

# *West Seattle and Ballard Link Extensions*

*CID/SODO  
Community Advisory Group  
3/10/2022*



# *Agenda*

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: CID/SODO
- City of Seattle: Draft EIS Review
- Next steps and next meeting

# *Why we're here today*

- Learn more about the results in the Draft EIS, informed by CAG members questions and discussion in February
- Engage on the City of Seattle's review of the Draft EIS, including potential key trade-offs and to inform their eventual comments on the Draft EIS

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# 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 reference 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





  
Mute


  
Stop Video


 1  
Participants


  
Polls

  
Chat

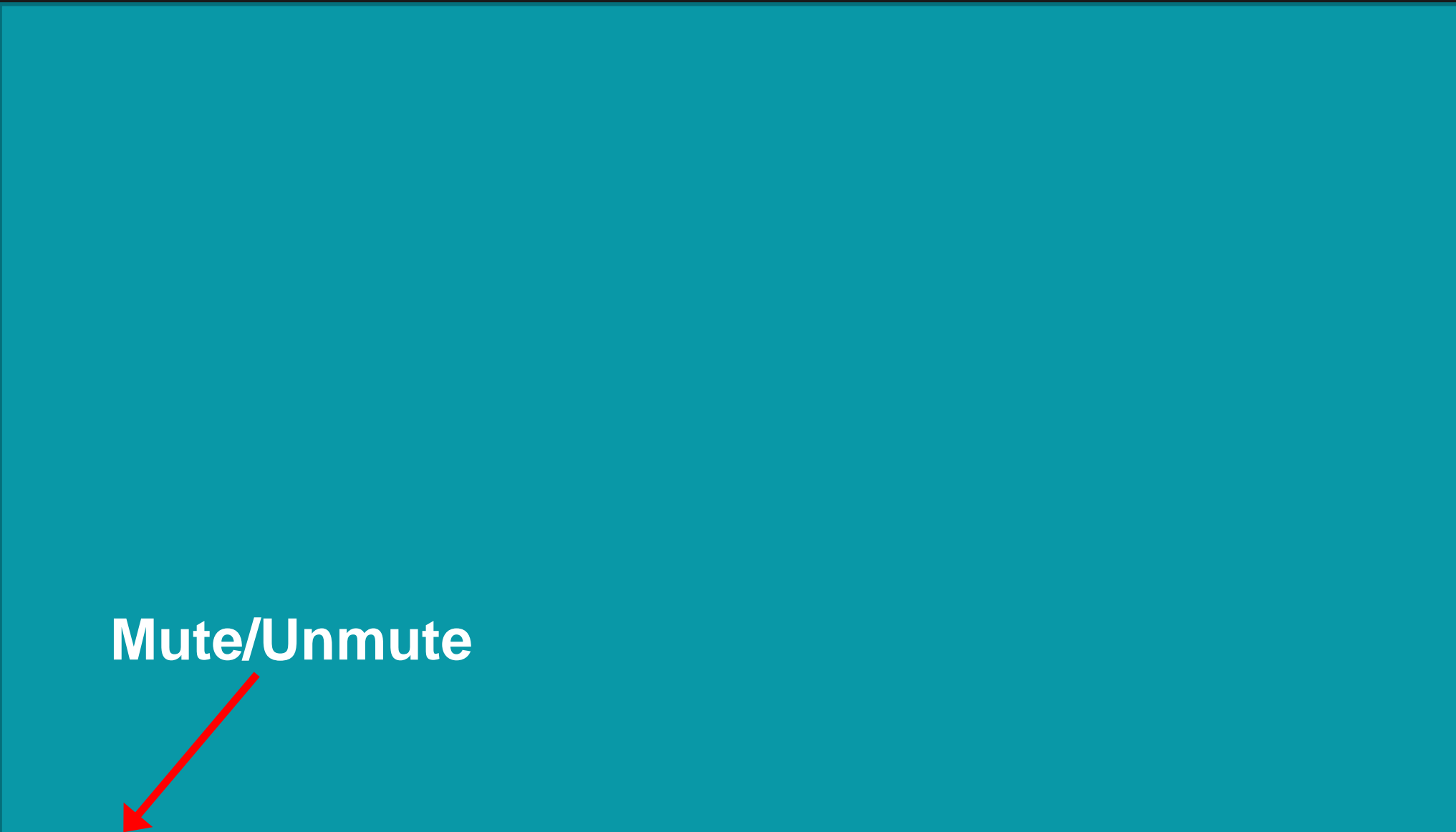
 **Share Screen**

  
Raise Hand

  
Live Transcript


  
More


Leave





Mute/Unmute





  
Unmute


  
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
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Participants


  
Polls

  
Chat

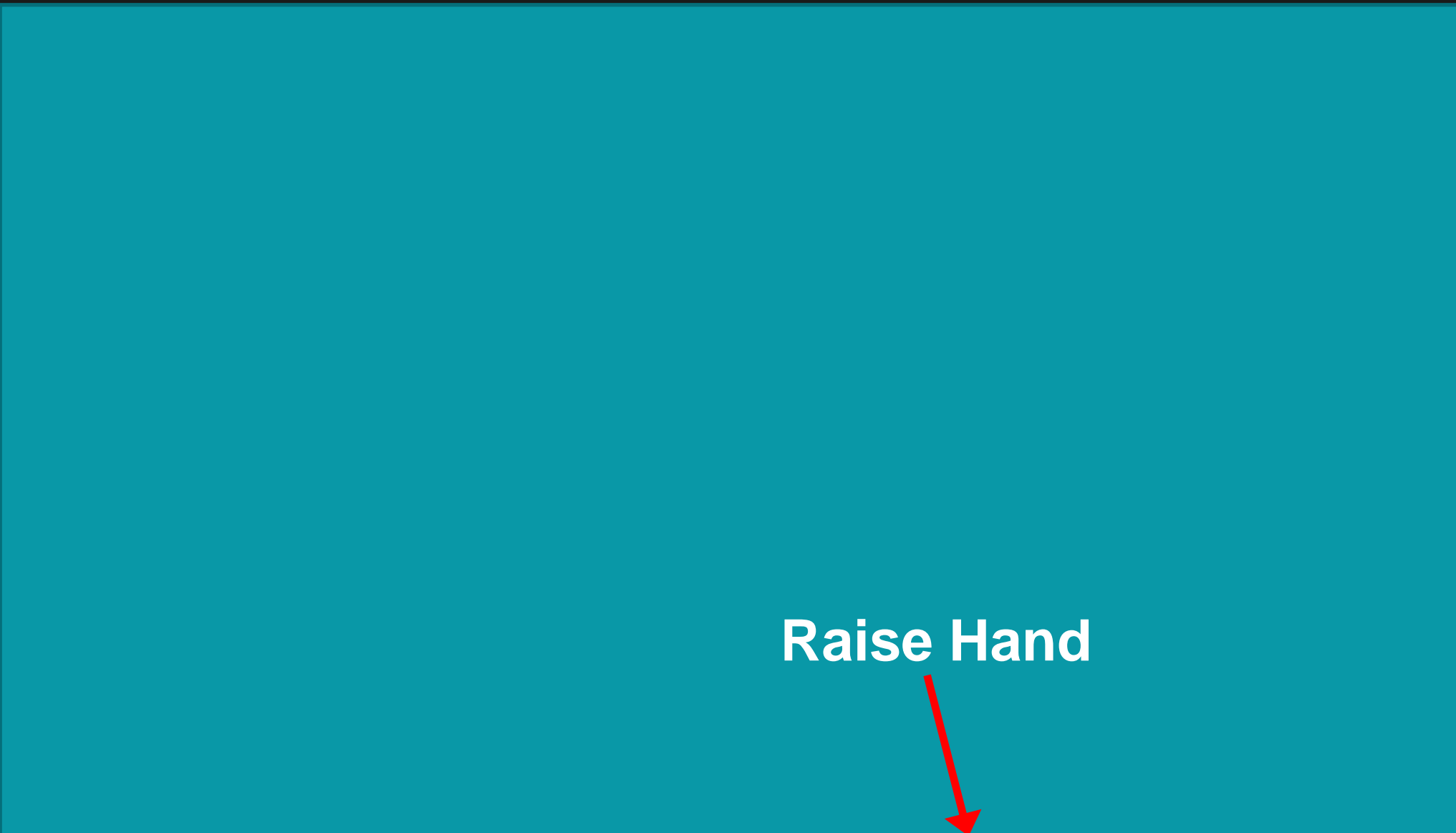
  
Share Screen

  
Raise Hand

  
Live Transcript

  
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Raise Hand

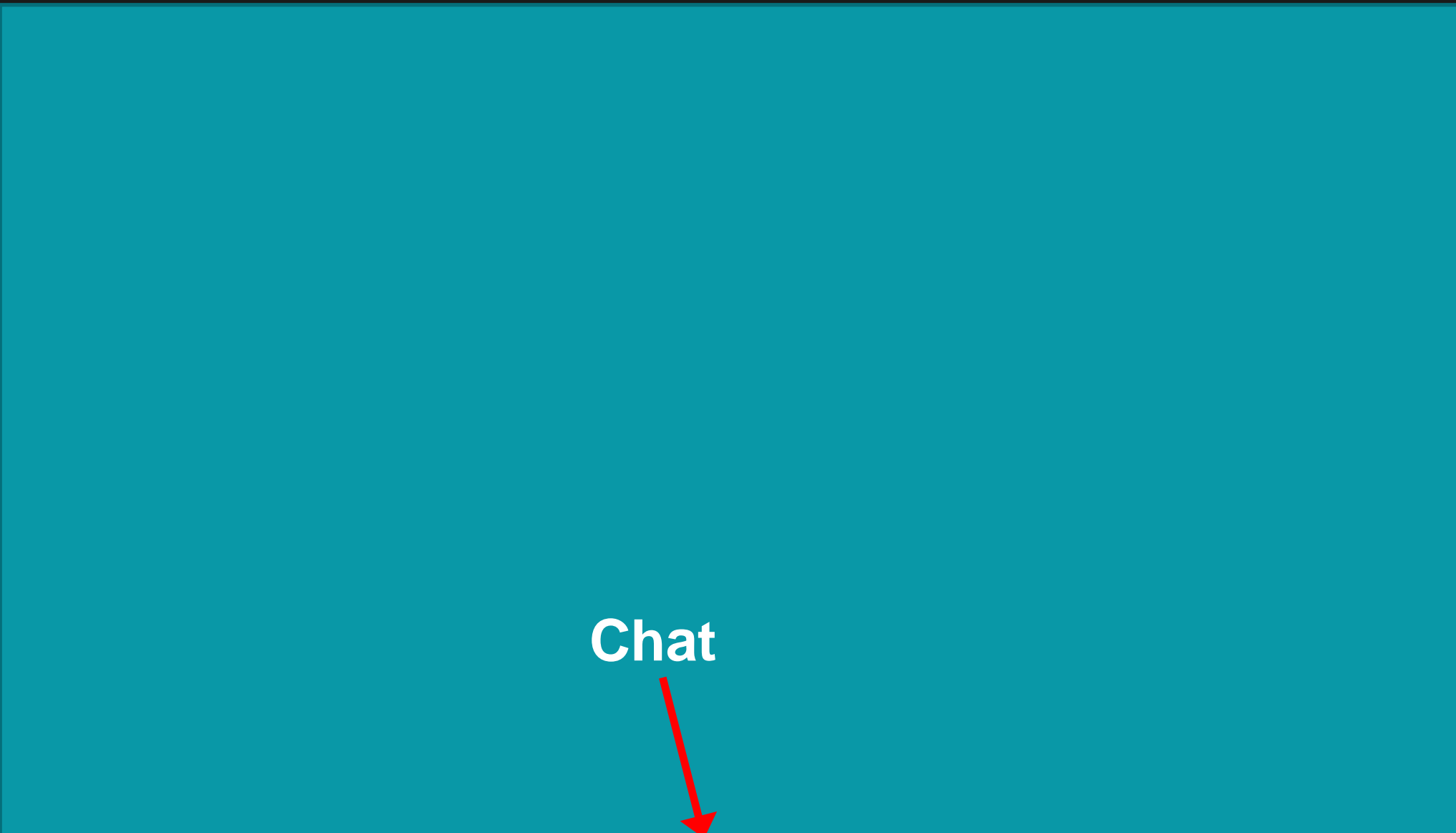




You are viewing Chris Johnstone's screen

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View



Chat



Mute

Stop Video

Participants

Polls

Chat

Share Screen

Raise Hand

Live Transcript

More

Leave



Closed Caption



Mute Stop Video

Participants 1

Polls

Chat

Share Screen

Raise Hand

CC  
Live Transcript

More

Leave



# ***Introductions***

***Please share briefly:***

- 1) Your name and pronouns
- 2) Days are getting longer – how do you plan to use the extra daylight?

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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

