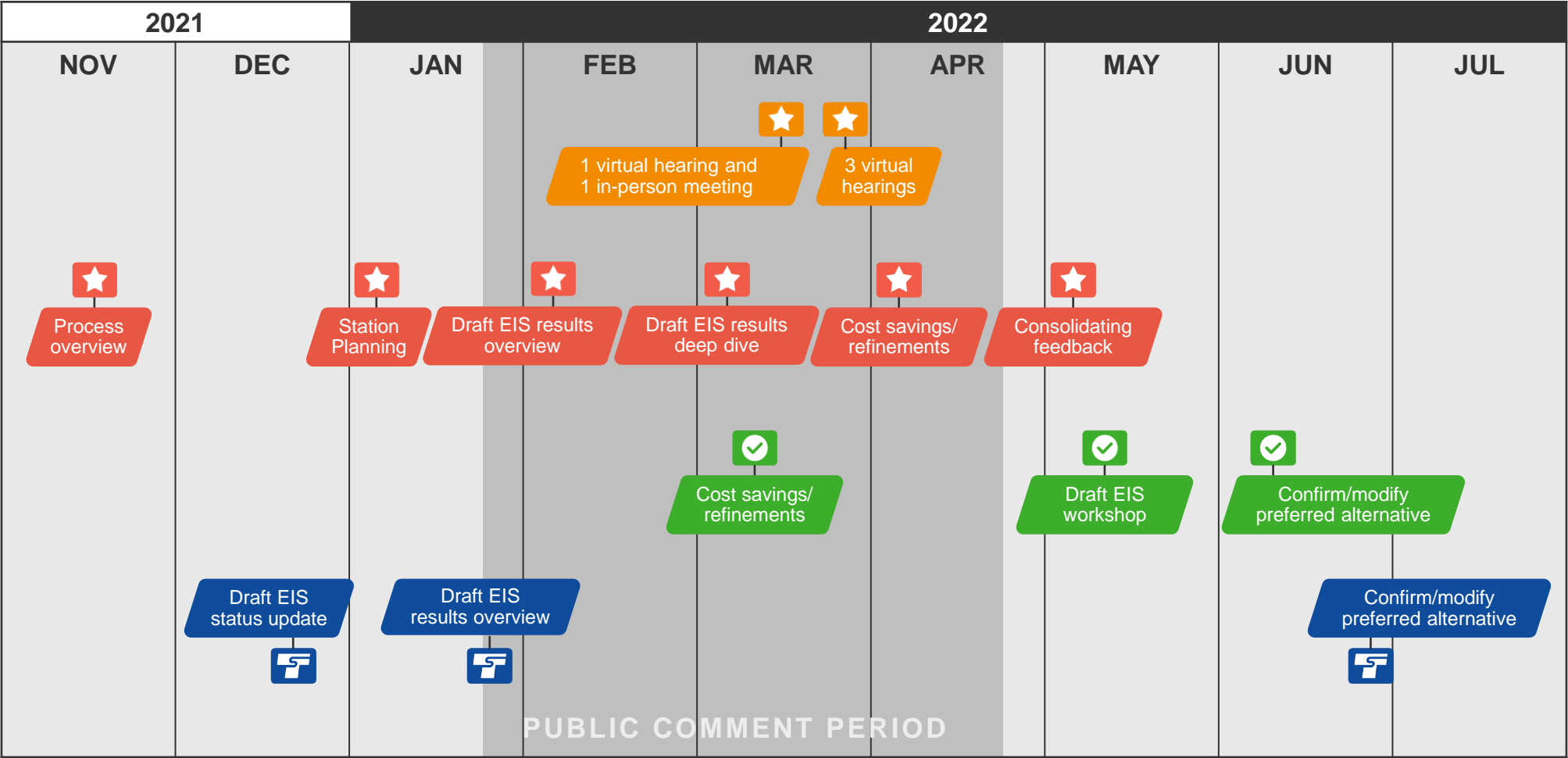
Share feedback with the Sound Transit Board before they confirm or modify the preferred alternative.



Community engagement and collaboration

Draft Environmental Impact Statement (EIS)

-  Draft EIS Public Meetings
-  Community Advisory Groups
-  Sound Transit System Expansion Committee
-  Sound Transit Board



Why we're here today

- Learning about the stations and station concepts
- Posing questions for you to think about, beginning a conversation about station planning

Introductions

Please share briefly:

- 1) Your name,
- 2) Pronouns, and
- 3) Please share which WSBLE station you are most interested in.

CID/SODO CAG members

Becky Ascencio

Brien Chow

Erin Goodman

George Cloy

Jeremy Park

Jessa Timmer

John Marchione

Joshua Curtis

Kathleen Barry Johnson

Maiko Winkler-Chin

Tiernan Martin

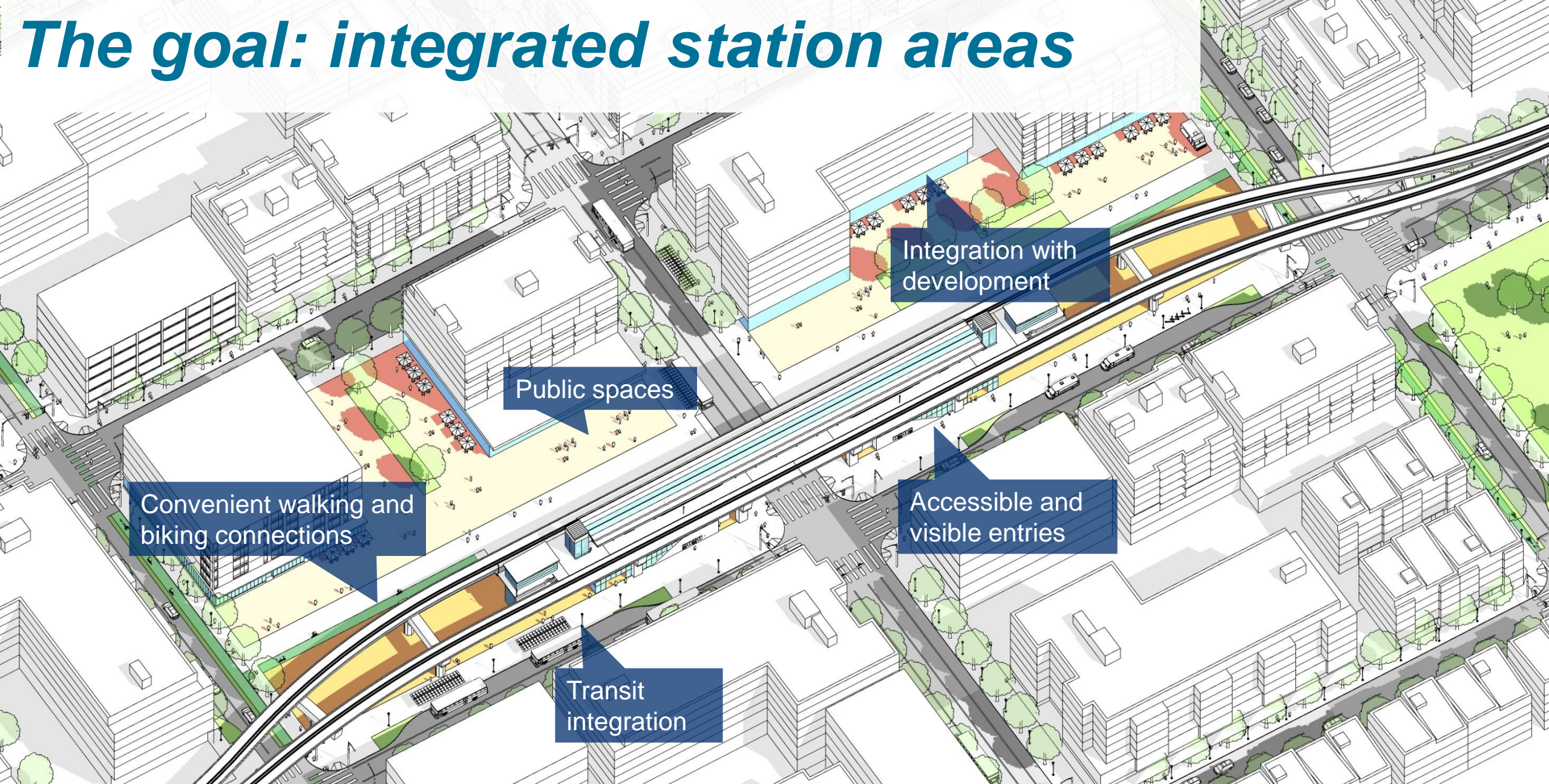
Tija Petrovich

Yin Yu

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The goal: integrated station areas



Convenient walking and biking connections

Public spaces

Integration with development

Accessible and visible entries

Transit integration

Co-planning partnership



SOUNDTRANSIT

- ✓ Routes and station locations
- ✓ Light rail guideway and station design
- ✓ Environmental review

Centering racial equity

&

Co-planning stations with communities



City of Seattle

- ✓ Community planning and station access
- ✓ Land use and zoning
- ✓ Street and right-of-way use

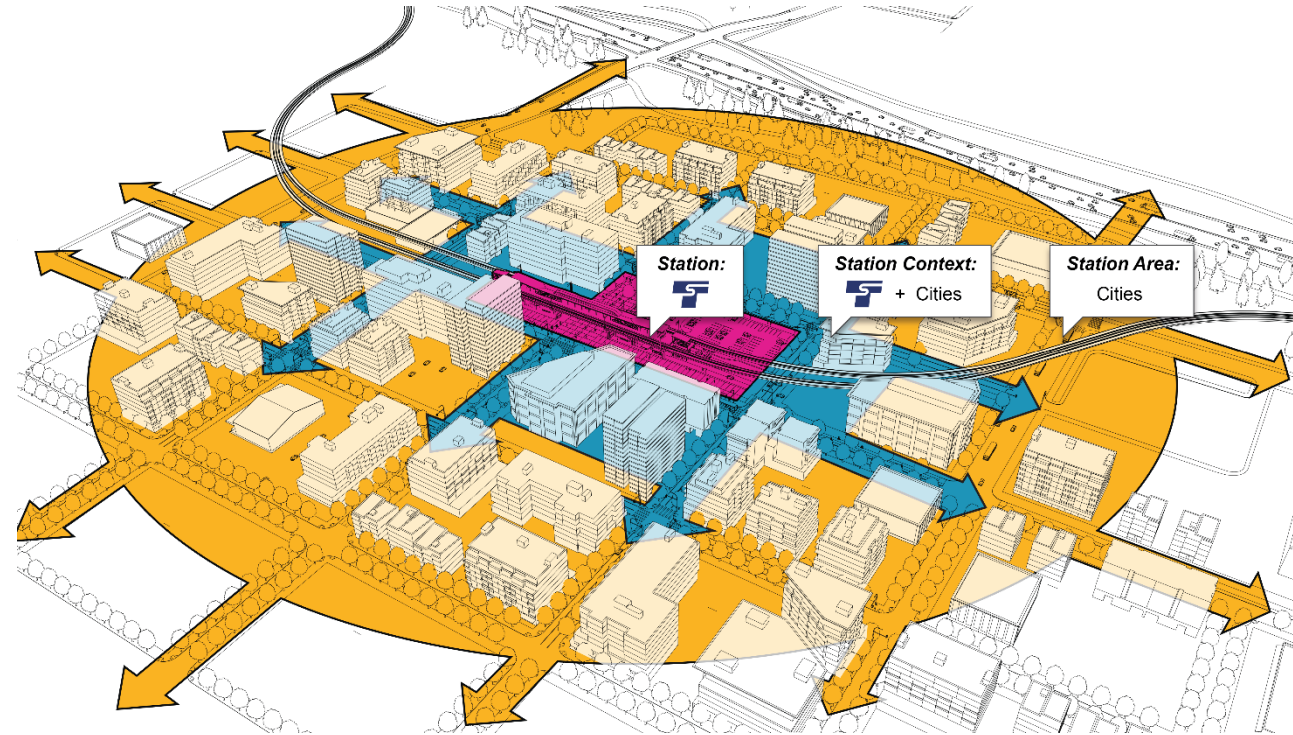


Racial Equity Toolkit (RET): Outcomes

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome; and
- Meaningfully involve communities of color and low-income populations in the project.

Co-planning focus: the “Station Context”

- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others' investments
- Work to align existing and planned investments in service of community priorities and accessibility needs

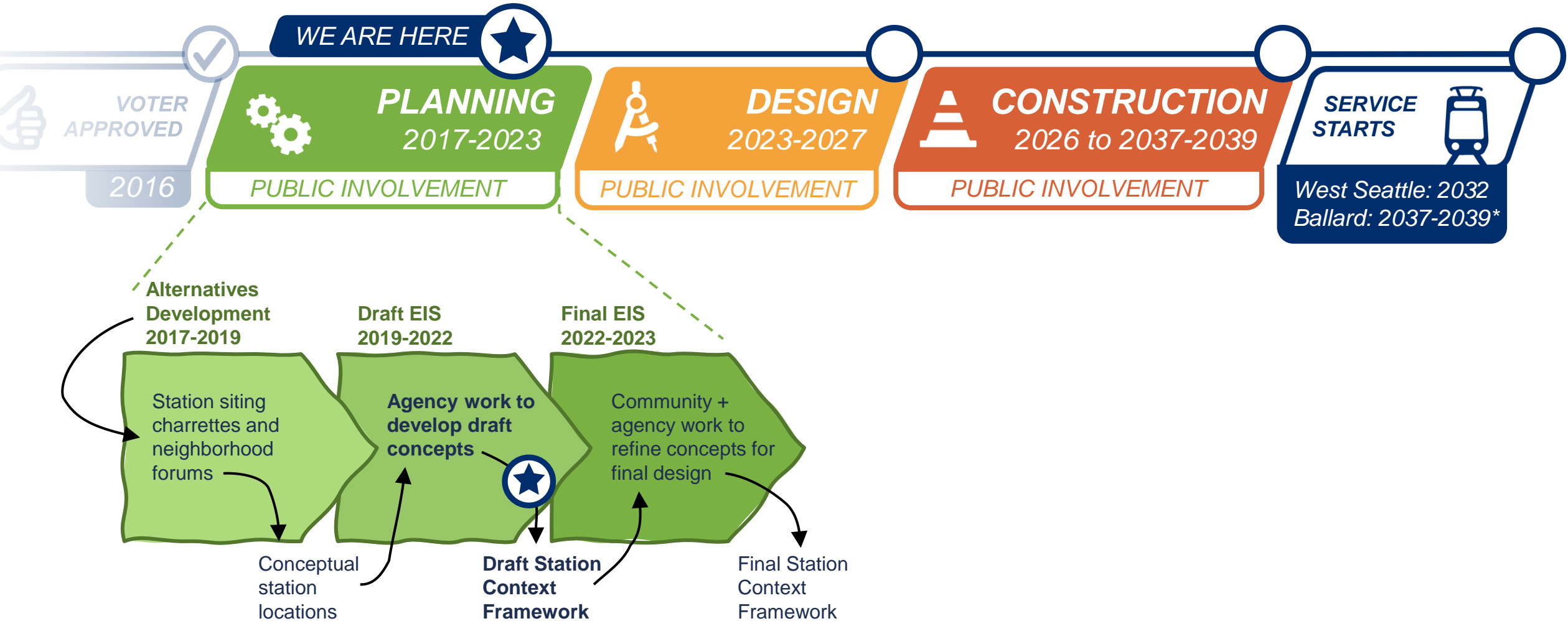


Station Context Framework

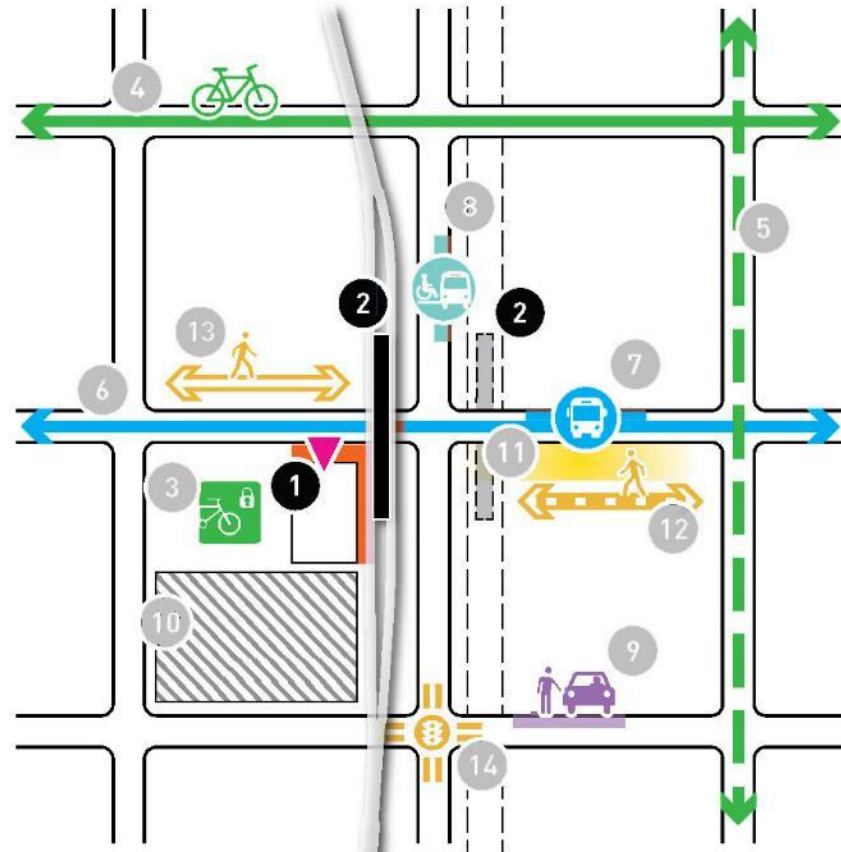
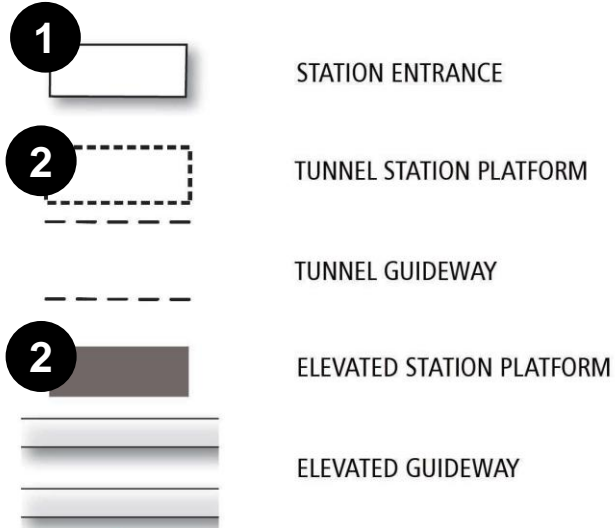
- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



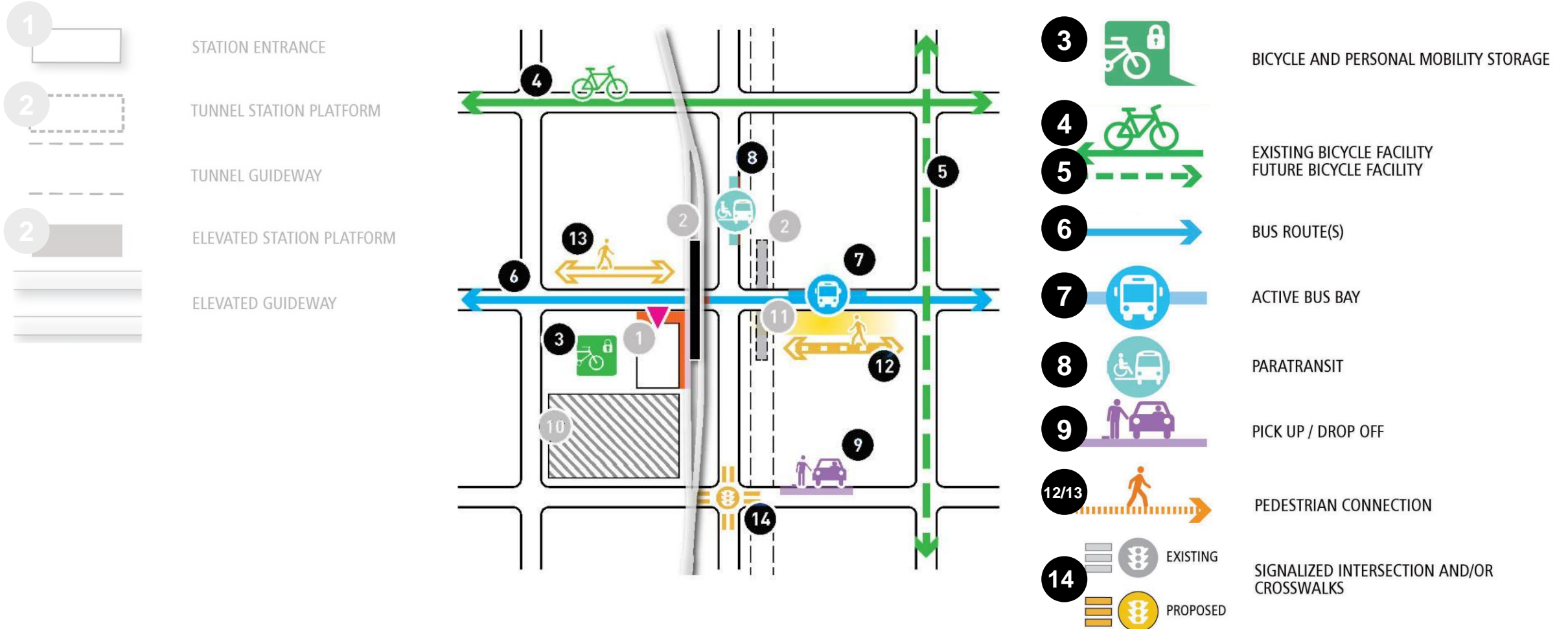
How we got here (and what's next)



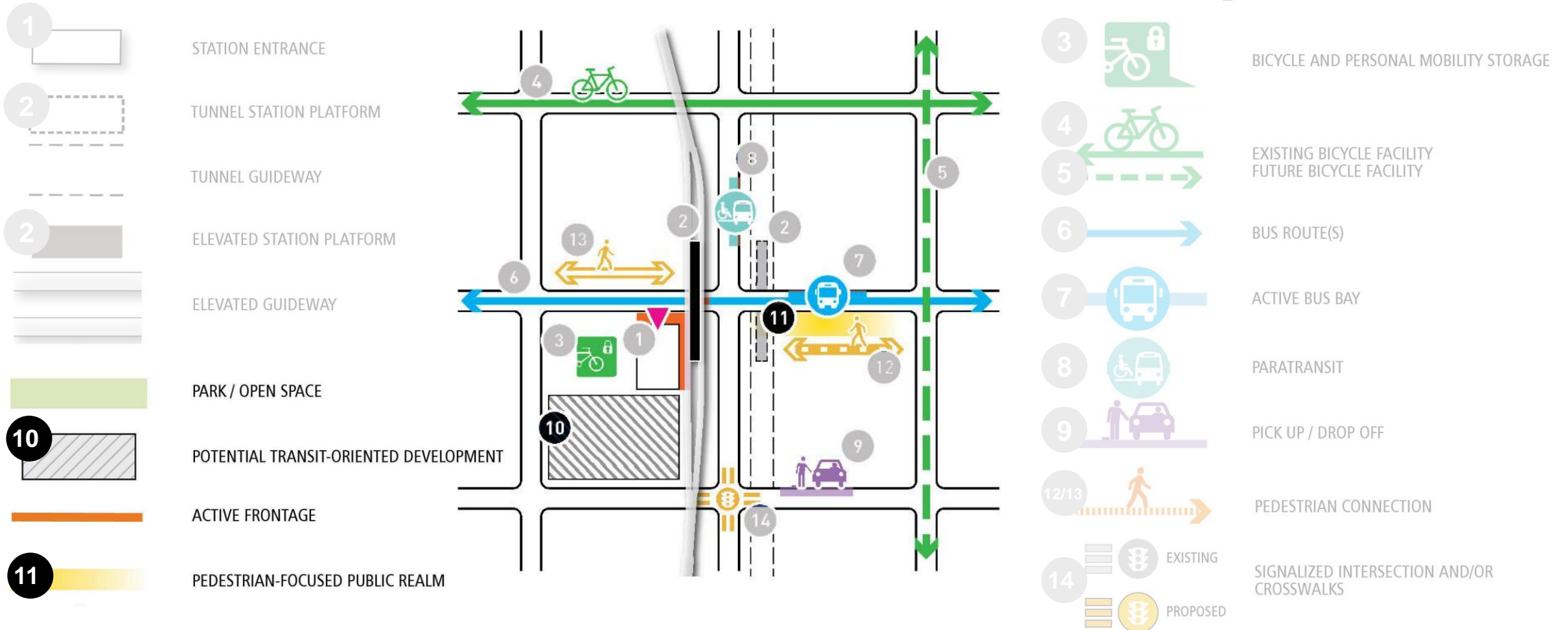
Orientation to the station context plans



Orientation to the station context plans

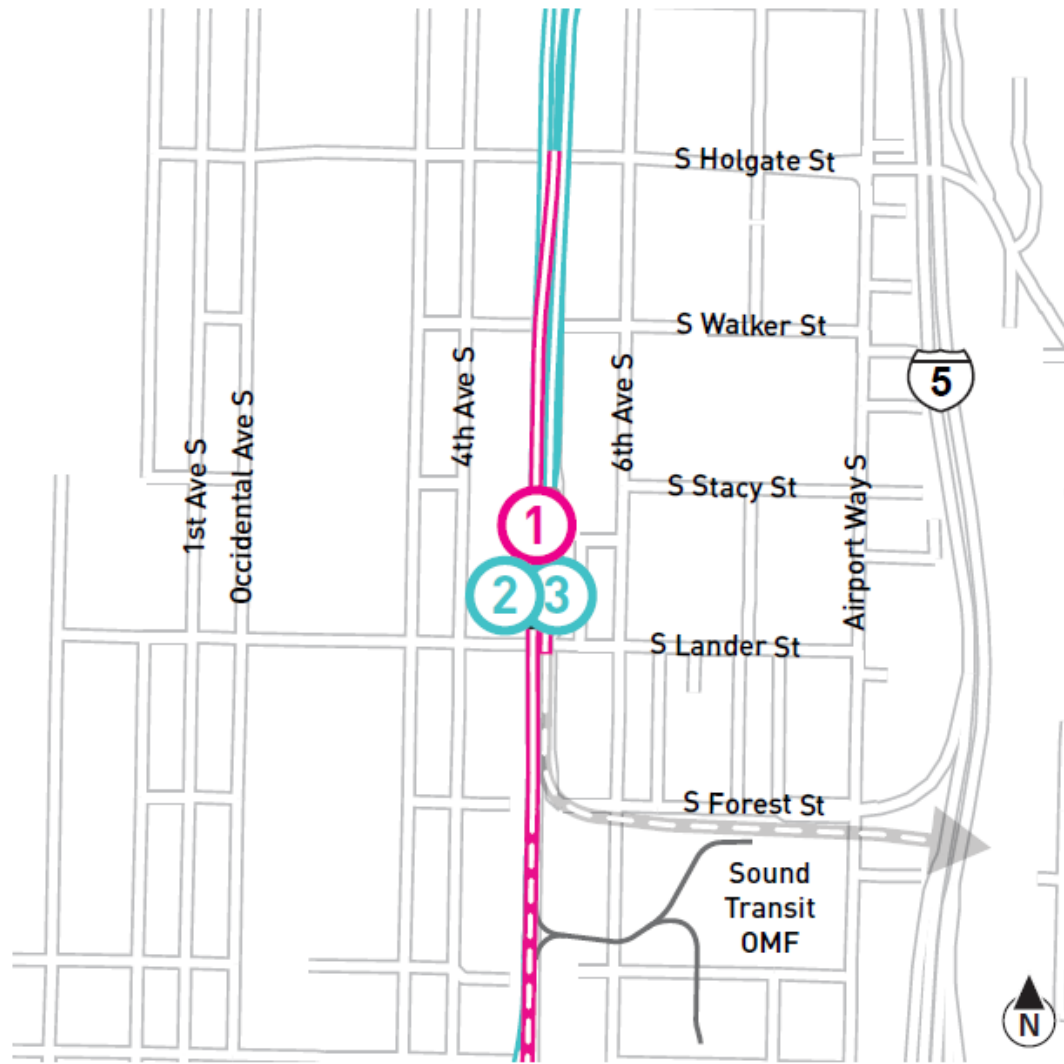


Orientation to the station context plans



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Draft EIS Alternatives

█ Preferred alternative

█ Other alternatives and design options

Route and Station Profiles

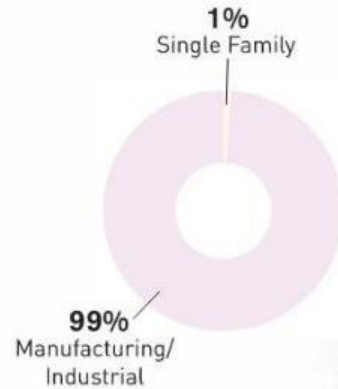
▬ / ▬ Elevated

▬ / ▬ At-grade

- ***Enhance mobility and access for communities of color and low-income populations***
- ***Create opportunities for equitable development that includes expanding employment opportunities and services for communities of color***
- ***Create a sense of belonging for communities of color at all stations***



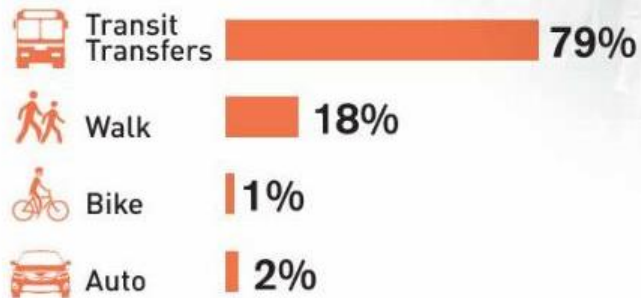
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



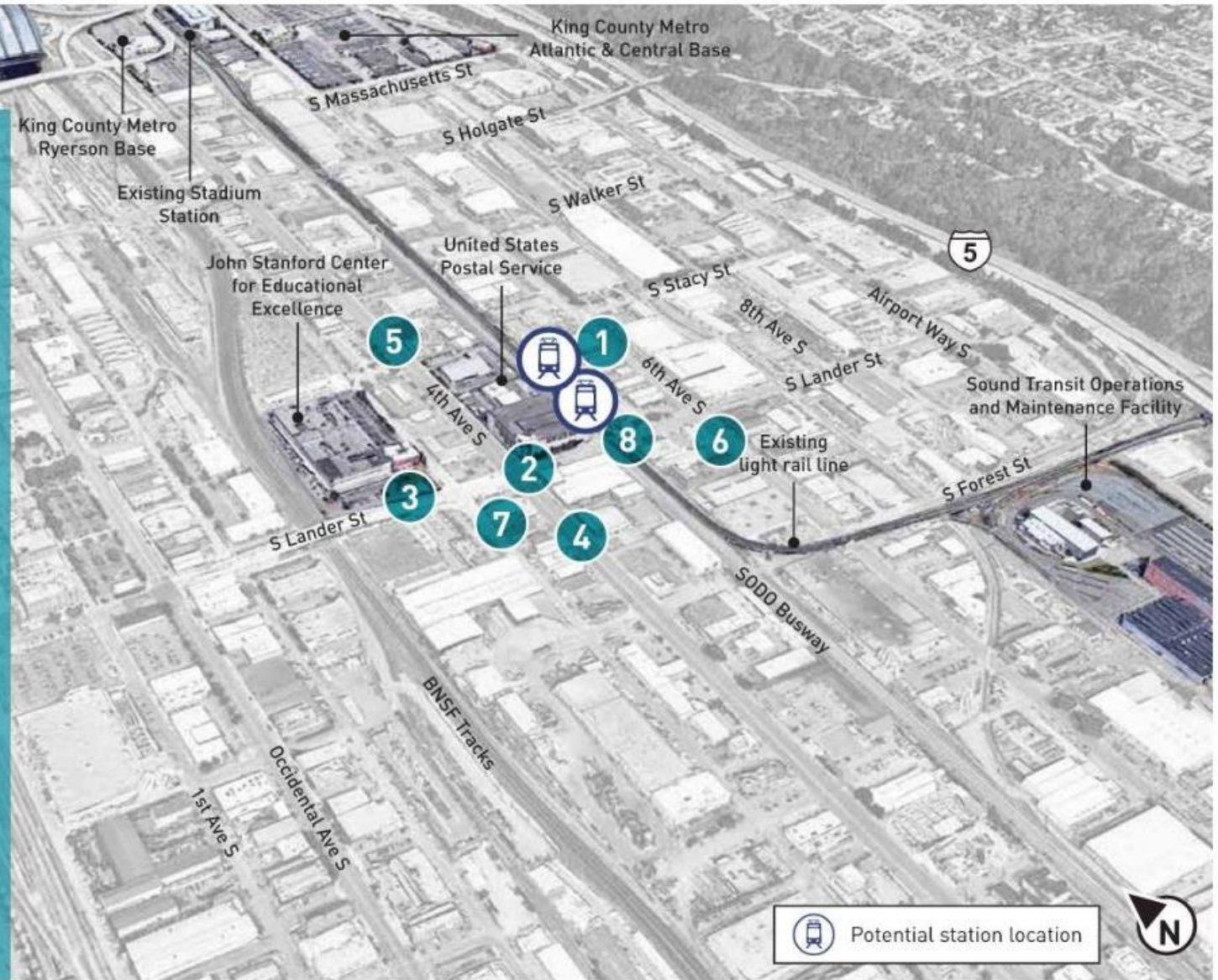
Living and working in the station area 2040 ^(1,4)