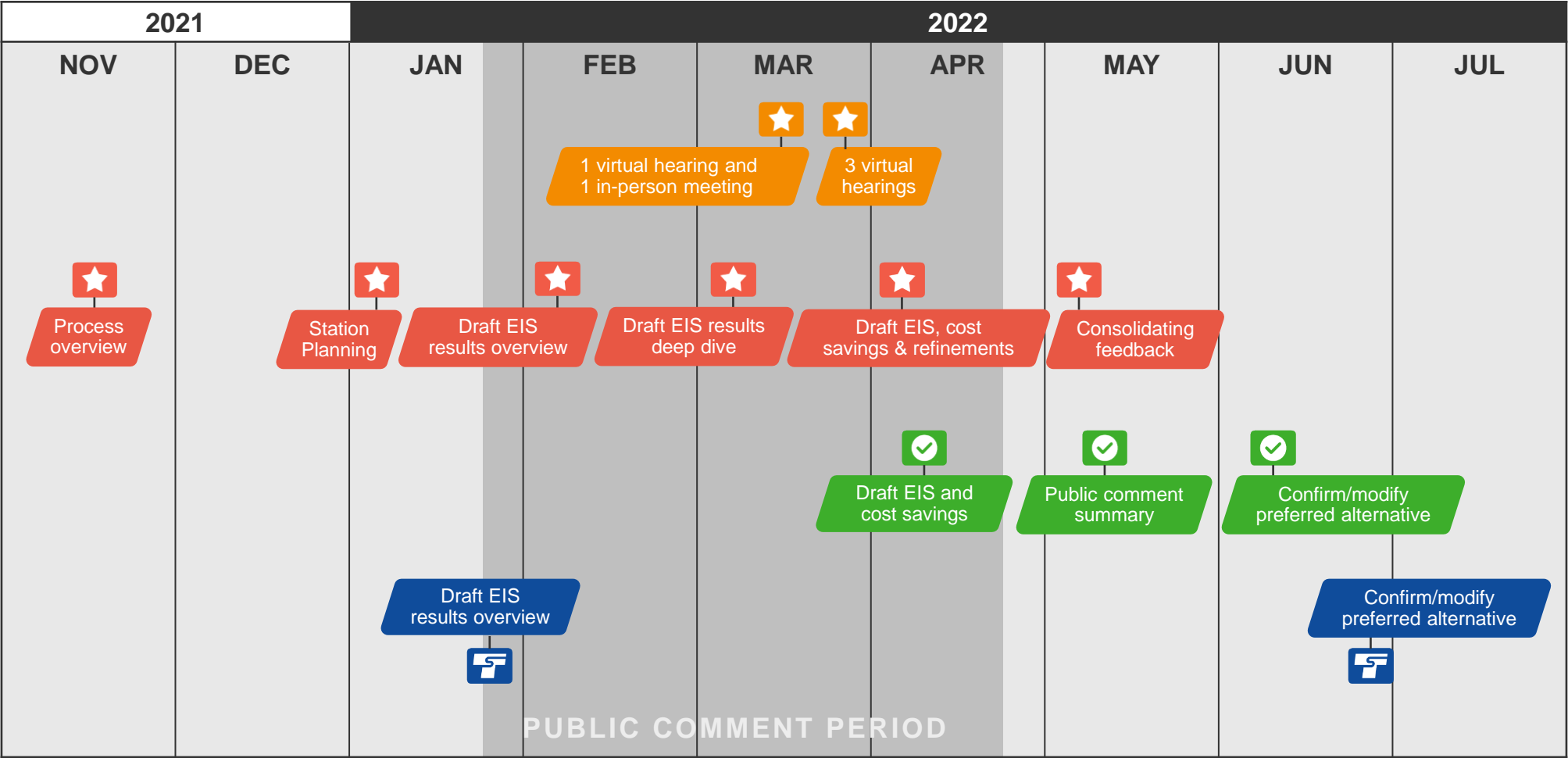
Federal Record of Decision

*PUBLIC INVOLVEMENT*

# 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 (1/28-2/28)



**409** Draft EIS comments



**1** mailer

Sent to more than  
**130,000** addresses



**1** online  
open house

engaging more than  
**5,246** online visitors



**21** community briefings



**14** property owner webinars  
and meetings



**4** Community Advisory Group meetings



**Ads** featured on **15** unique radio, digital  
and print publications



**12** posts on social media platforms,  
with 100K+ impressions



**3** office hour sessions



**2** email  
updates engaging more than  
**70,905** subscribers

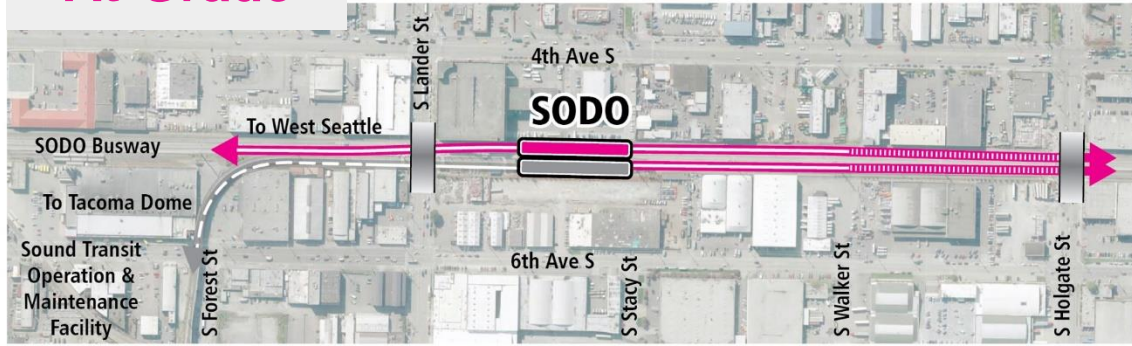


**800** posters delivered along  
the corridor

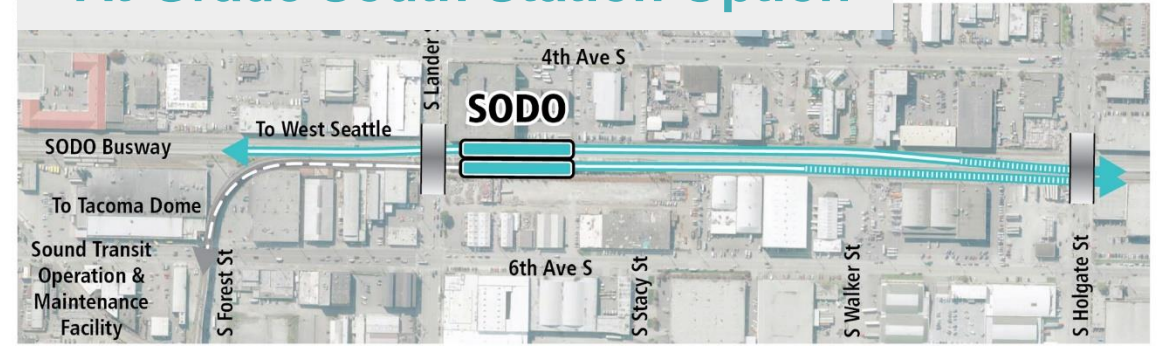


**10** Community  
liaisons engaging more than  
**100** businesses

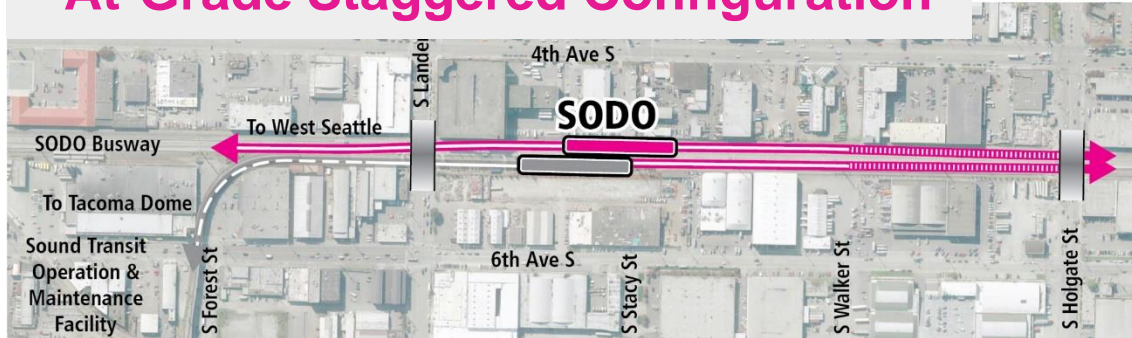
## At-Grade



## At-Grade South Station Option



## At-Grade Staggered Configuration



## Mixed Profile



### DRAFT EIS ALTERNATIVES






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

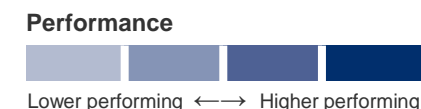
### ROUTE AND STATION PROFILES

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











	At-Grade	At-Grade Staggered Station Configuration	At-Grade South Station Option	Mixed Profile
<b>Project cost</b>  (2019\$ in billions)	\$0.6-0.7B	\$0.5-0.6B	\$0.6-0.7B	\$0.8B
<b>Business displacements</b> 	20 to 32	19 to 31	17 to 29	23
<b>Transportation effects</b> 	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (temporary closure 10 years)
<b>Construction effects</b> 	S. Lander Street closure (2 years)	S. Lander Street closure (2 years)	S. Lander Street closure (3 years)	S. Lander Street closure (nights/weekends)
<b>Other considerations</b> 	<p>Two new grade separated crossings</p> <p>Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep</p> <p>Avoids USPS relocation</p>	<p>Two new grade separated crossings</p> <p>Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep</p>	<p>Two new grade separated crossings</p> <p>Connects to all CID alternatives</p>	<p>One new grade separated crossing</p> <p>Connects to CID 4th Shallow, 5th Shallow and 5th Shallow Diagonal</p>
<p>The above information is for illustration only. Please refer to DEIS for further detail.</p>				







	4th Shallow	4th Deep	5th Shallow	5th Shallow Diagonal Station Configuration	5th Deep
<b>Project cost</b>  (2019\$ in billions)	\$1.8B (+\$100M)*	\$1.7B (+200M)*	\$1.2-1.3B	\$1.2-1.3B	\$1.3B (+200M)*
<b>Residential displacements</b> 	120 units	none	none	none	none
<b>Business displacements</b> 	5 to 8	5	19	19	18
<b>Platform access</b> 		Elevator only			Elevator only
<b>Construction effects</b> 	Station construction duration (9 to 11 years)	Station construction duration (8 to 10 years)	Station construction duration (8 to 9 years)	Station construction duration (5 to 6 years)	Station construction duration (6.5 to 7.5 years)
	Detours 15,000 vehicles per day (6 years)	Detours 30,000 vehicles per day (6.5 years)	Detours 5,000 vehicles per day (9 months)	—	—
	Disrupts streetcar operations (2 years)	Disrupts streetcar operations (2 years)	Disrupts streetcar operations (6 months)	—	—
	Relocates major utilities	Relocates major utilities	Relocates major utilities and utility corridor	Avoids major utility relocations	Avoids major utility relocations
	Closes Stadium Station (up to 2 years)	—	—	—	—
	Link light rail closure ** (6 to 7 weeks)	—	Re-routes trolley bus (to 7th or 8th Ave S)	Temporary closure: 8 businesses (< 1 year)	—
<b>Other considerations</b> 	Connects to all Downtown alternatives	Connects only to Downtown 5th Ave/ Harrison St.	Connects to all Downtown alternatives	Connects to all Downtown alternatives	Connects only to Downtown 5th Ave/ Harrison St.
	Connects to all SODO Alternatives	Connects only to SODO At-Grade South Station Option	Connects to all SODO alternatives	Connects to all SODO alternatives	Connects to SODO At-Grade, SODO At-Grade Staggered Station Configuration and SODO At-Grade South Station Option
	Affects Ryerson Bus Base	Displaces Ryerson Bus Base			
<p><small>*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)</small></p> <p><small>** Between SODO and International District/Chinatown stations</small></p> <p><i>The above information is for illustration only. Please refer to DEIS for further detail.</i></p>					
<p><b>Performance</b></p> <div> <div></div> <div></div> <div></div> <div></div> </div> <p>Lower performing ← → Higher performing</p>					

# ***RET Report: Environmental Review Phase***

- ***Released as a Draft, will be updated based on comments received on the Draft EIS***
- ***CID Station RET Outcomes:***
  - Limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm
  - Maximize connections for all users
  - Community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations



# *Agenda*

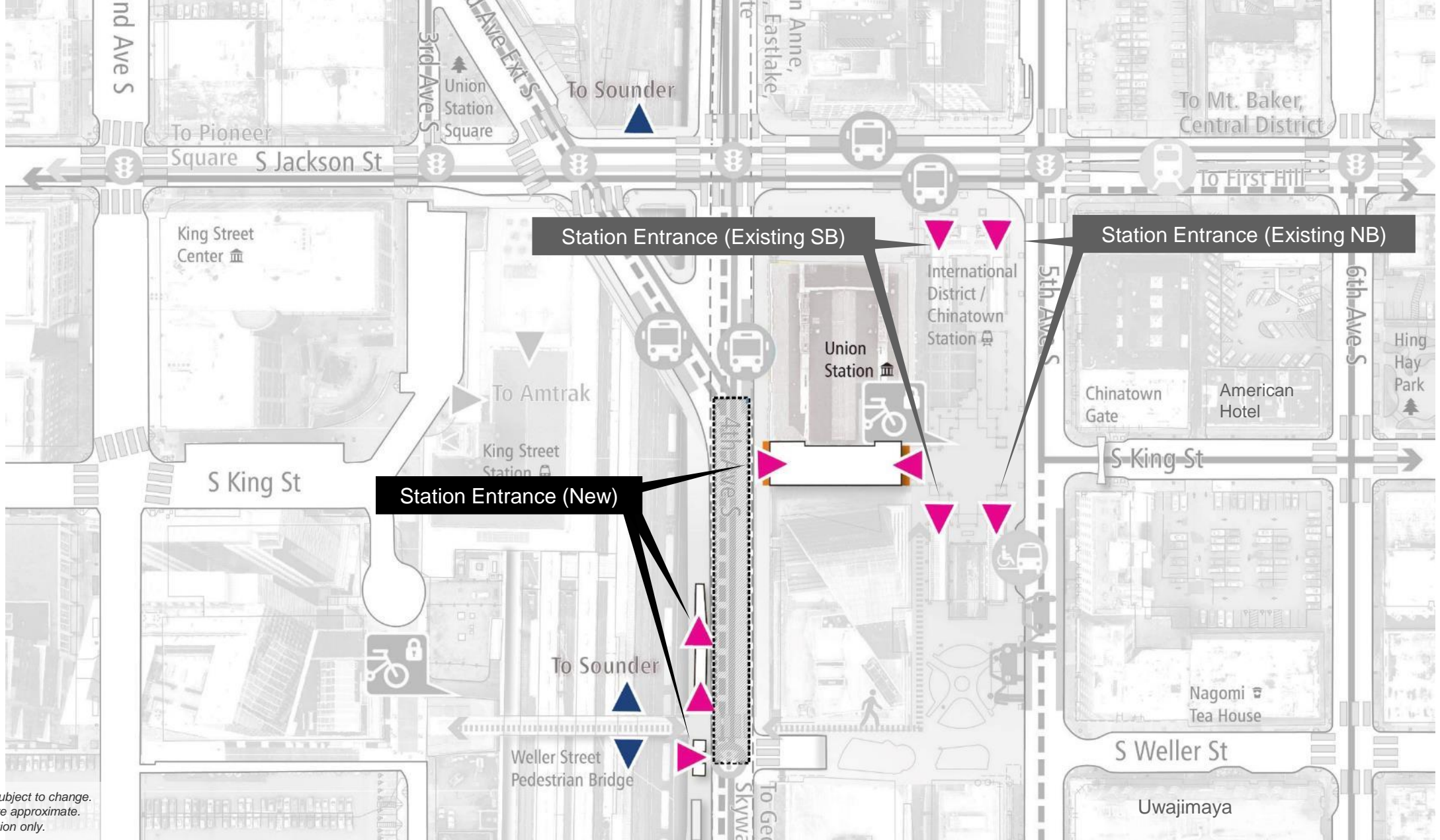
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## *Deep dive topics*

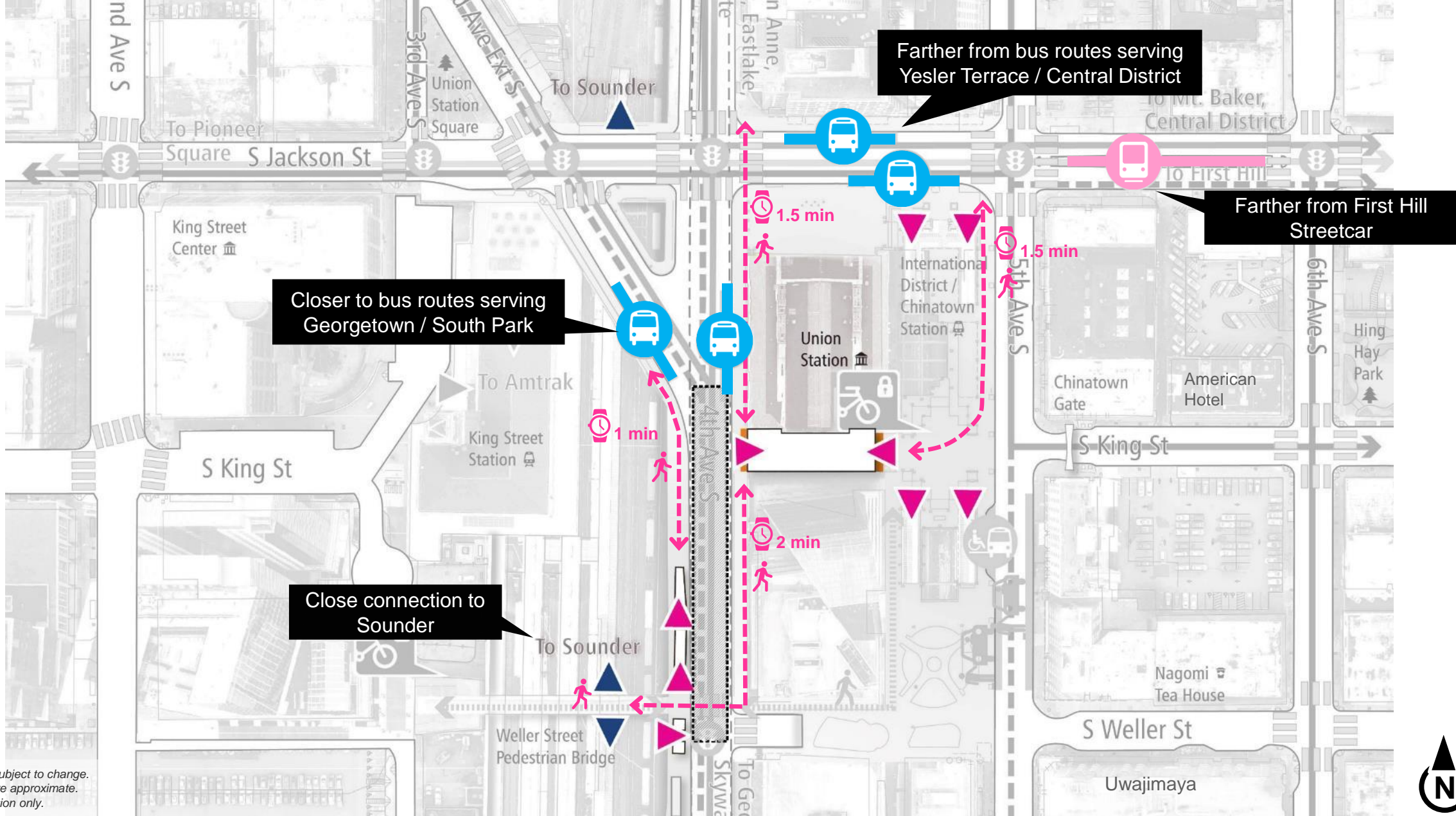
- Station access and transfer times (CID)
- Potential Displacements (CID)
- Construction roadway closures (SODO and CID)



# ***Station access and transfer times***

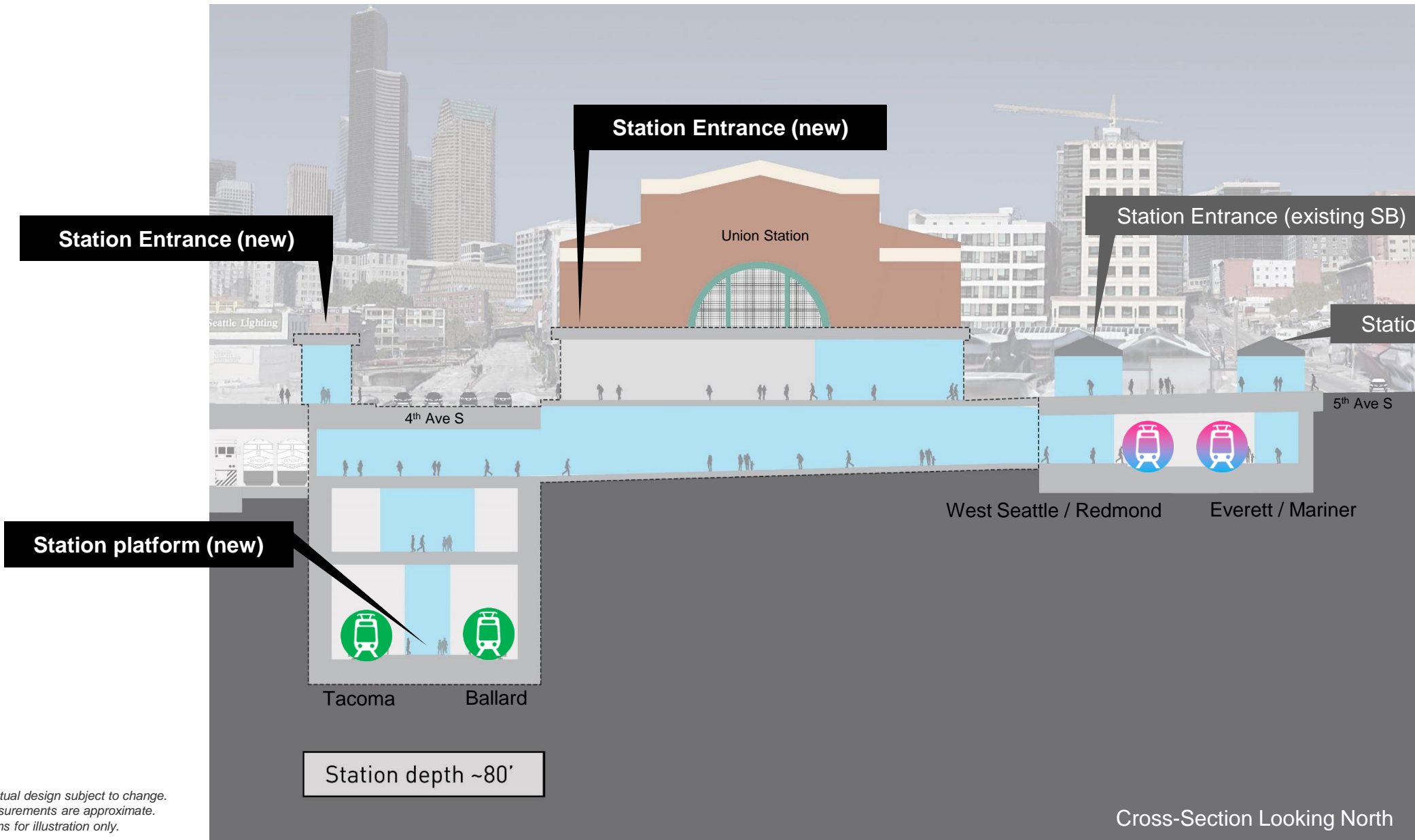


Conceptual design subject to change.  
All measurements are approximate.  
Diagrams for illustration only.









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All measurements are approximate.  
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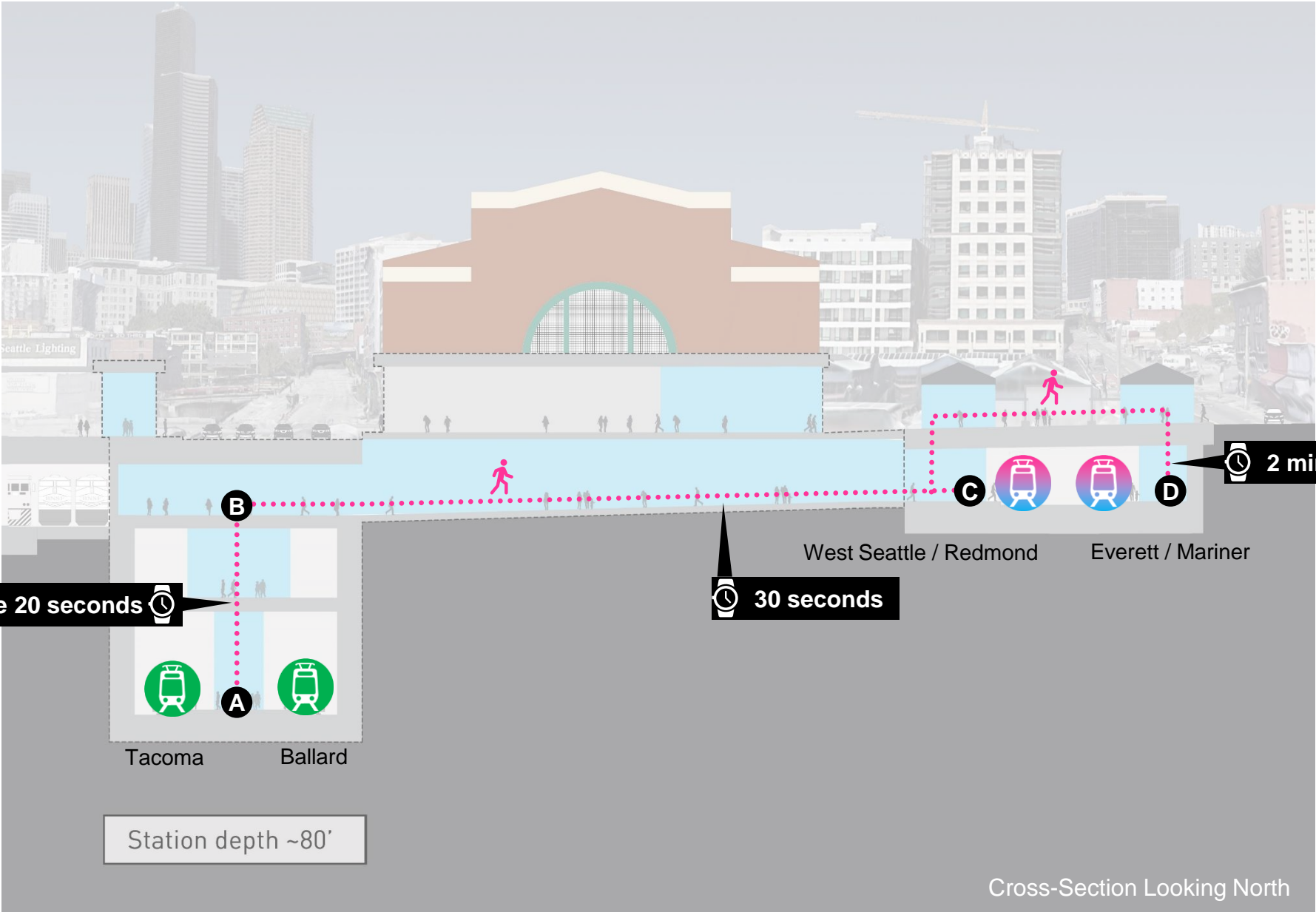
From Tacoma/Ballard to  
Everett  
4 minutes

From Tacoma/Ballard to  
Redmond  
2 minutes 20 seconds

1 minute 20 seconds

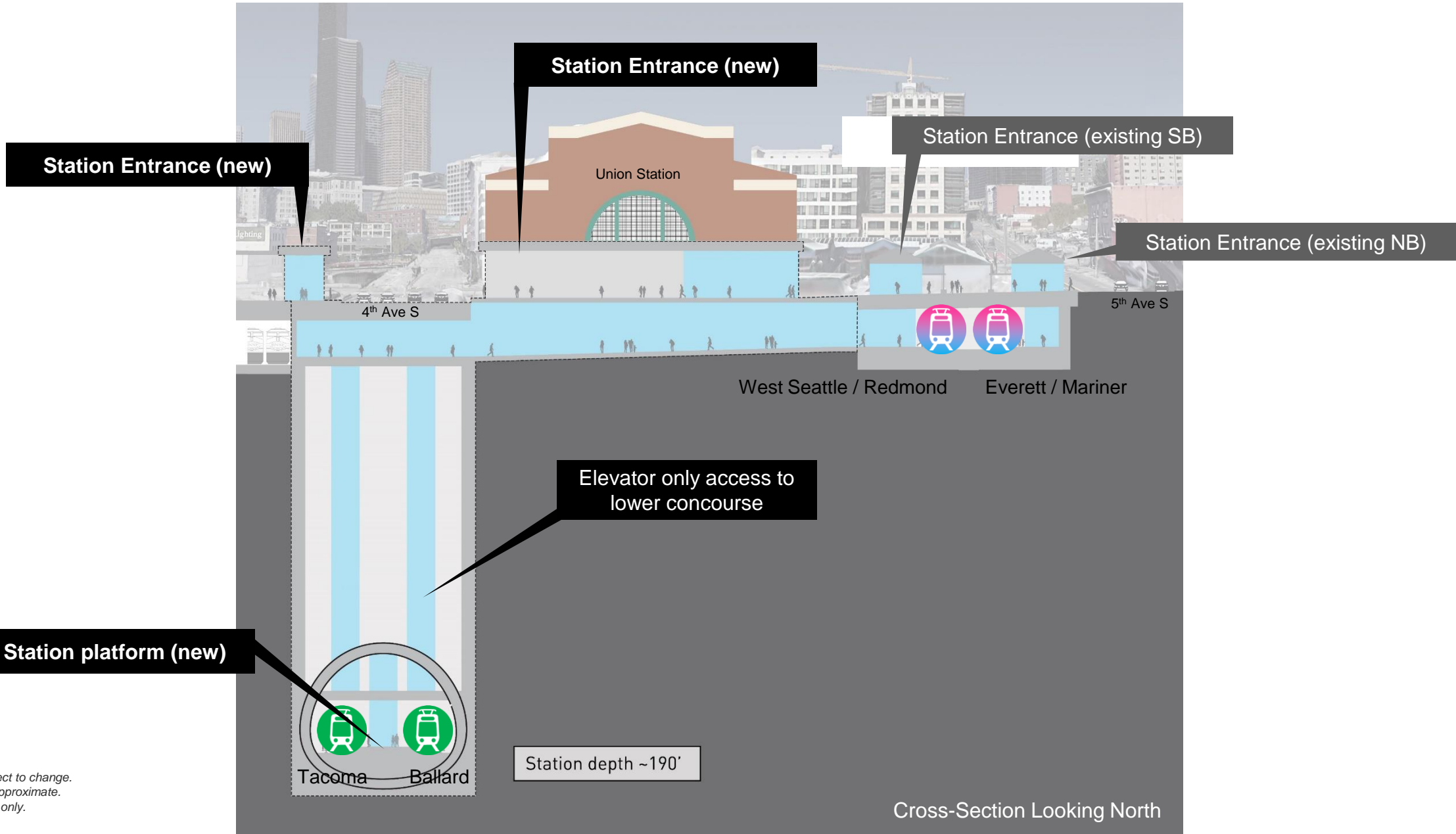
30 seconds

2 minutes 40 seconds



Conceptual design subject to change.  
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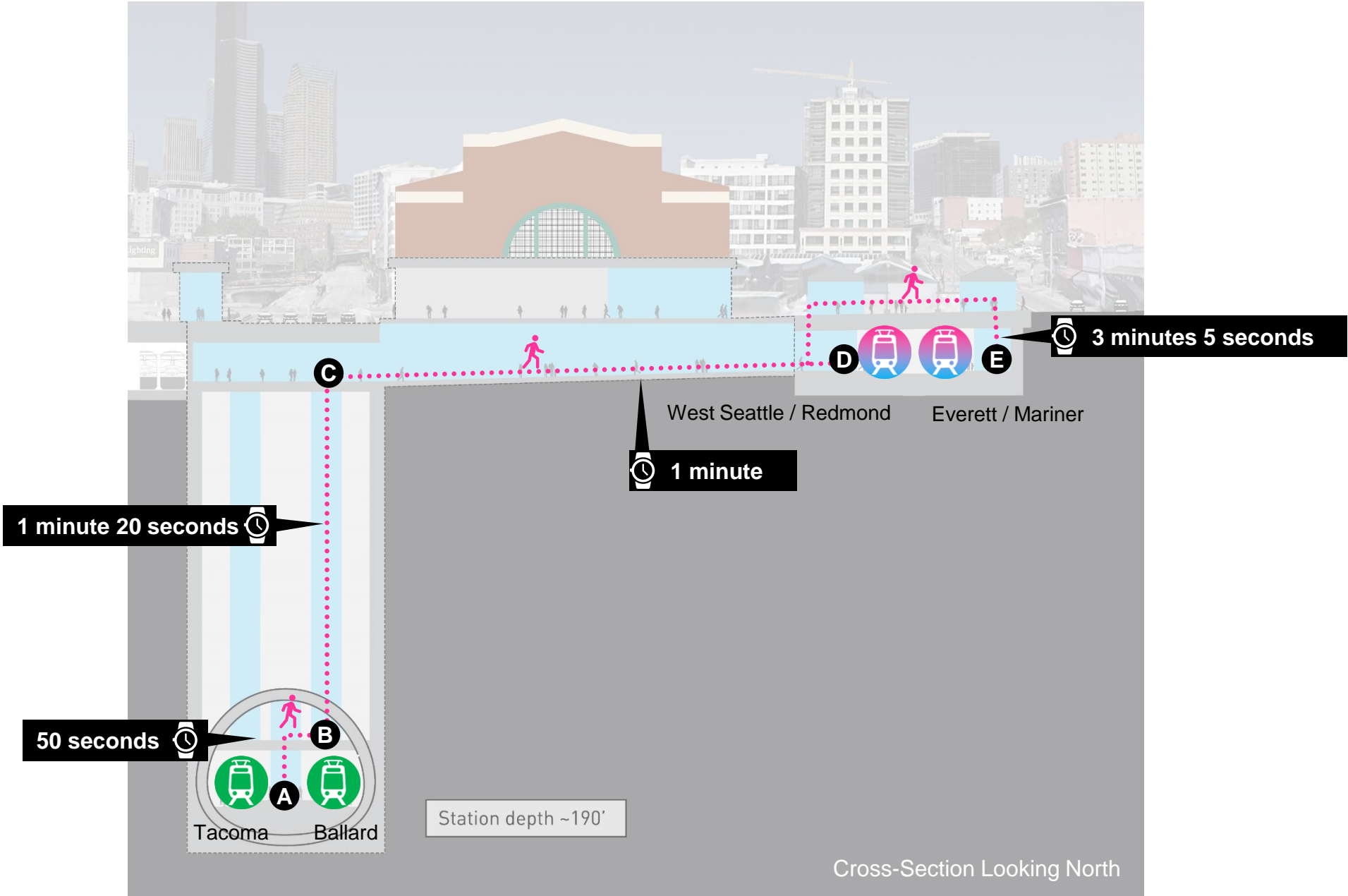


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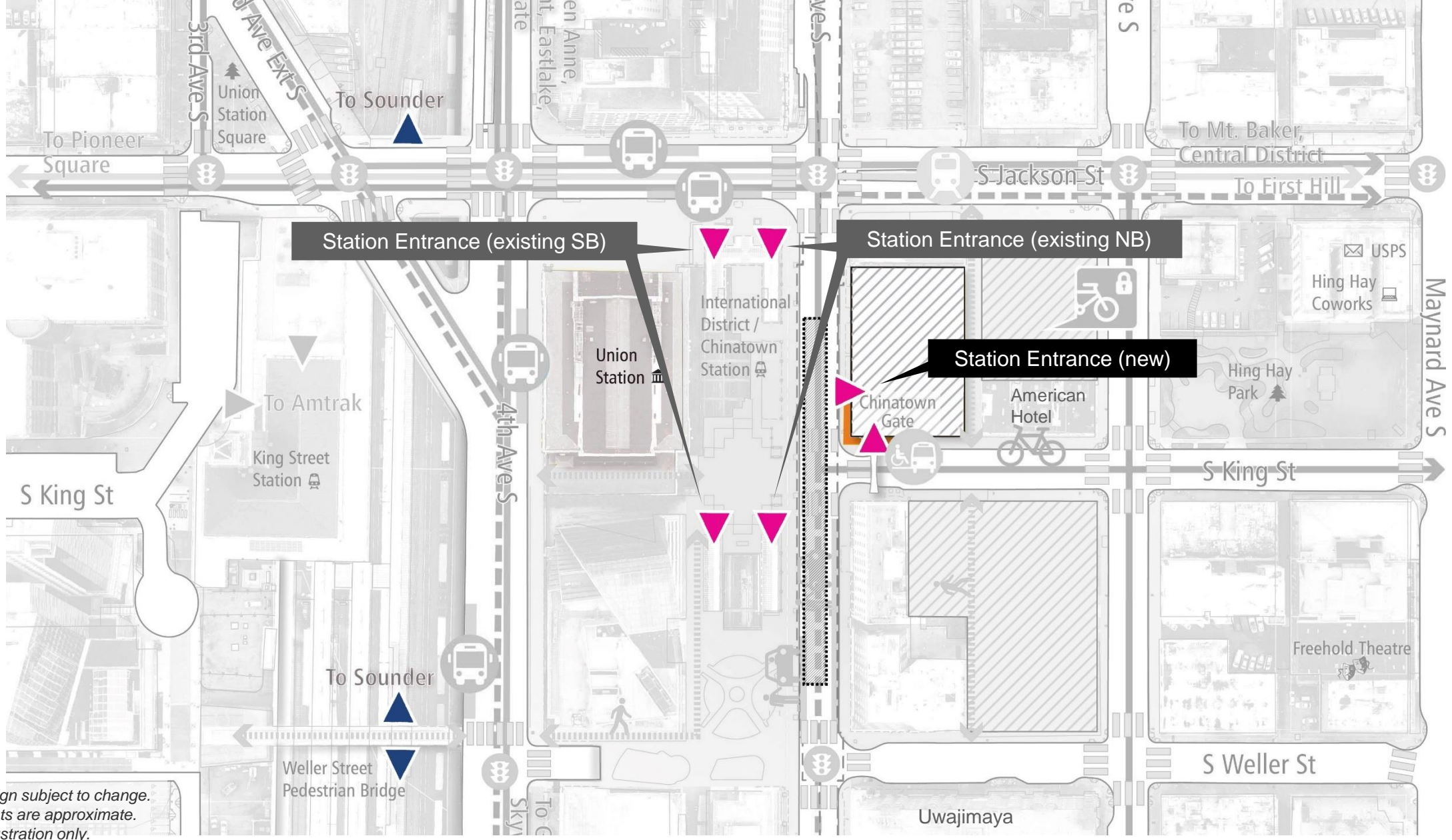


From Tacoma/Ballard to  
Everett  
**5 minutes 20 seconds**

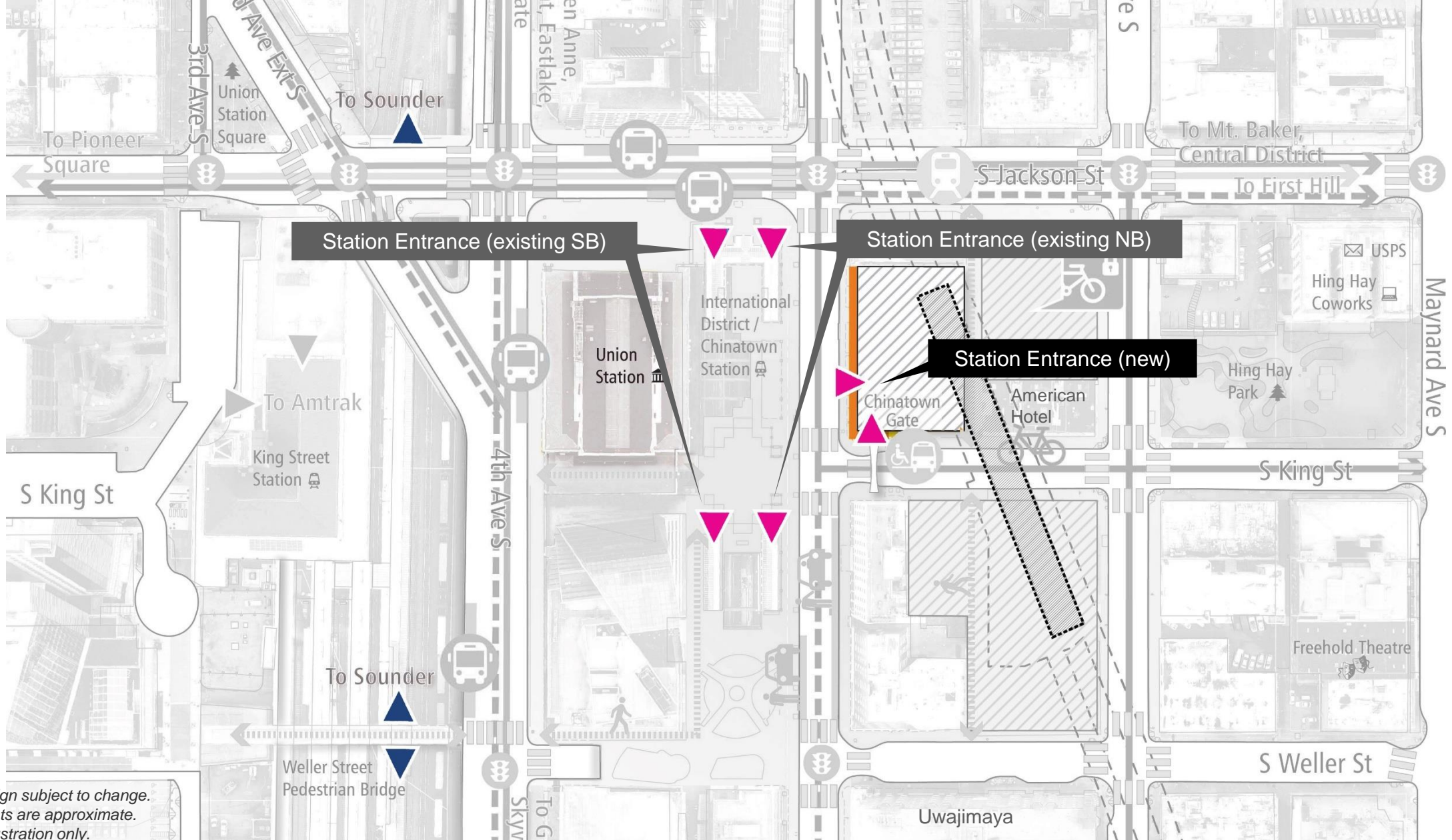
From Tacoma/Ballard to  
to Redmond  
**3 minutes 40 seconds**