What
we heard
so far

NEIGHBORHOOD FEEDBACK

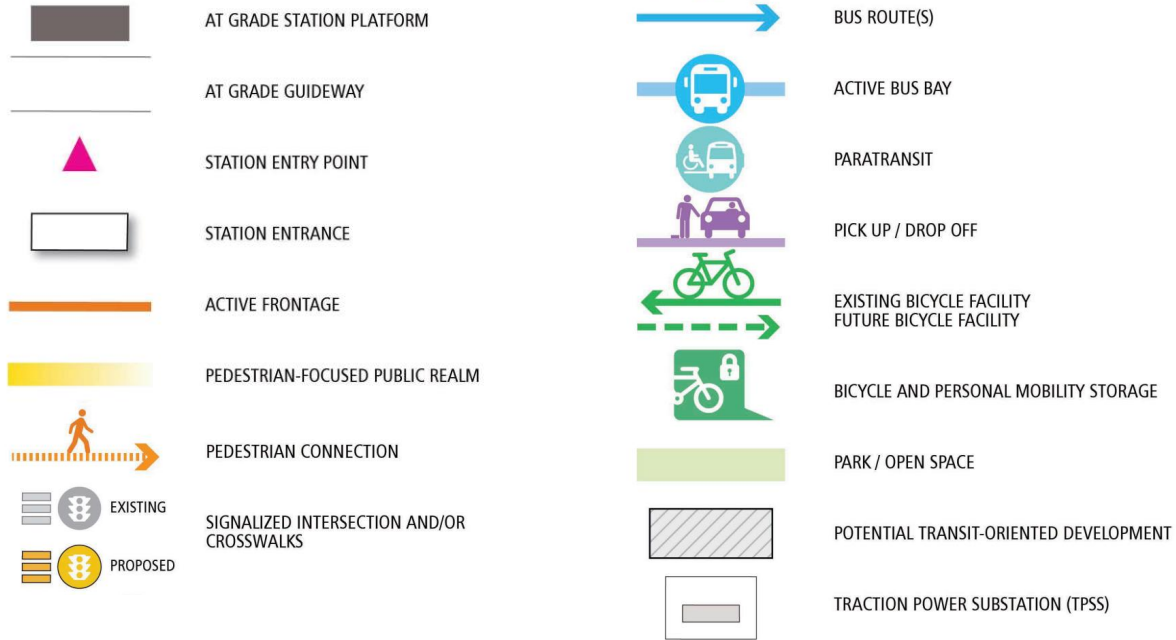
- 1 Seamless transfers between the existing and proposed SODO stations are important
- 2 Station should contribute to increased vibrancy, development, and safety of the area
- 3 Walking routes to the station should be improved, especially between the station and large employment centers
- 4 Preserve freight mobility and minimize conflicts with other modes
- 5 Station could best serve members of local communities by integrating with Metro bus service and improving transit mobility in the area
- 6 Use art, landscaping, and architecture to create spaces for people, while embracing the area's industrial character
- 7 Provide an open and well-lit station to increase safety and visibility
- 8 Provide safe pedestrian and bike crossings at S Lander St and the SODO Busway



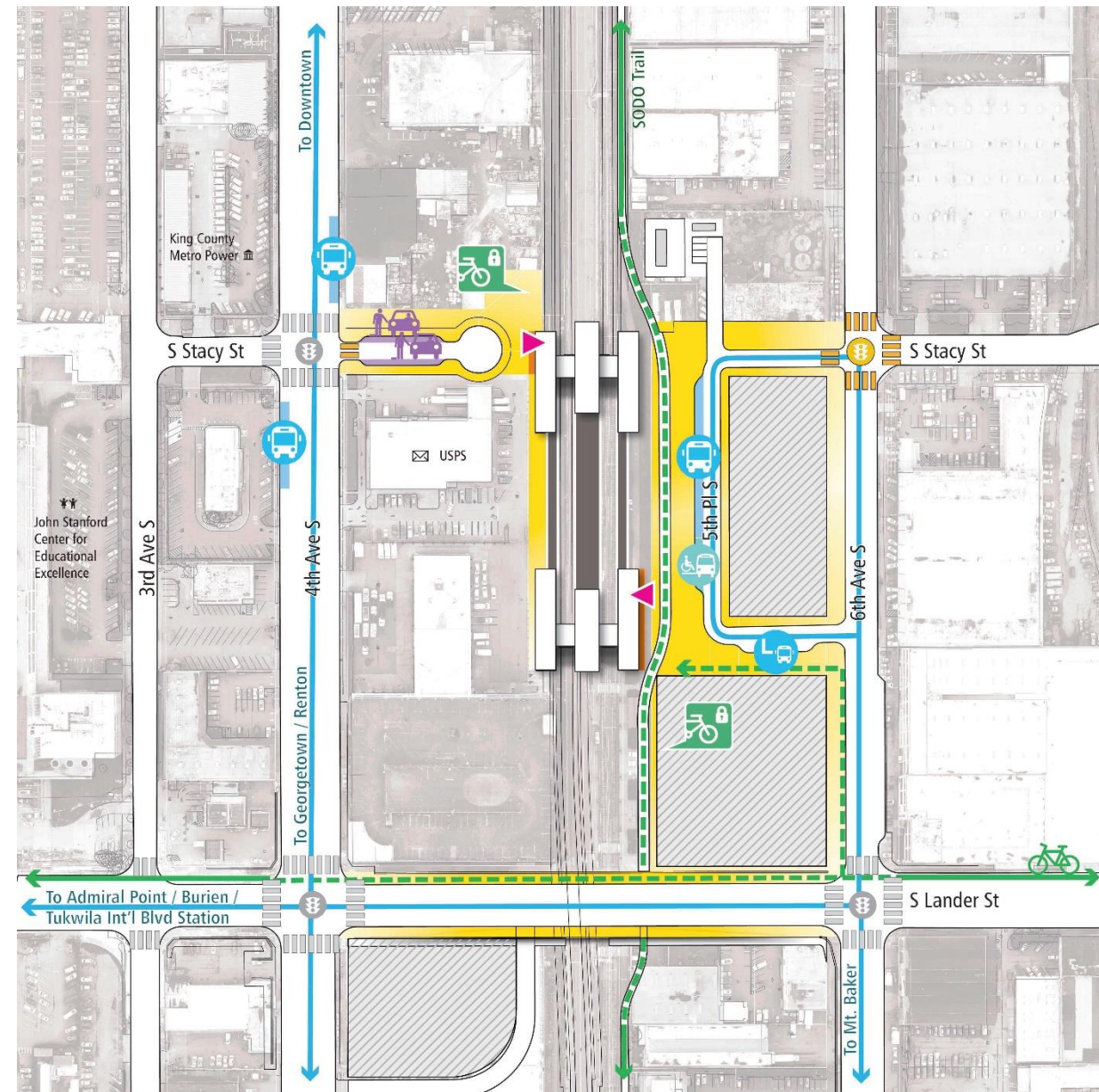
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Preferred alternative

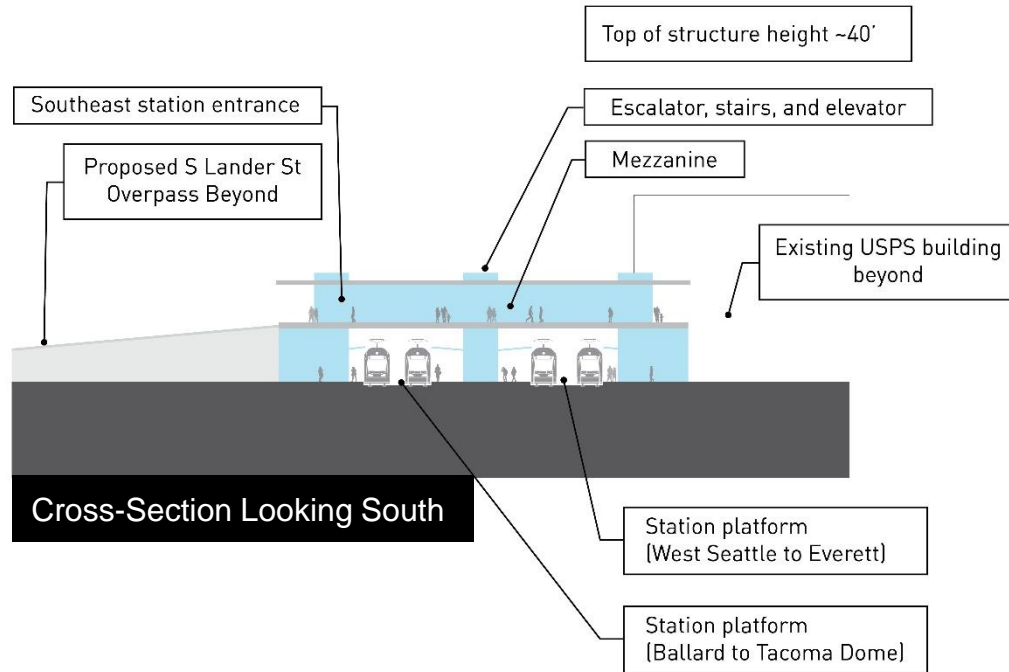
At-Grade Station



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

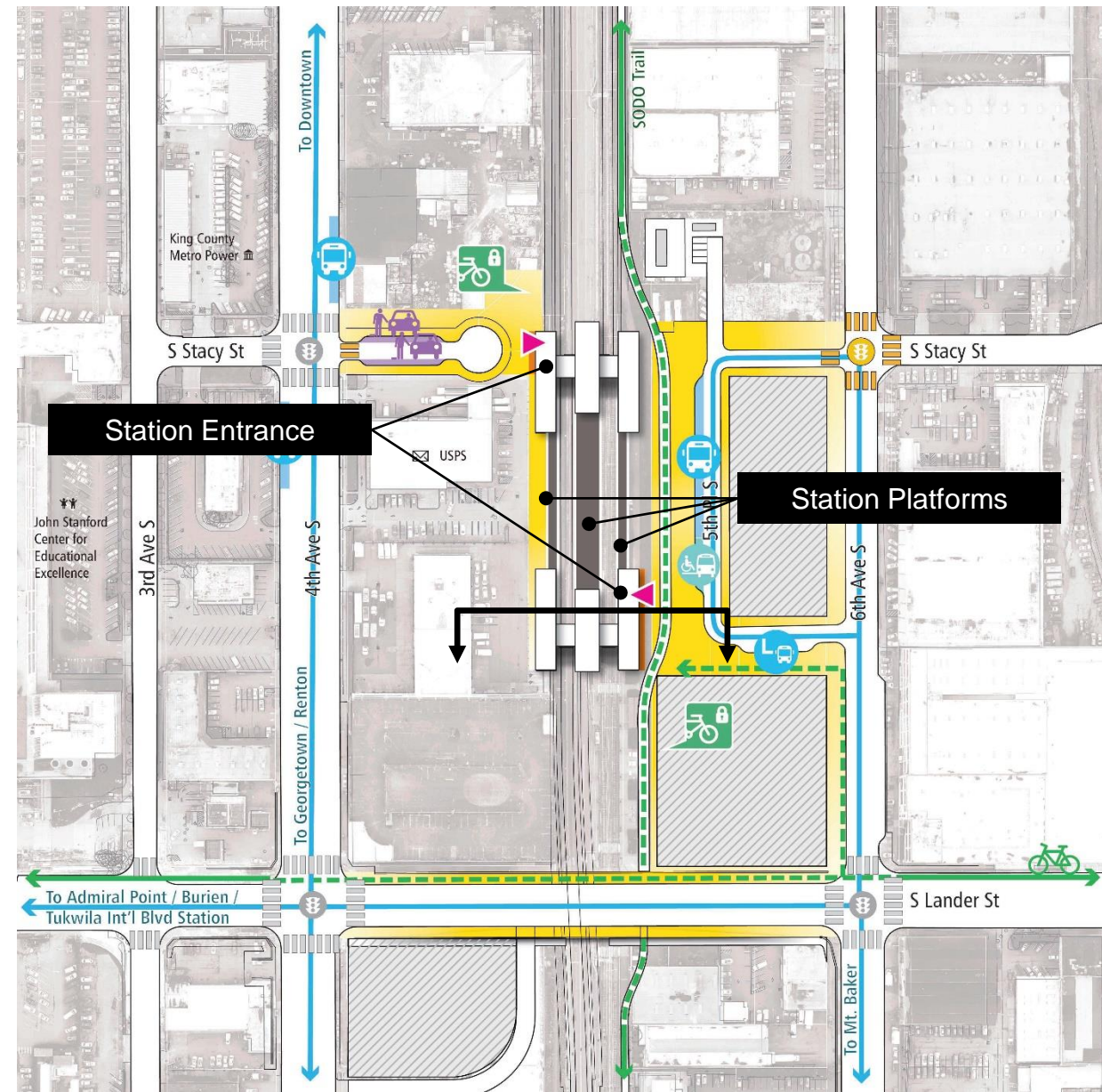


At-Grade Station

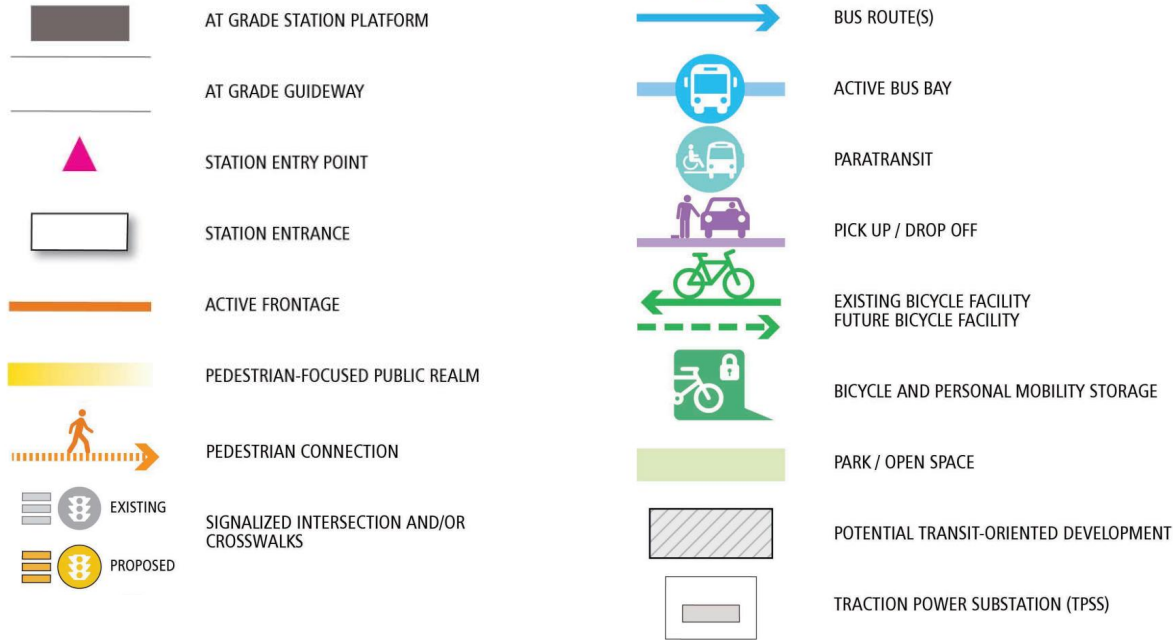


NOTE: A variation on SODO-1a would result in a staggered platform configuration, with the Line 2/3 platform approximately 100 feet north of the existing Line 1 platform.

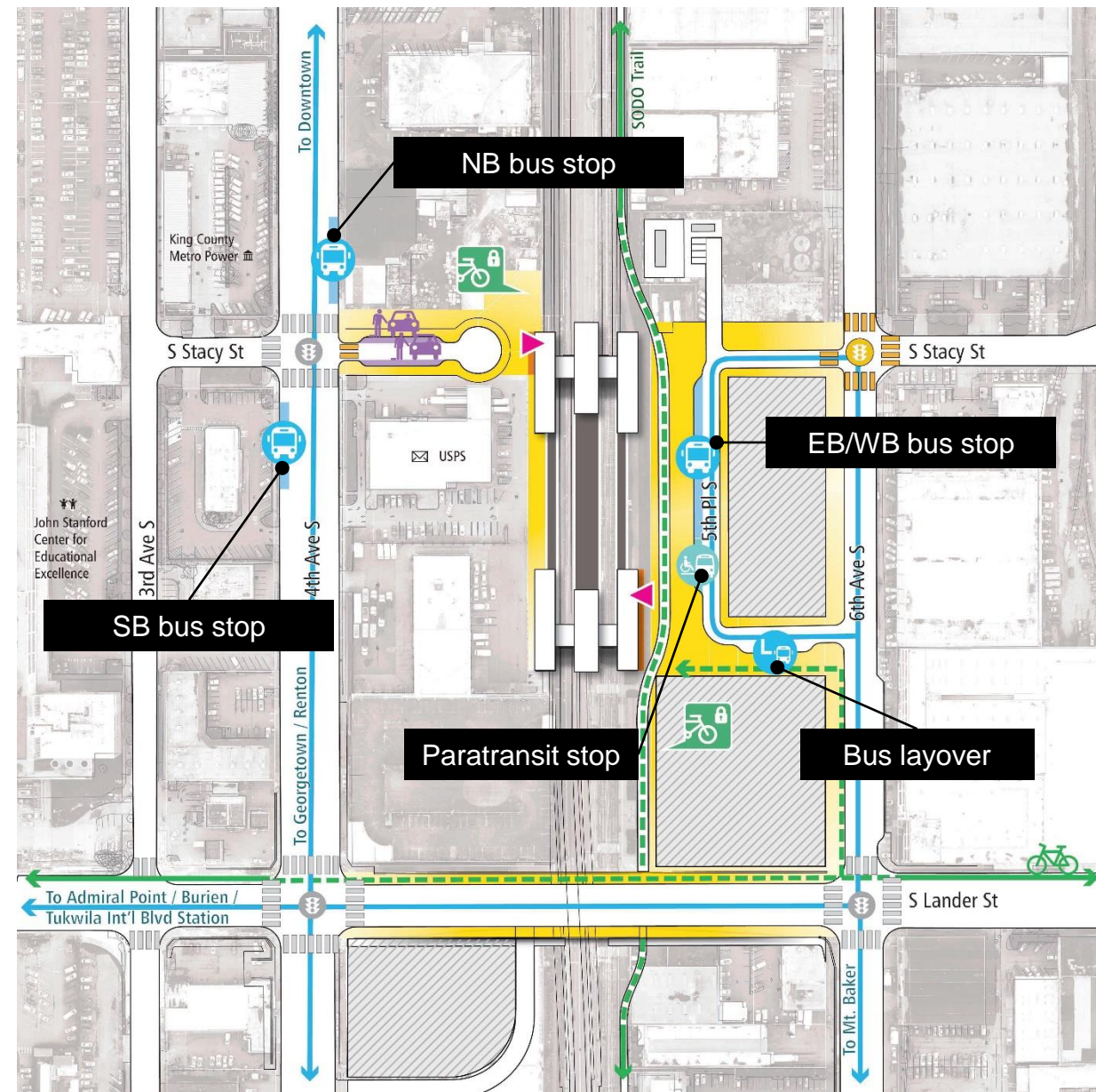
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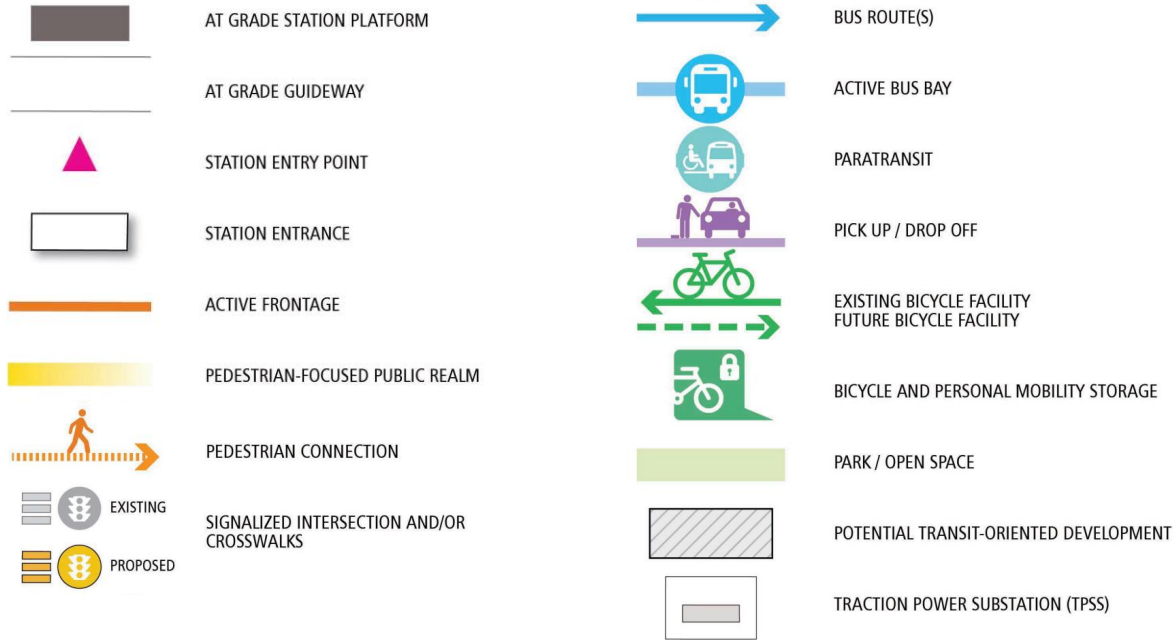
At-Grade Station



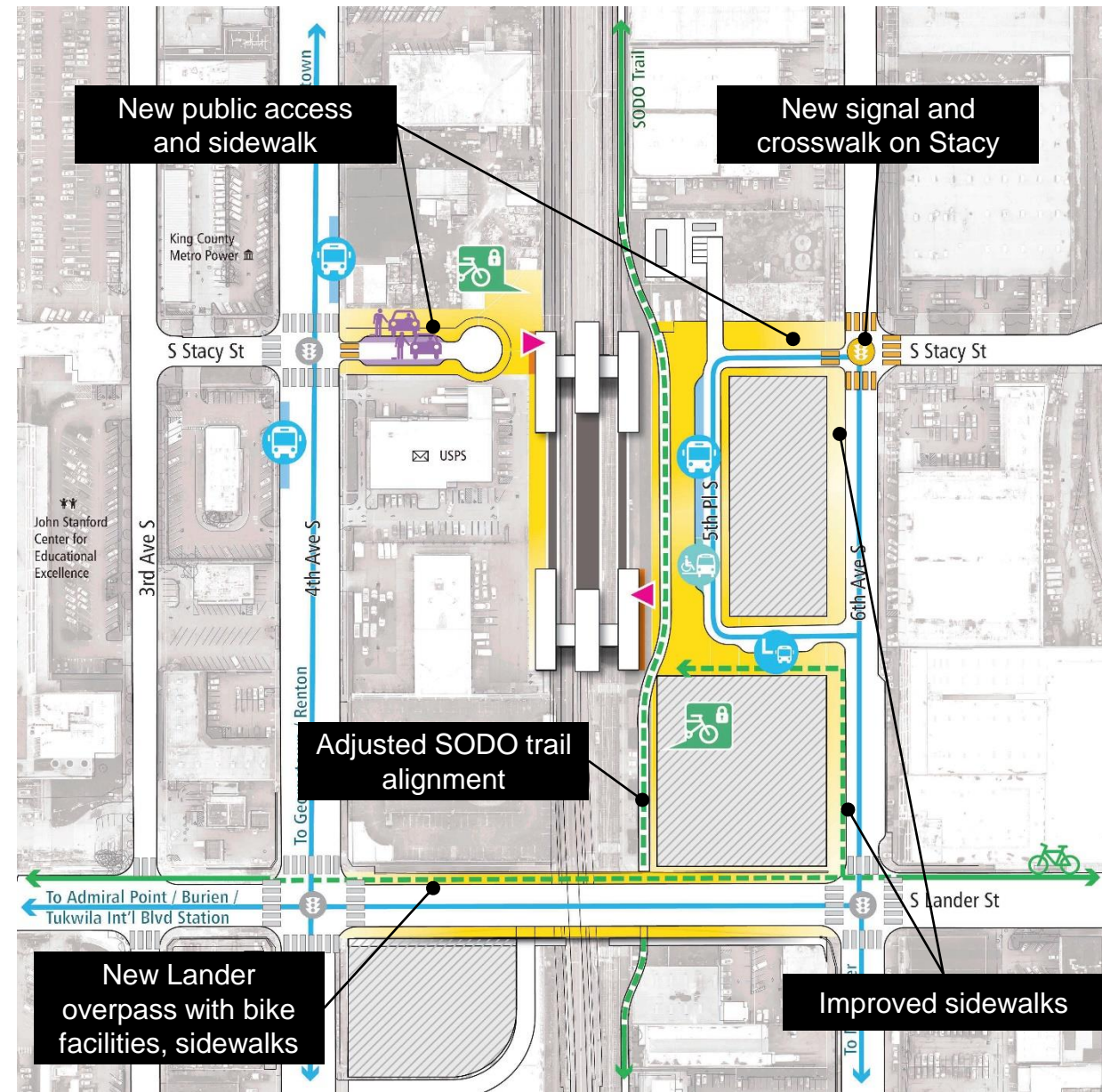
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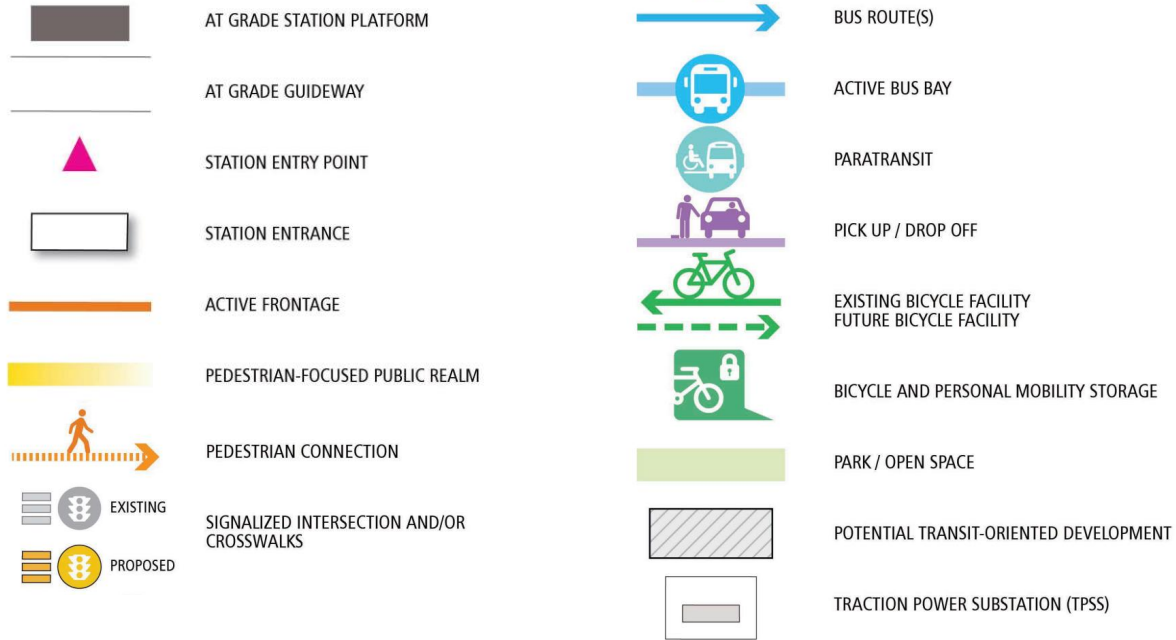
At-Grade Station



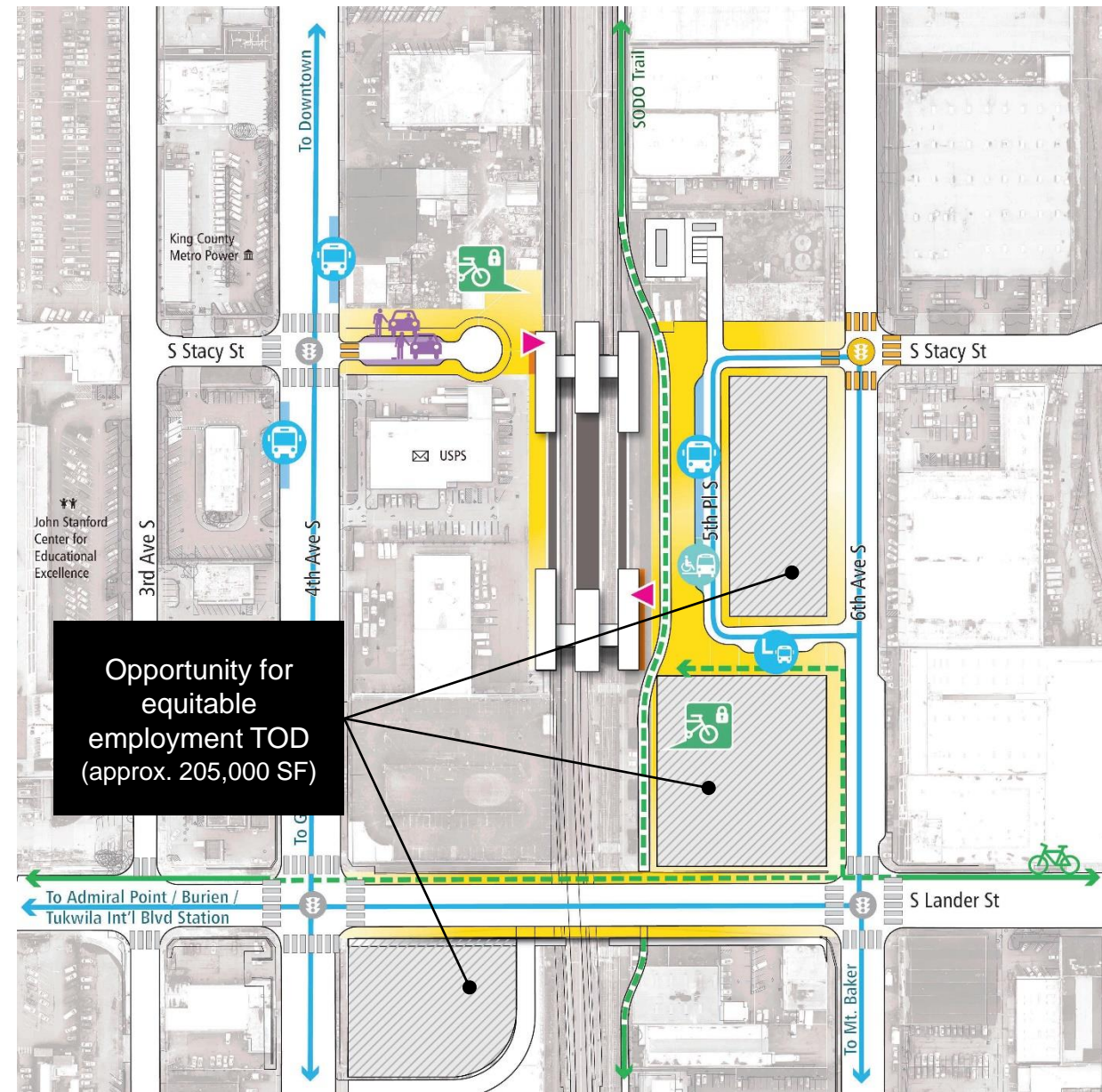
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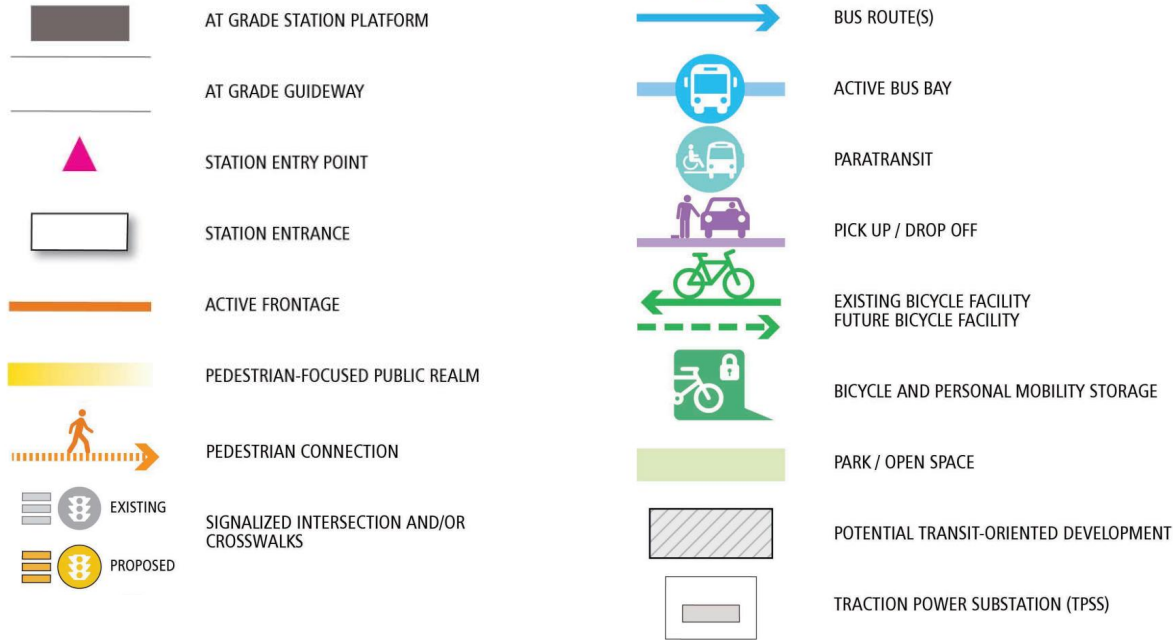