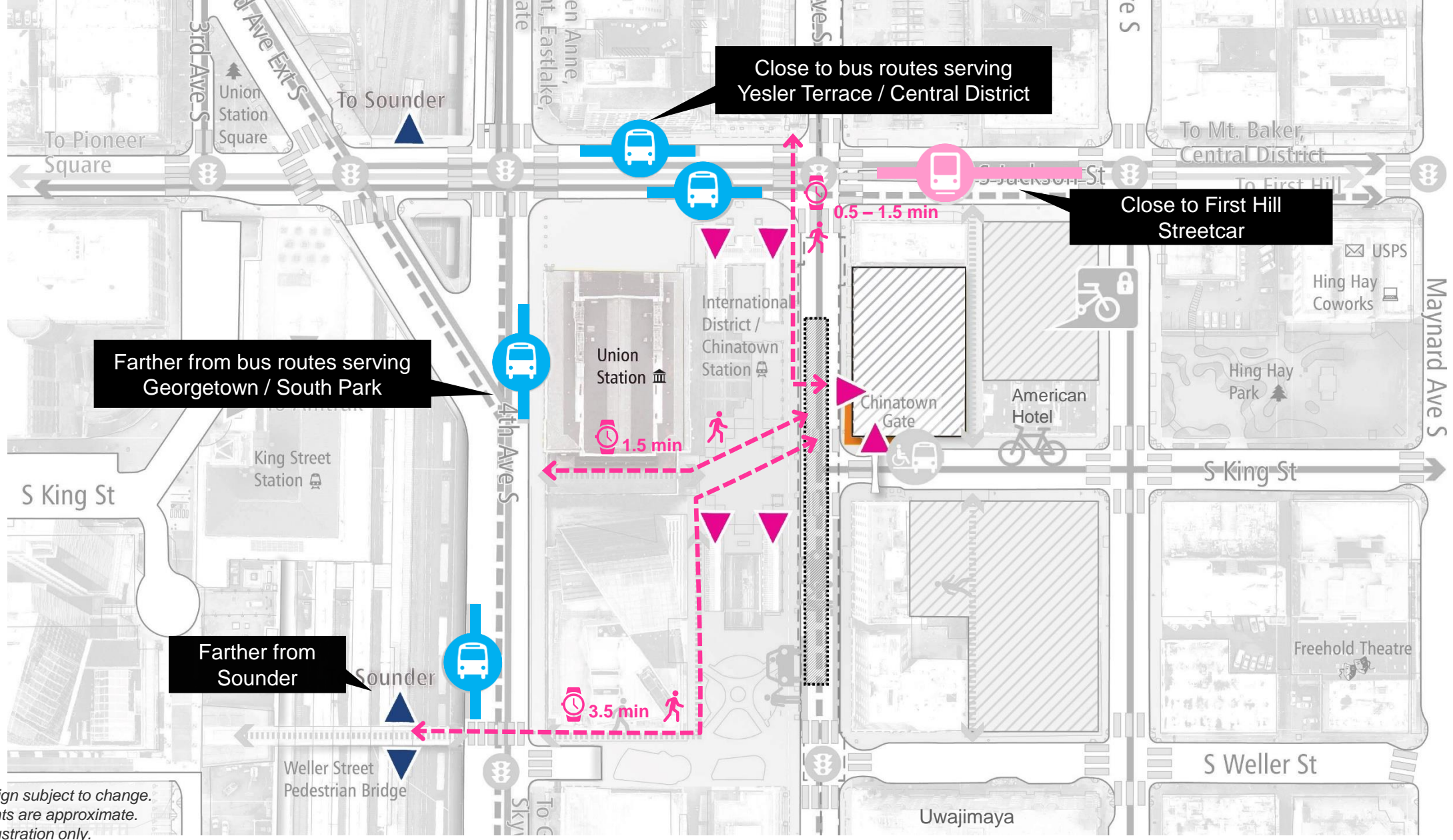
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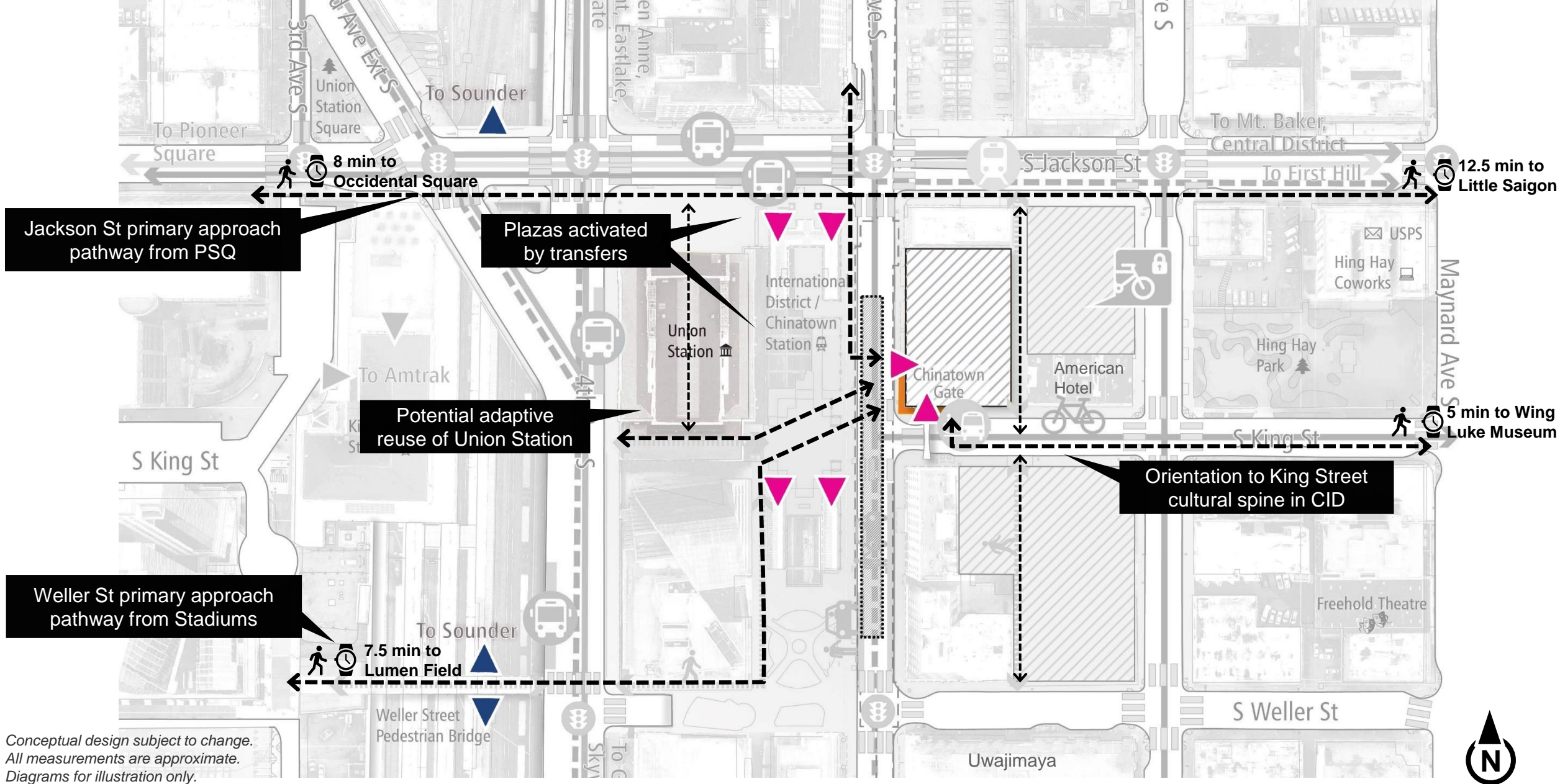


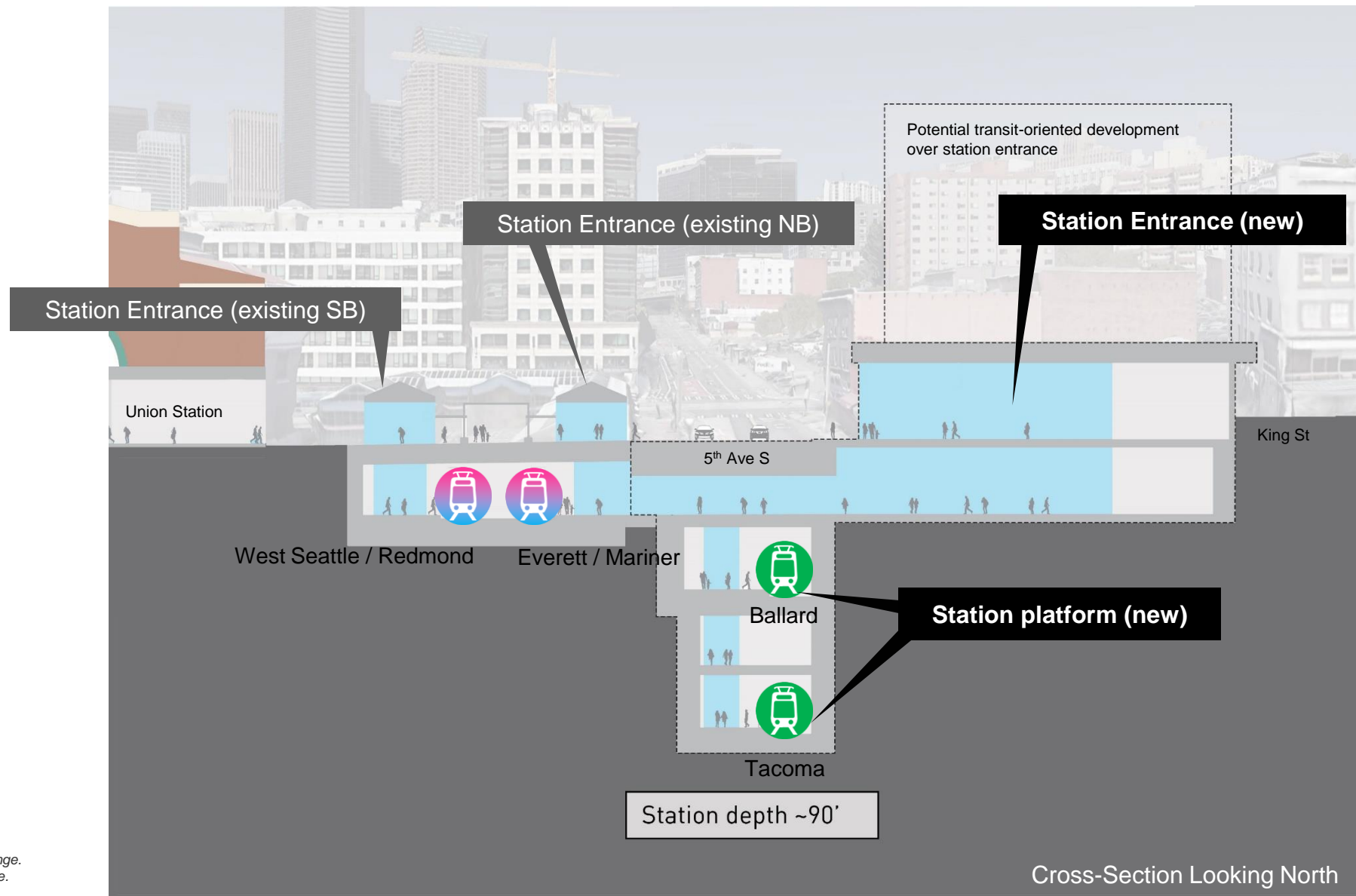
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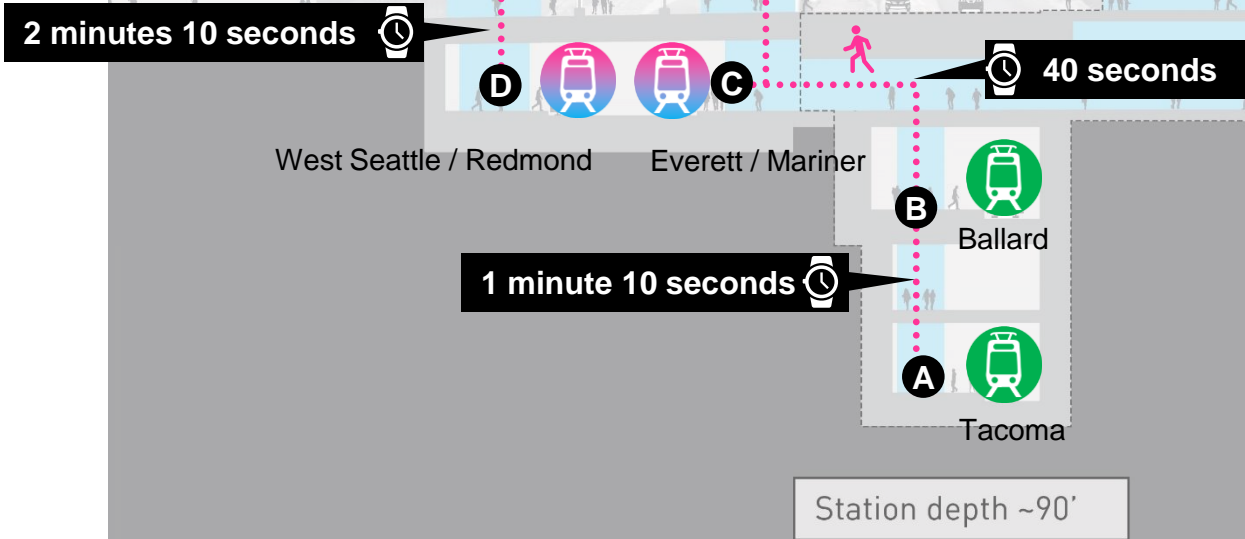




From Tacoma to Everett  
**40 seconds**

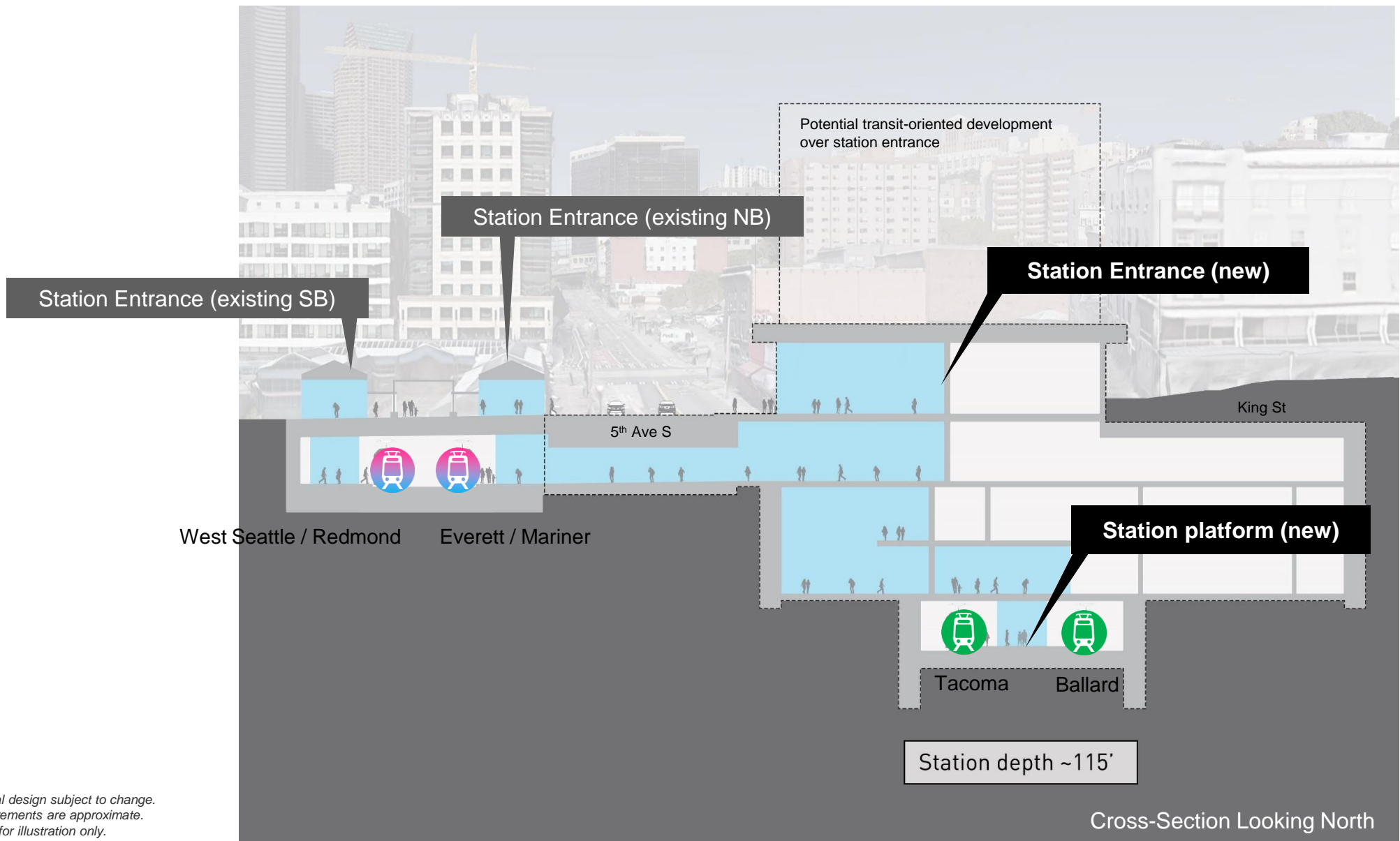
From Tacoma to  
Redmond  
**2 minutes 50 seconds**