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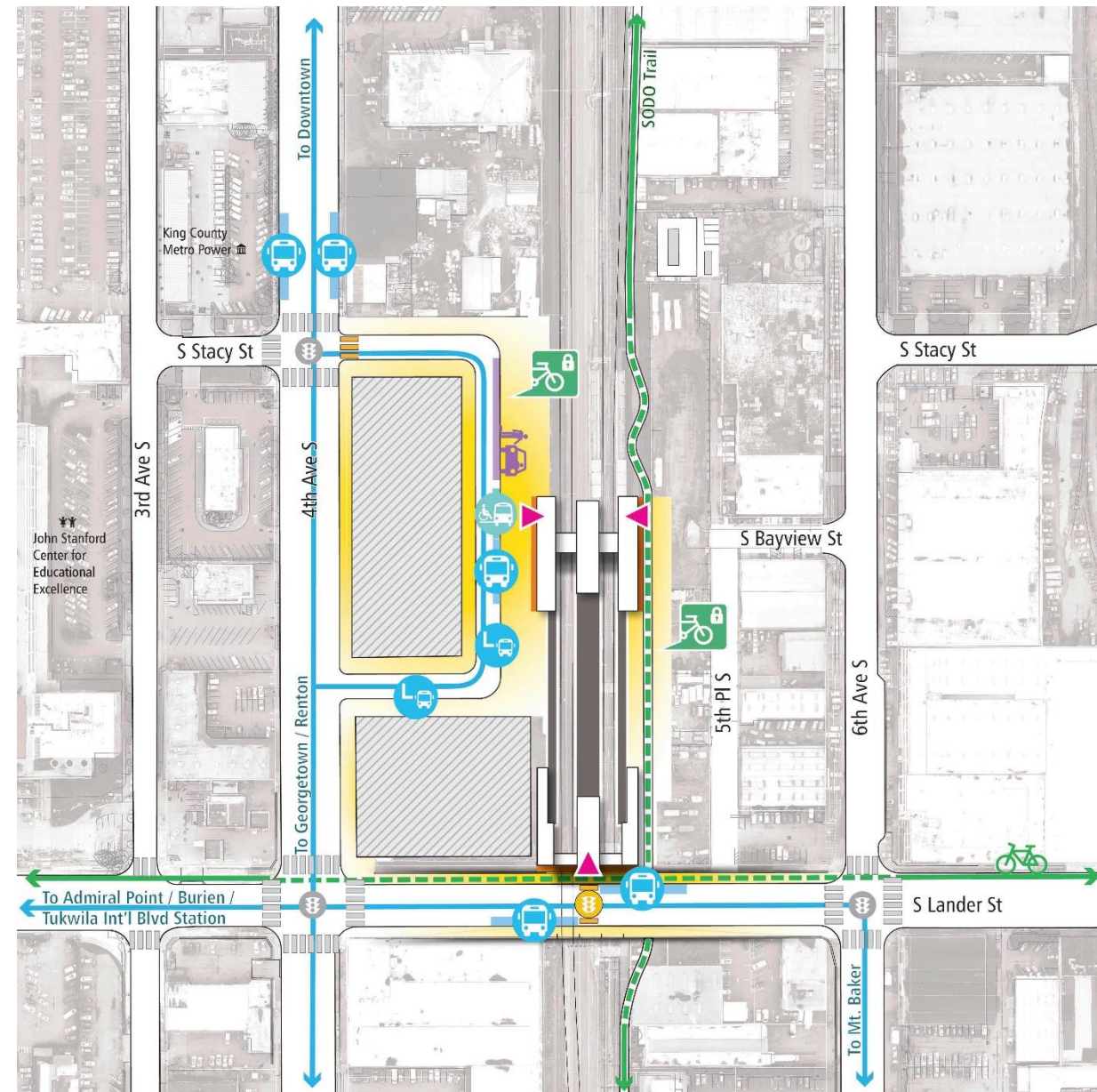


Other Draft EIS alternatives

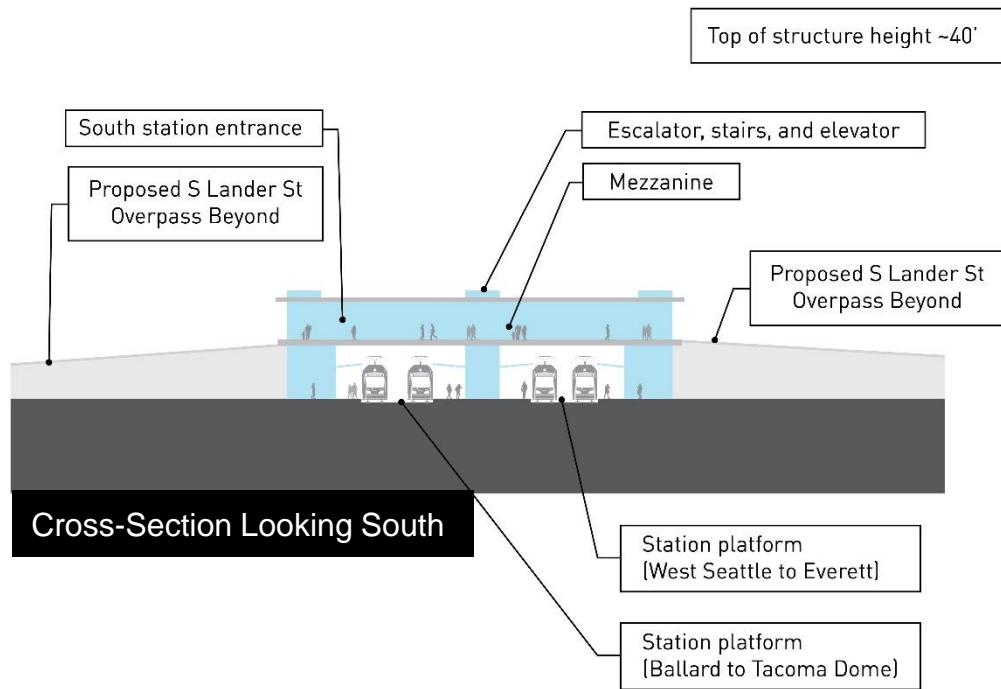
At-Grade South Station Option



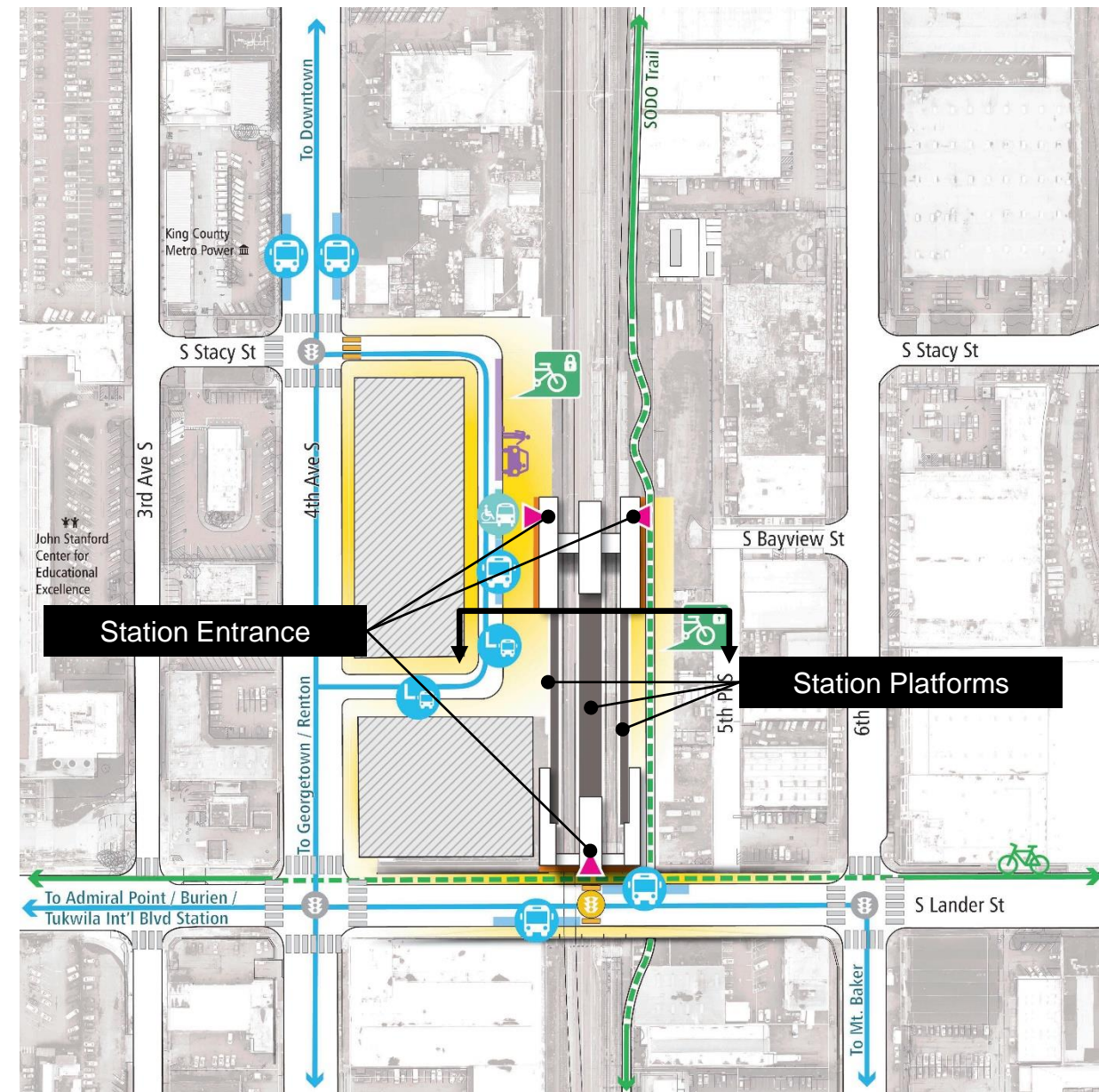
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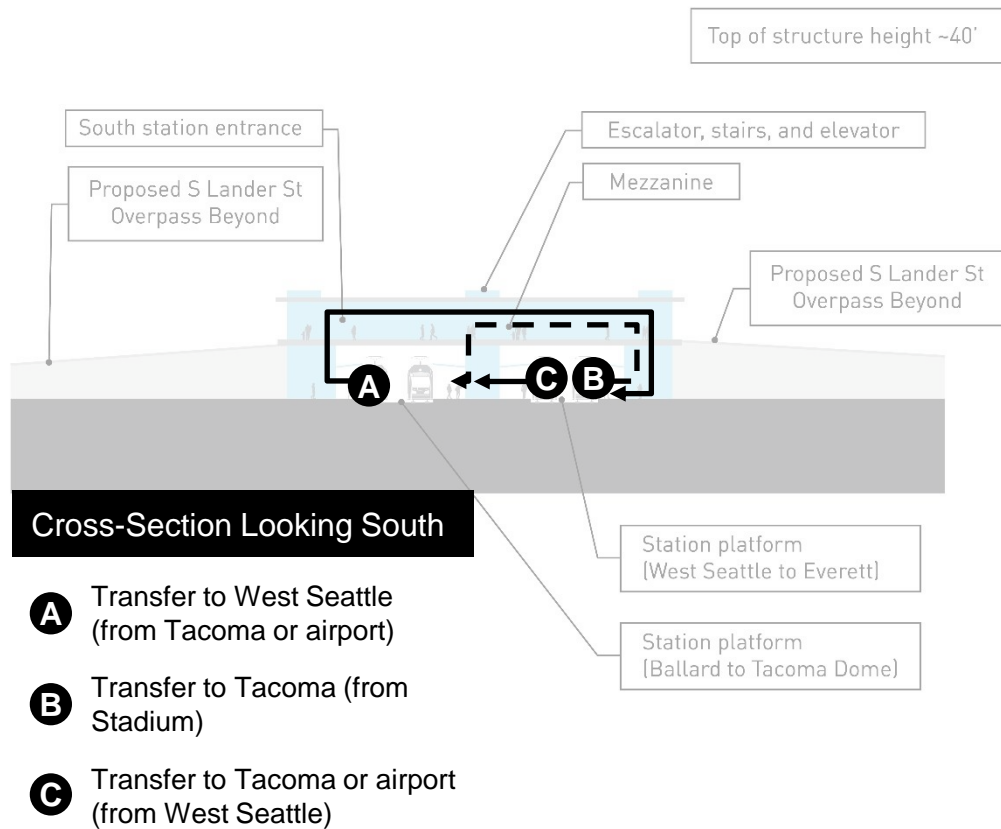
At-Grade South Station Option



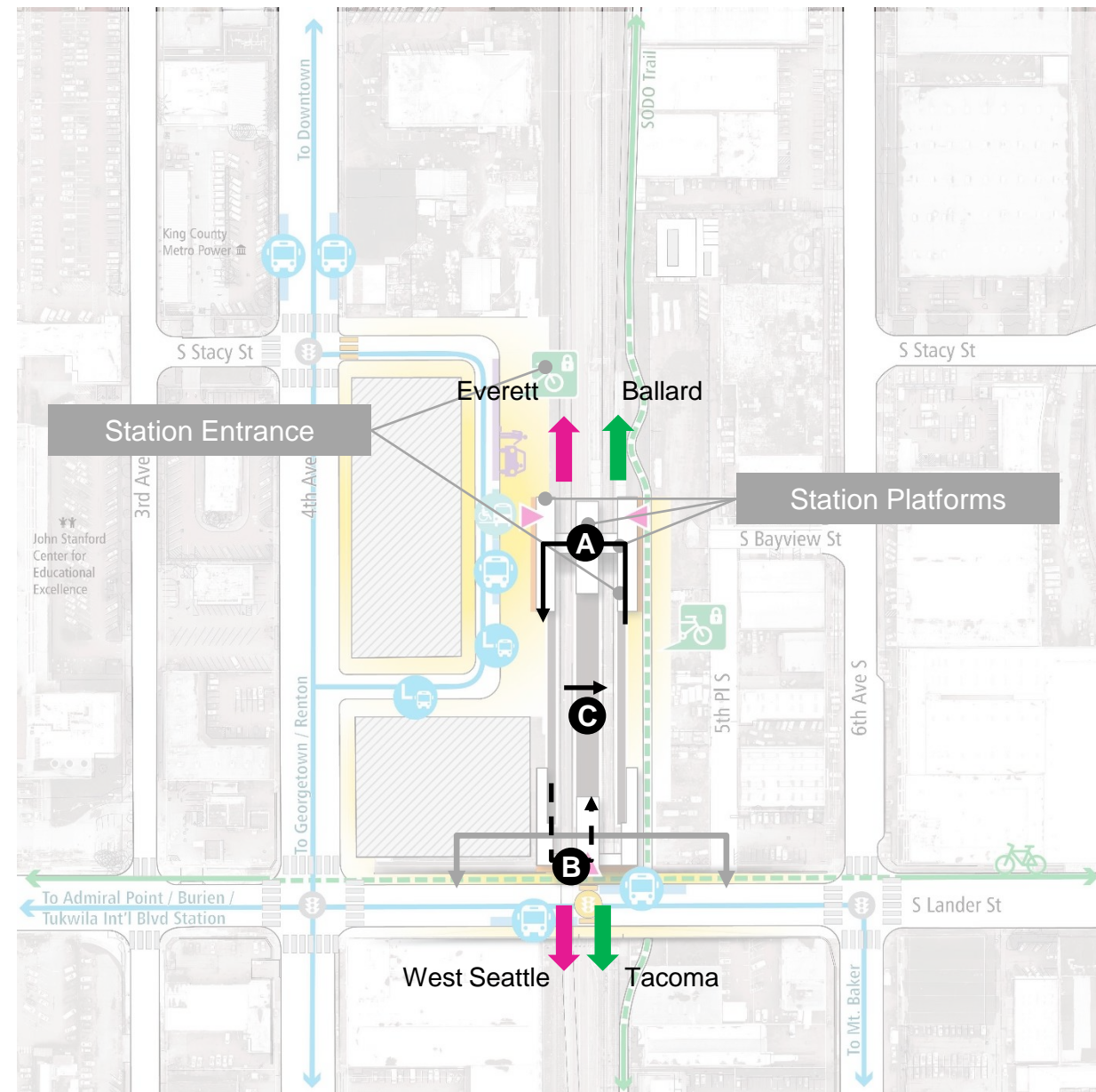
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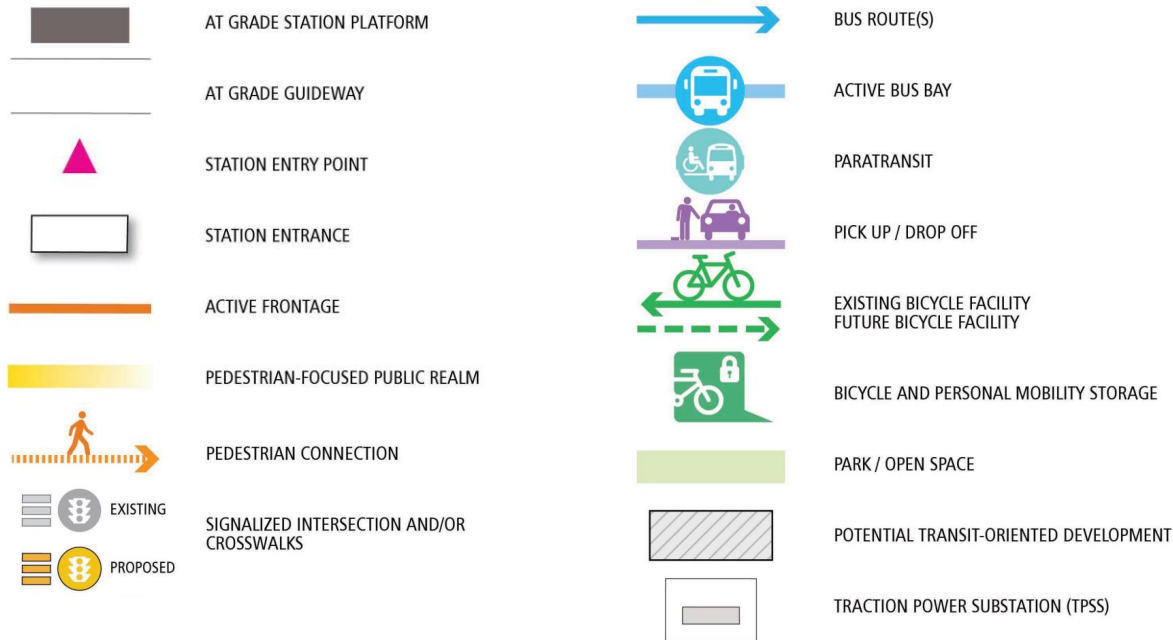
At-Grade South Station Option



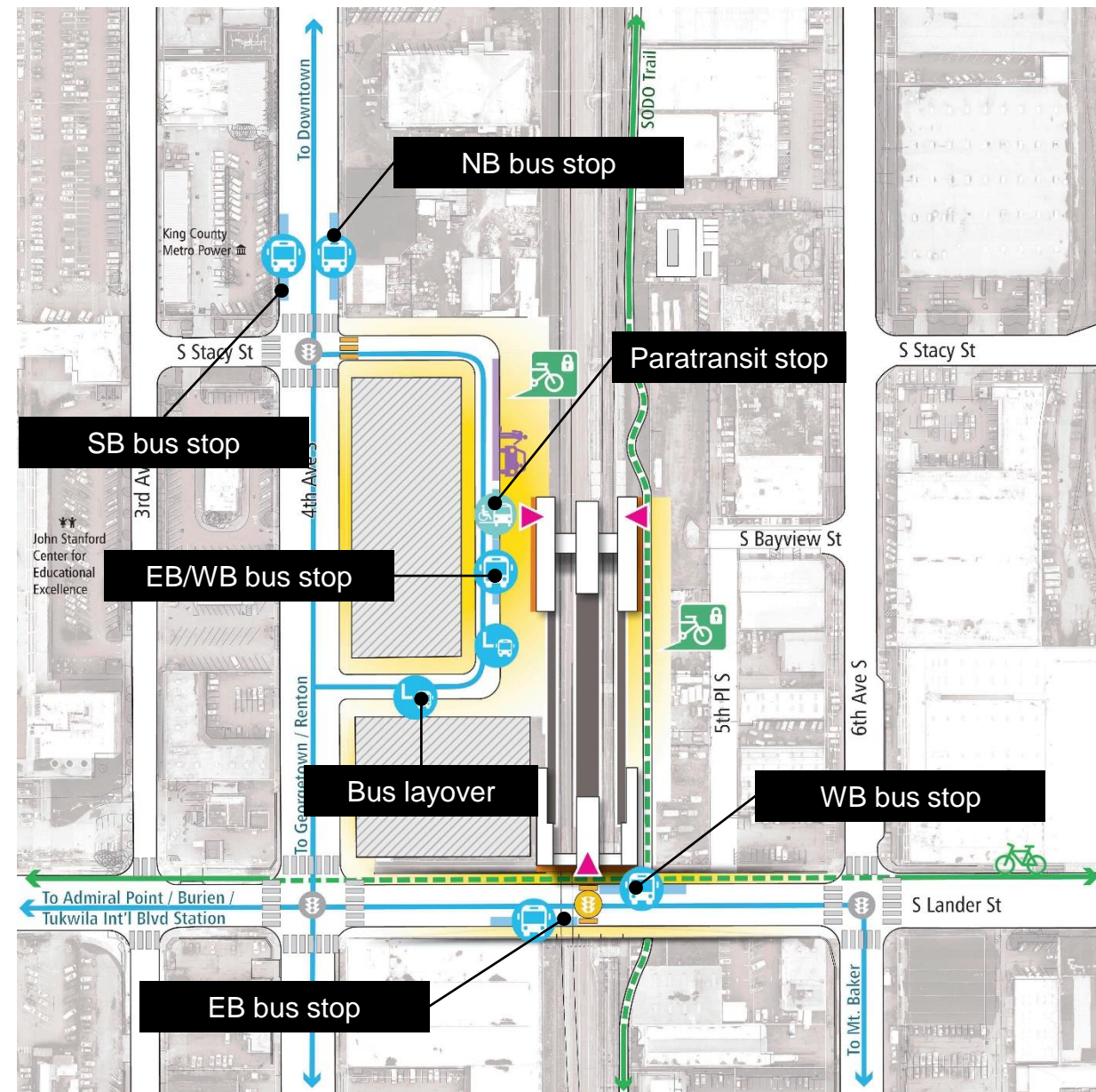
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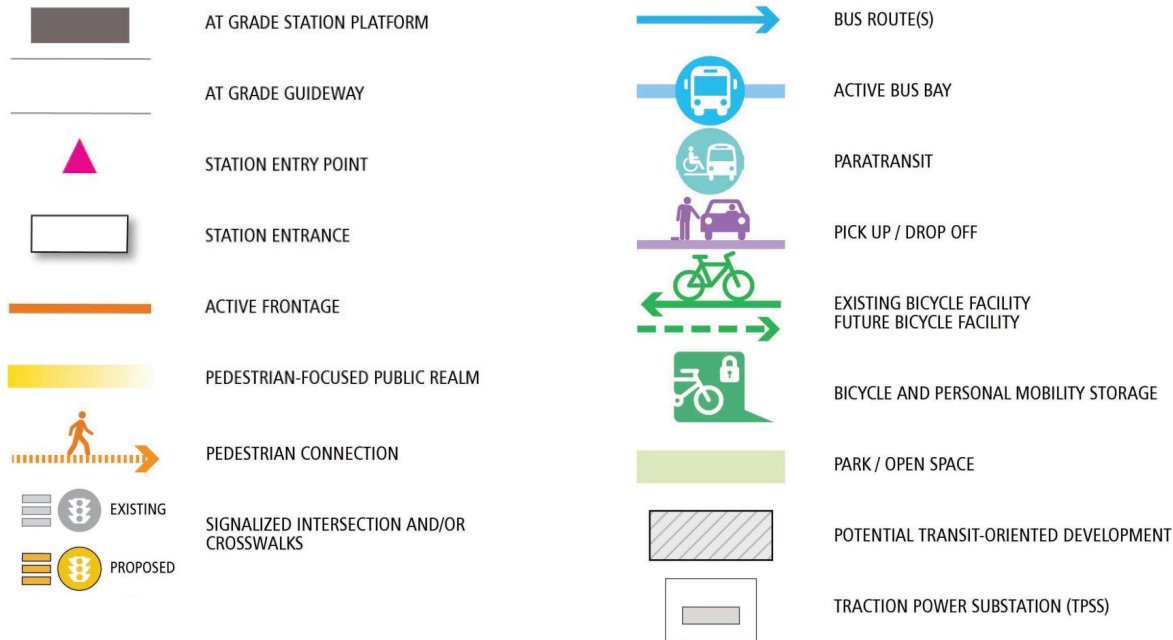
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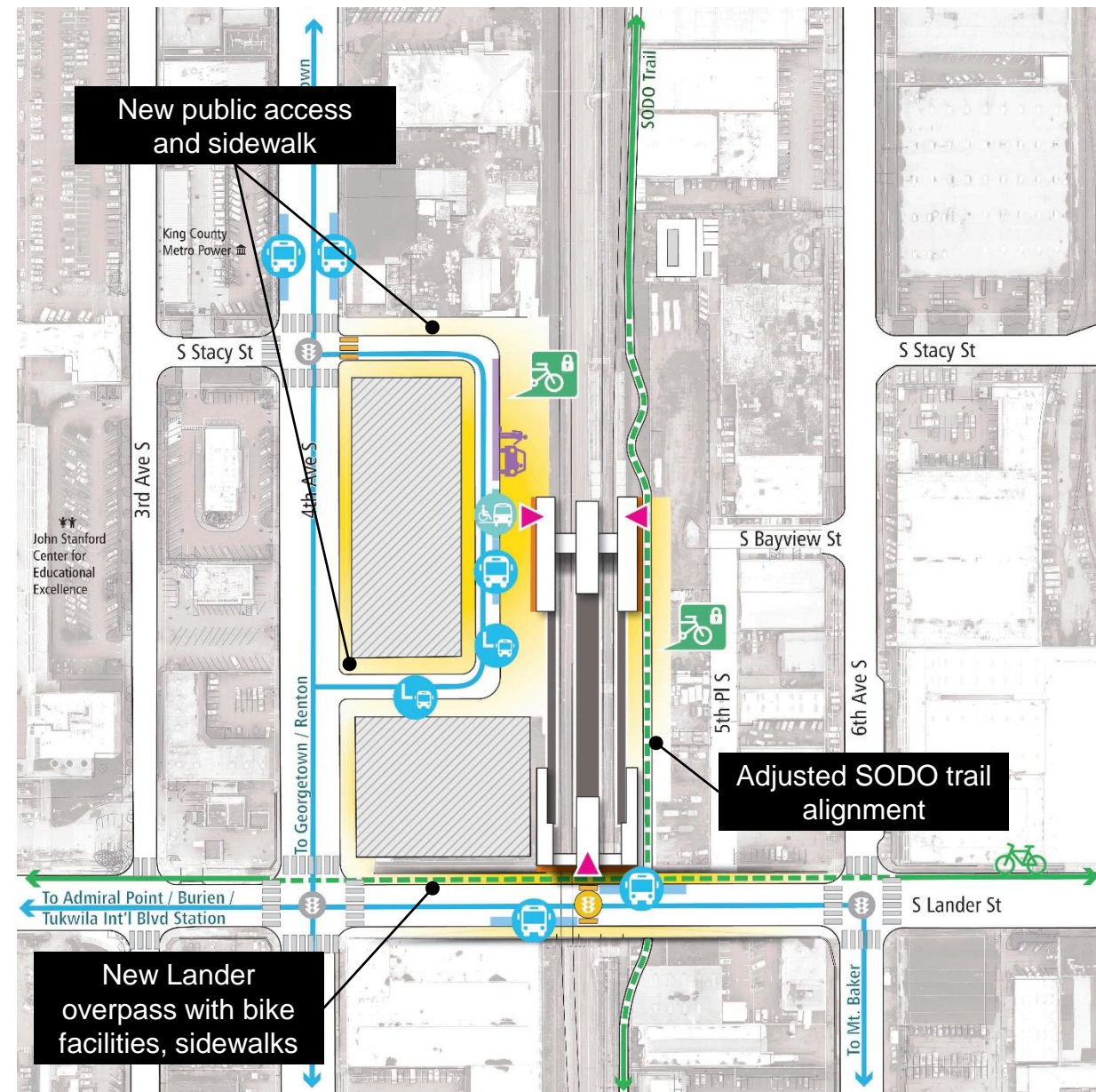
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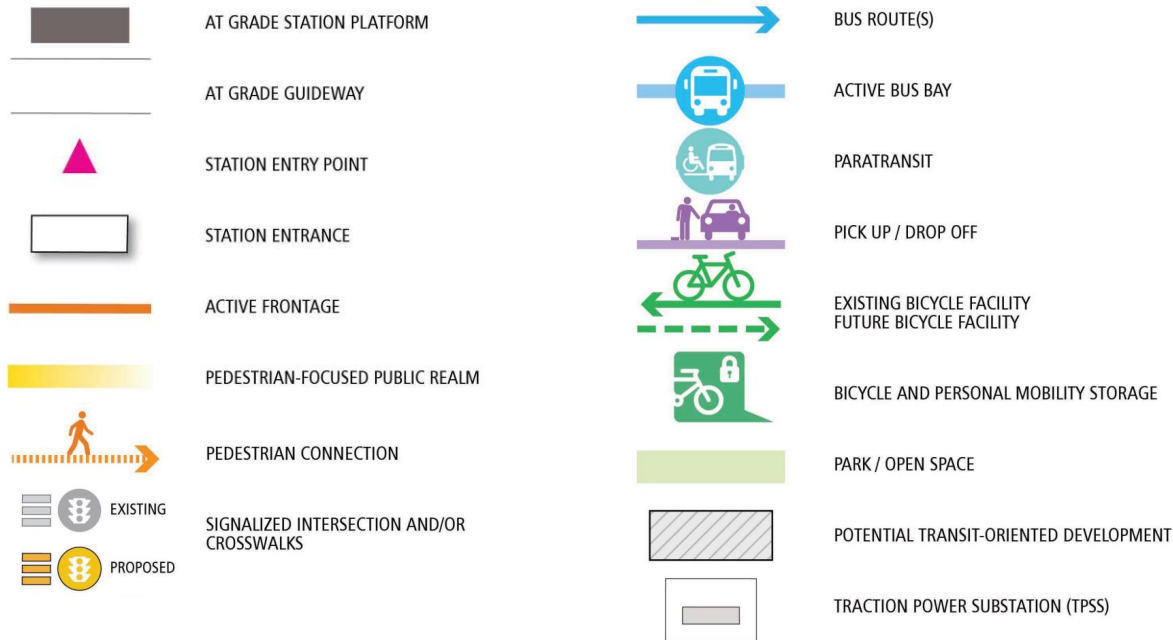
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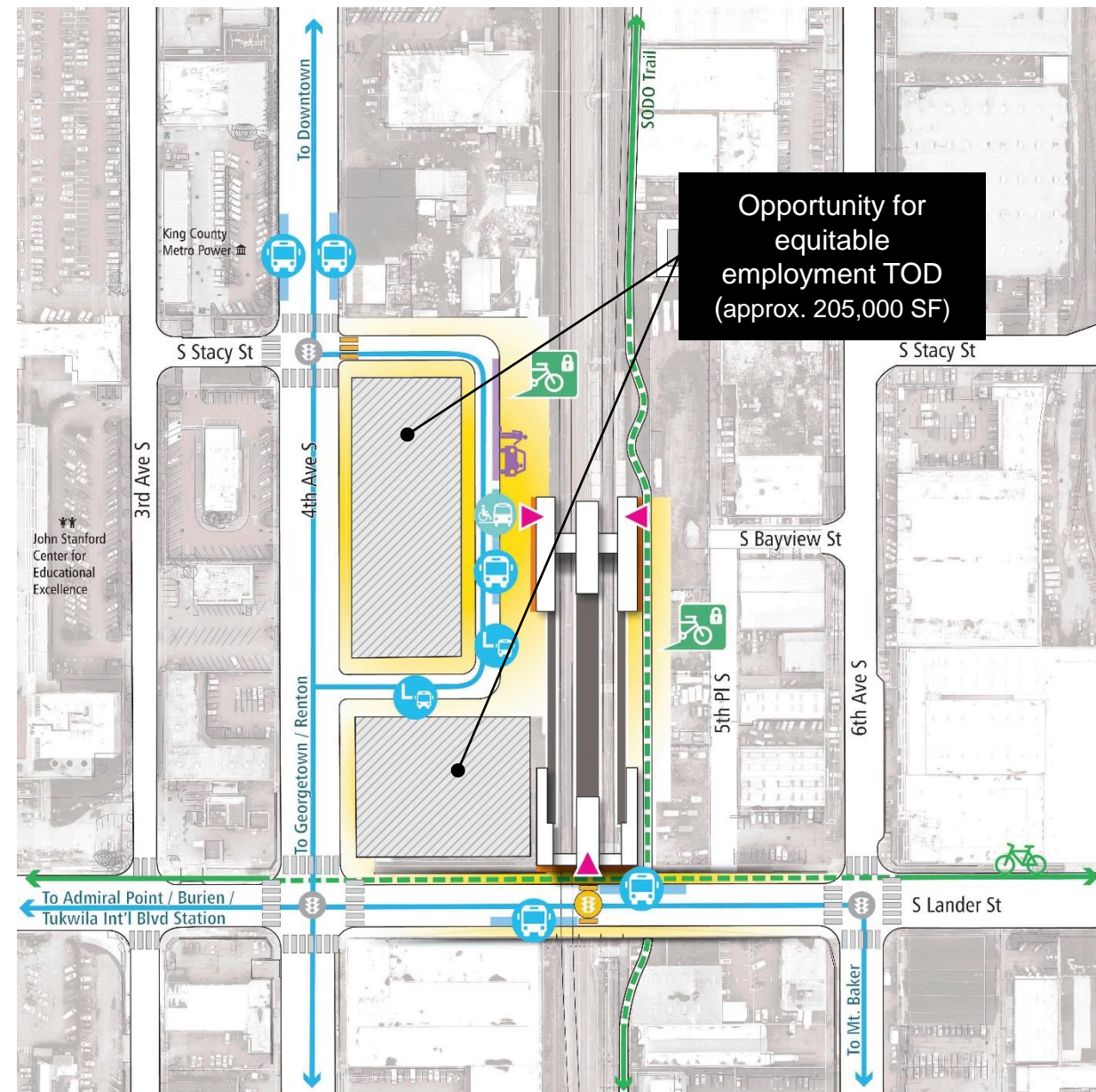
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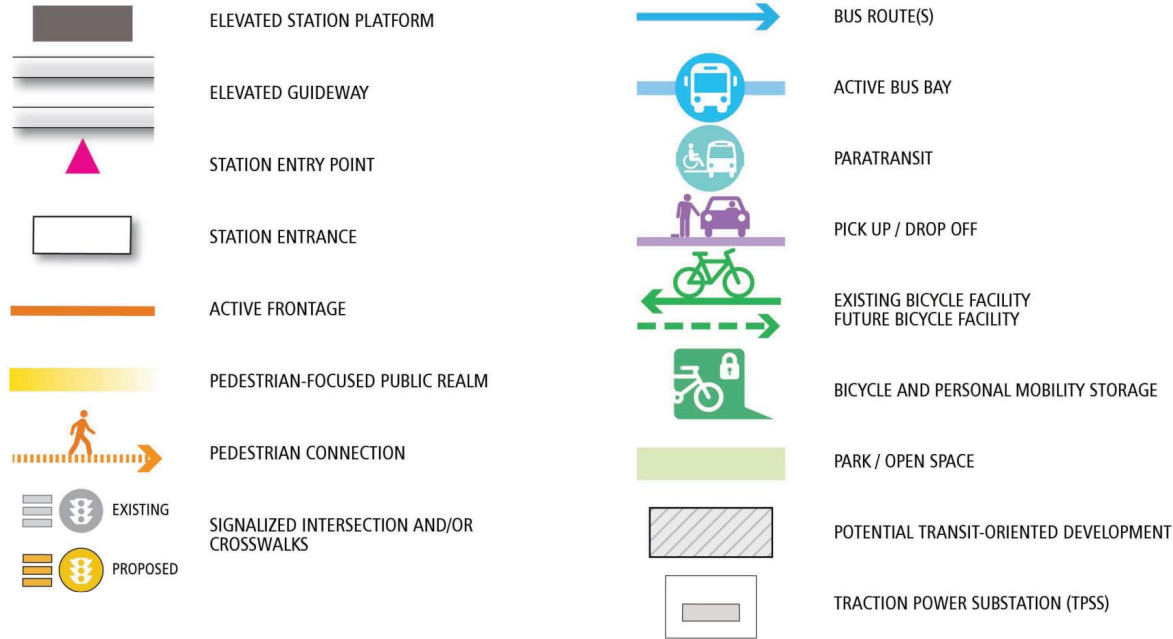
At-Grade South Station Option



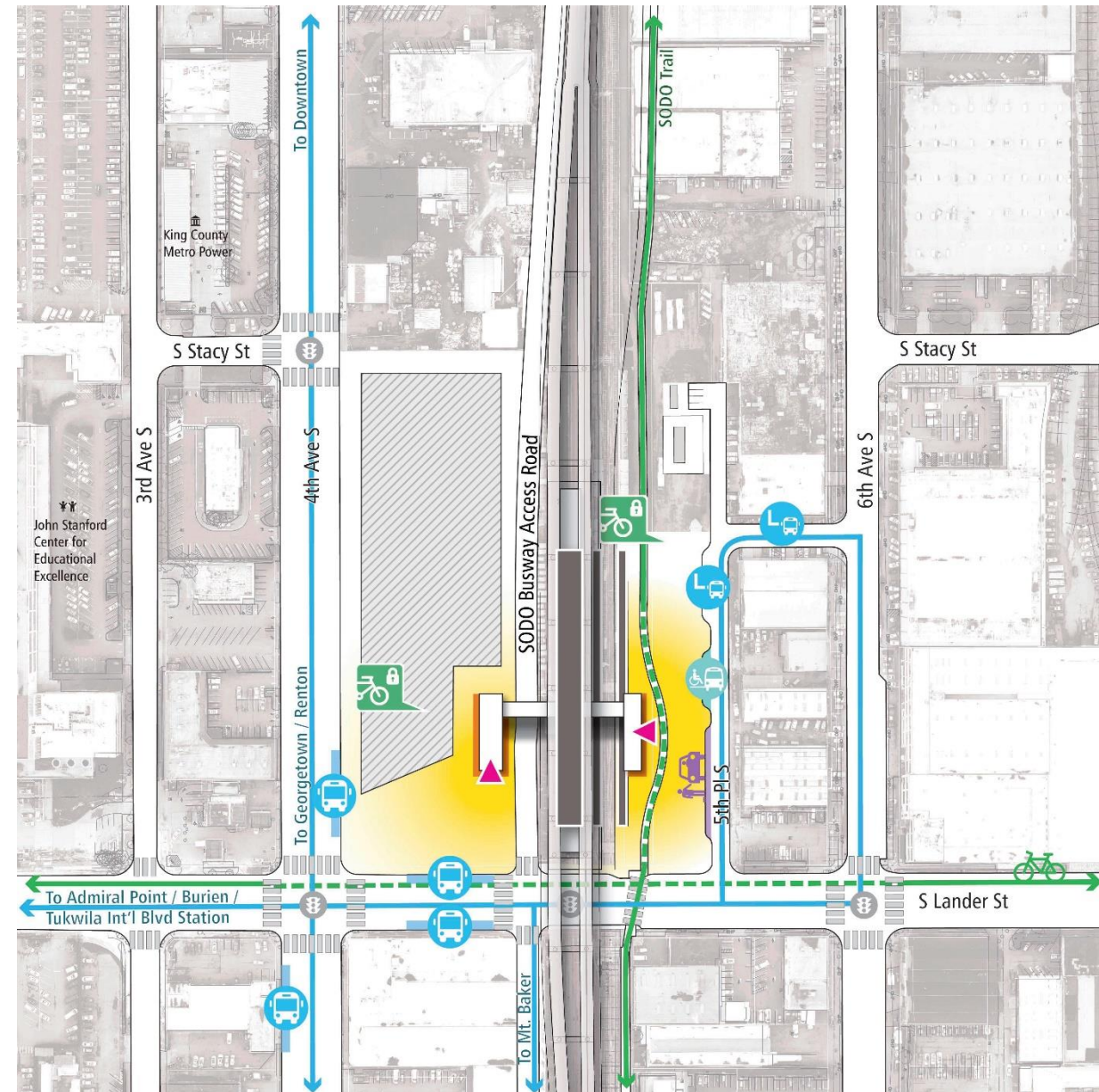
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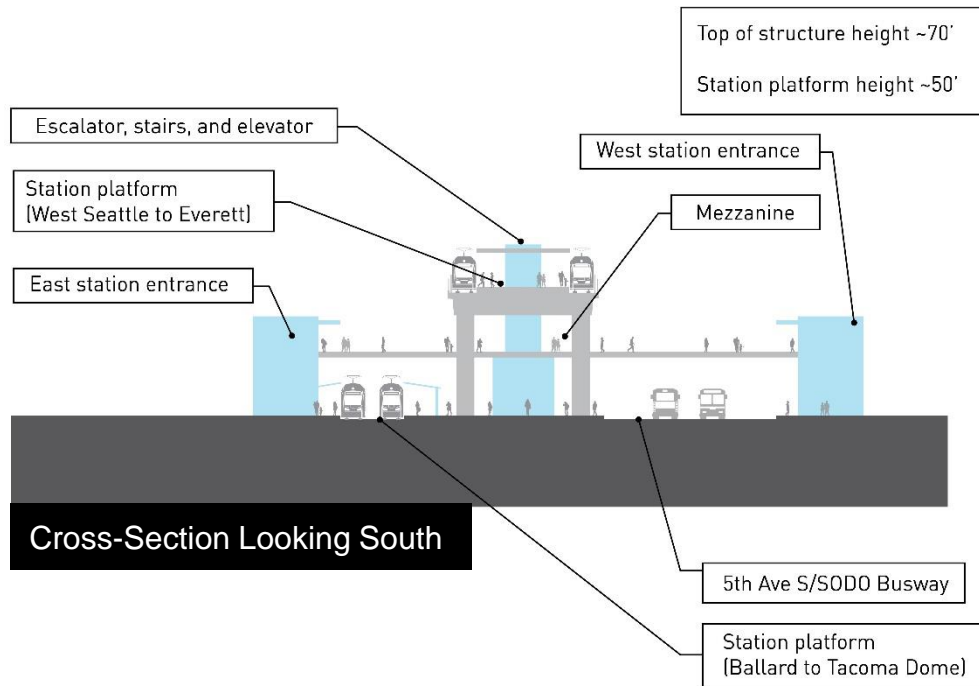
Mixed Profile Station



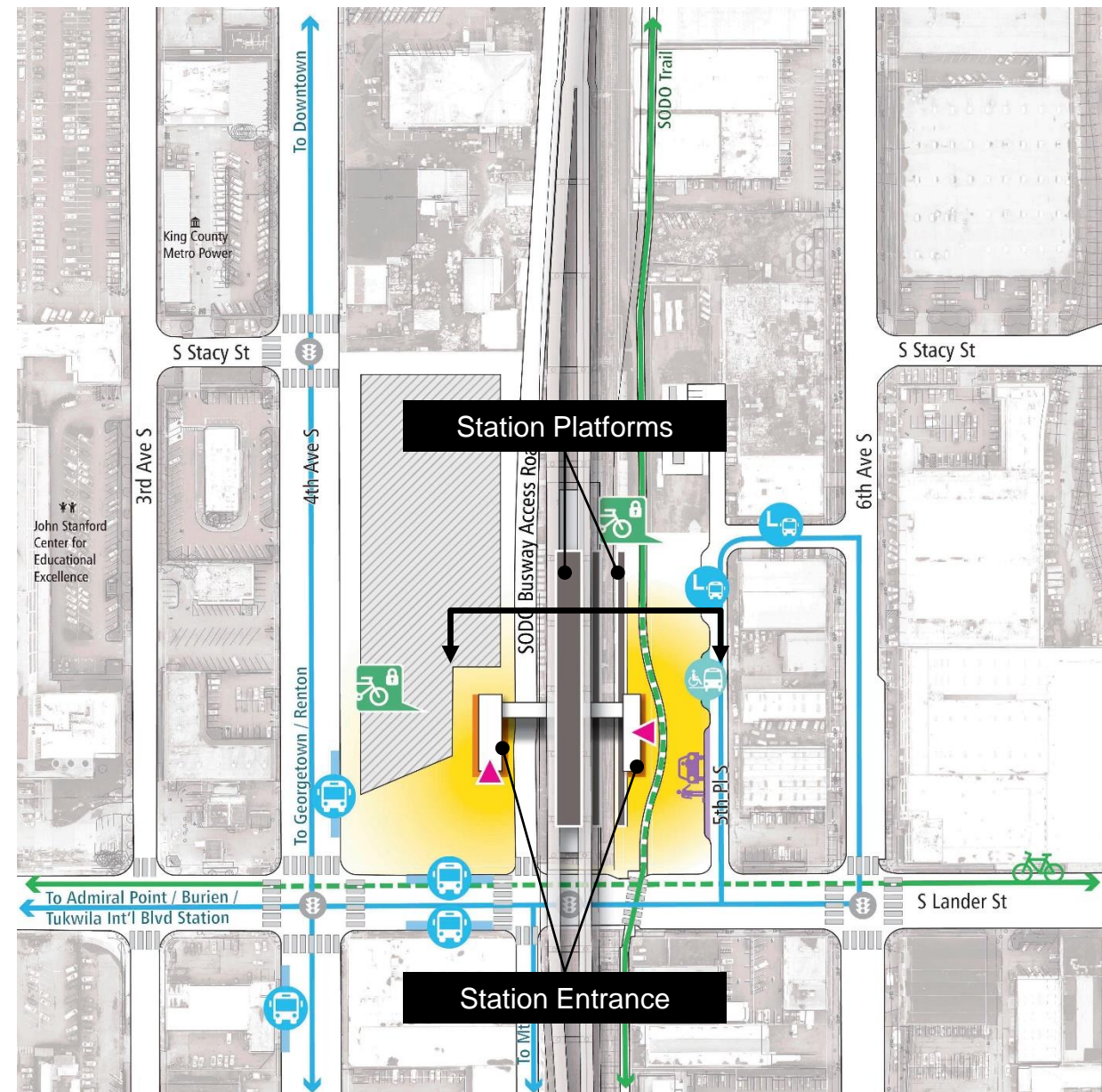
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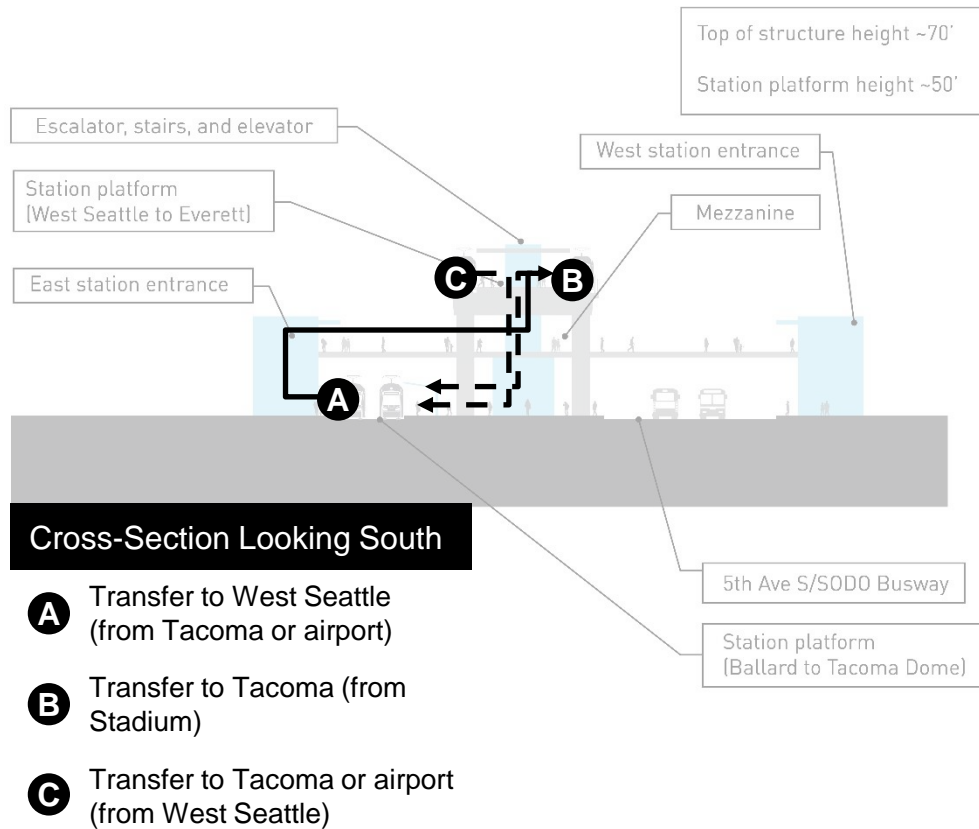
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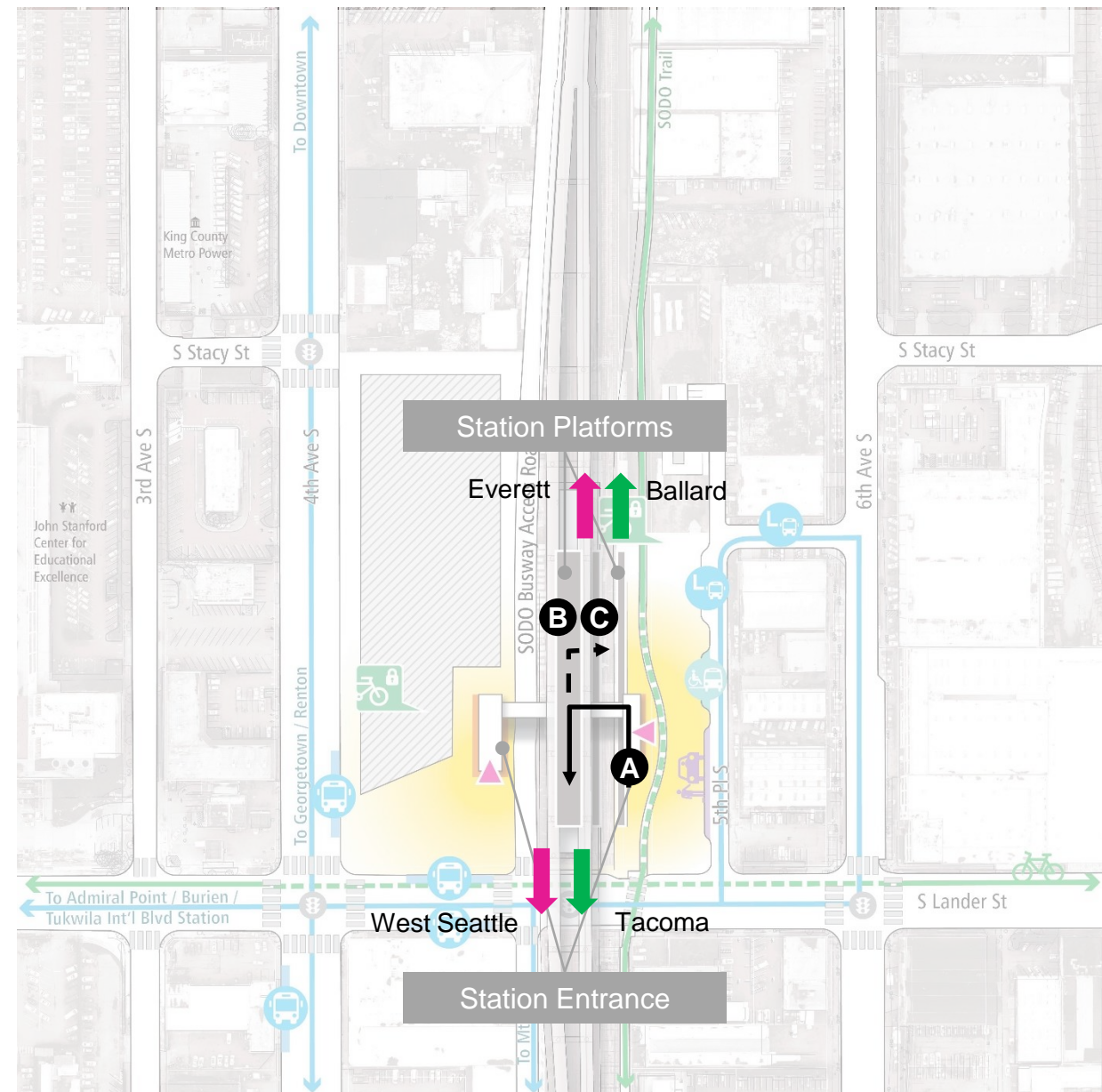
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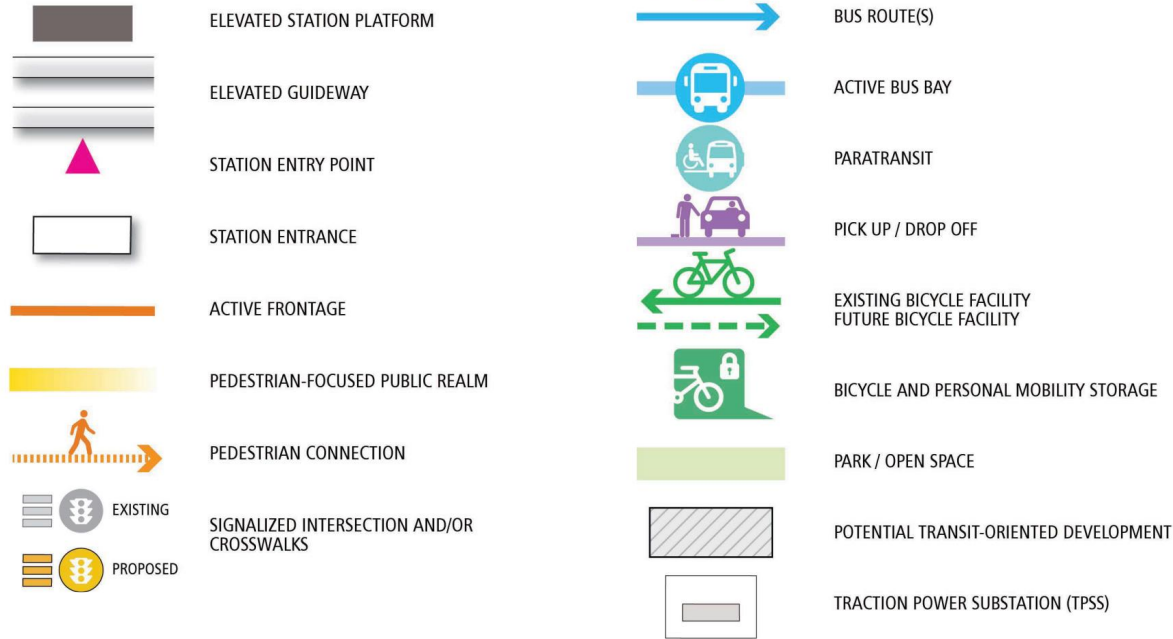
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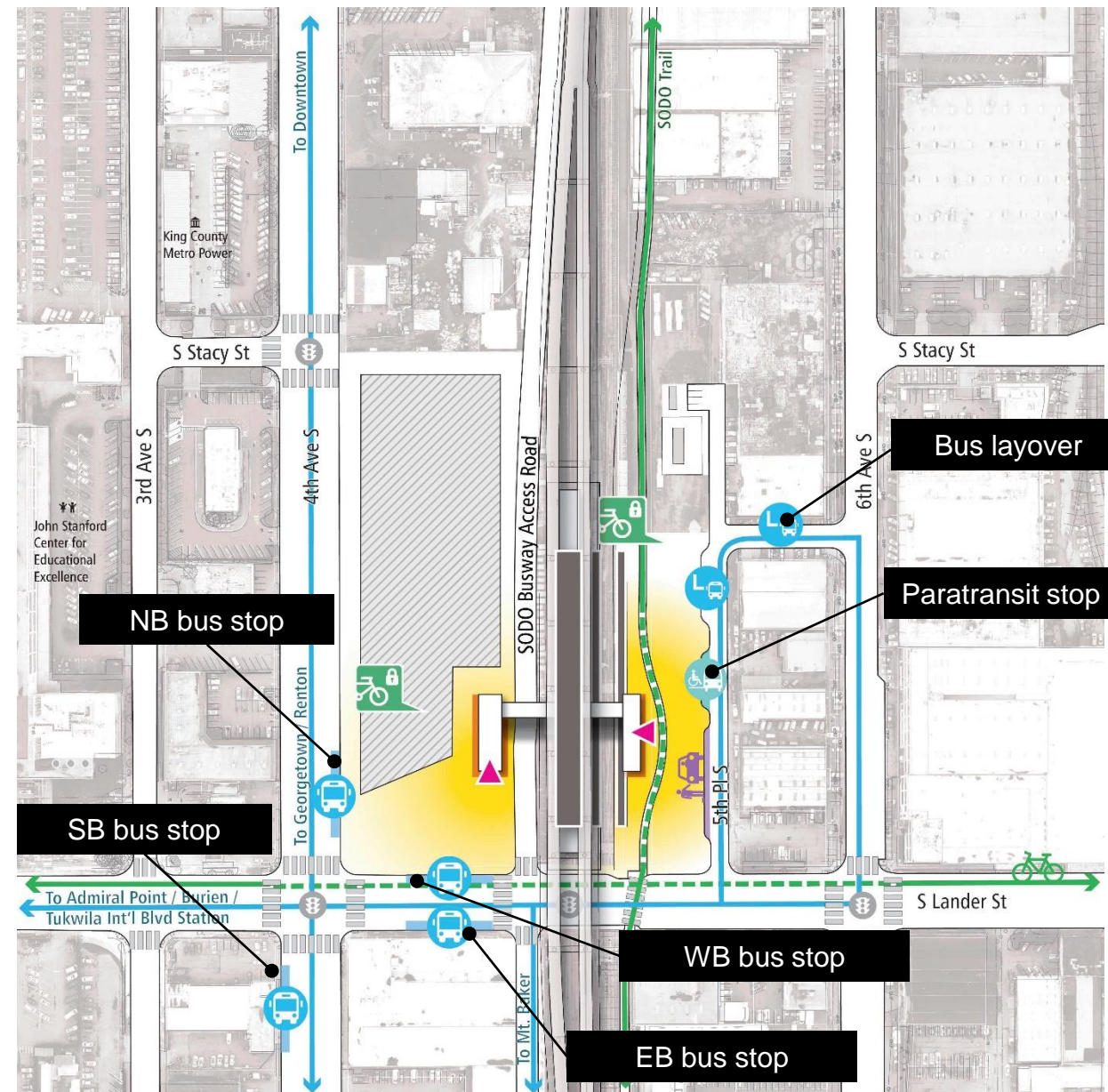
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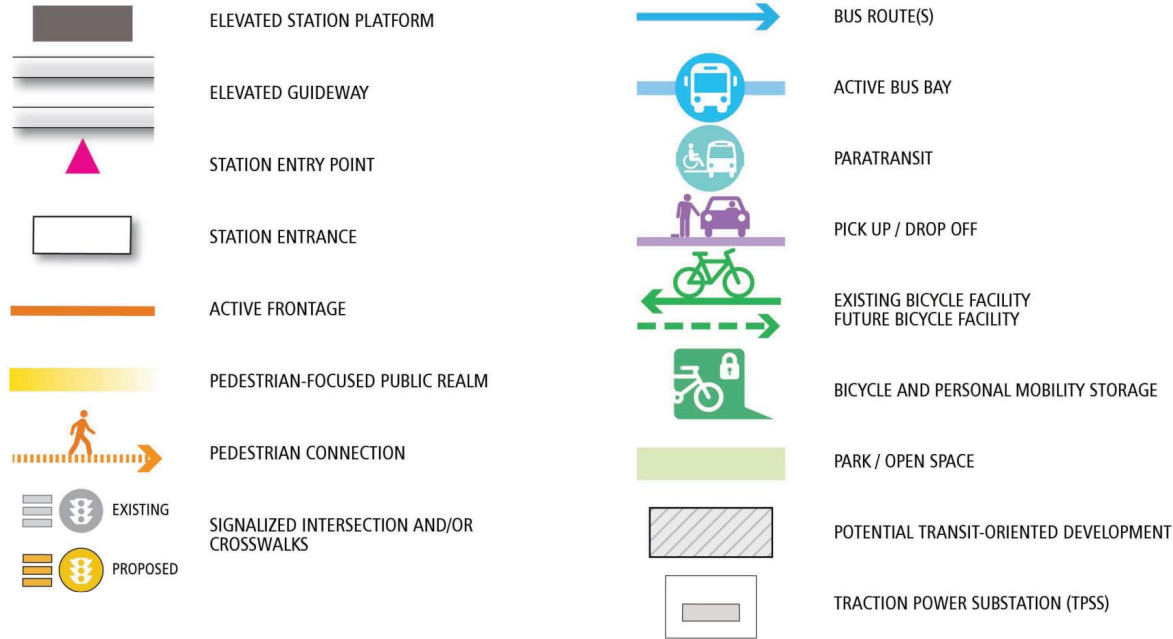
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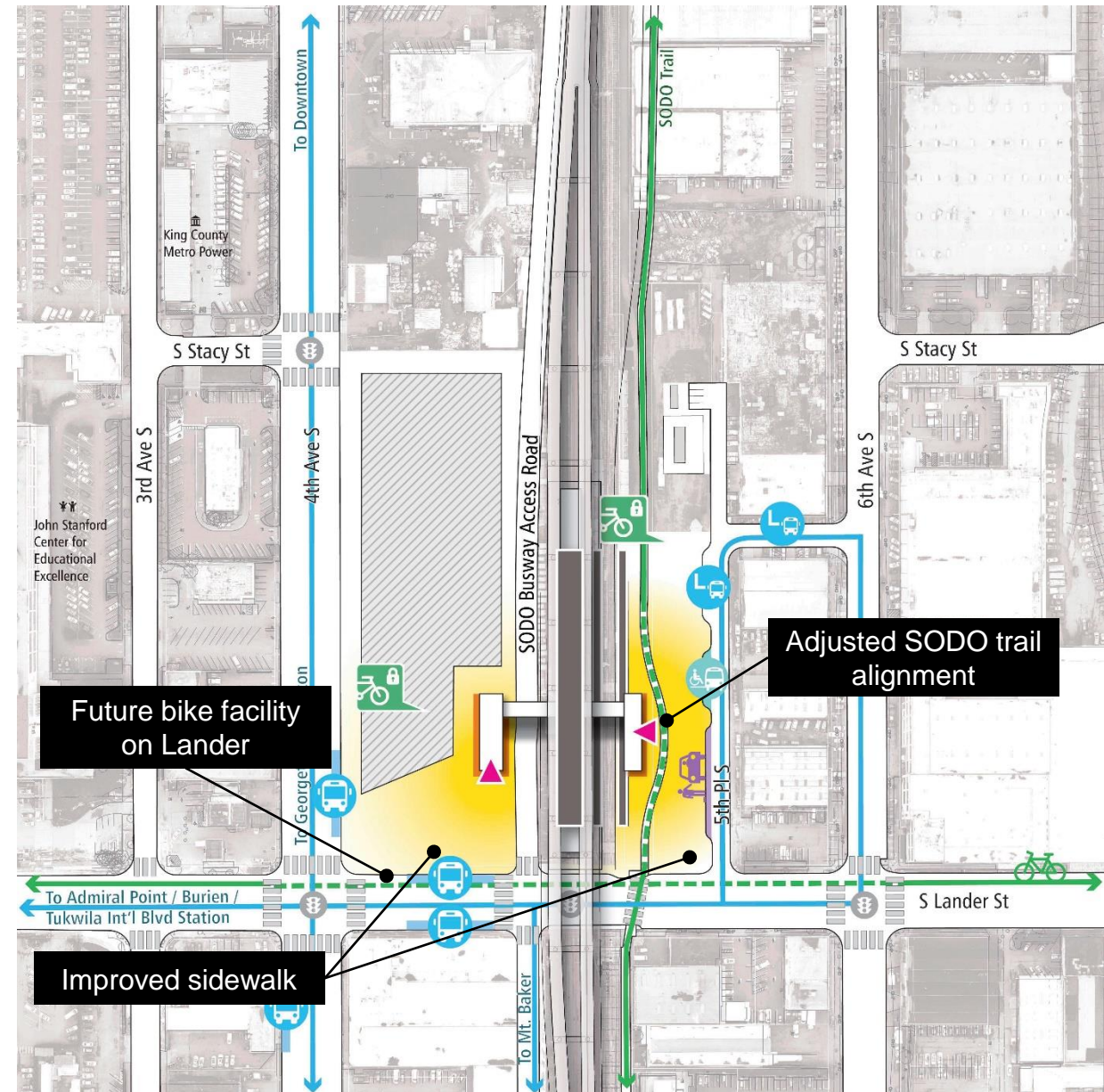
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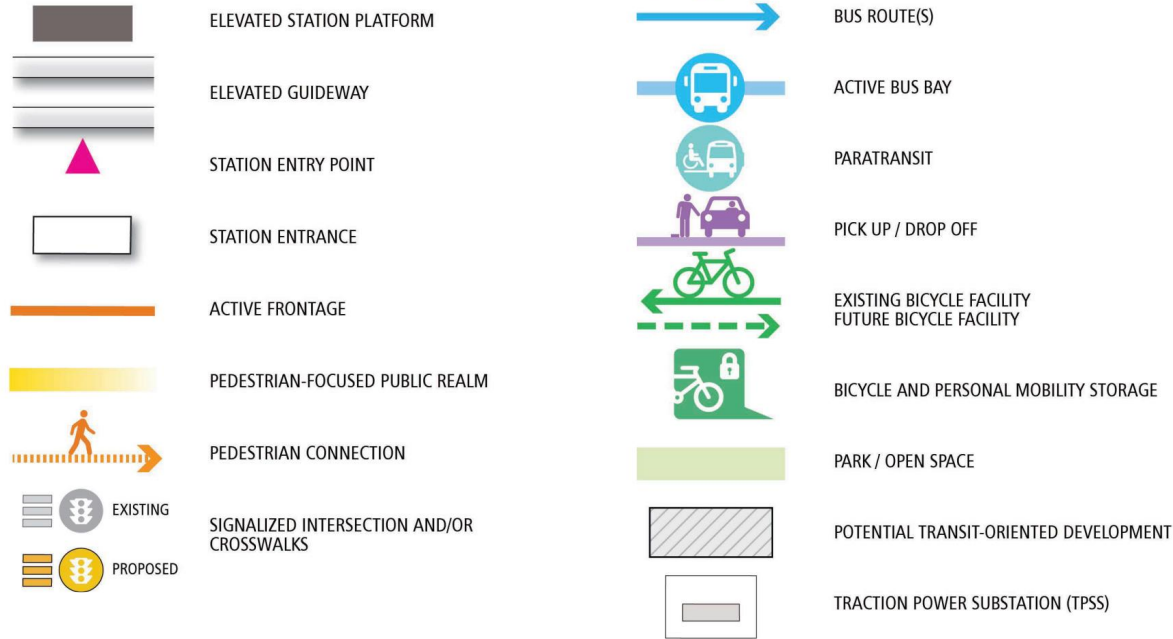
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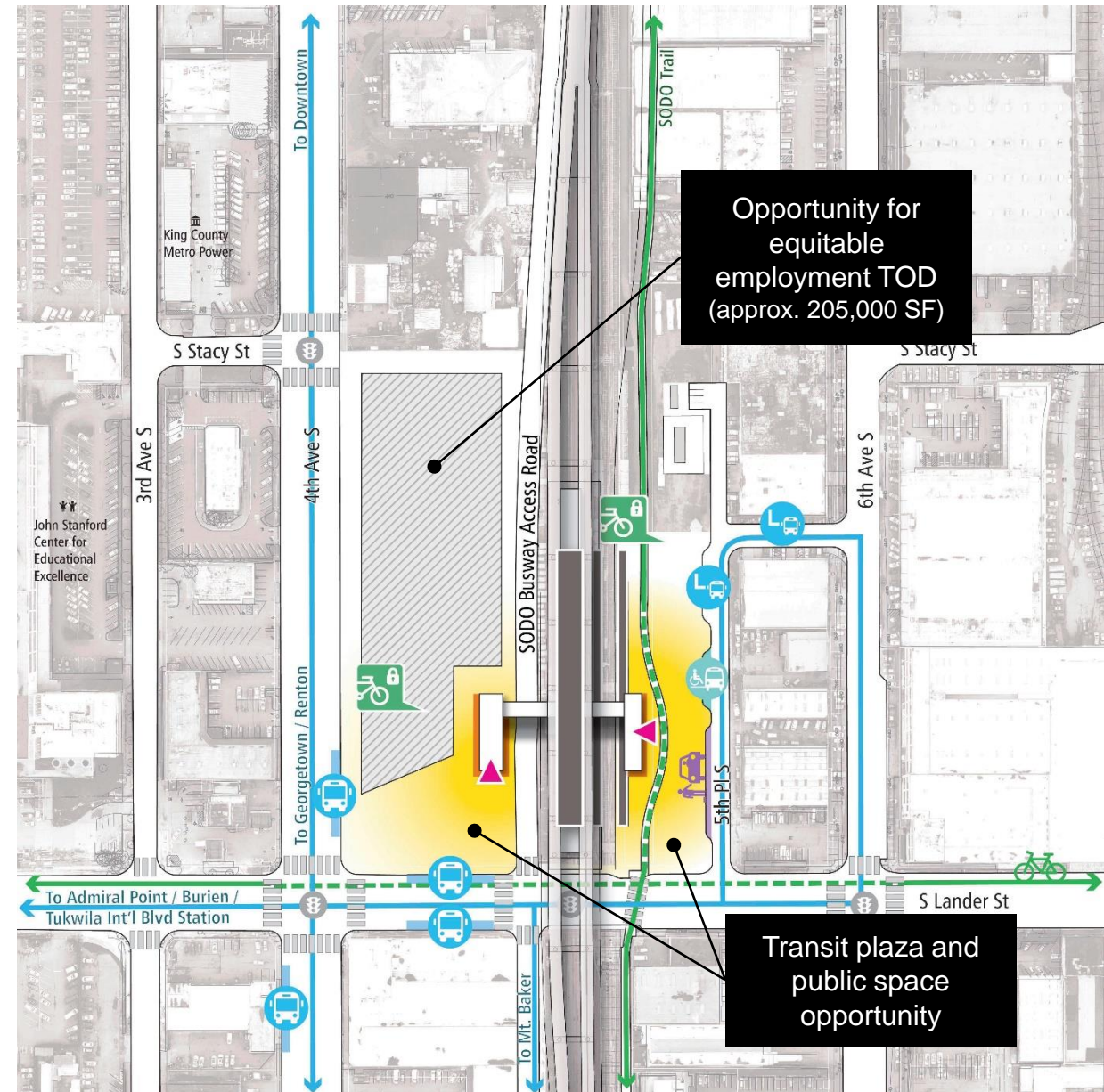
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Mixed Profile Station