From Ballard to Redmond  
**4 minutes**



Cross-Section Looking North

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

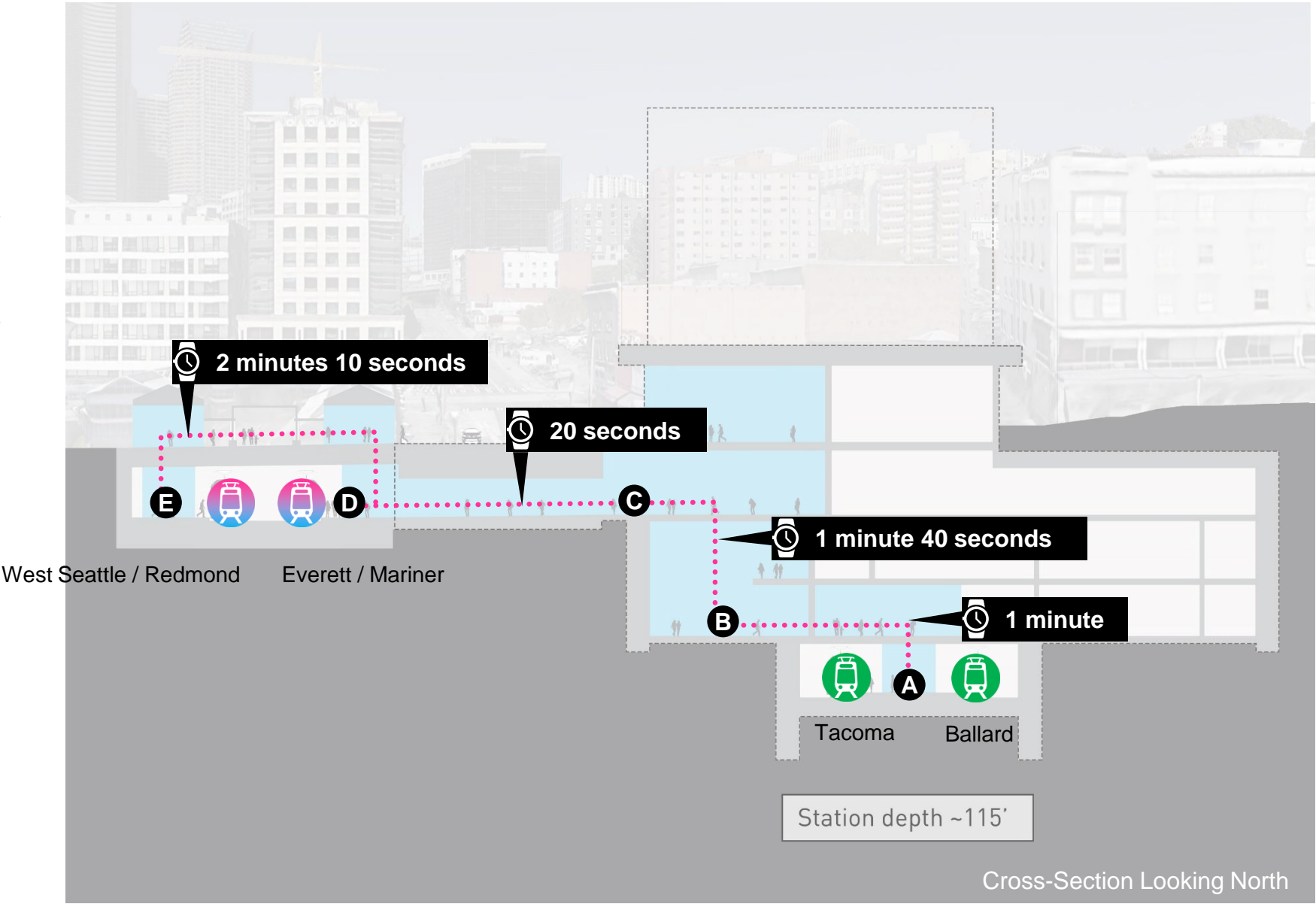


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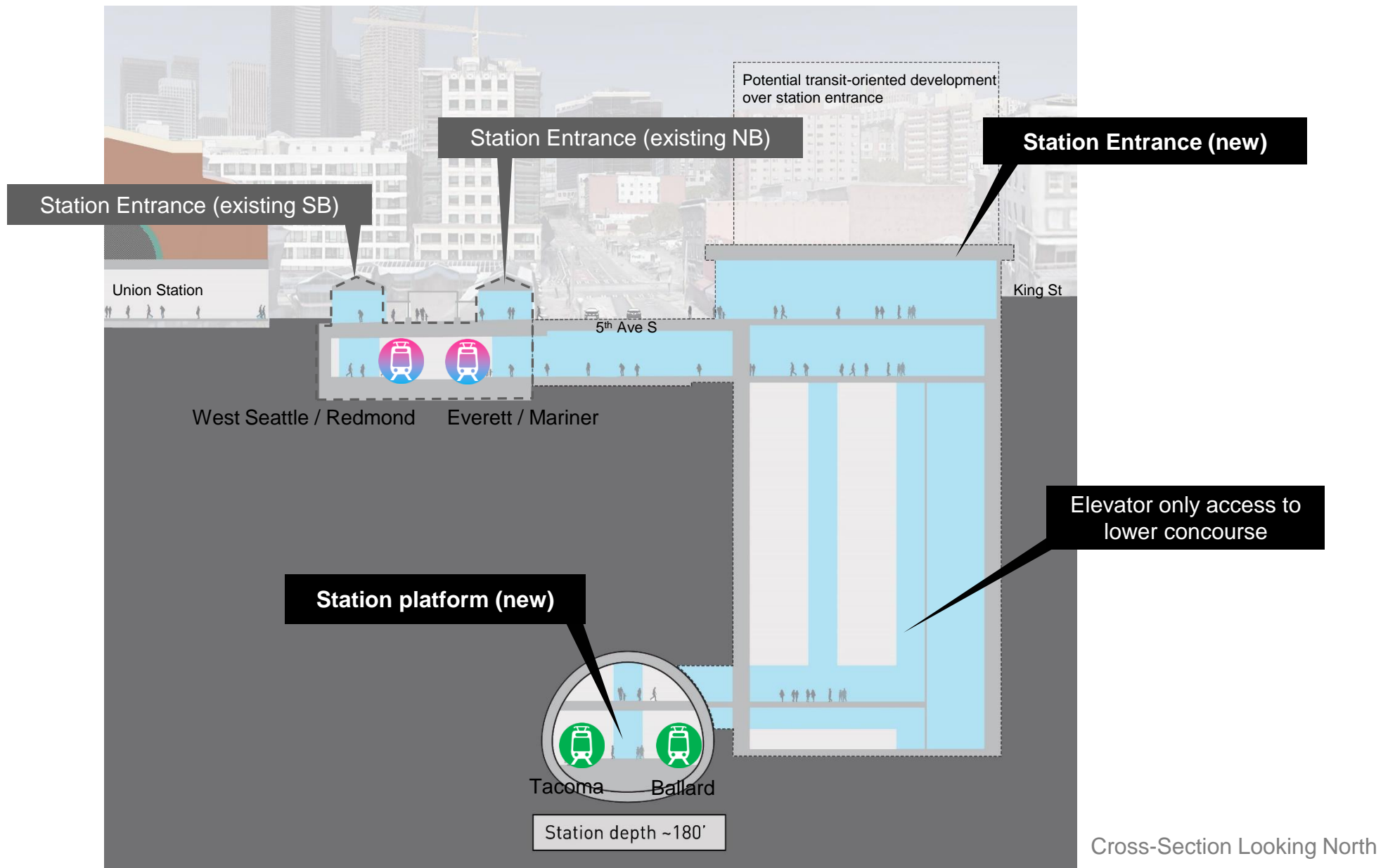


From Tacoma/Ballard to  
Everett  
**3 minutes**

From Tacoma/Ballard to  
Redmond  
**5 minutes 10 seconds**



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

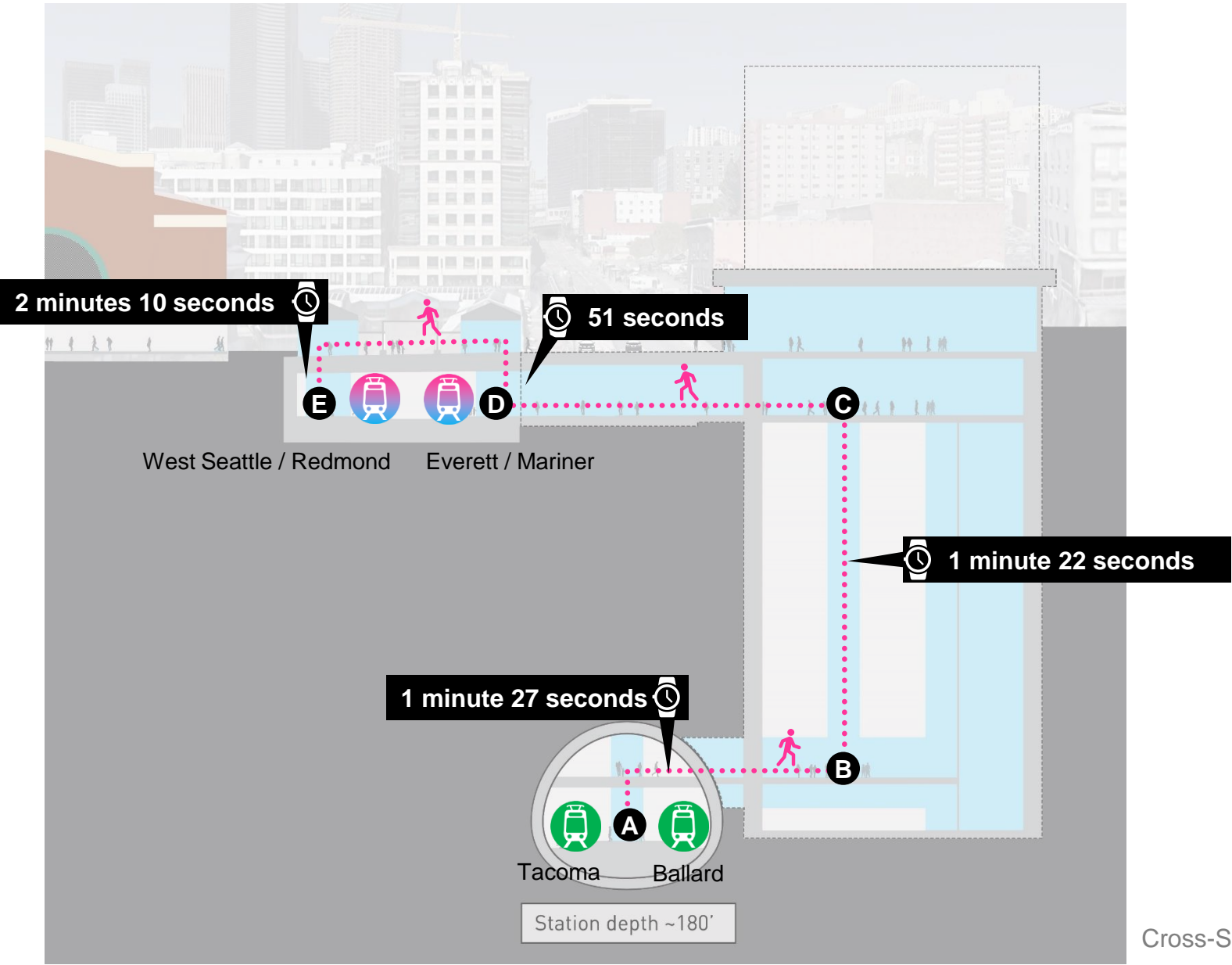


Conceptual design subject to change.  
All measurements are approximate.  
Diagrams for illustration only.



From Tacoma/Ballard to  
Everett  
**5 minutes 20 seconds**

From Tacoma/Ballard to  
Redmond  
**3 minutes 40 seconds**



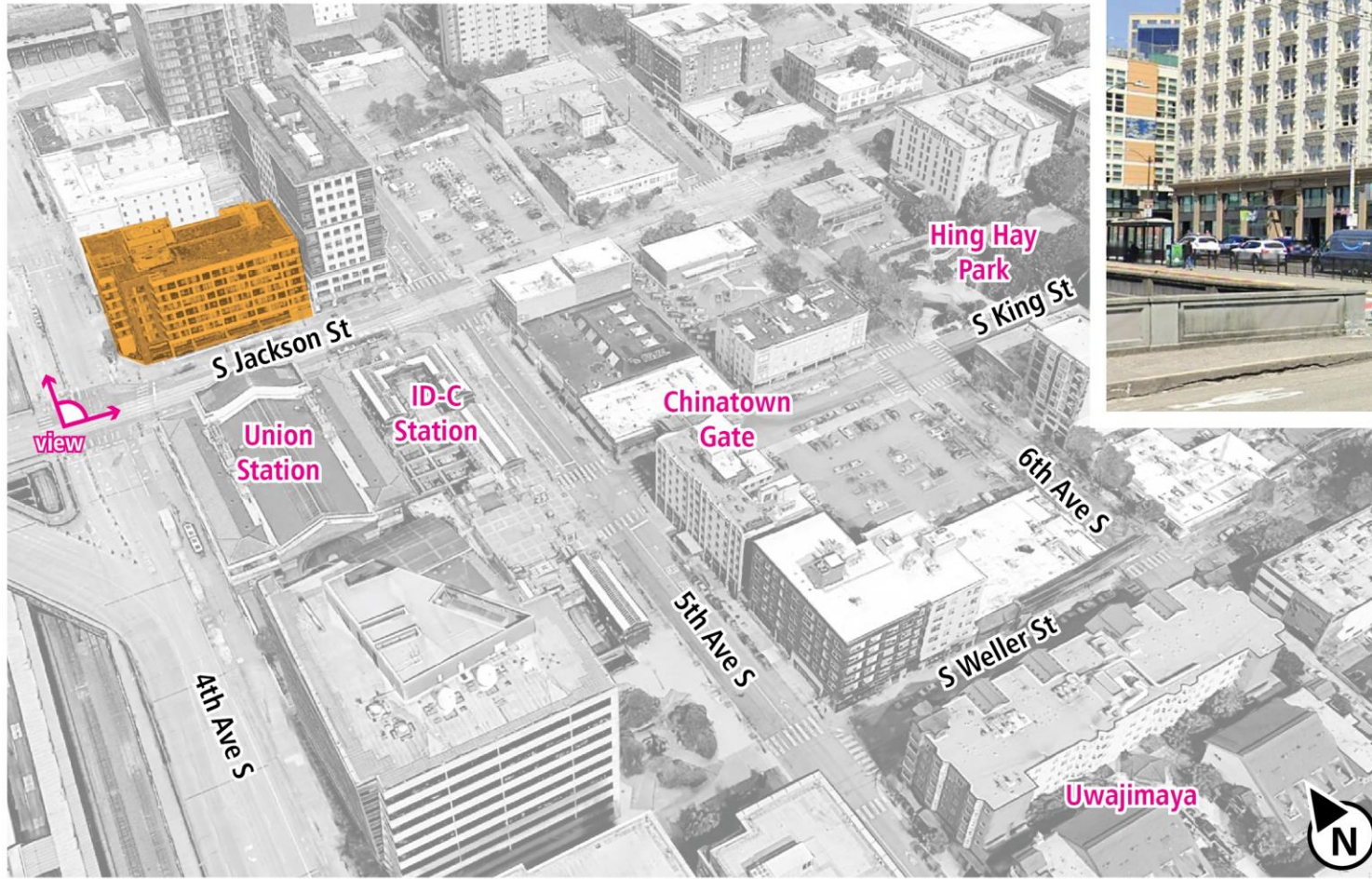
Conceptual design subject to change.  
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# ***Potential Displacements***

# *Permanent displacements*



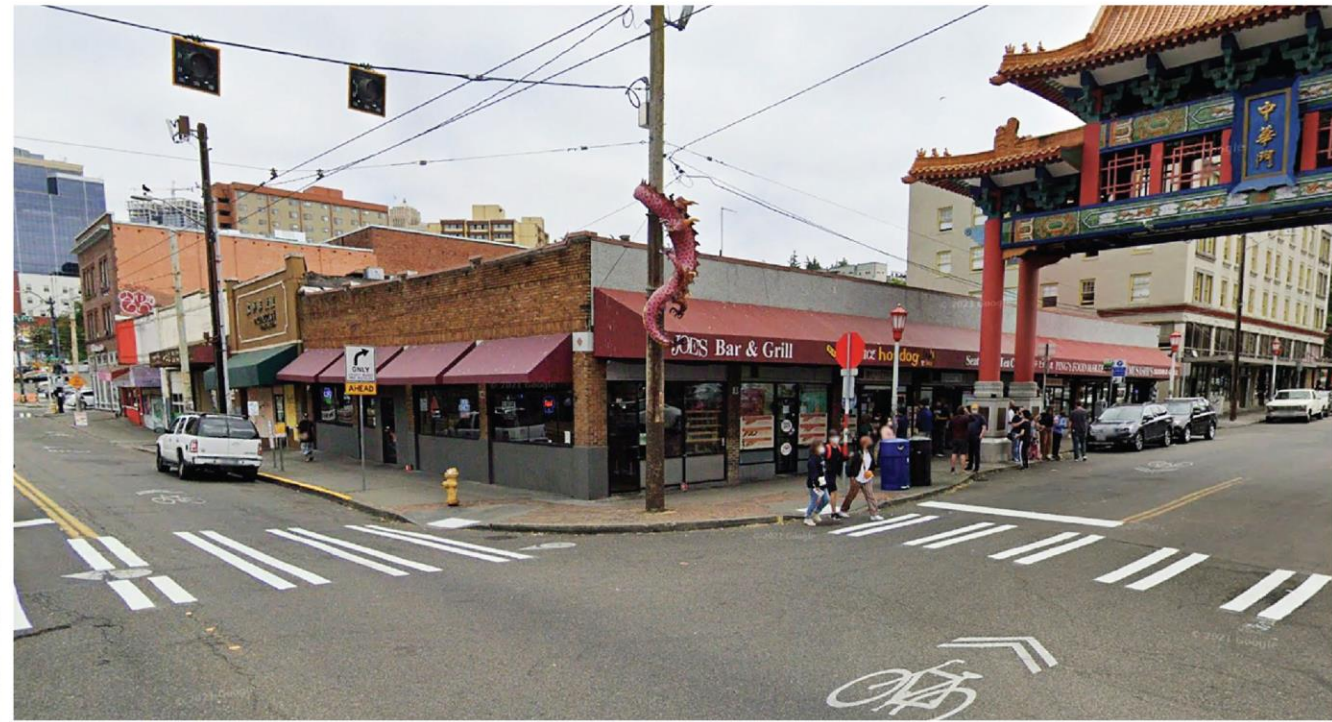
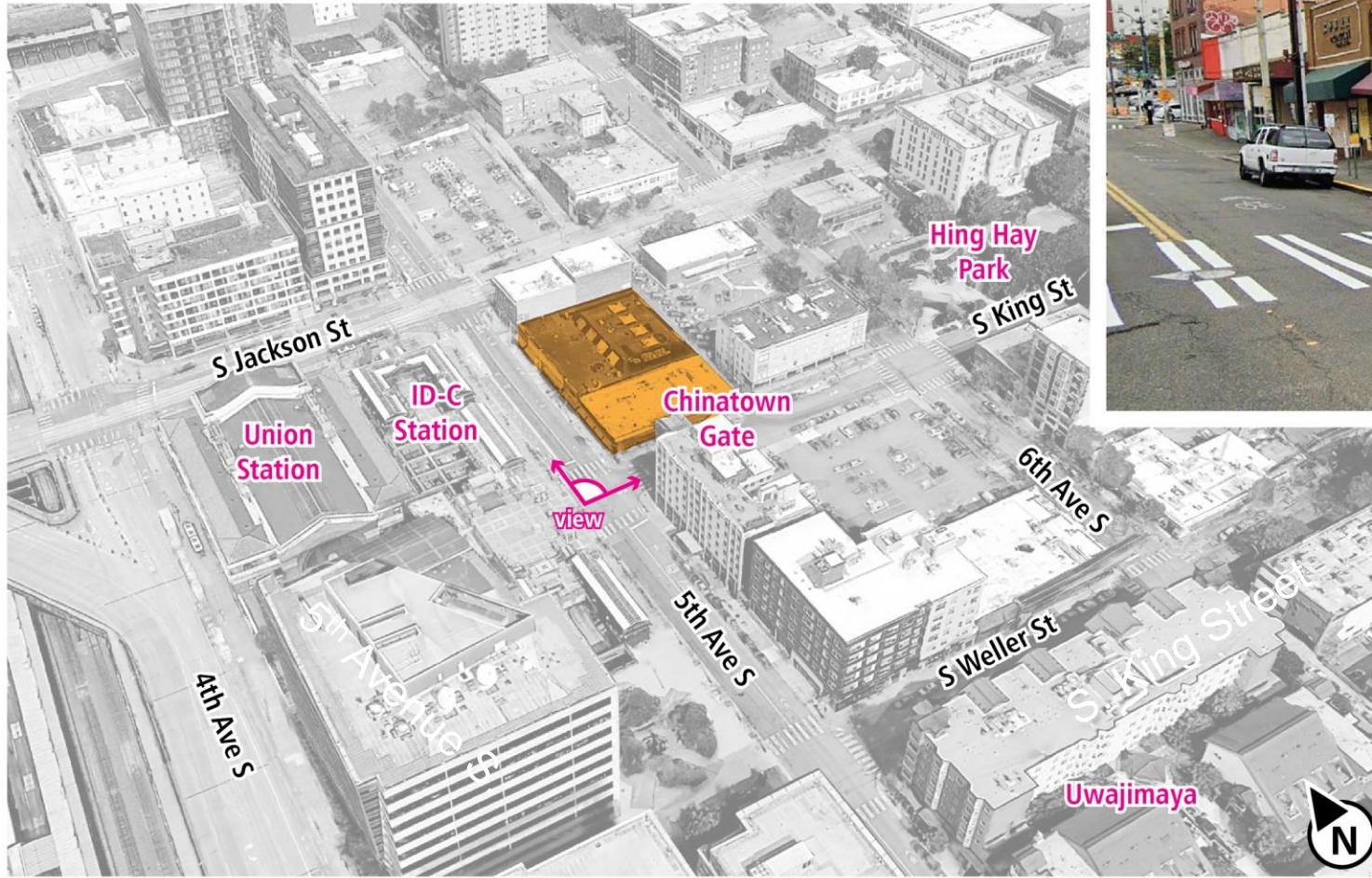
# 4th Avenue Shallow alternative



ICON building will remain;  
access restricted during  
construction for 4 years

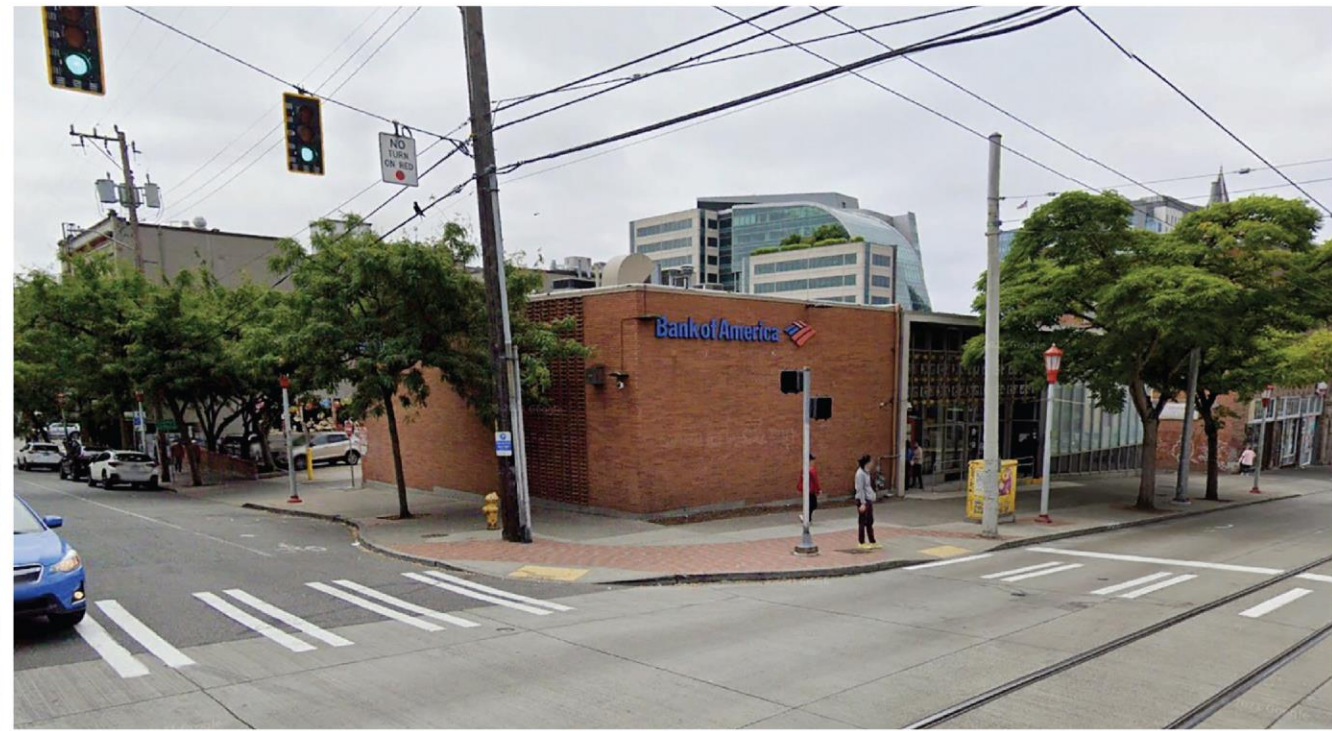
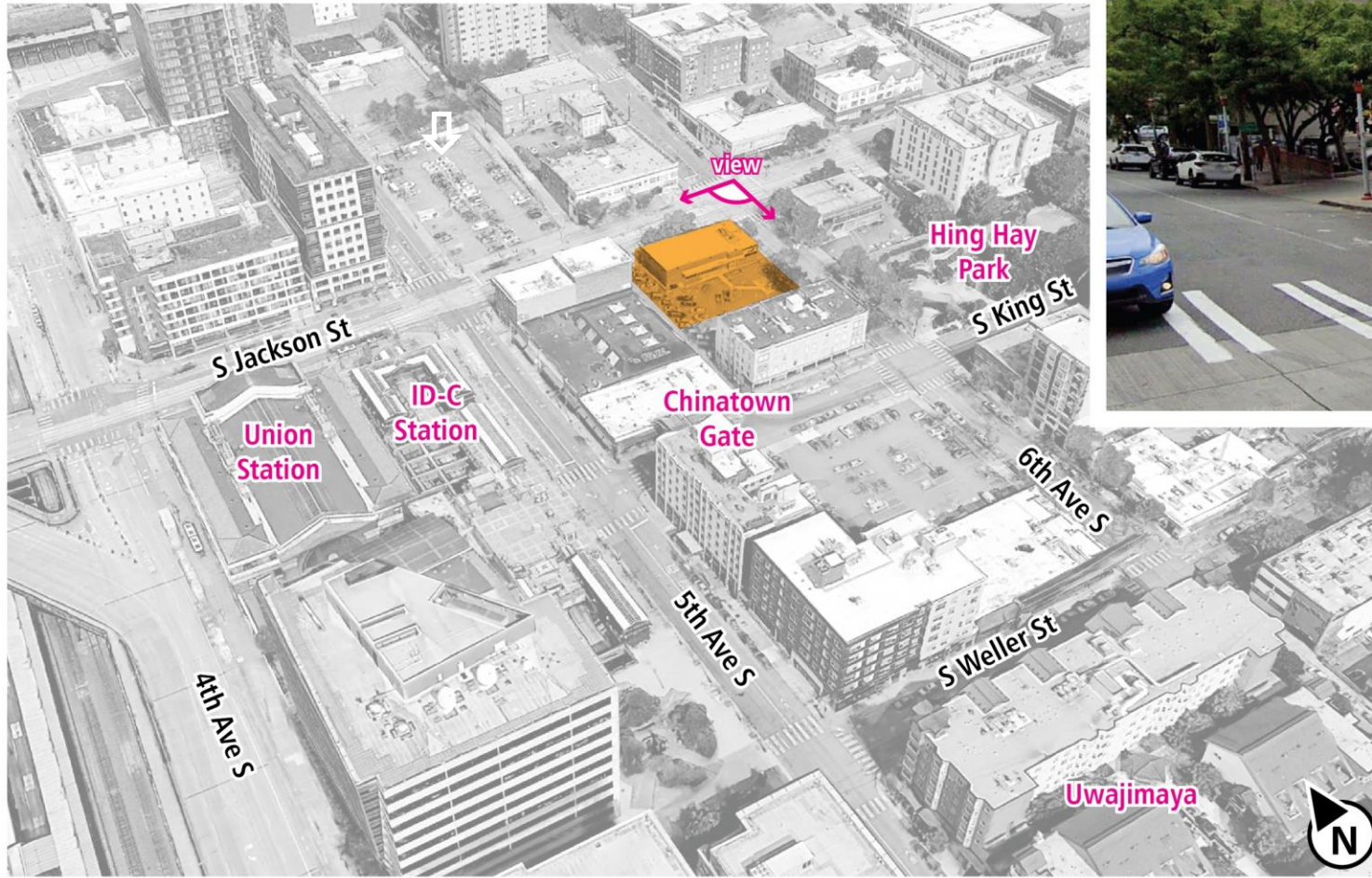