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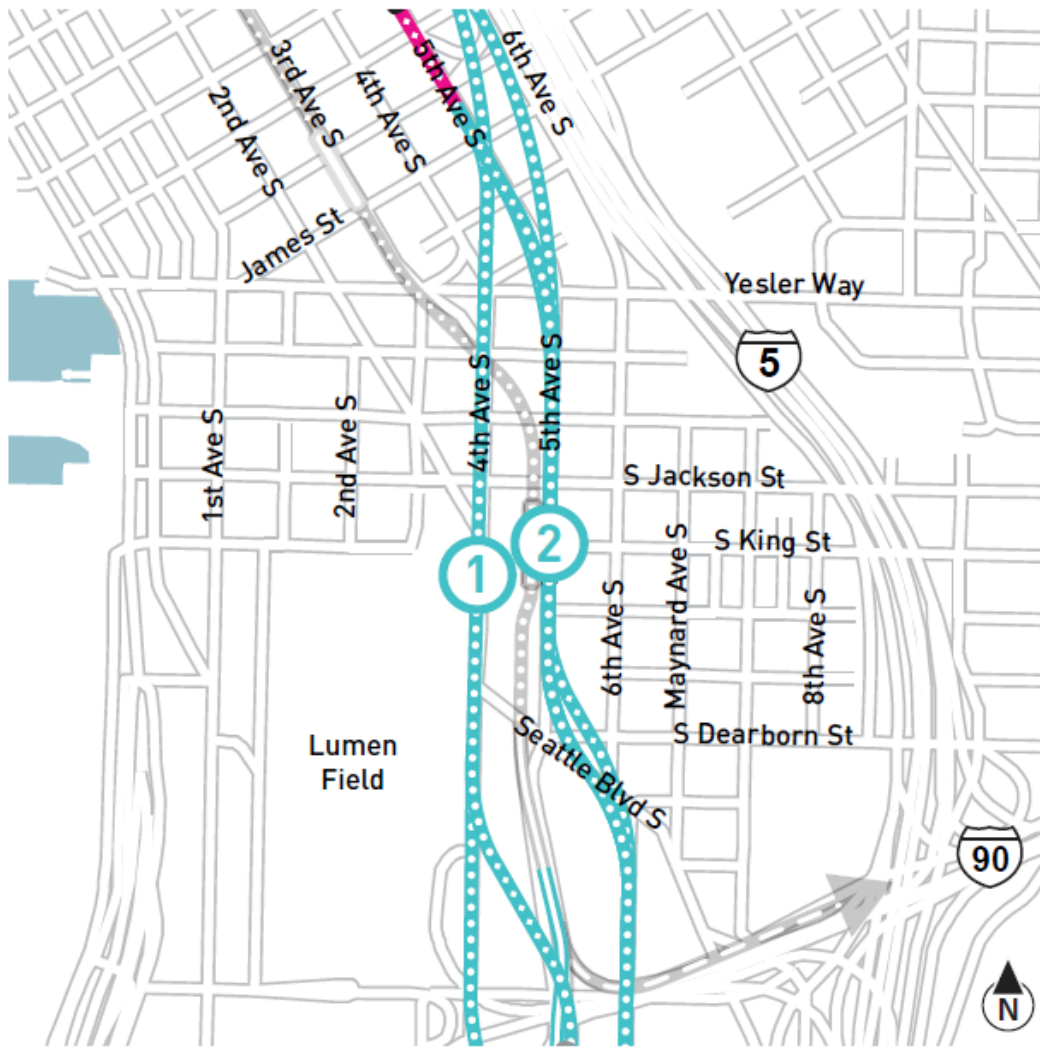
Questions for Discussion

What are your thoughts/questions about:

- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*

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Draft EIS Alternatives

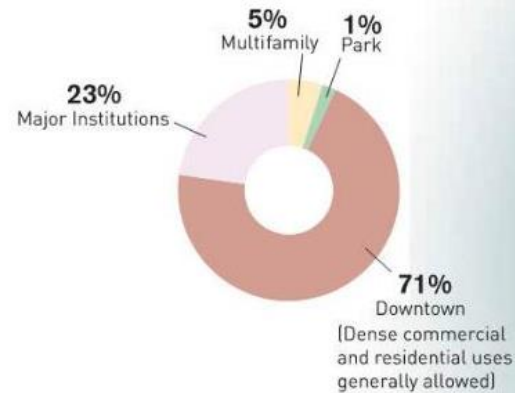
- Preferred alternative
- Other alternatives and design options

Route and Station Profiles

- / — At-grade
- - - / — Tunnel

- **Limit harmful impacts on the CID and Pioneer Square neighborhoods from light rail construction and operations**
- **Maximize connections for all users, transit riders and community members not riding light rail alike**
- **Support a 100-year vision for future generations**

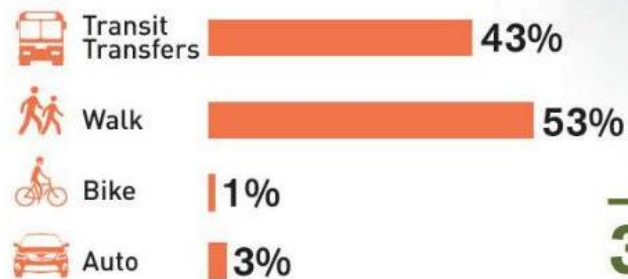
Existing land use in the station area⁽¹⁾



Ridership/daily boardings⁽²⁾



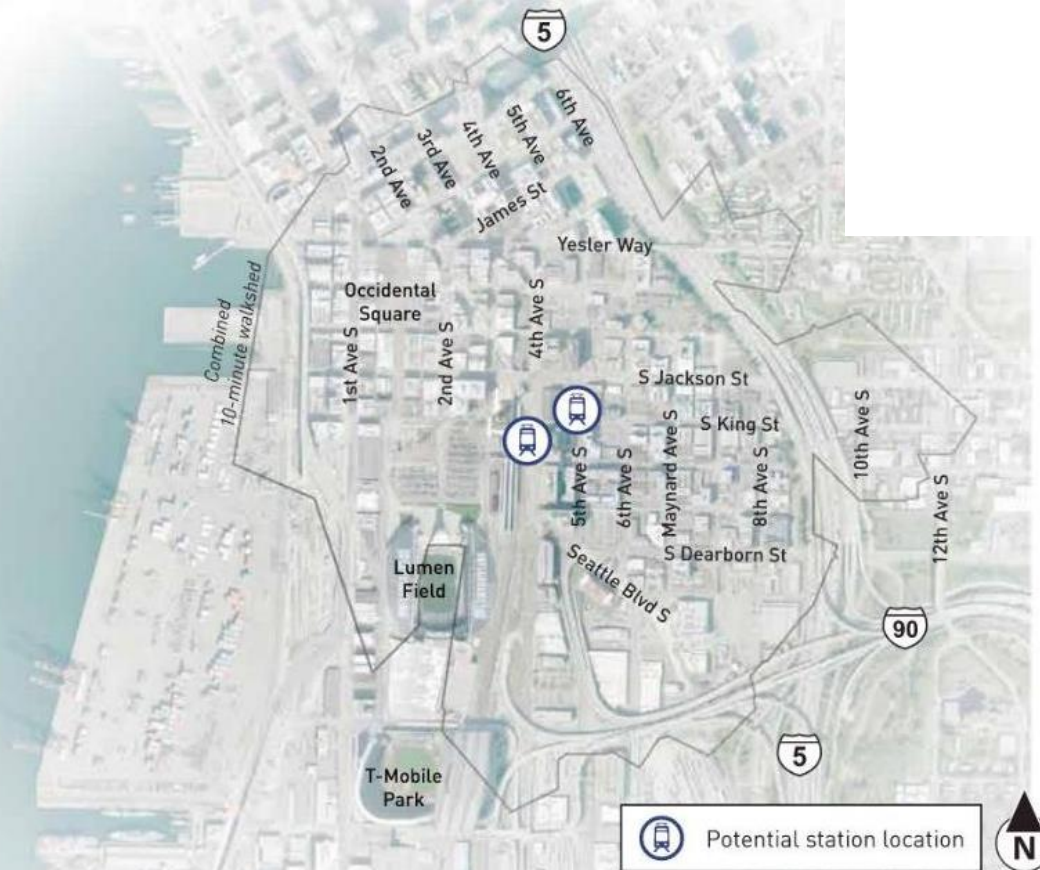
How people will travel to the station⁽²⁾



Bike facilities within 10-minute bikeshed⁽³⁾



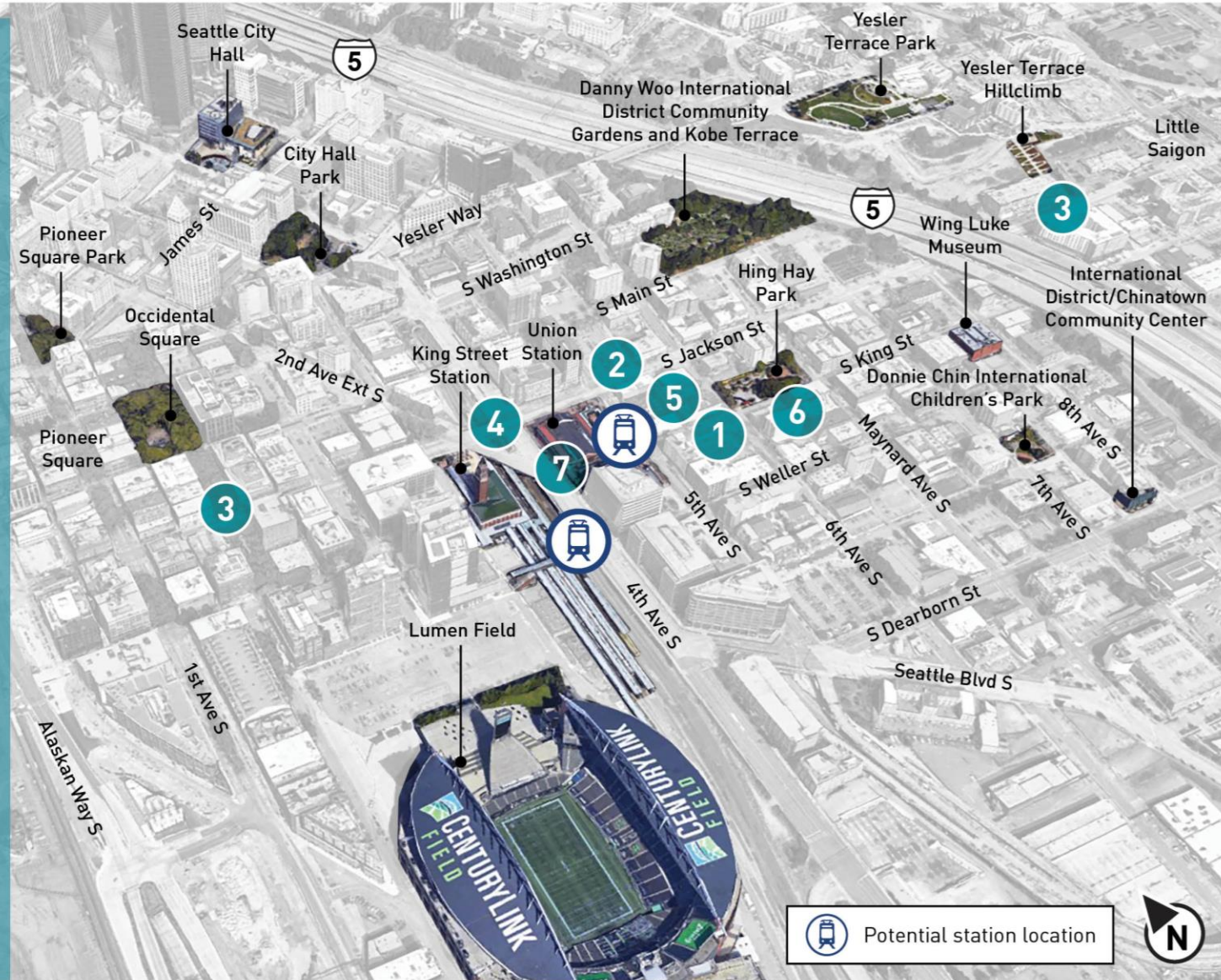
Living and working in the station area 2040^(1,4)



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NEIGHBORHOOD FEEDBACK

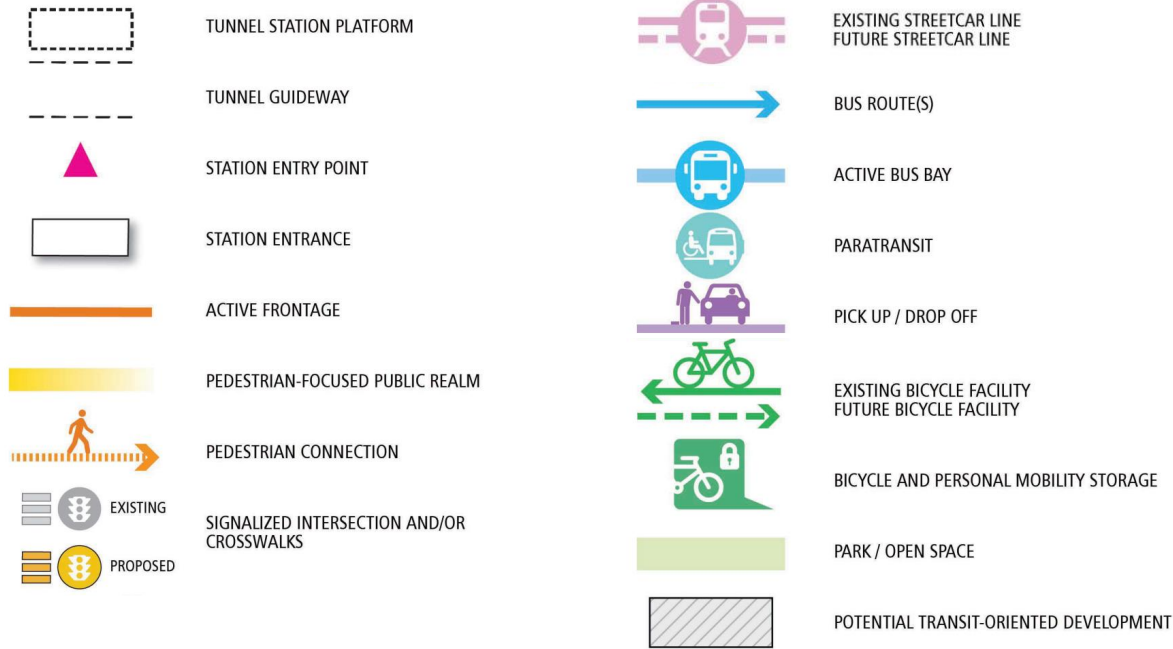
- 1 Station could benefit the community by creating opportunities for mixed-use development including affordable housing and small businesses
- 2 Station should be integrated with other transit (bus, train, streetcar); accessibility and easy transfers between modes are critical
- 3 Station provides an opportunity to better connect Little Saigon to the Waterfront through the Chinatown-International District and Pioneer Square neighborhoods
- 4 Improve crossings at major intersections and improve sidewalks by adding landscaping and lighting, especially along 4th Ave S
- 5 Create a safe, pedestrian-friendly, and welcoming station accessible to people of all ages, abilities, and backgrounds
- 6 Community members value the existing intergenerational and multilingual residential and business communities
- 7 Activate station area with greenery, culturally reflective art, and space for small vendors



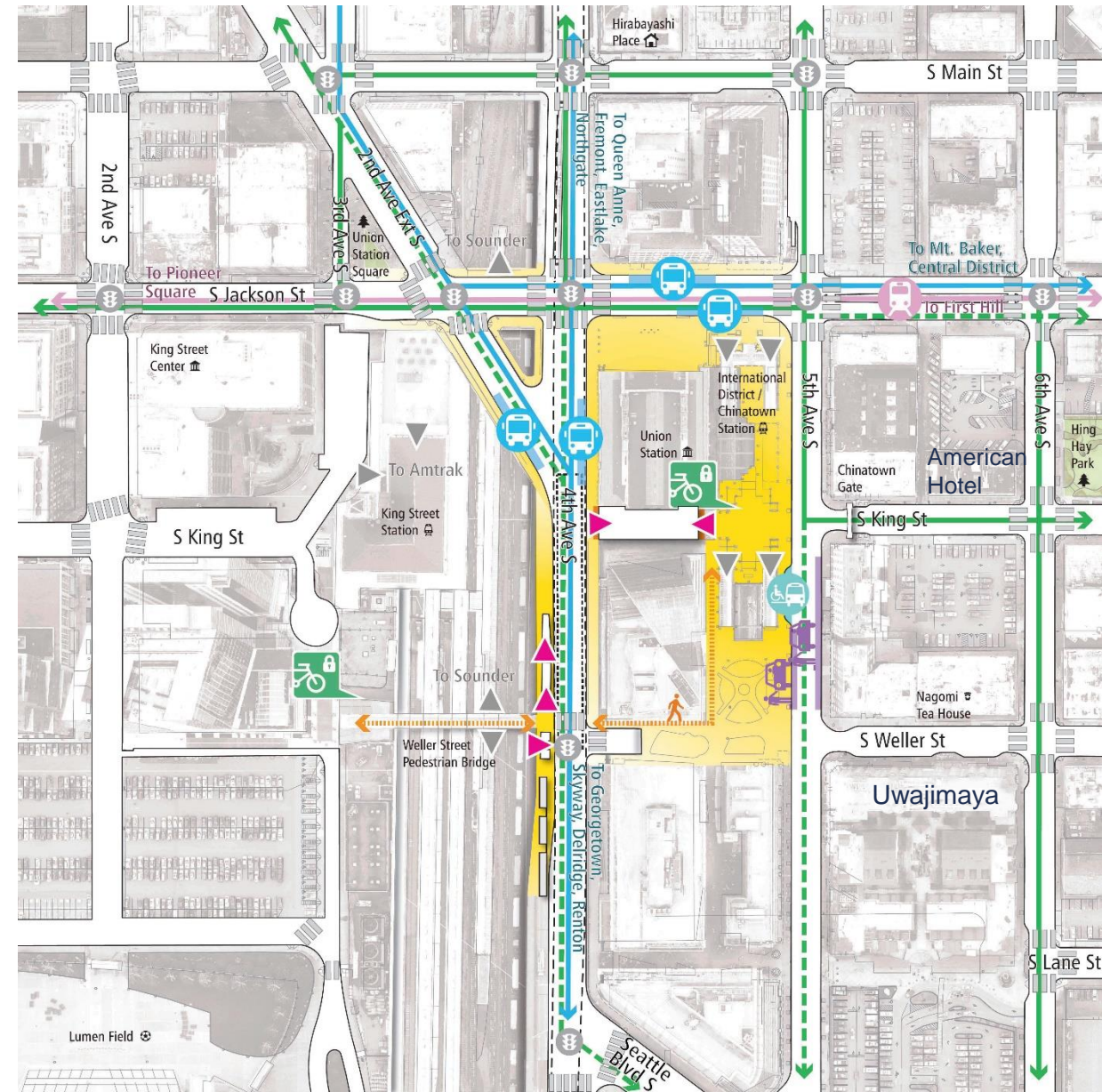
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

***Other Draft EIS alternatives
(No Preferred)***

Tunnel 4th Ave Station (Shallow and Deep)



Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.



Weller Street Pedestrian Bridge

West station entrance

Union Station

4th Ave S

Escalator, stairs, and elevator

East station entrance

5th Ave S

Existing International District/Chinatown station

Underground connection to existing International District/Chinatown station

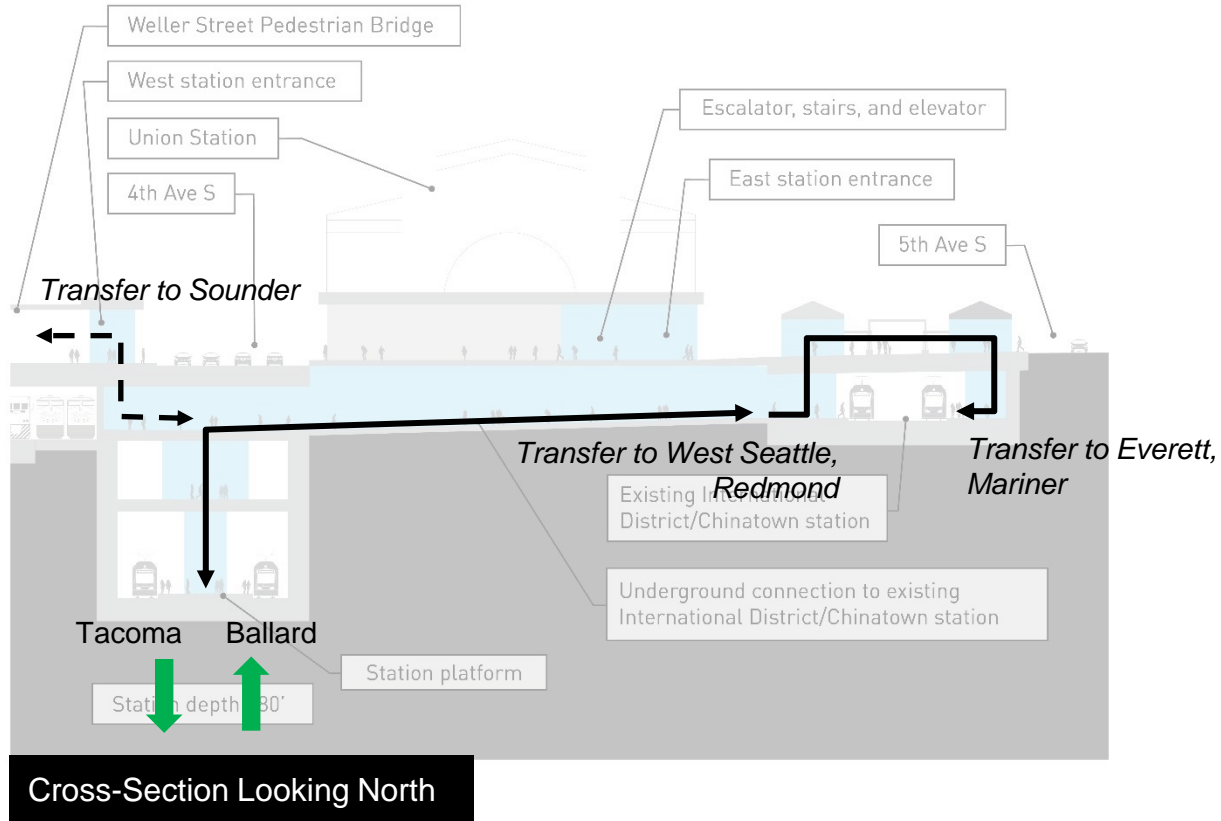
Station platform

Station depth ~80'

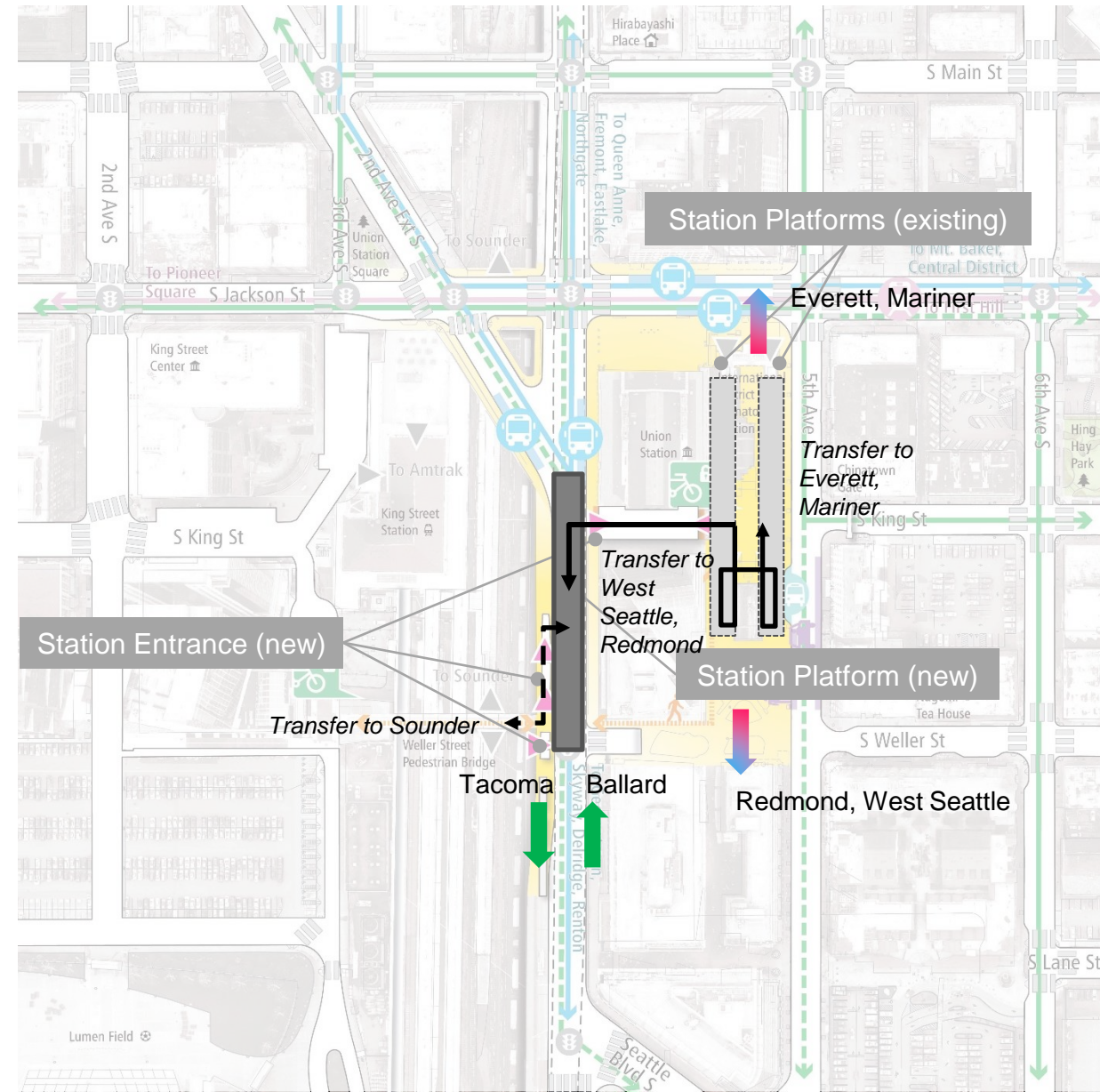
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



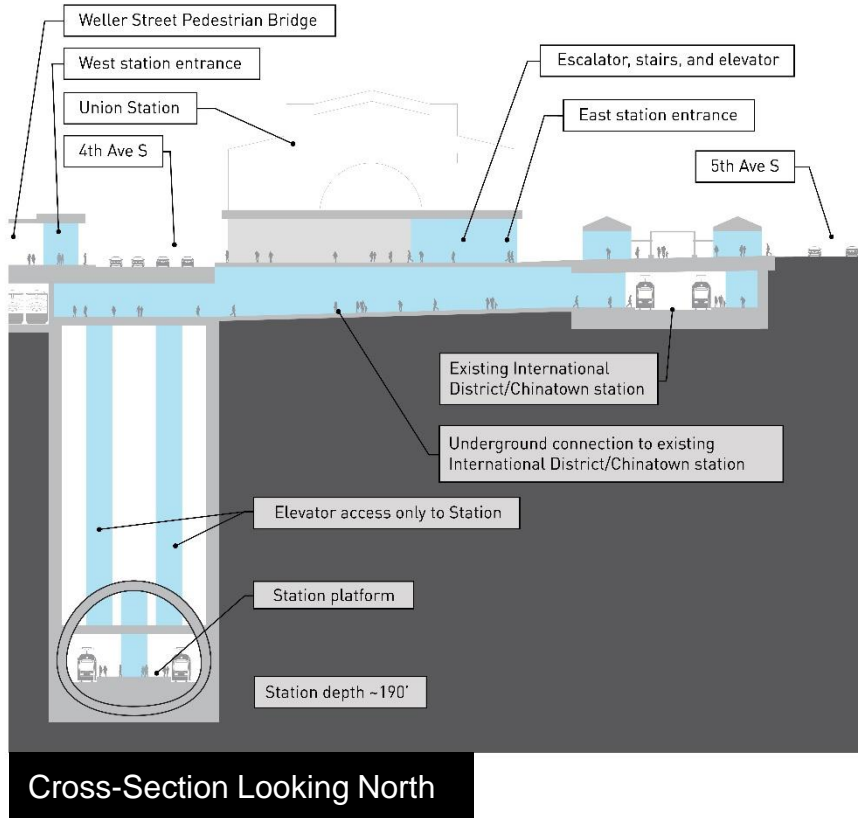
Tunnel 4th Ave Station (Shallow)



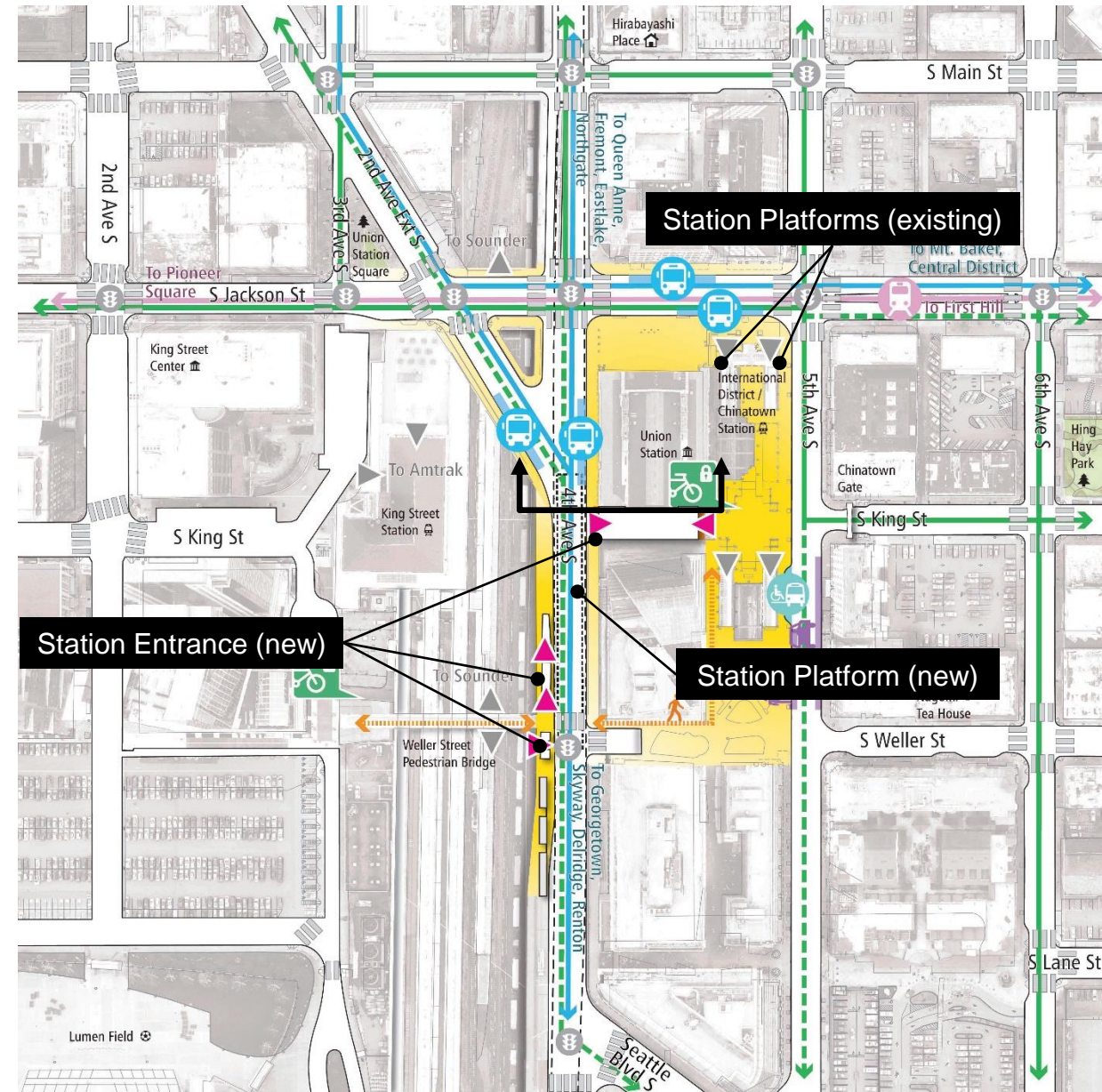
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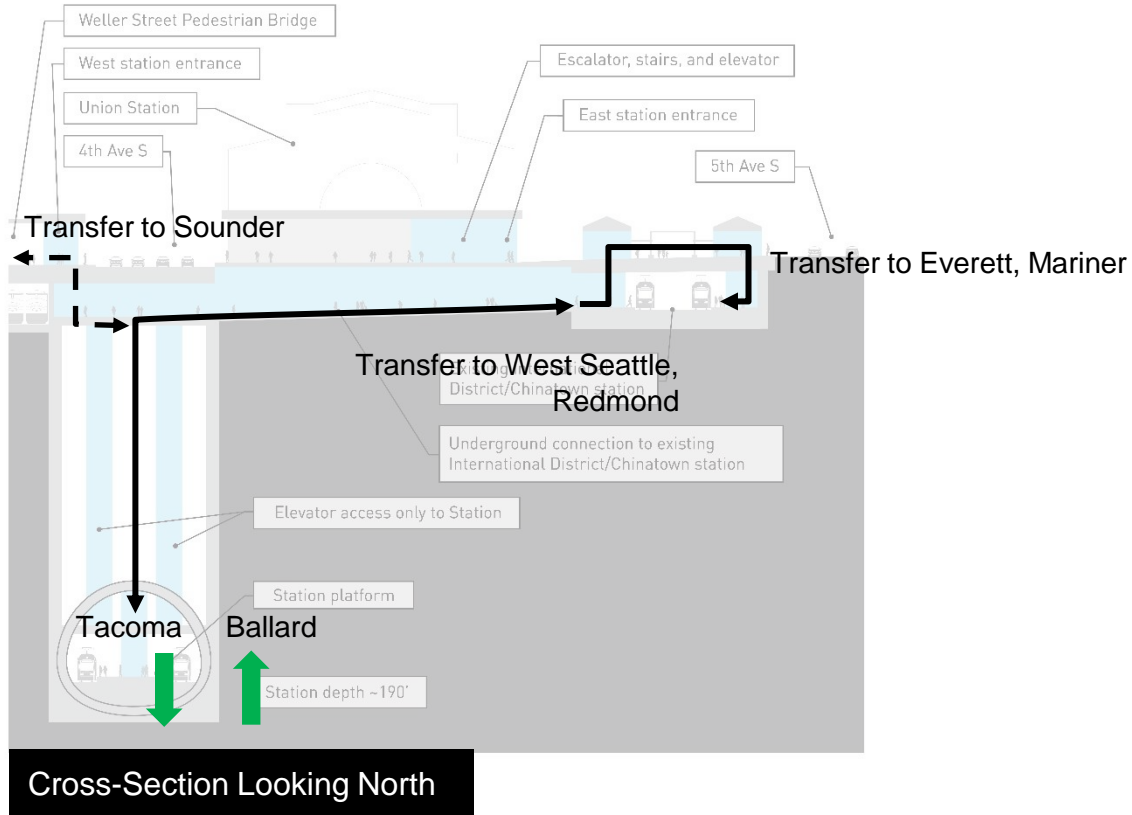
Tunnel 4th Ave Station (Deep)



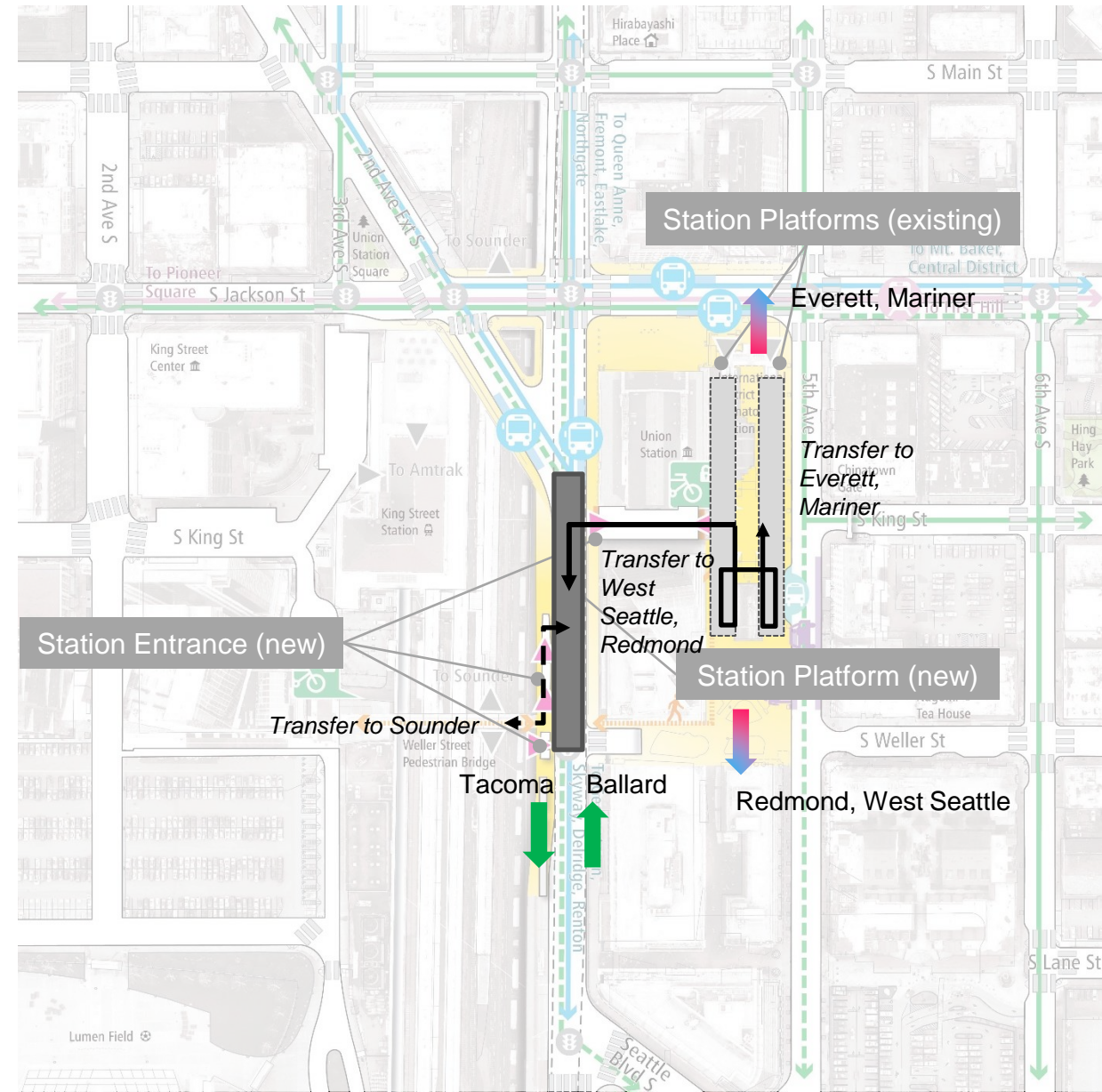
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



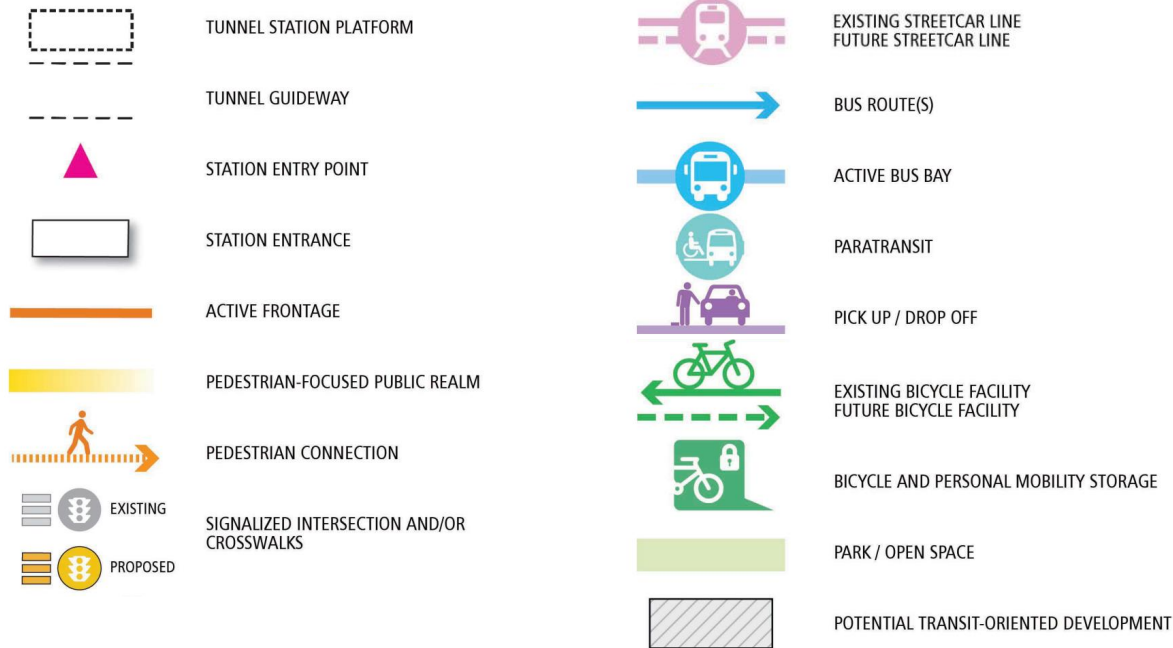
Tunnel 4th Ave Station (Shallow)



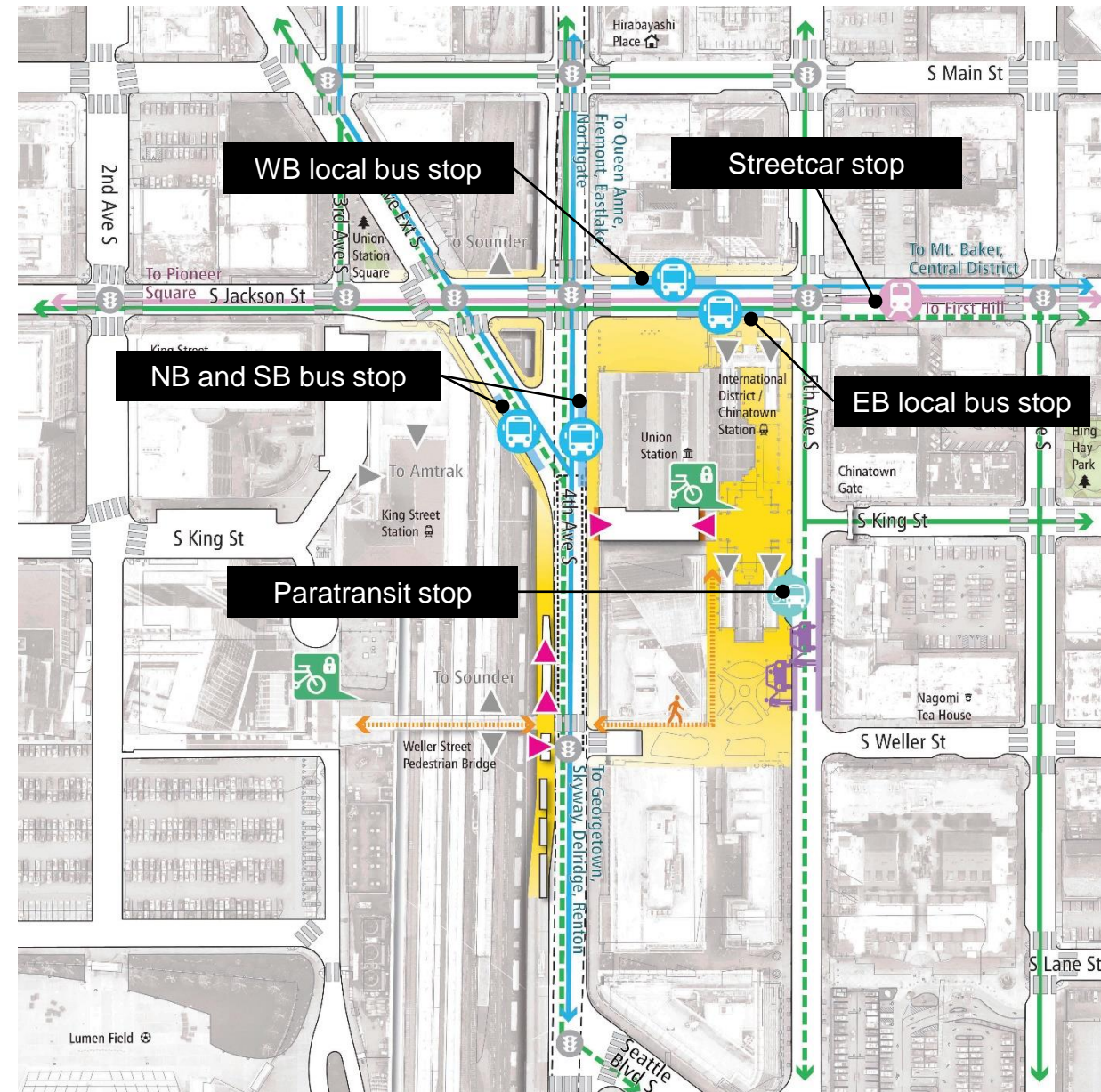
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



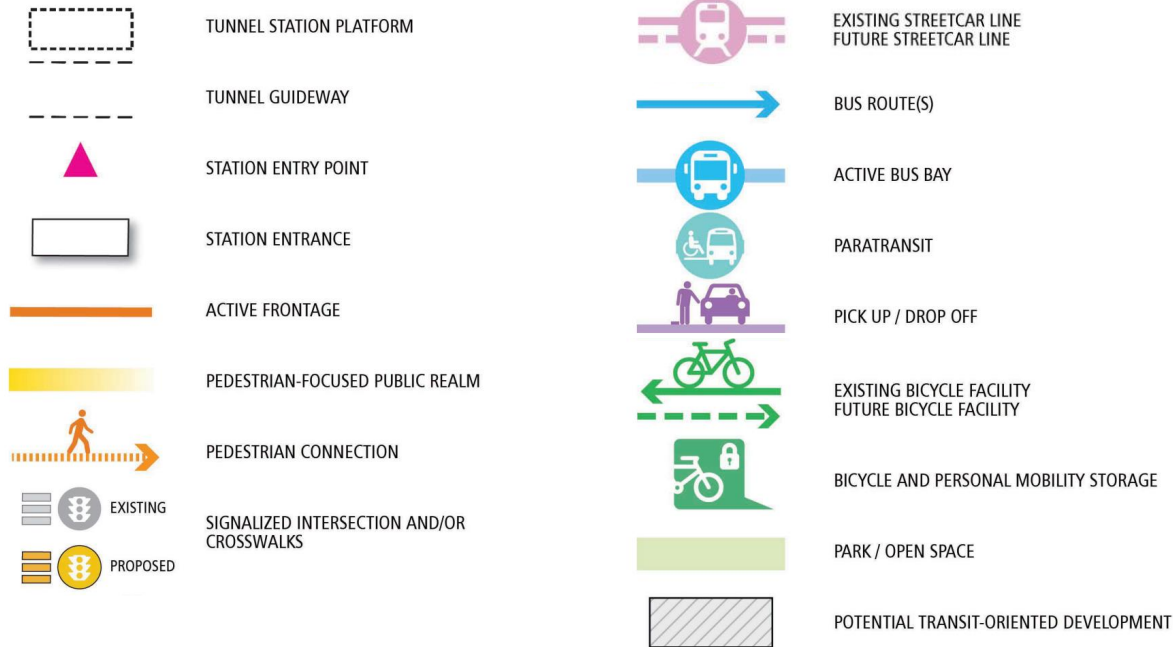
Tunnel 4th Ave Station (Shallow and Deep)



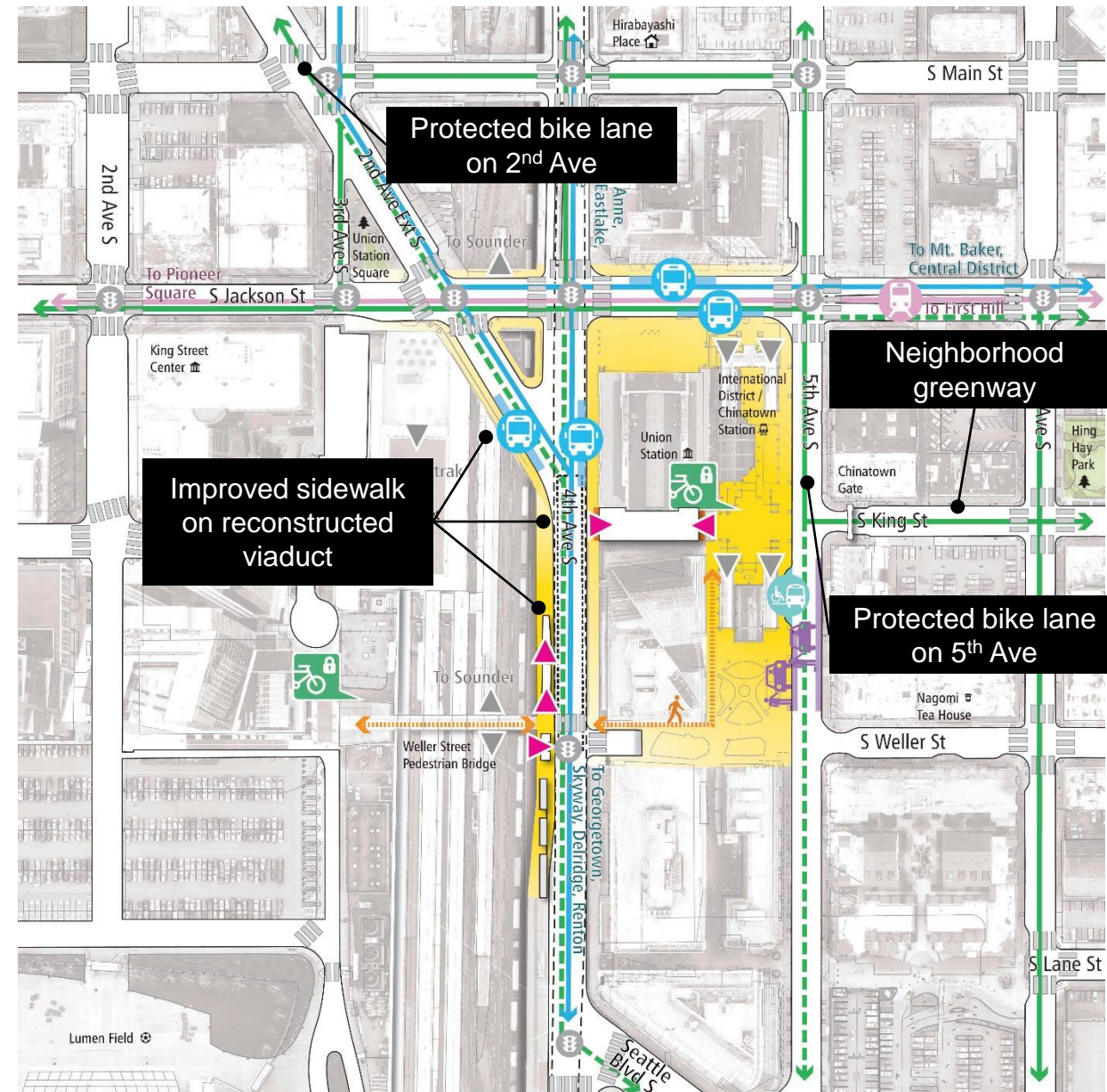
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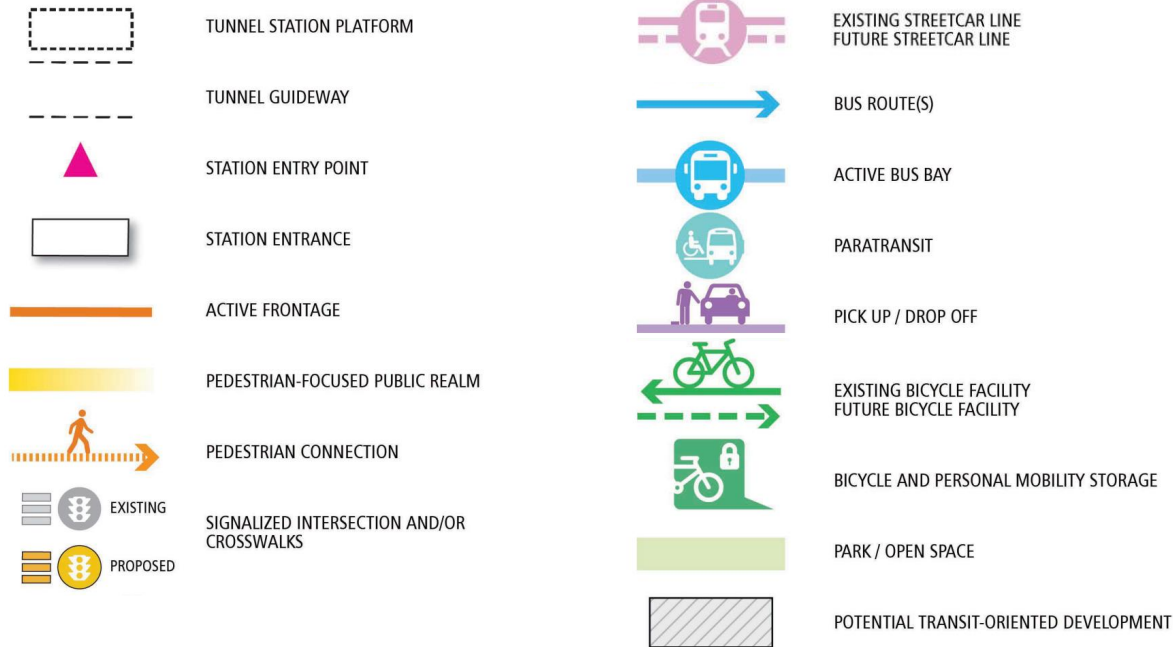
Tunnel 4th Ave Station (Shallow and Deep)



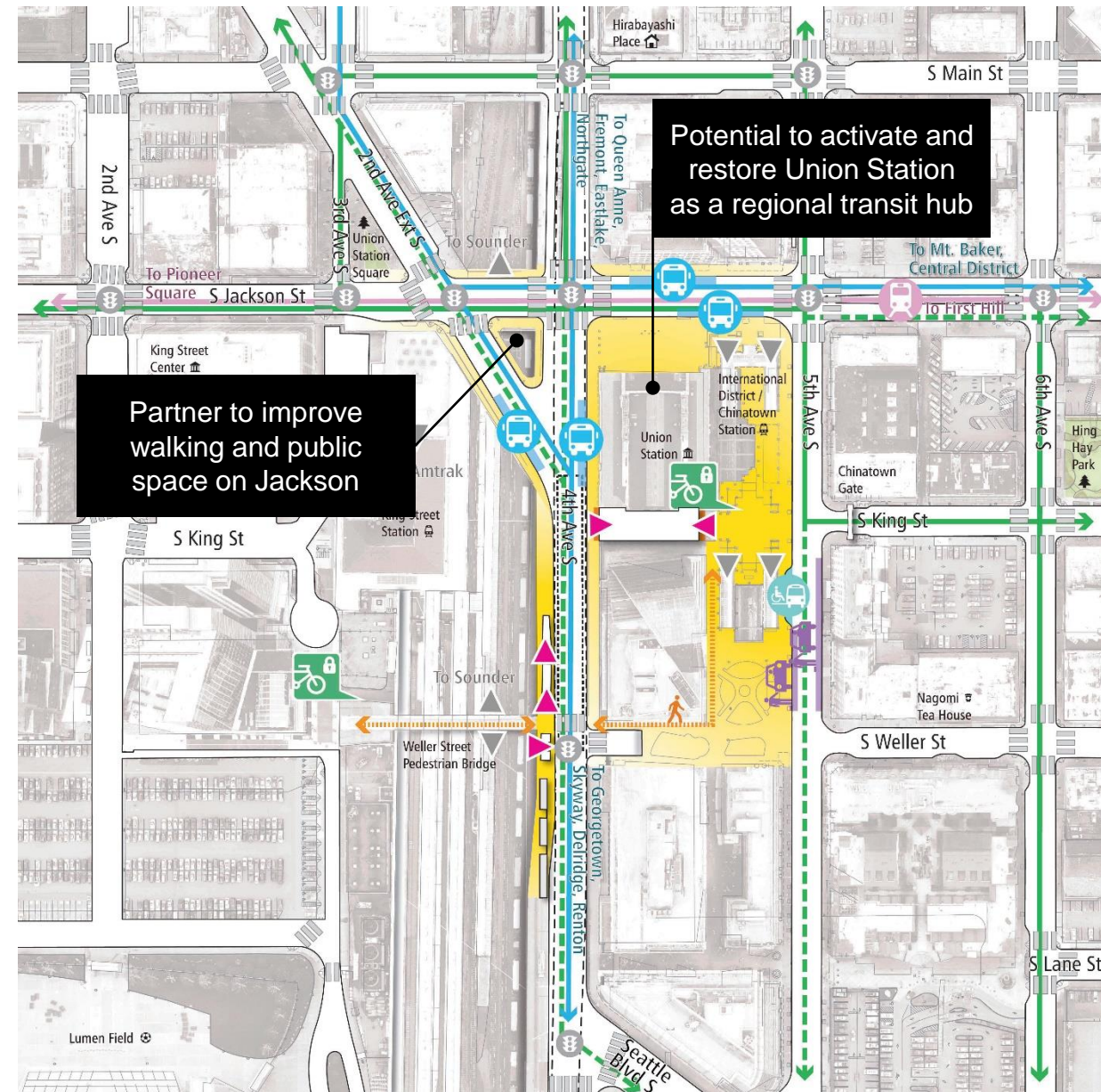
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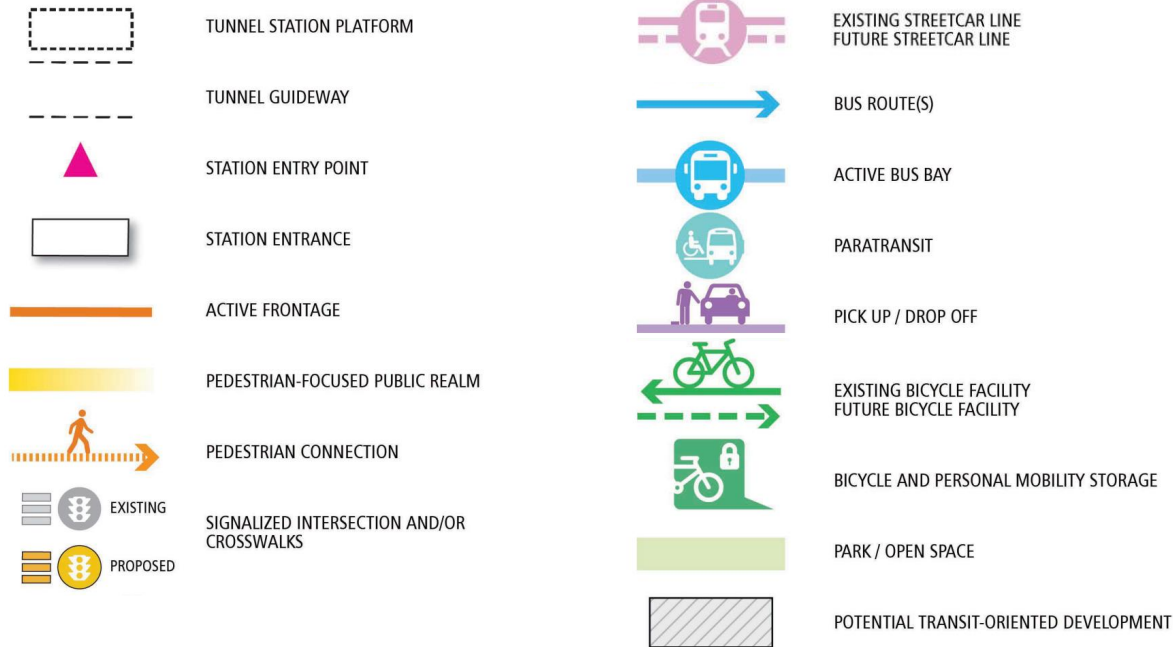
Tunnel 4th Ave Station (Shallow and Deep)