# 5th Avenue alternatives



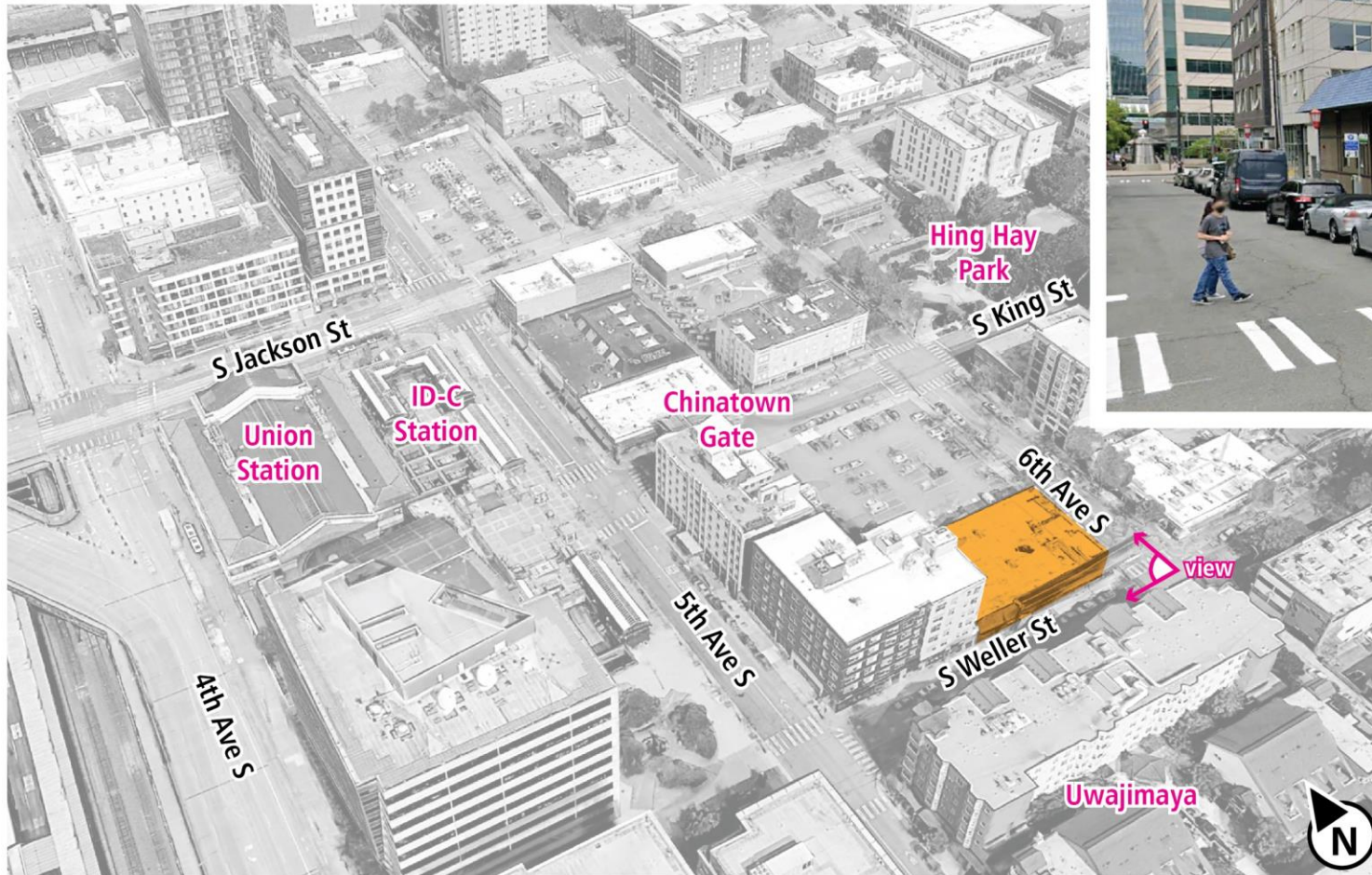


# 5th Avenue alternatives



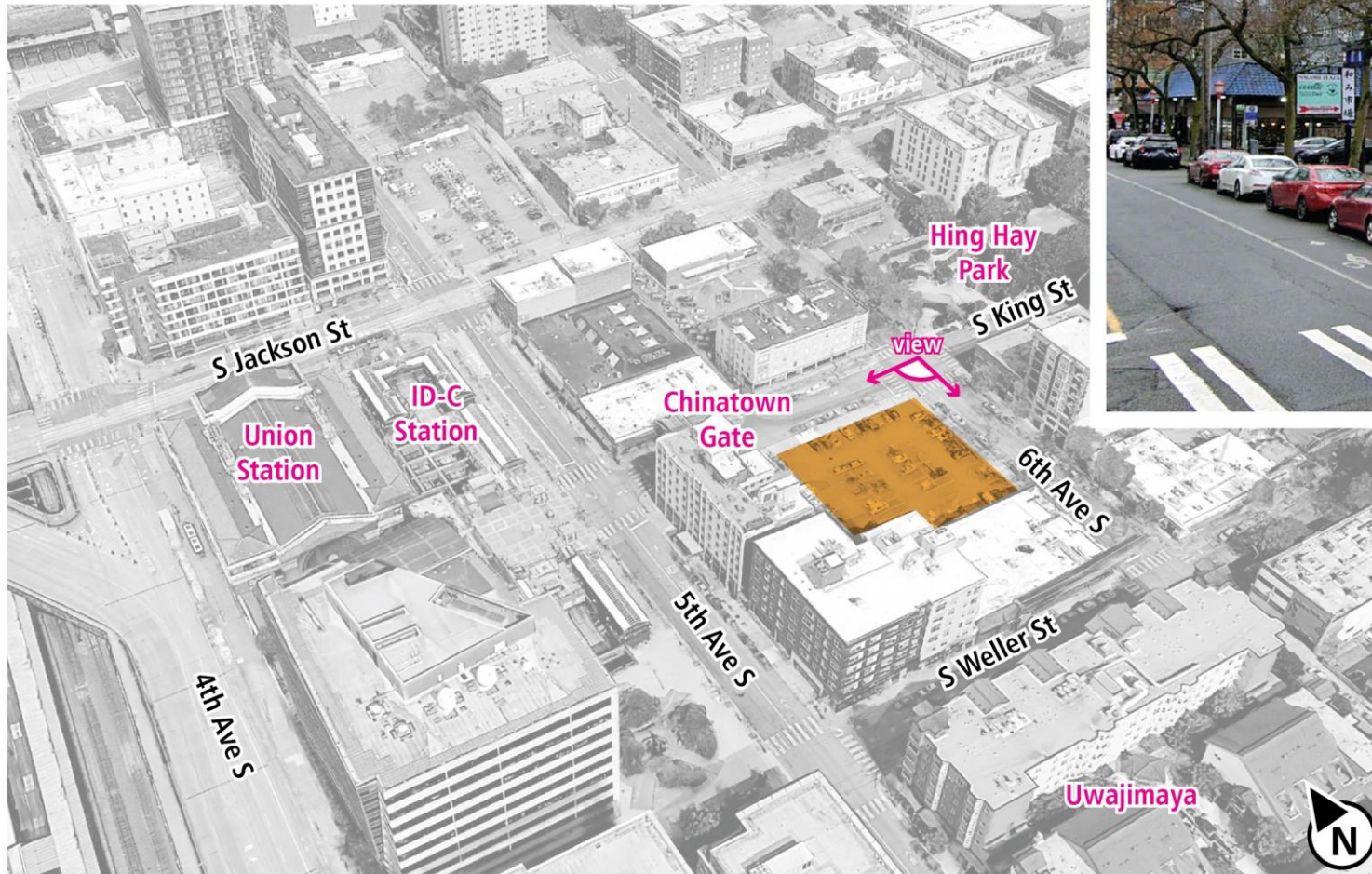


# 5th Avenue alternatives





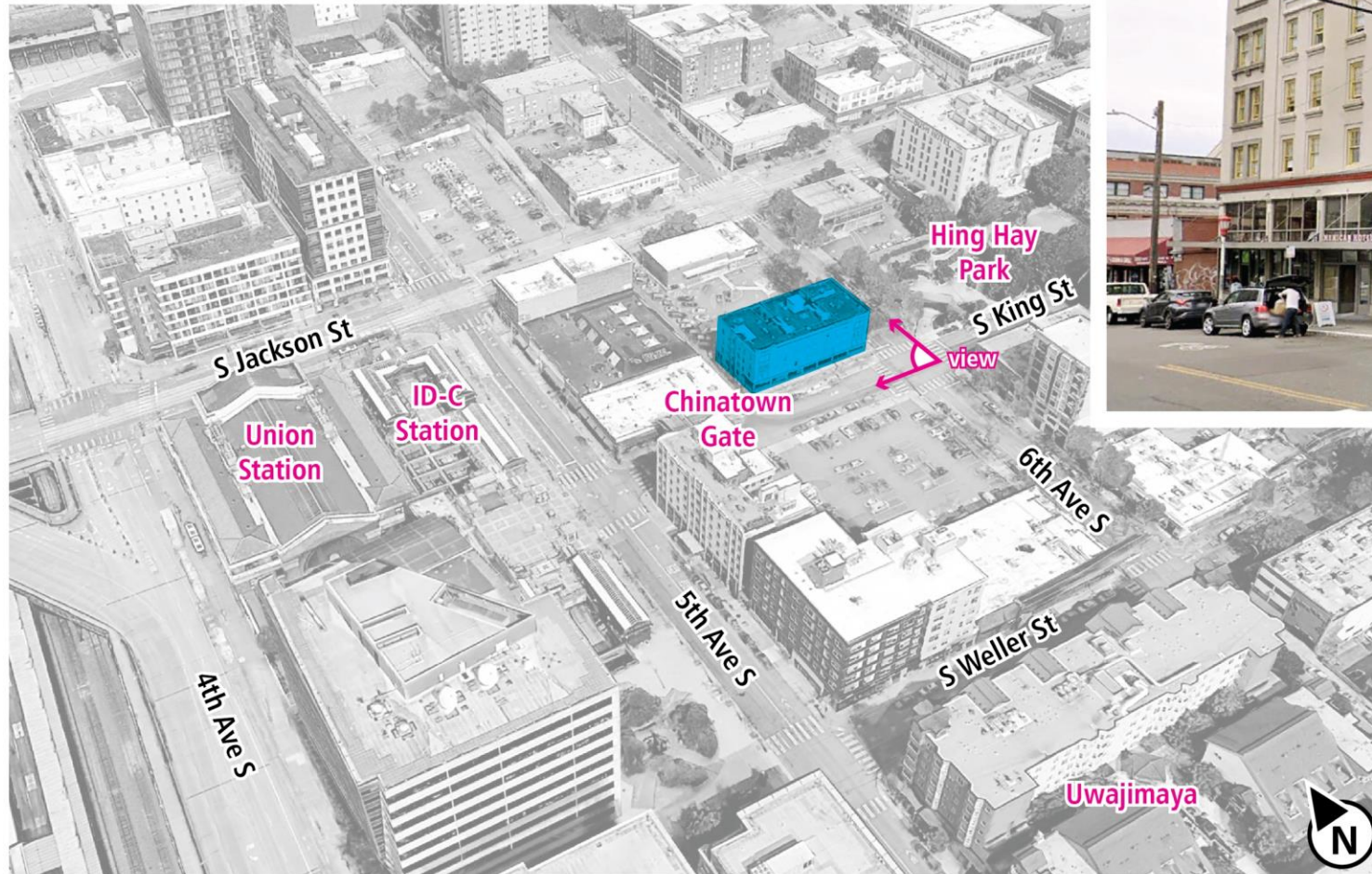
# 5th Avenue Alternatives



# *Temporary displacements*

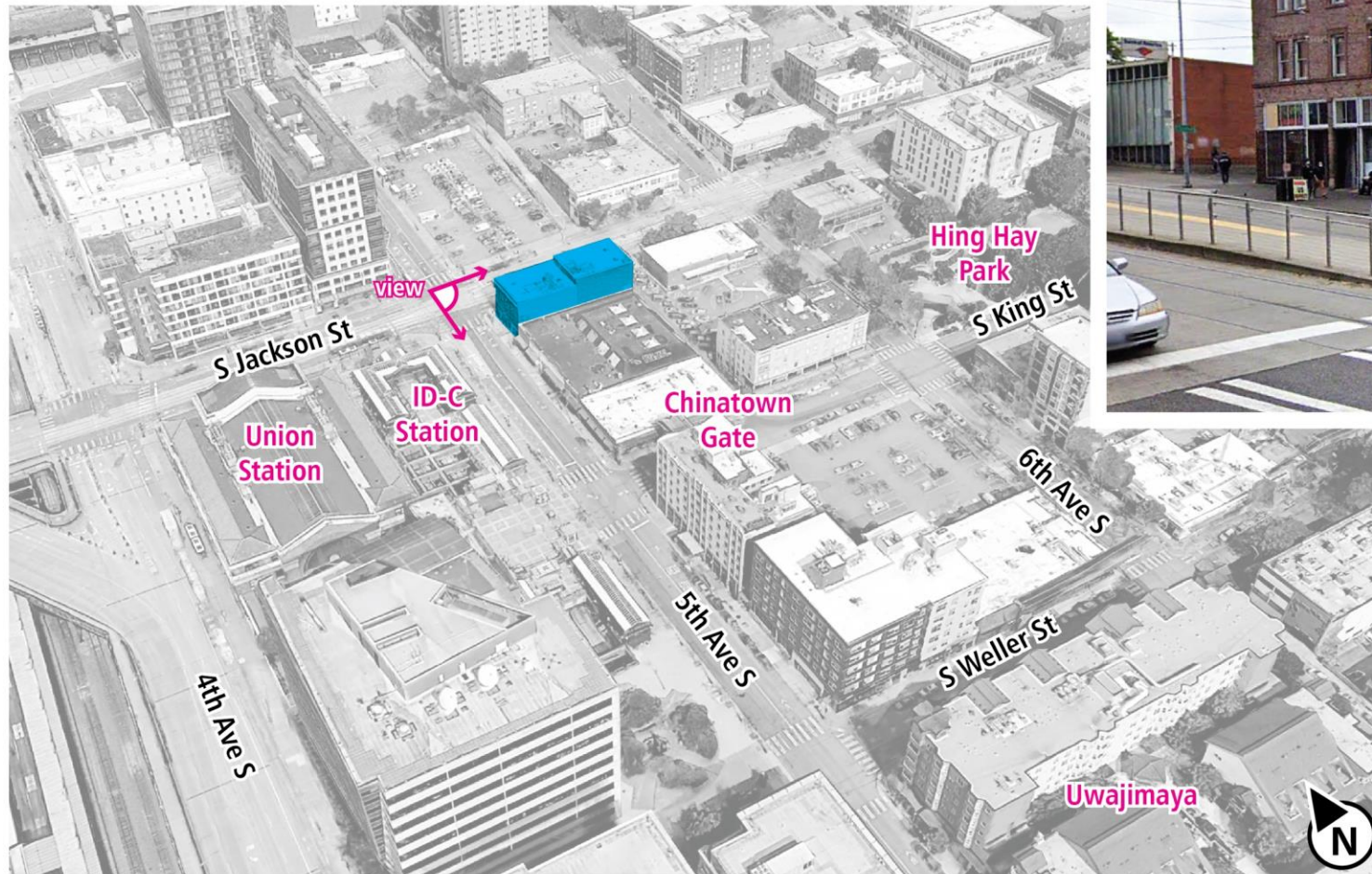


# 5th Avenue Shallow Diagonal Configuration





# 5th Avenue Shallow Diagonal Configuration

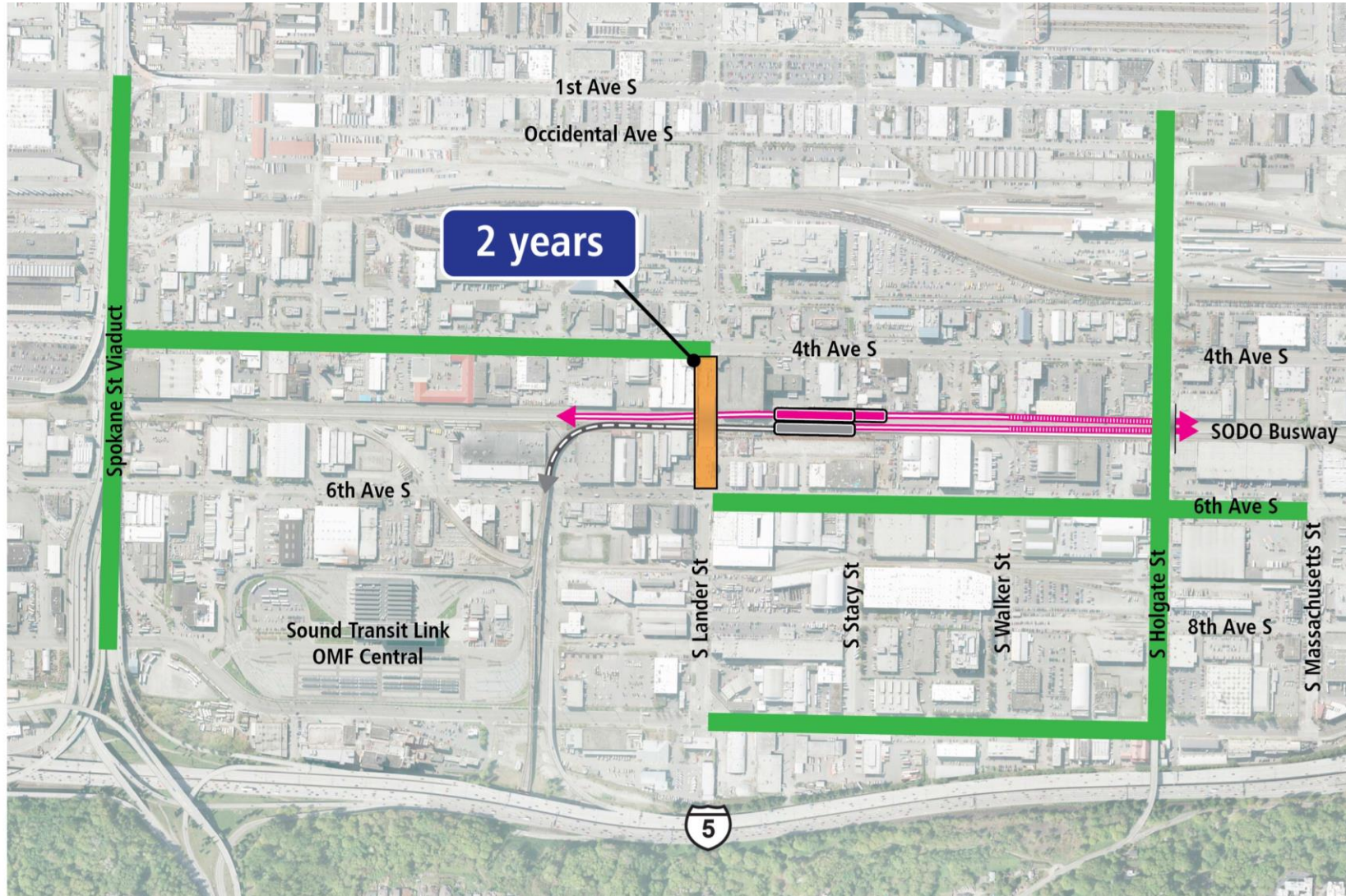




# ***Construction Roadway Closures***

***SODO segment***



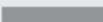


# Lander Street closure







-  Roadway full closure
-  Potential traffic increase

## DRAFT EIS ALTERNATIVES

-  Preferred alternatives
-  Other alternatives
-  Existing Link

## ROUTE AND STATION PROFILES

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





1st Ave S

Occidental Ave S

3 years

4th Ave S

SODO Busway

6th Ave S

8th Ave S

S Lander St

S Stacy St

S Walker St

S Holgate St

S Massachusetts St

Sound Transit Link OMF Central

5

 Potential traffic increase

## DRAFT EIS ALTERNATIVES

Existing Link

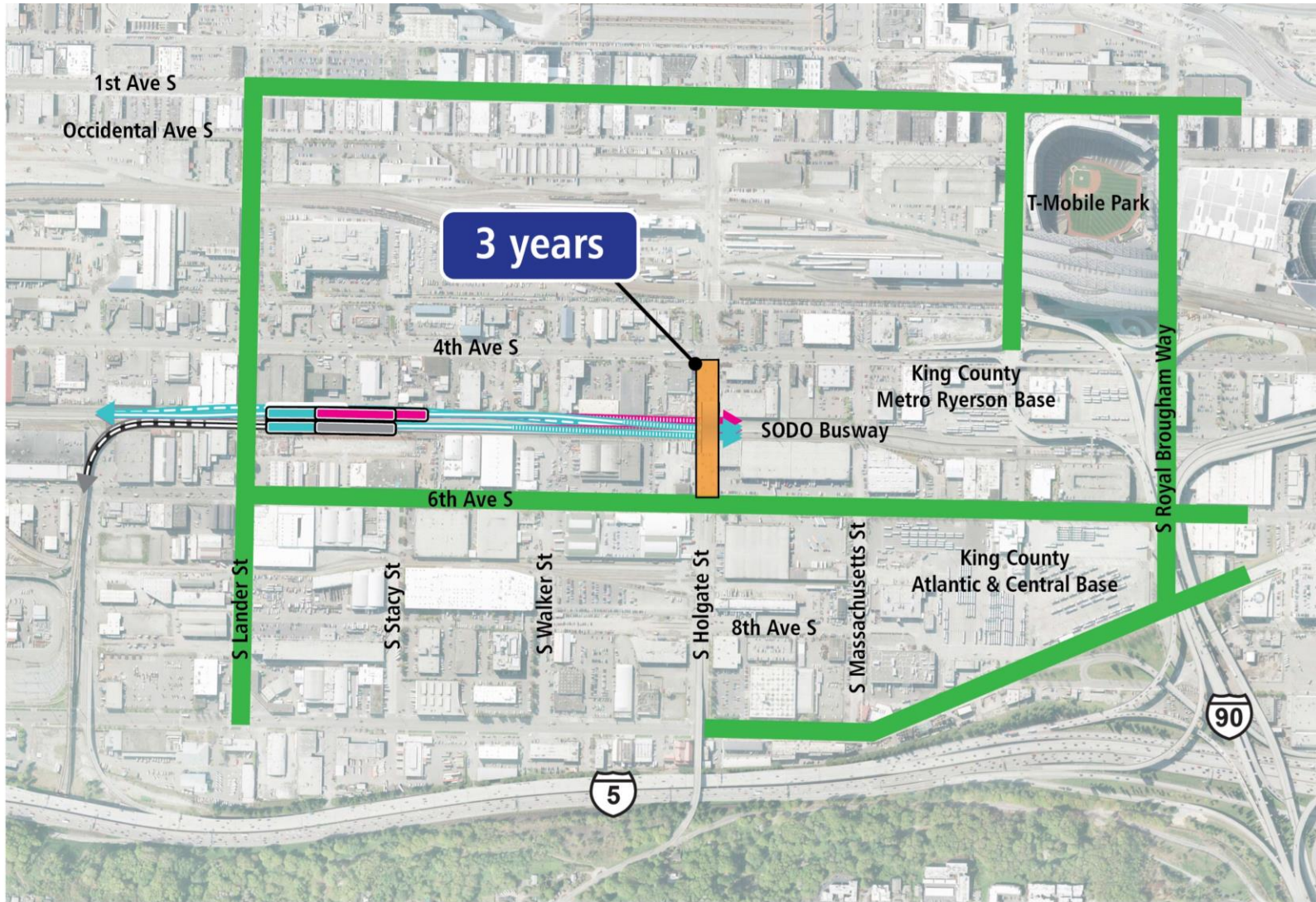
## ROUTE AND STATION PROFILES



Street overpass





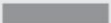


# Holgate Street closure







-  Roadway full closure
-  Potential traffic increase

## DRAFT EIS ALTERNATIVES

-  Preferred alternatives
-  Other alternatives
-  Existing Link

## ROUTE AND STATION PROFILES

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





# *SODO Busway closure*



# SODO Busway closure

Closed between S. Spokane Street and Massachusetts Street for following alternatives:

SODO Busway	At-Grade	At-Grade Staggered Station Configuration	At-Grade South Station Option	Mixed Profile
Construction (mostly non-revenue)	Diverts 60-80 buses per hour* Mostly non-revenue service			
Operation (non-revenue)	Diverts 30-50 buses per hour* All non-revenue service			No diversion

\*peak hour

- Sound Transit will coordinate with City and King County Metro to determine appropriate routing and transit priority treatments
- Sufficient capacity due to permanent closure
- Additional analysis will be conducted

***CID segment***



Roadway full closure

Roadway full and partial closure

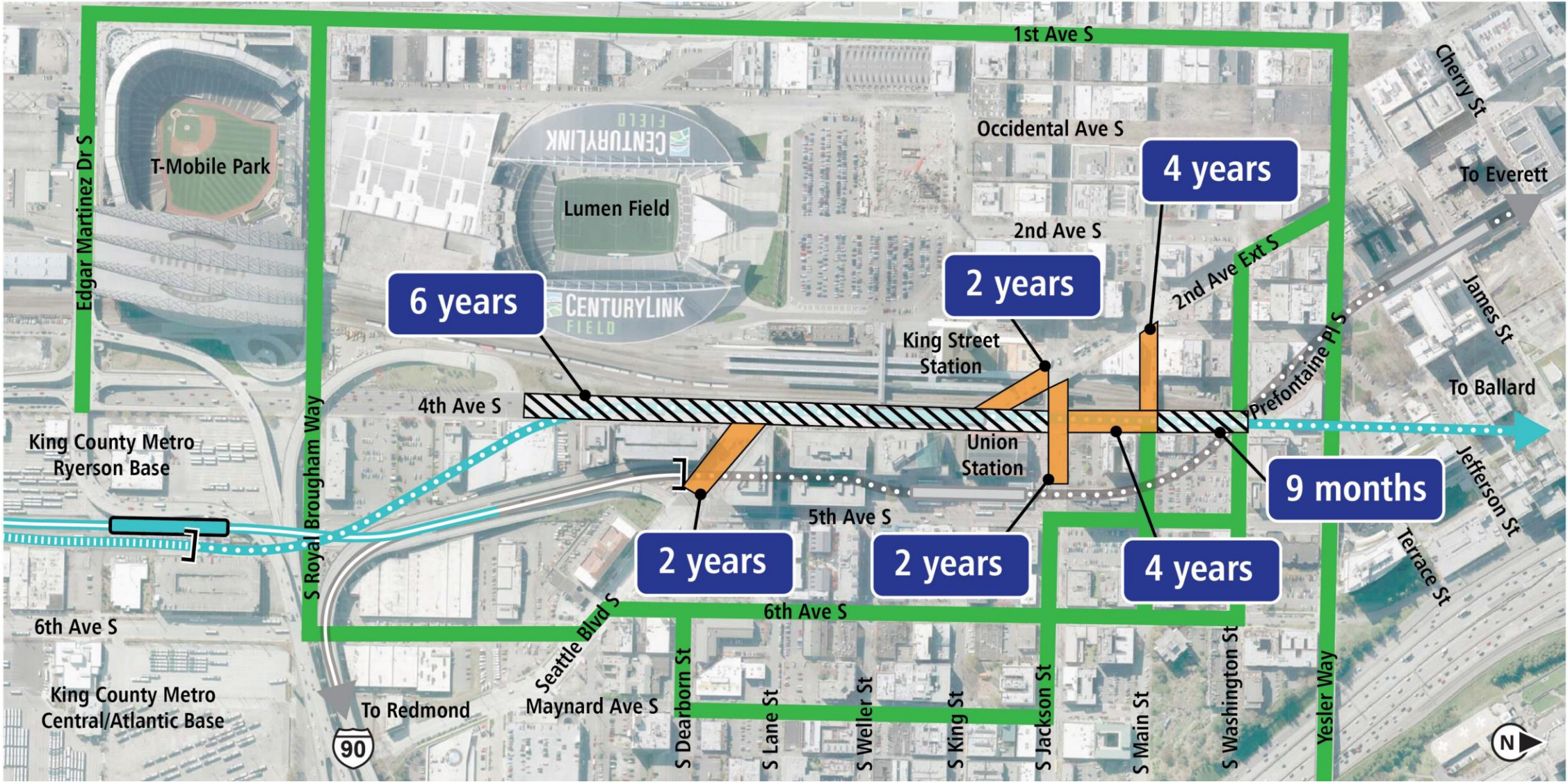
Potential traffic increase

Roadway partial closure

Sidewalk/parking lane closure

Station construction duration

9 to 11 years





Roadway full closure

Roadway full and partial closure

Potential traffic increase

Roadway partial closure

Sidewalk/parking lane closure

Station construction duration

8 to 10 years





Roadway full closure

Roadway full and partial closure

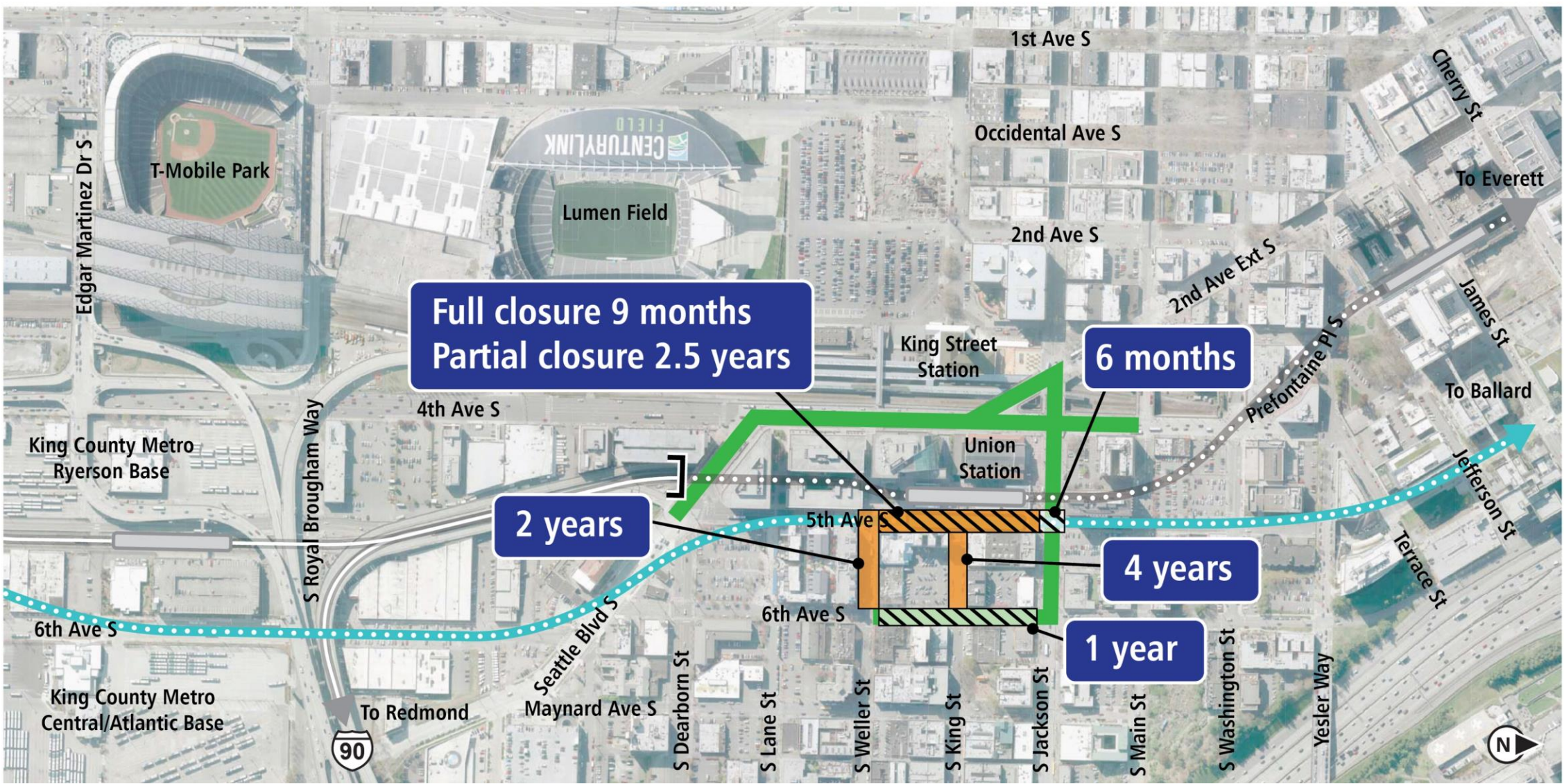
Potential traffic increase

Roadway partial closure

Sidewalk/parking lane closure

Station construction duration

8 to 9 years





Roadway full closure

Roadway full and partial closure

Potential traffic increase

Roadway partial closure

Sidewalk/parking lane closure

Station construction duration

5 to 6 years





Roadway full closure

Roadway full and partial closure

Potential traffic increase

Roadway partial closure

Sidewalk/parking lane closure

Station construction duration

6.5 to 7.5 years





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- ***City of Seattle: Draft EIS Review***
- Next steps and next meeting



# West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Community Advisory Group Meetings | March 2022

# Deep Dive Topic: City Structures

**Elizabeth Sheldon**, Acting Director, SDOT Roadway Structures

**Wes Ducey**, PE, Bridge Rehabilitation & Replacement Program Manager

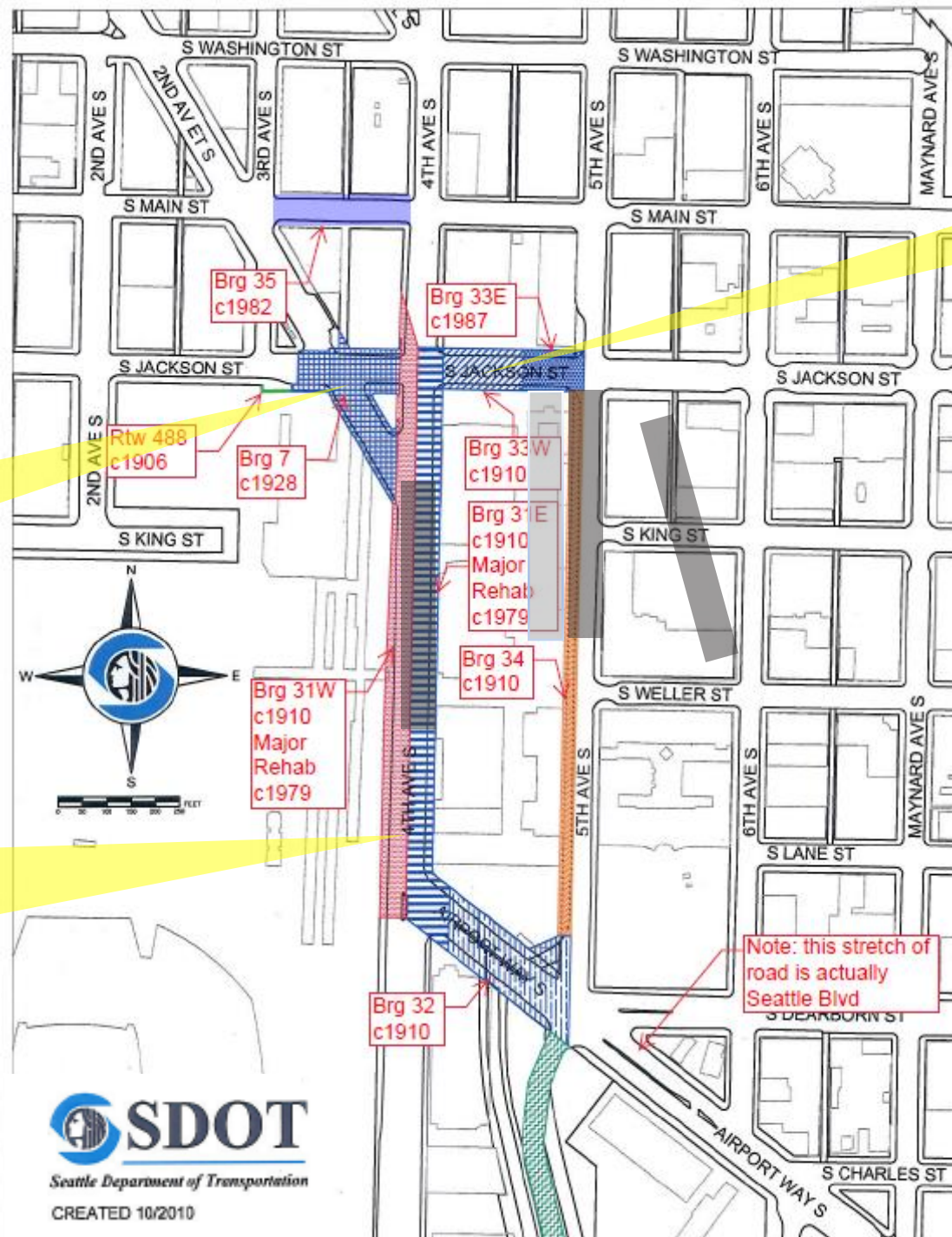




# City Structures in vicinity of WSBLE CID Station Alternatives

**2<sup>nd</sup> Ave Extension S Bridge**  
Built c1928  
Seismic Retrofit 2015

**4<sup>th</sup> Avenue South Bridge, West & East**  
Built c1910  
Major Rehab 1979  
Seismic Retrofit 2015



**S Jackson Street Bridge, West**  
Built c1910

## Keys:

WSBLE CID ALTERNATIVES

EXISTING IDC STATION

## BRIDGE OWNERSHIP

- CITY OF SEATTLE
- KING COUNTY METRO (Sound Transit)
- WSDOT

# City DEIS Review

**Sara Maxana**, Acting Director, SDOT Sound Transit Program

**Jessica Brand**, Strategic Initiatives Lead, DON



# February CAG Meetings:

## City Scope of WSBLE DEIS Review

### **Review for compliance and adequacy:**

1. Does the DEIS demonstrate compliance with City Codes/Director's Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

### **Review for additional strategic questions for the City:**

4. Does the DEIS adequately analyze impacts to BIPOC communities, propose mitigation, and further the joint Racial Equity Toolkit outcomes?
5. How does new DEIS information shape City position on alternatives?





# March CAG Meetings: Comparing the DEIS Alternatives

## **Key trade-offs between CID and SODO segments alternatives:**

- SODO
- CID: Shallow v Deep
- CID: 4th Avenue South v 5<sup>th</sup> Avenue South

## **Discussion questions:**

- Are these the right considerations to compare the alternatives? What issues are of greatest importance?
- Is the alternative viable? What mitigation measures would be needed to address the impacts?

# AT GRADE

SODO-1a: At-Grade Station (Preferred)

SODO-1a: At-Grade Staggered Station (Preferred)

SODO-1b: At-Grade South Station

# MIXED PROFILE

SODO-2: Mixed-Profile

## At-Grade



## At-Grade Staggered Configuration



## At-Grade South Station Option



## Mixed Profile



# AT GRADE

## OPPORTUNITIES

Two overpass crossings

## CONCERNS

Overpass design challenges  
Construction impacts

### At-Grade



### At-Grade Staggered Configuration



### At-Grade South Station Option



# MIXED PROFILE

## OPPORTUNITIES

Limits impacts and design challenges

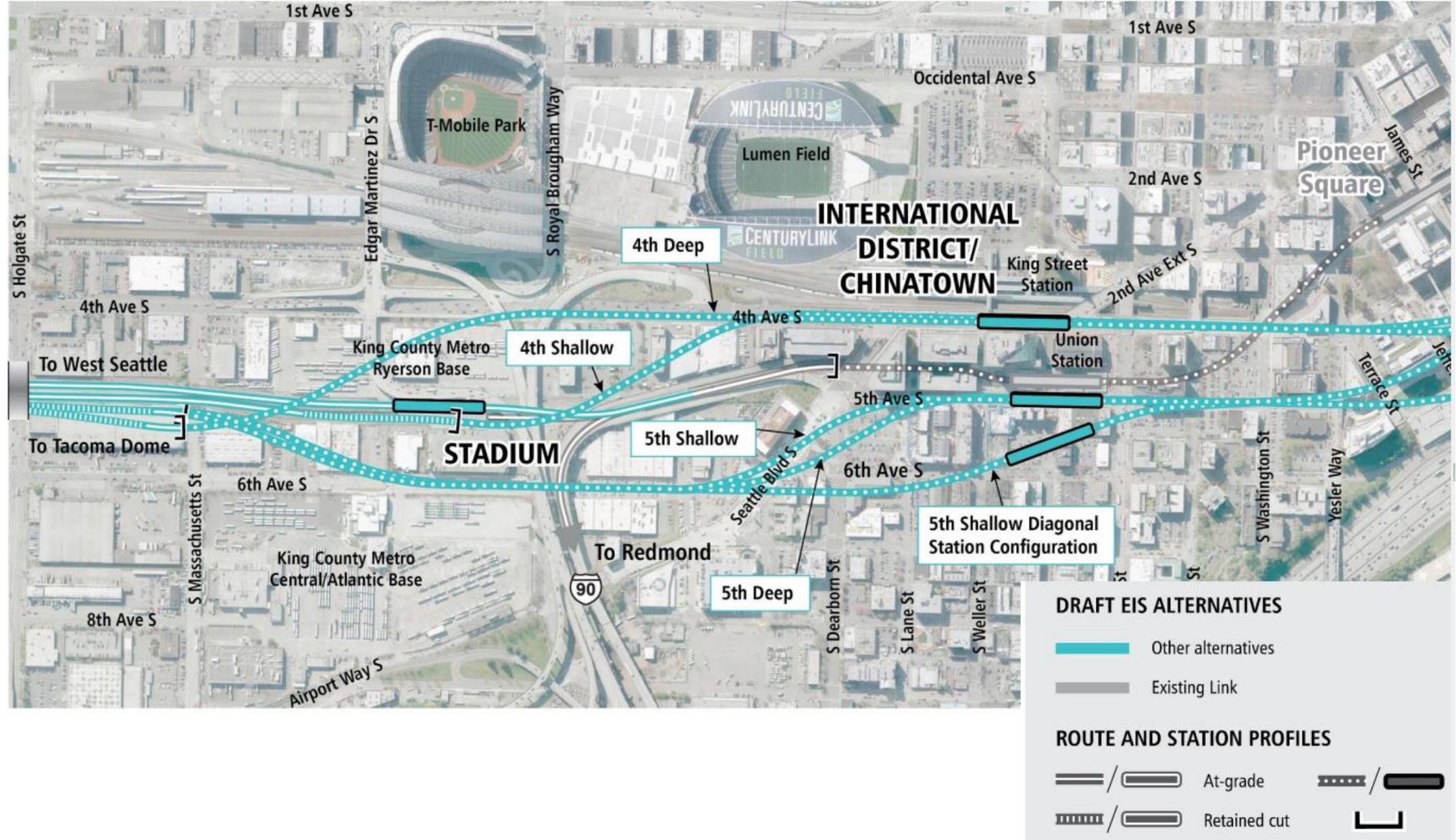
## CONCERNS

Pedestrian/vehicle crossing at Lander

### Mixed Profile





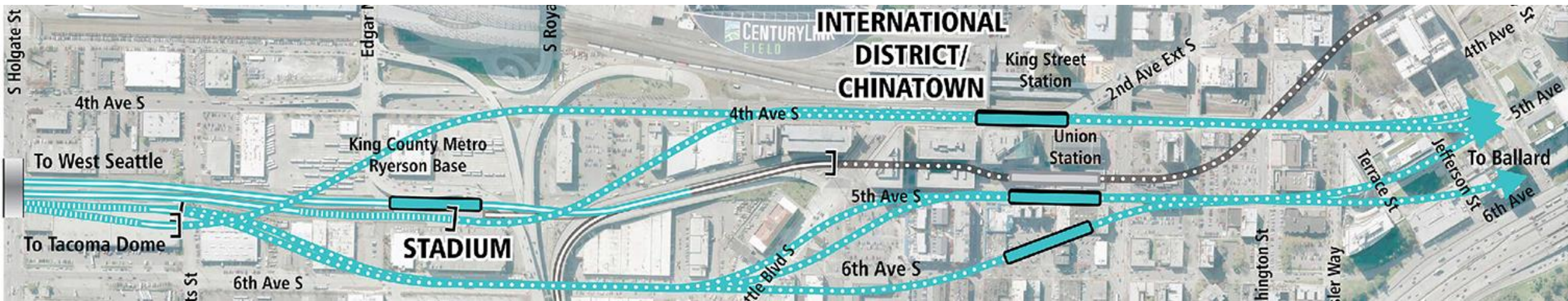




# RACIAL EQUITY TOOLKIT OUTCOMES

How do the CID alternatives advance or hinder the RET outcomes:

- Limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm
- Maximize connections for all users
- Community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations





# SHALLOW OPTIONS

## OPPORTUNITIES

Avoids elevator-only access of deep options

Connects to both DT alternatives

## CONCERNS

# DEEP OPTIONS

## CONCERNS

Elevator only access

Additional costs and construction impacts to DT segment

Only connects to DT-1 alternative





# 4<sup>TH</sup> AVE S ALTERNATIVE

## OPPORTUNITIES

Avoids construction and business impacts to CID core

Better access to Pioneer Square, Sounder/Amtrak, and stadiums for surge events

## CONCERNS

Construction impacts to roadways and transit

Residential displacement

Additional costs for 4<sup>th</sup> Ave S bridge impacts and impacts to DT segment

Possible longer construction duration (8-11 years)

# 5<sup>TH</sup> AVE S ALTERNATIVE

## OPPORTUNITIES

Avoids major construction impacts and cost implications of 4<sup>th</sup> Ave S alternative

Possible shorter construction duration (5-9 years)

## CONCERNS

Displacement of 13 businesses in the heart of CID (18-19 for entire segment)

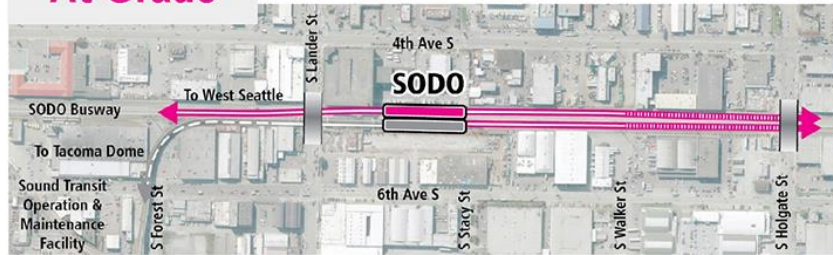




# DISCUSSION

Are these the right considerations to compare alternatives? What issues are most important?  
Is the alternative viable? What mitigation measures would be needed to address the impacts?

**At-Grade**



**At-Grade South Station Option**



**At-Grade Staggered Configuration**



**Mixed Profile**







Additional questions please contact  
**Jessica Brand, *Neighborhoods***  
**[Jessica.Brand@Seattle.gov](mailto:Jessica.Brand@Seattle.gov)**







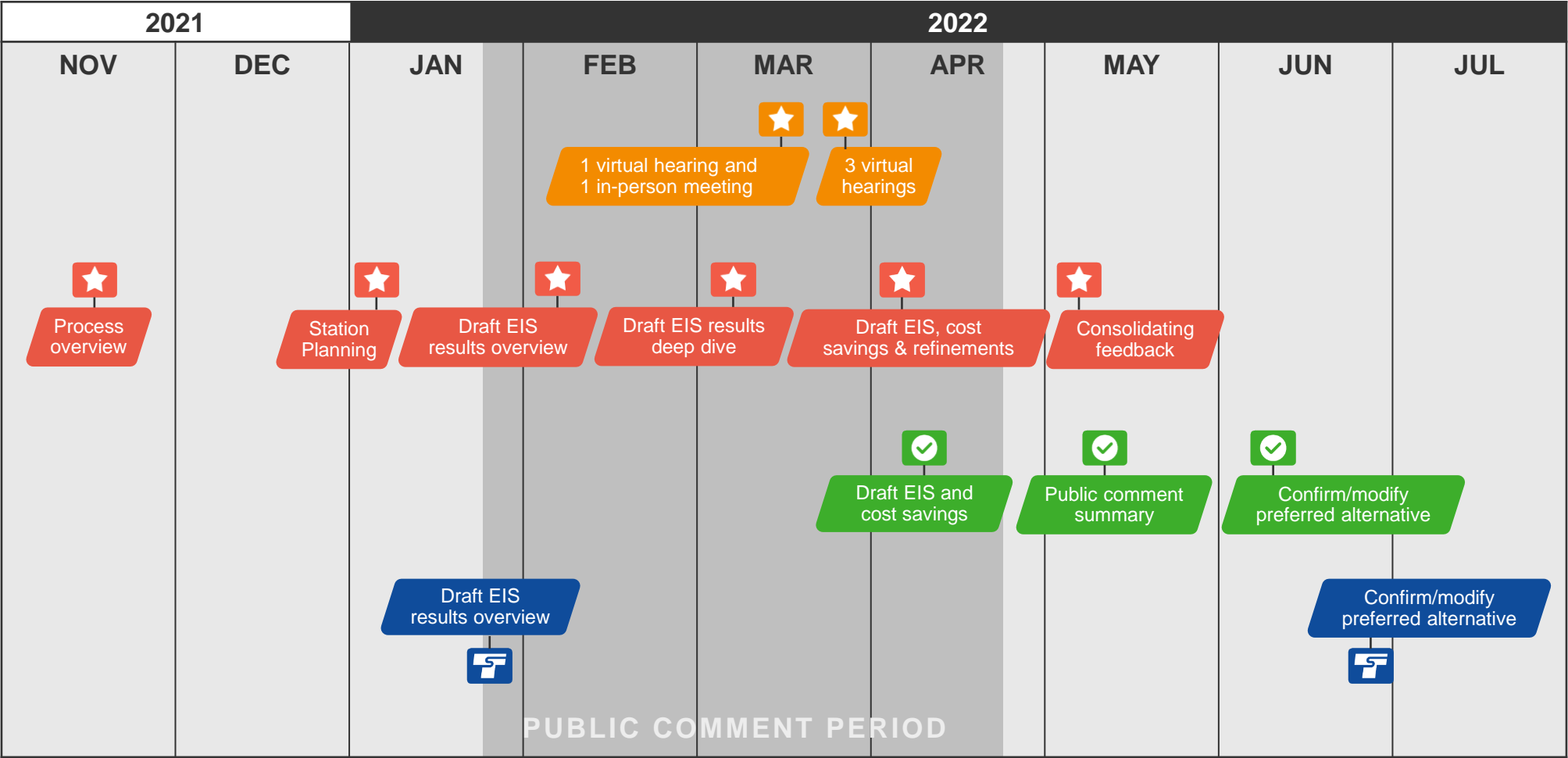
# *Agenda*

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: CID/SODO
- City of Seattle: Draft EIS Review
- ***Next steps and next meeting***

# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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



# ***Upcoming Community Advisory Groups***



## **Interbay/Ballard Community Advisory Group**

Draft EIS, Potential Cost Savings, Refinements

Tuesday, April 5, 2022, from 5pm to 7pm

## **Downtown Community Advisory Group**

Draft EIS, Potential Cost Savings, Refinements

Thursday, April 7, 2022 from 5pm to 7pm

## **West Seattle/Duwamish Community Advisory Group**

Draft EIS, Potential Cost Savings, Refinements

Tuesday, April 12, 2022 from 5pm to 7pm

## **CID/SODO Community Advisory Group**

Draft EIS Deep Dive

Wednesday, April 13, 2022 from 5pm to 7pm



# Draft EIS Meetings



## **Online Public Meetings:**

- Tues, Mar 15, 5:30-7:30pm (Interbay/Ballard segments)
- Tues, Mar 22, 5:30-7:30pm (Downtown segment)
- Thurs, Mar 24, 5:30-7:30pm (CID/SODO segments)
- Weds, Mar 30, 5:30-7:30pm (West Seattle/ Duwamish segments)



## **In-person drop-in event\*:**

- Thurs., March 17, 12pm – 7 PM, Union Station (Corridor-wide)

*\*The in-person event is subject to state and local guidelines regarding social distancing due to COVID-19. If the in-person event cannot be held due to COVID-19 concerns, a virtual event will be held in its place. Hours may differ if this becomes a virtual event.*

 *wsblink@soundtransit.org*  
*(206) 903-7229*



*soundtransit.org/wsblink*