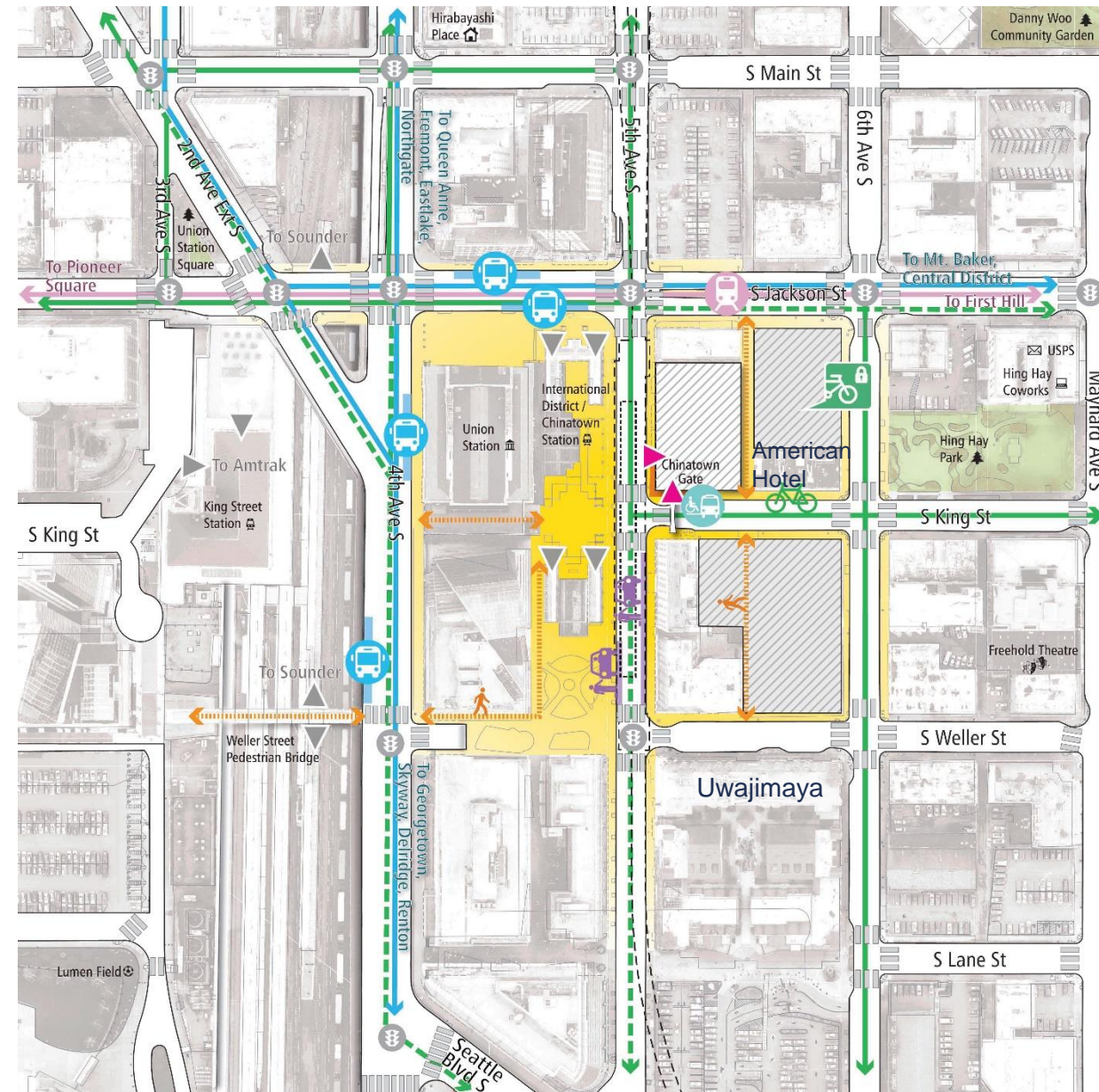
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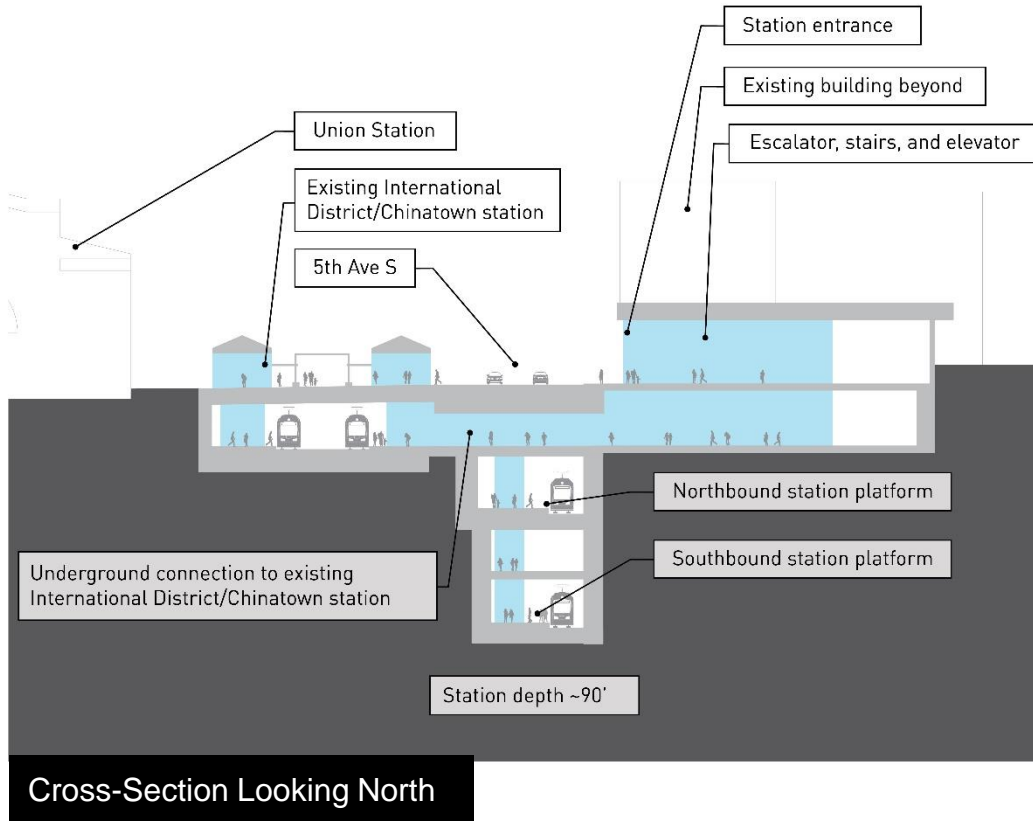
Tunnel 5th Ave Station (Shallow and Deep)



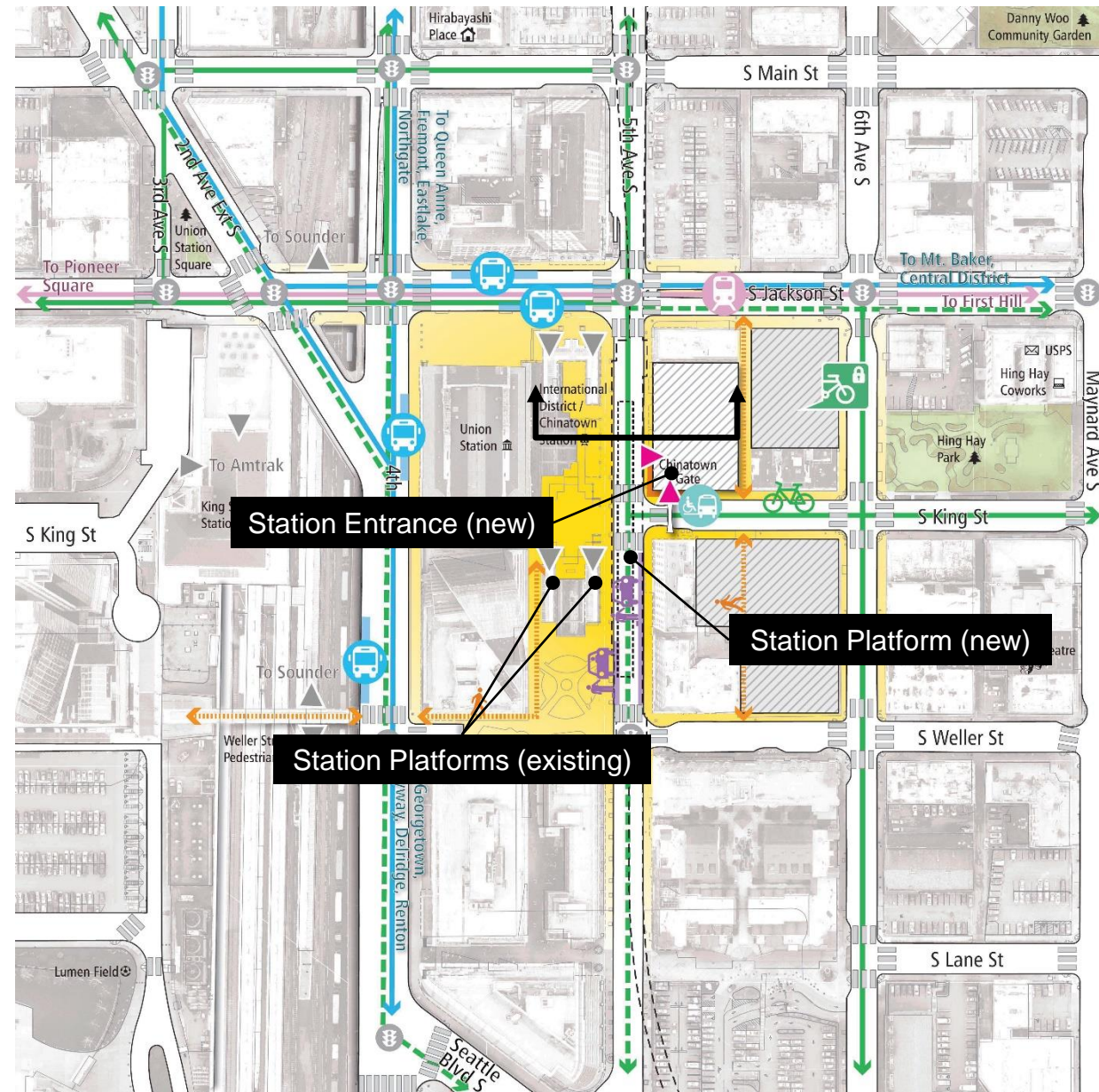
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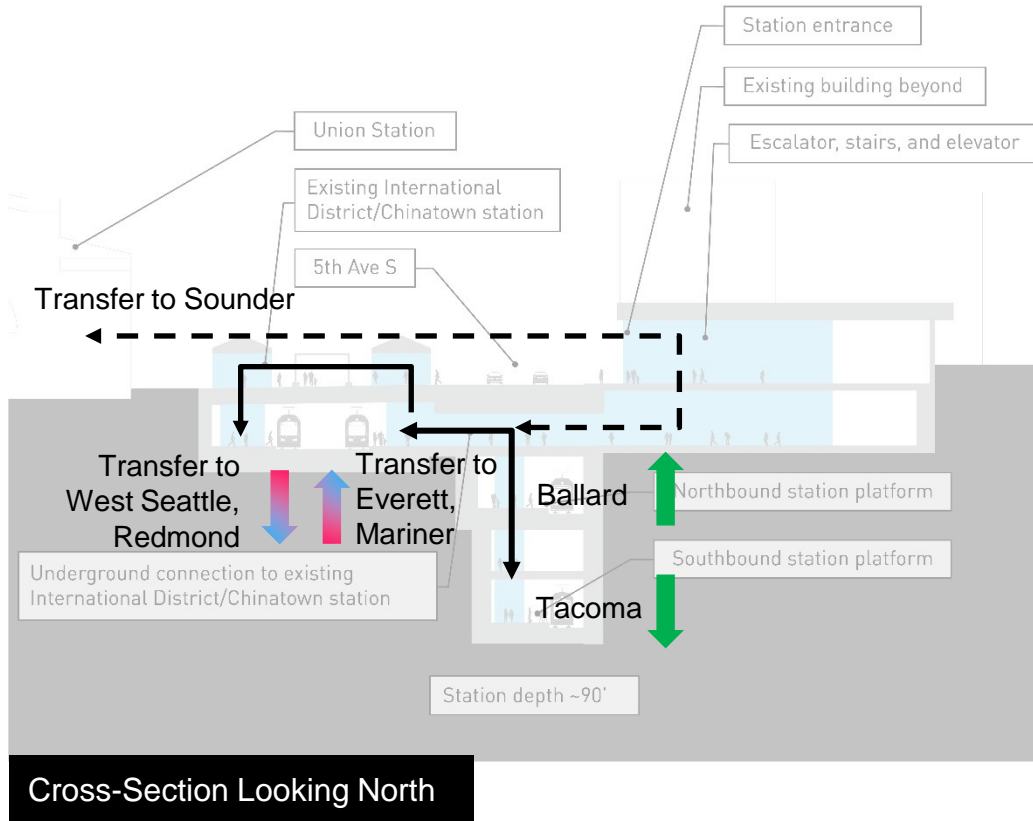
Tunnel 5th Ave Station (Shallow)



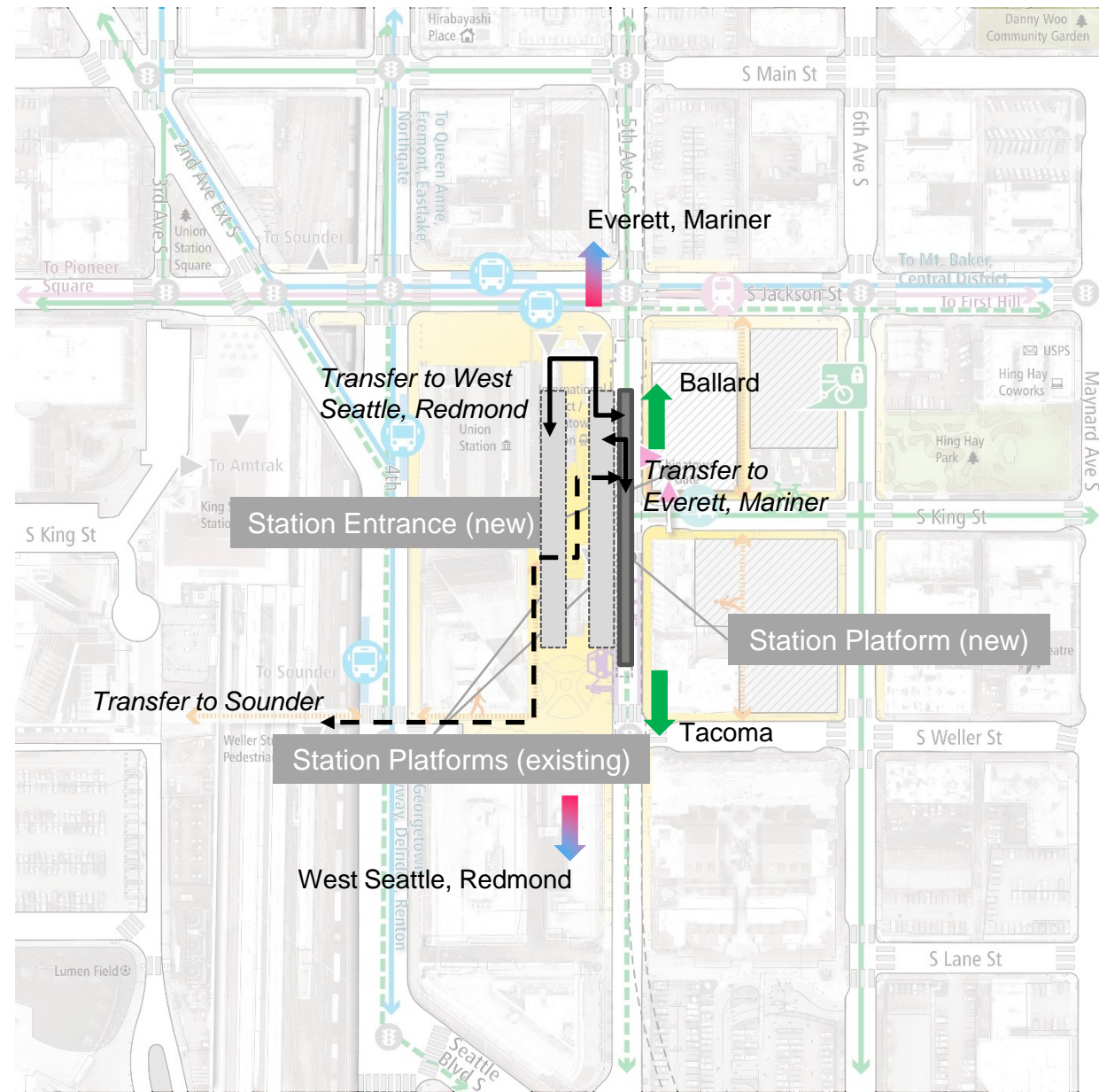
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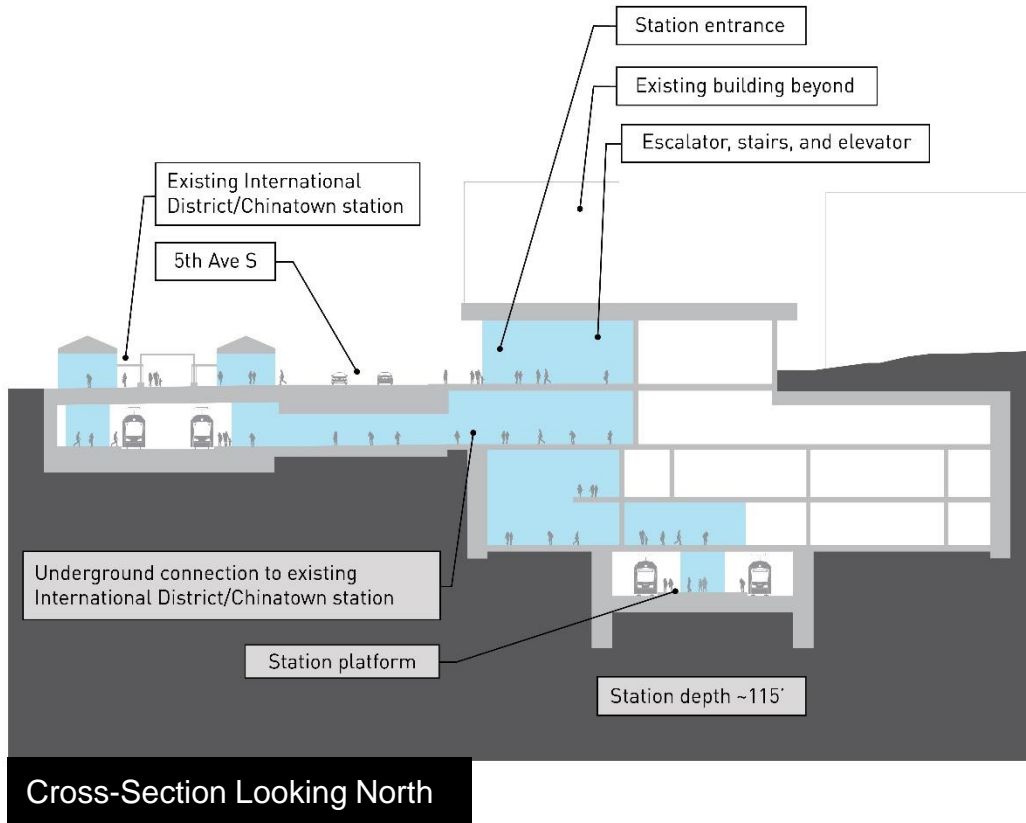
Tunnel 5th Ave Station (Shallow)



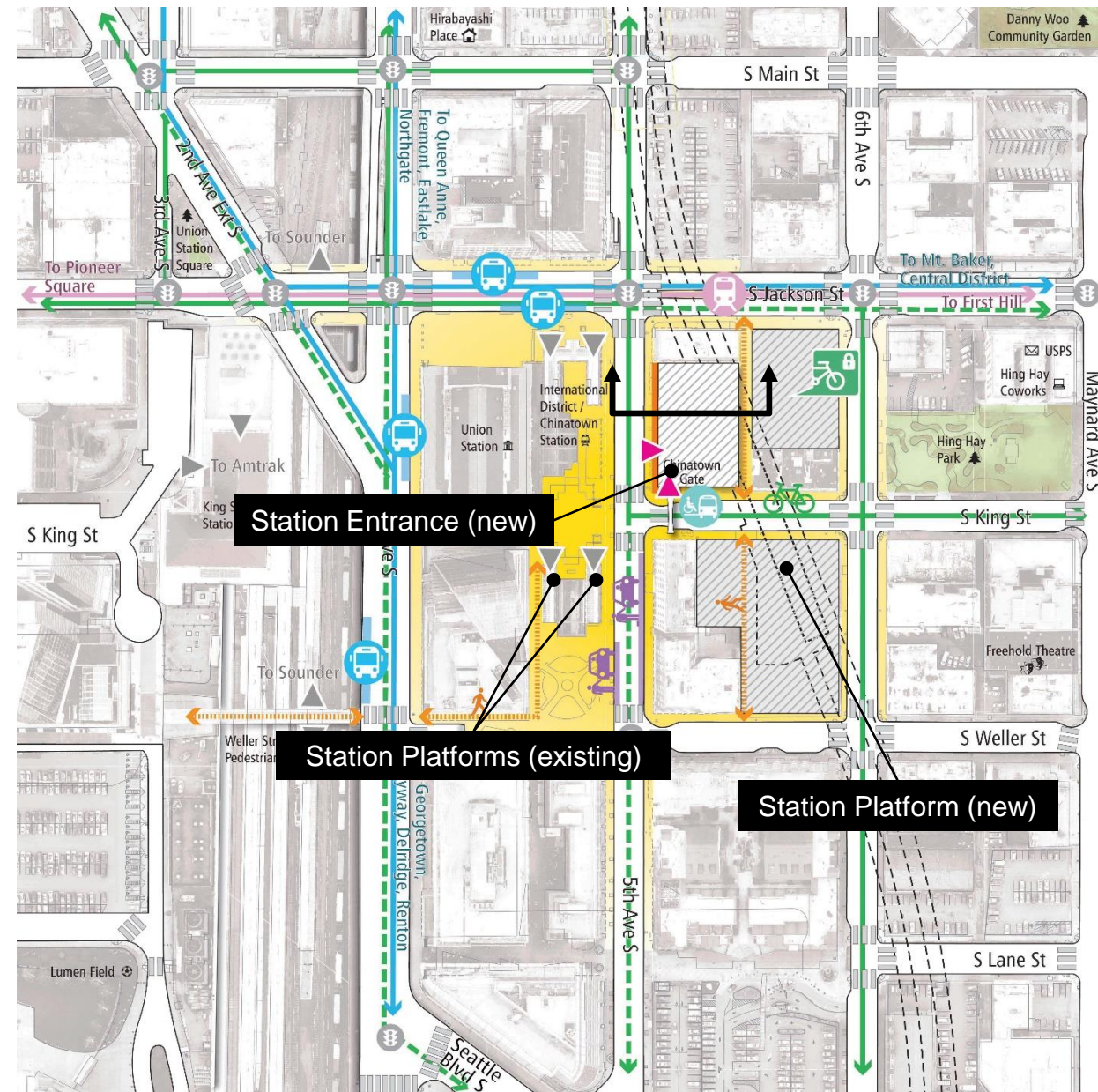
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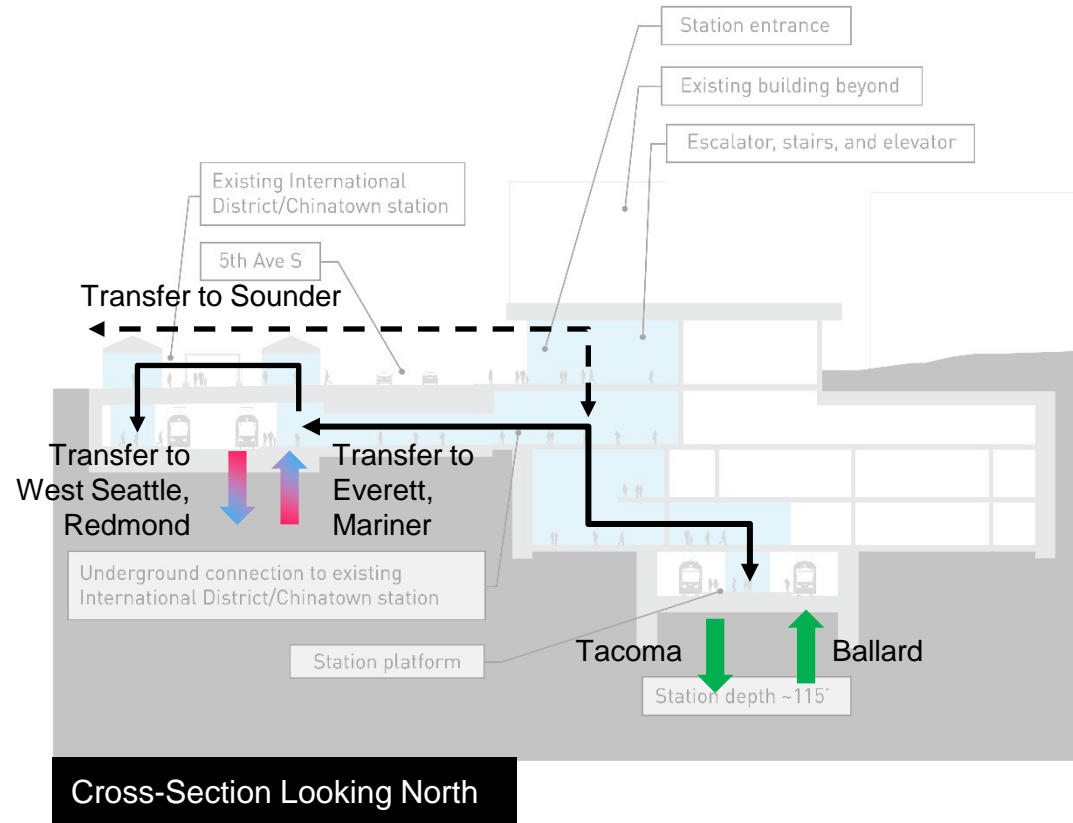
Tunnel 5th Ave Station (Diagonal Configuration)



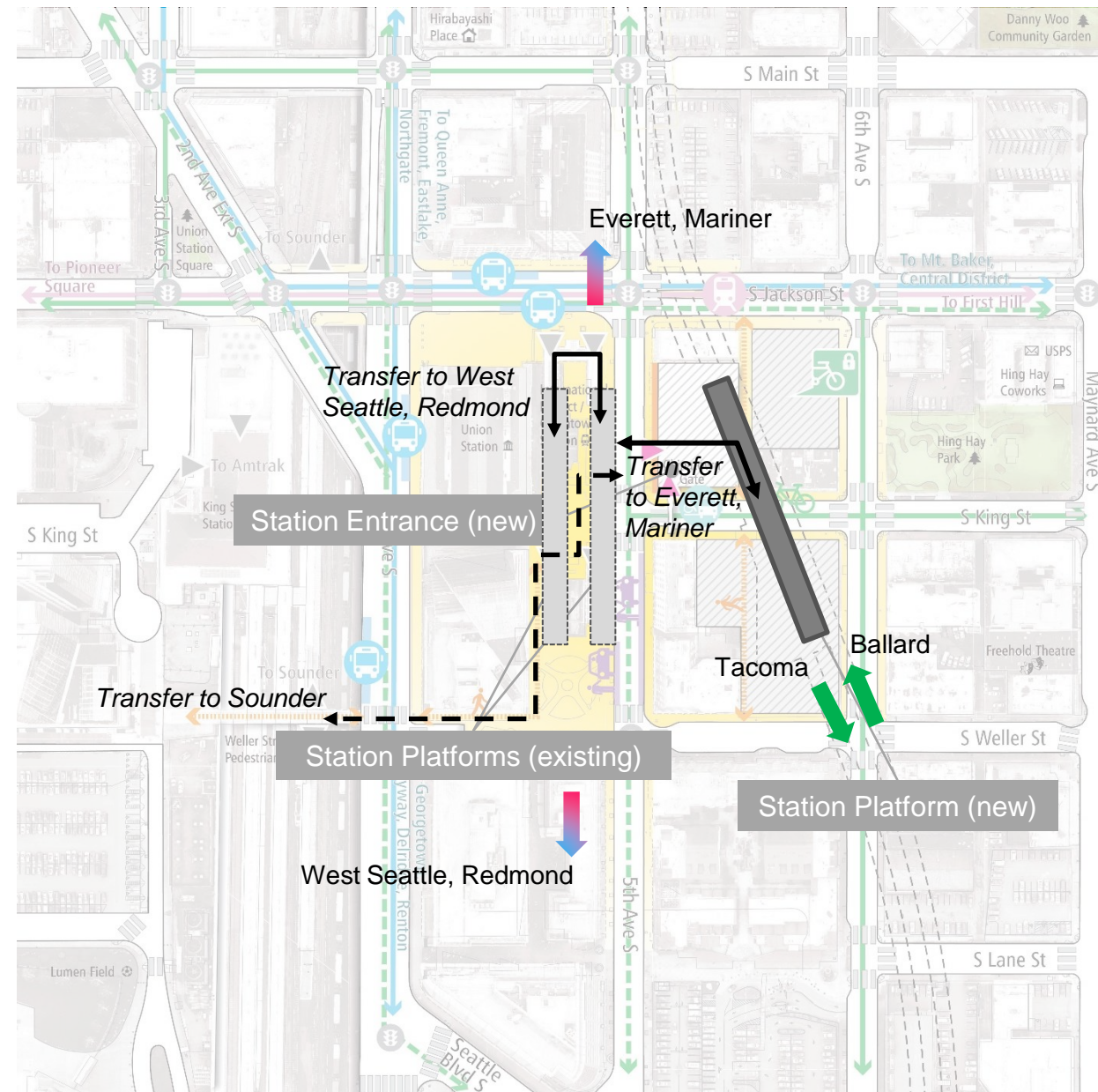
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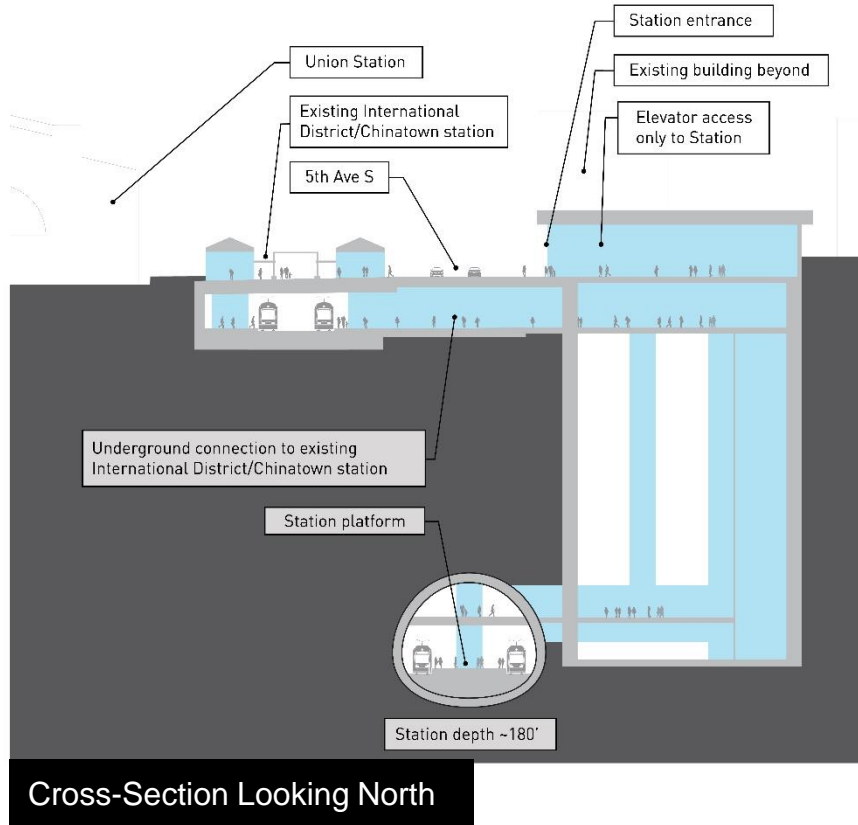
Tunnel 5th Ave Station (Diagonal Configuration)



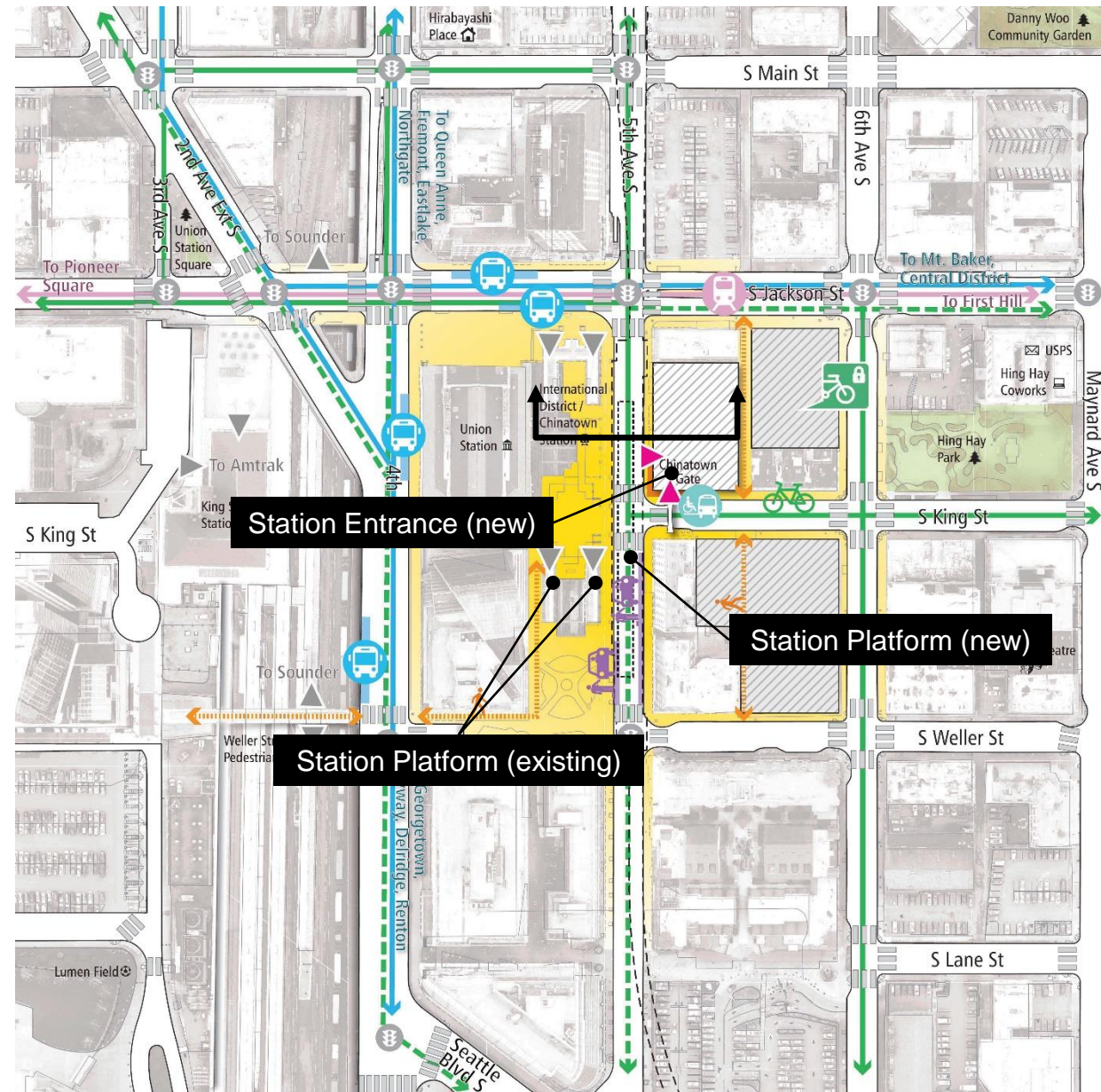
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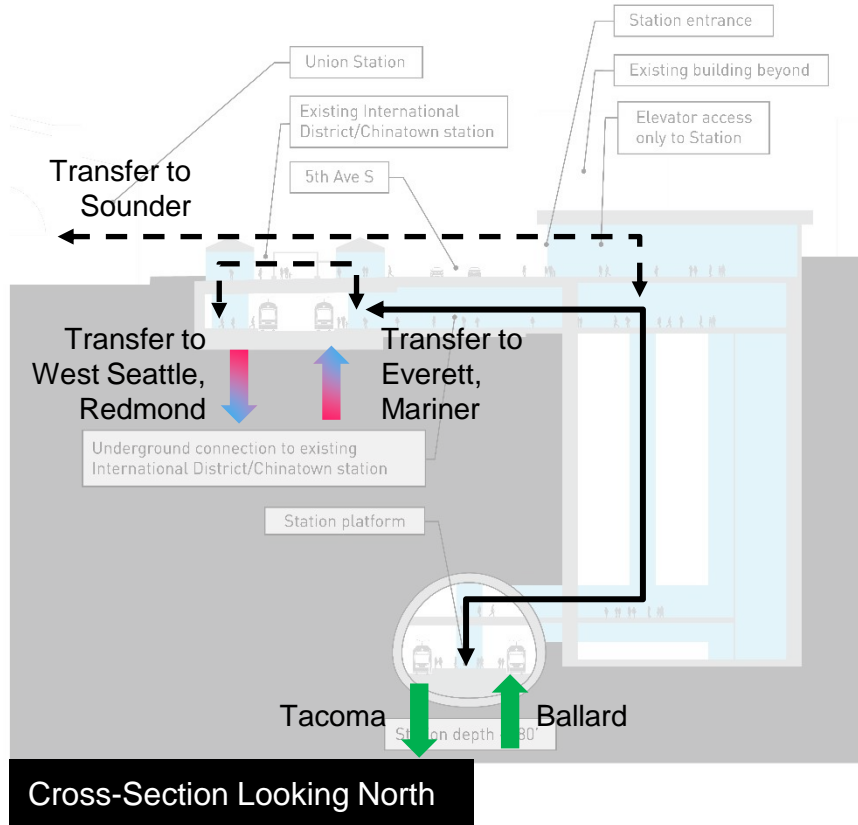
Tunnel 5th Ave Station (Deep)



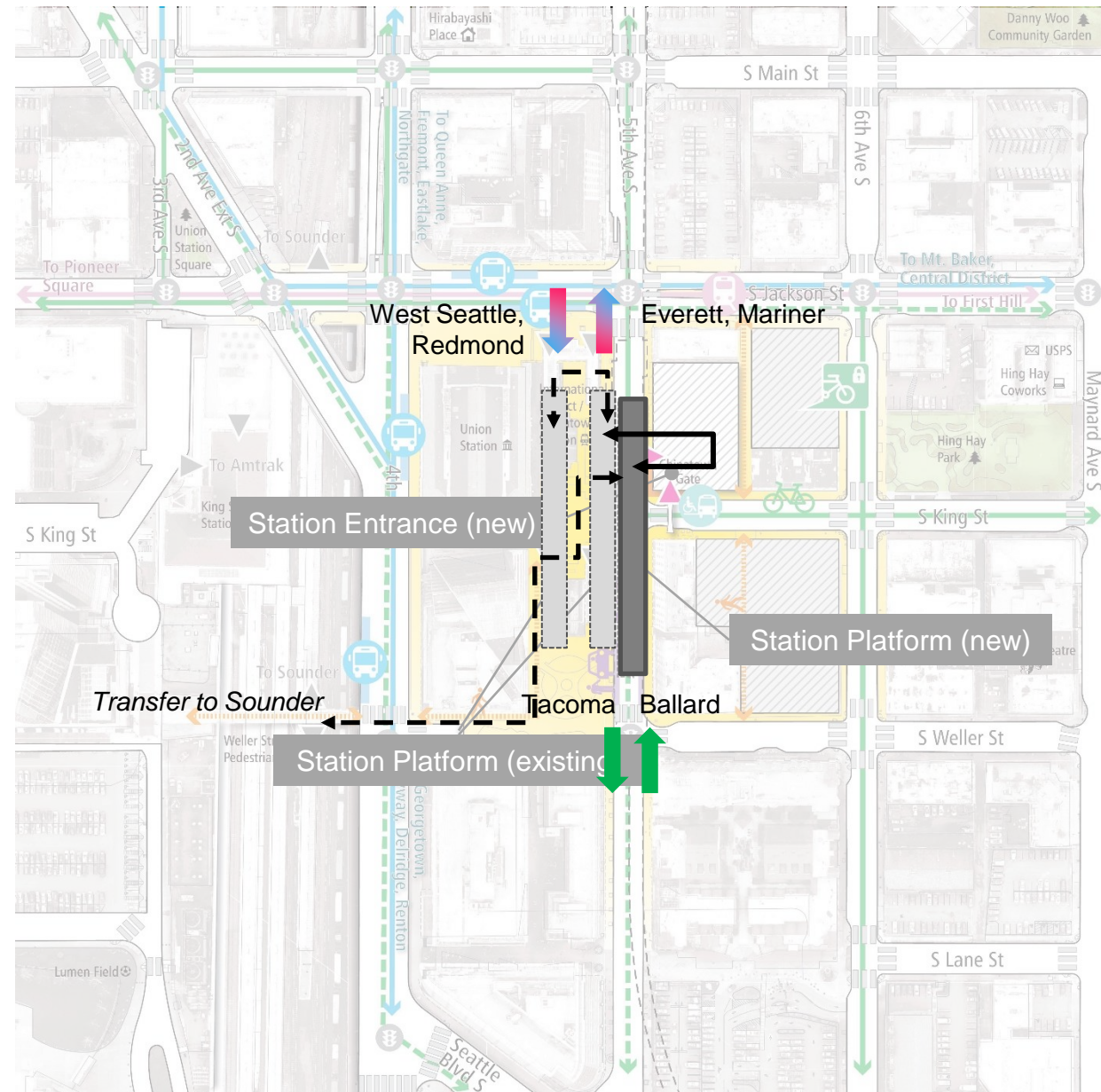
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



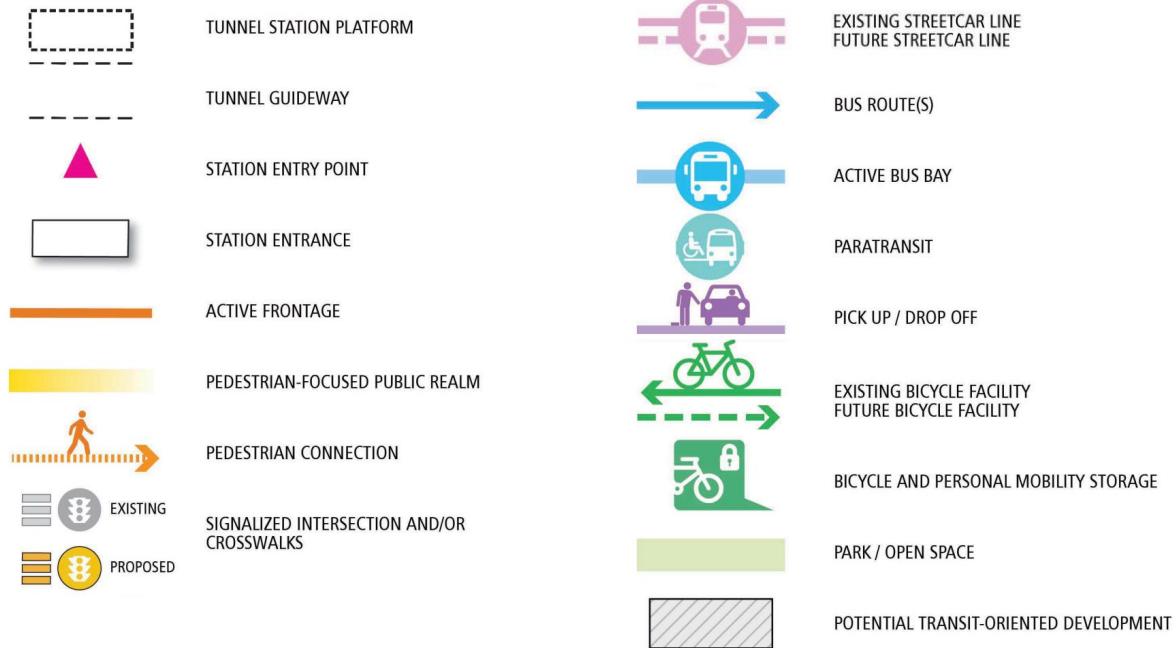
Tunnel 5th Ave Station (Deep)



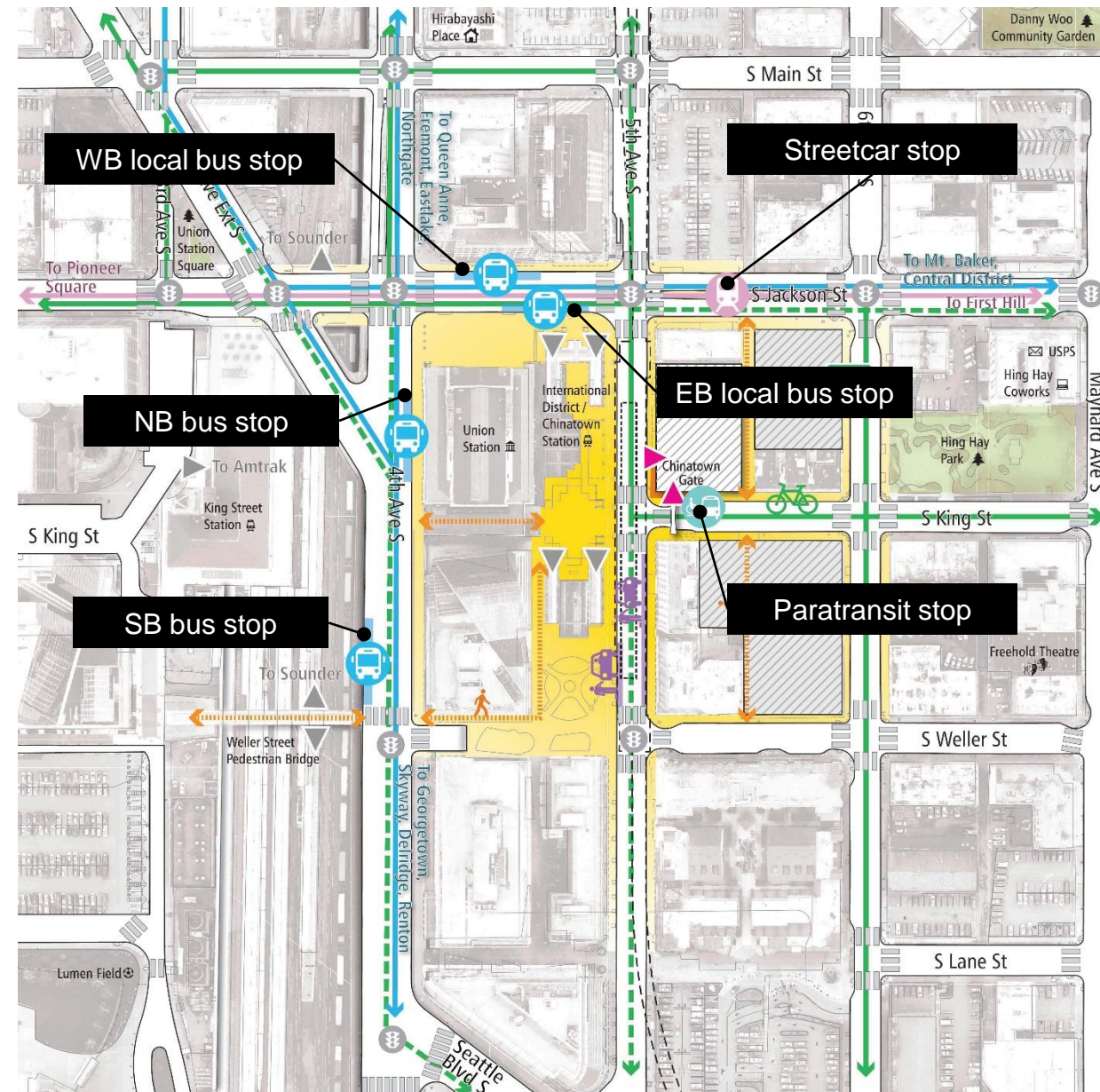
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



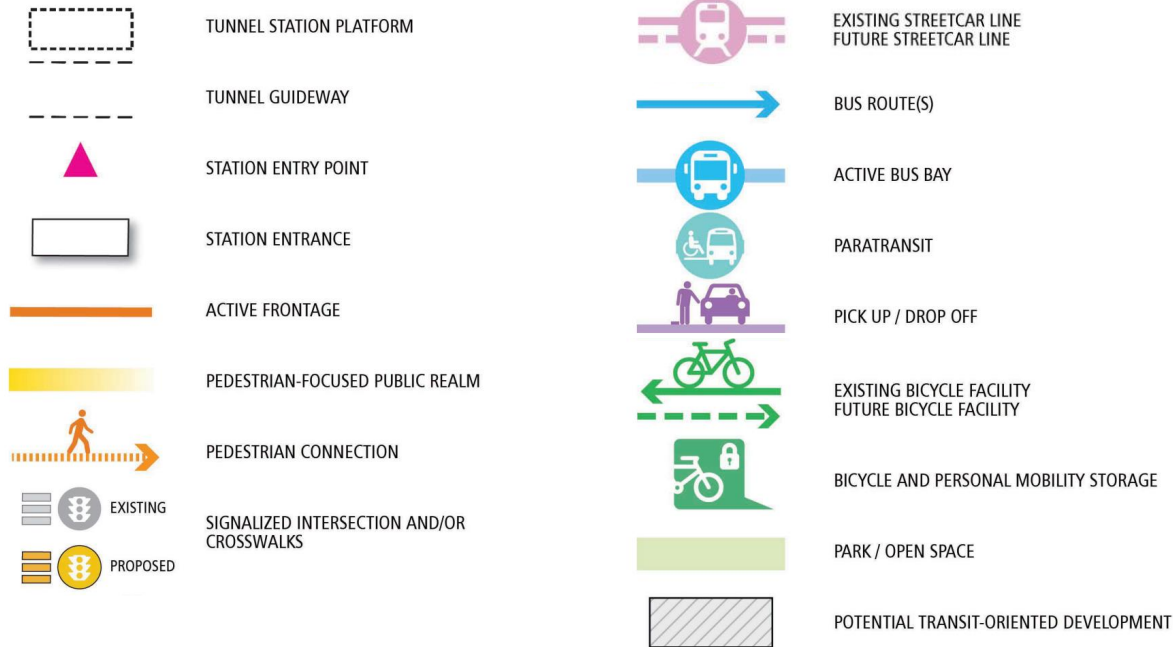
Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



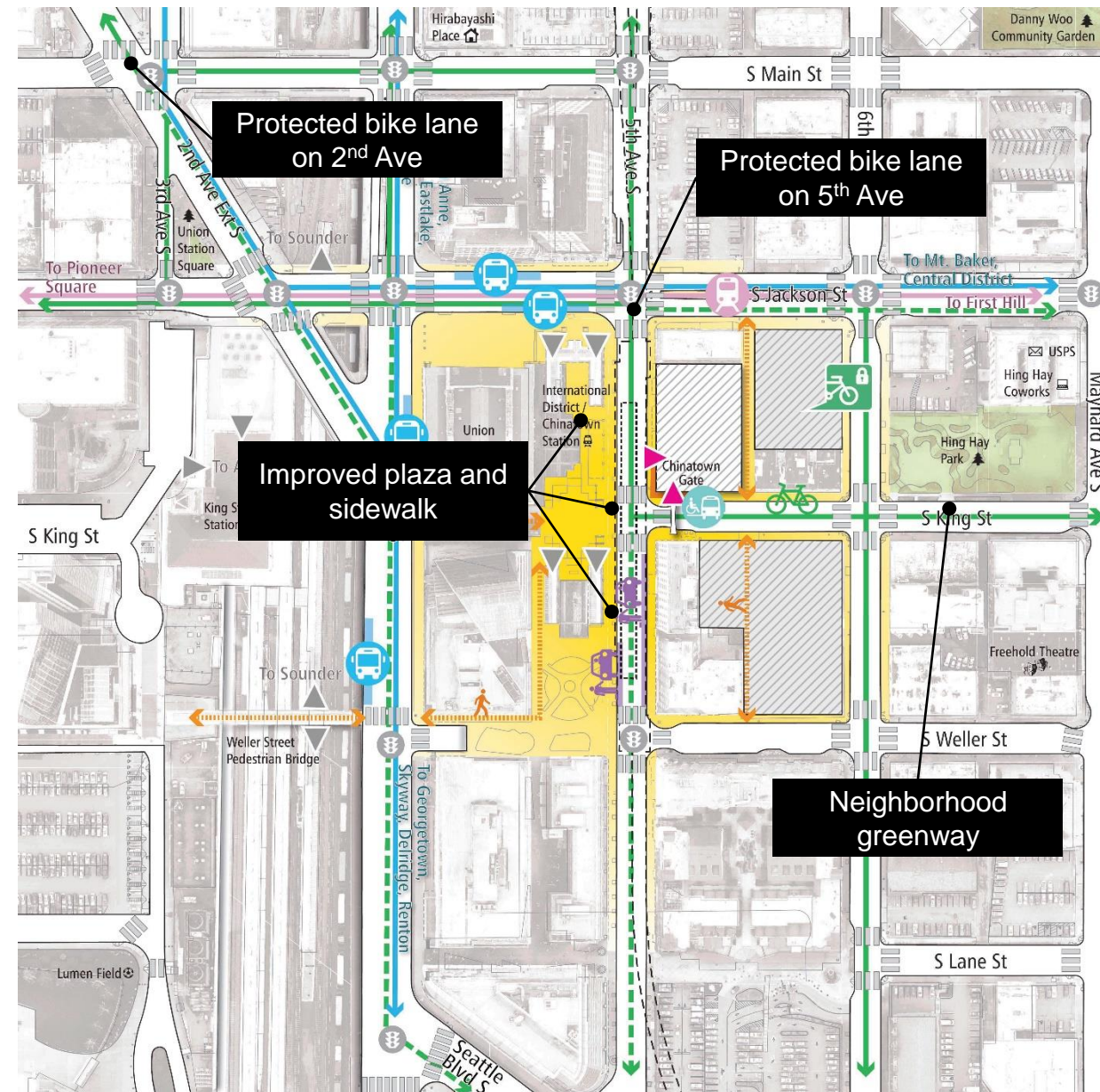
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



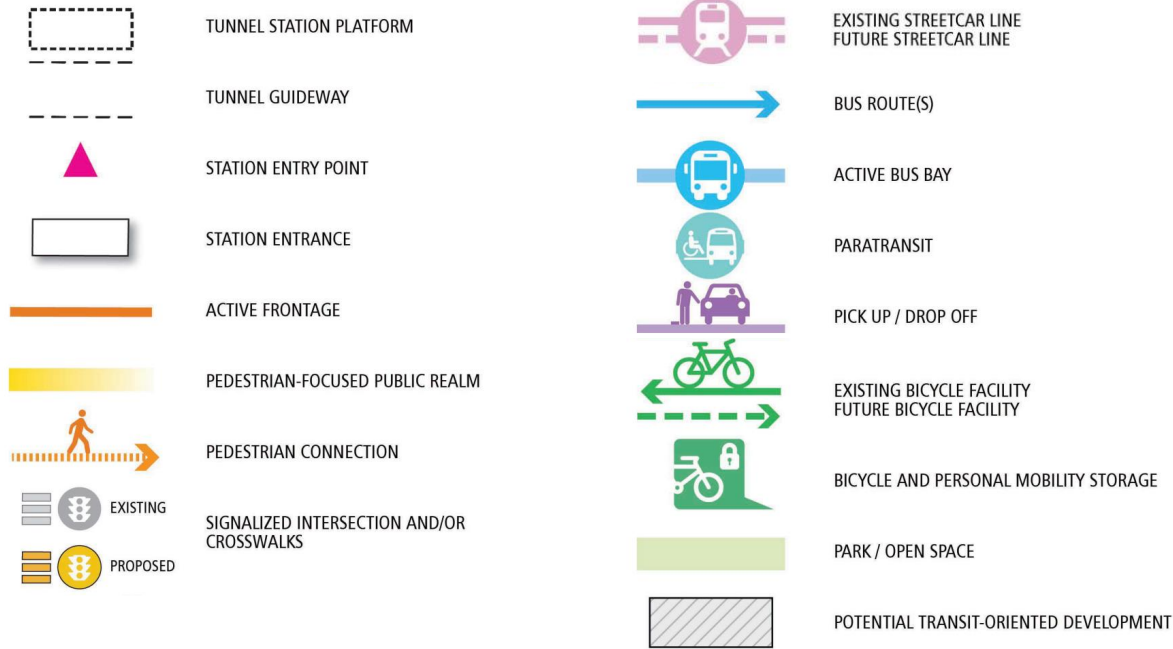
Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



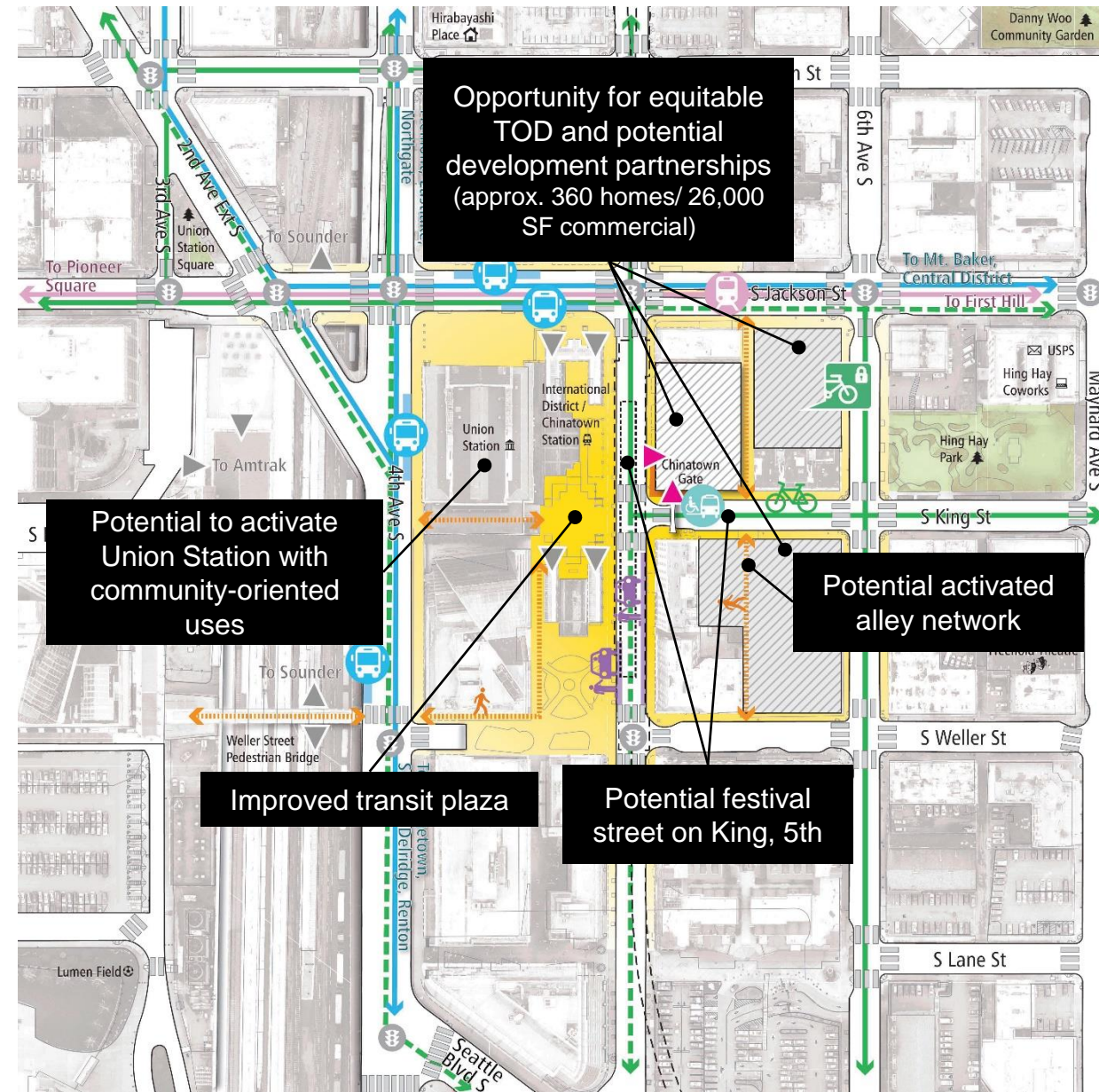
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Diagrams for illustration only.



Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Questions for Discussion

What are your thoughts/questions about:

- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*

Agenda

- Welcome and introductions
- Station Planning: Background
- SODO Station
- CID Station
- ***Next steps and next meeting***

Upcoming engagement



Publish Draft EIS





➤ *Friday, January 28th*

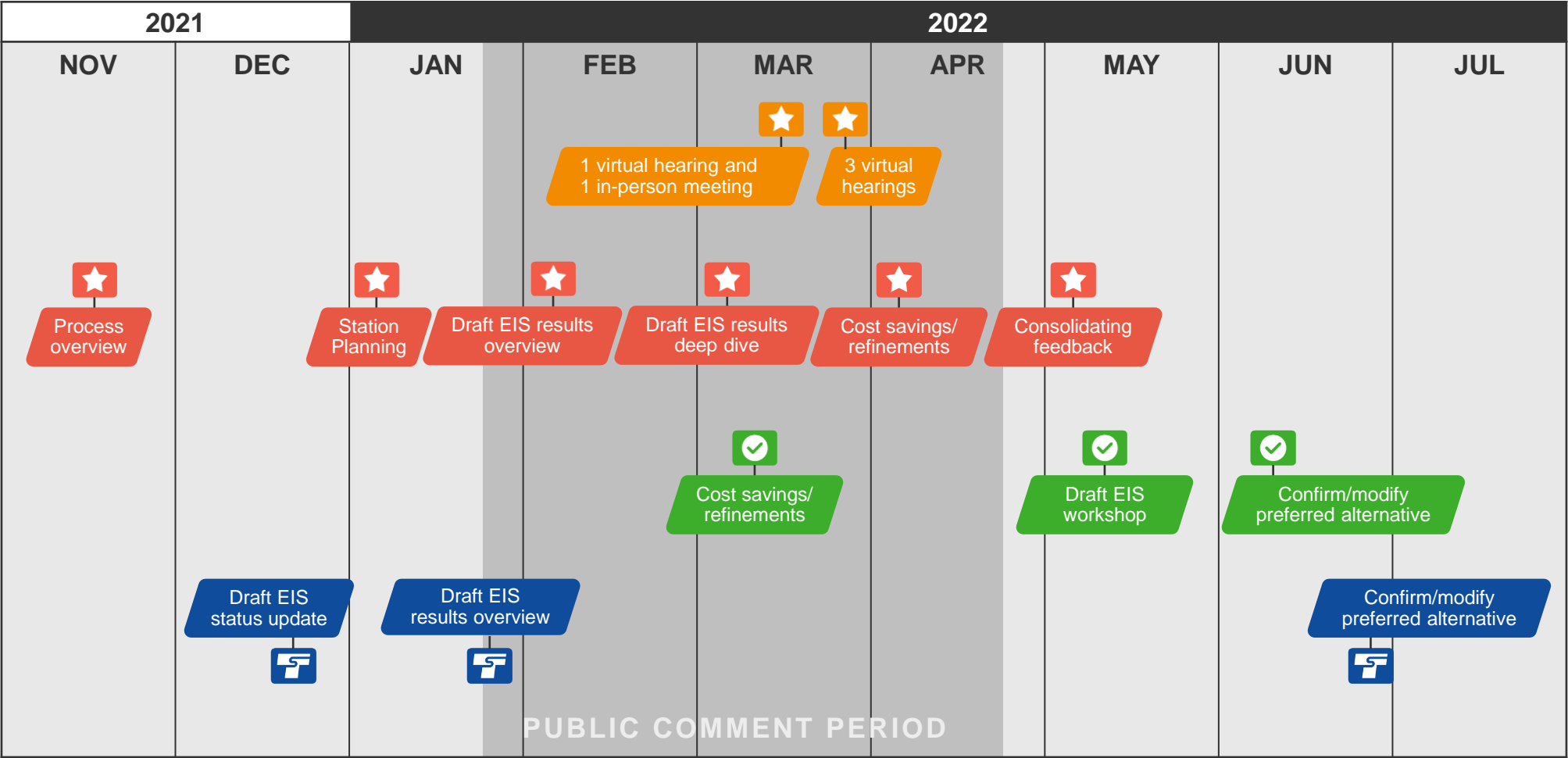


Collect public feedback

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)

-  Draft EIS Public Meetings
-  Community Advisory Groups
-  Sound Transit System Expansion Committee
-  Sound Transit Board



What's next?

Date	Meeting	Time
Fri. Jan. 28	Draft EIS Publication	
Wed. Feb 2	Interbay/ Ballard CAG <i>Draft EIS results overview</i>	5pm – 7pm
Thurs. Feb. 3	Downtown CAG <i>Draft EIS results overview</i>	5pm – 7pm
Tues. Feb. 8	West Seattle/ Duwamish CAG <i>Draft EIS results overview</i>	5pm – 7pm
Wed. Feb. 9	CID/ SODO CAG <i>Draft EIS results overview</i>	5pm – 7pm

Questions?

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