

West Seattle and Ballard Link Extensions

*Seattle Design Commission
Briefing:
CID Station*

March 3, 2022



Agenda

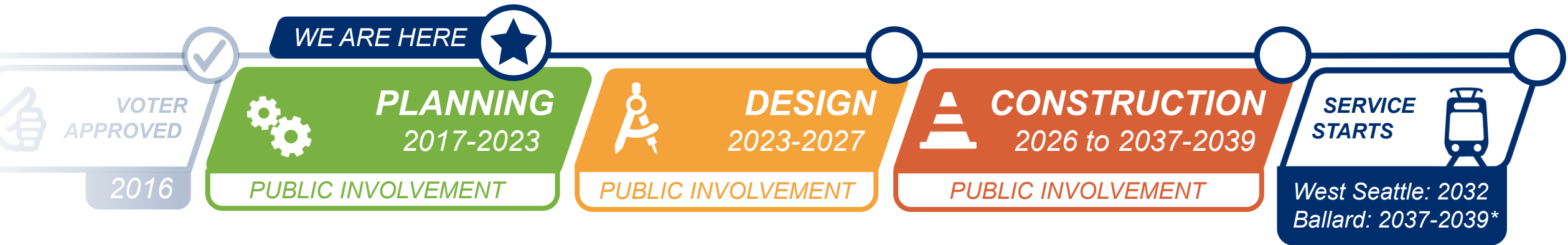
- Welcome and introductions – 9:00 AM
- Project orientation – 9:10 AM
 - *Q&A / Discussion / Summary – 9:40 AM*
- CID Station – 9:55 AM
 - *Q&A / Discussion / Summary – 10:40 AM*

Agenda

- Welcome and introductions
- ***Project orientation***
- CID Station

West Seattle and Ballard Link Extensions

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

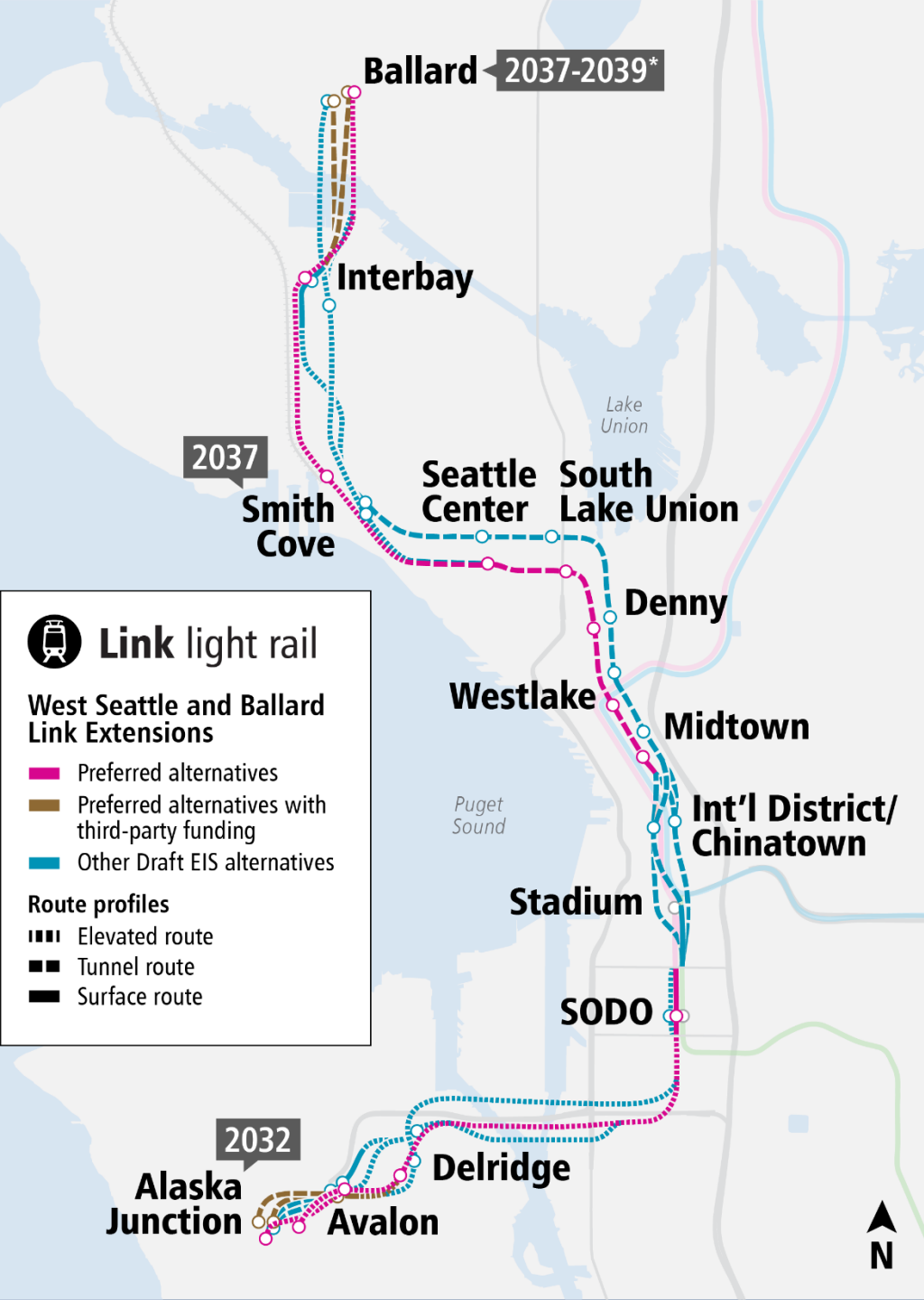
Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

Draft EIS alternatives

What we're studying in this phase


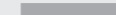


- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives

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



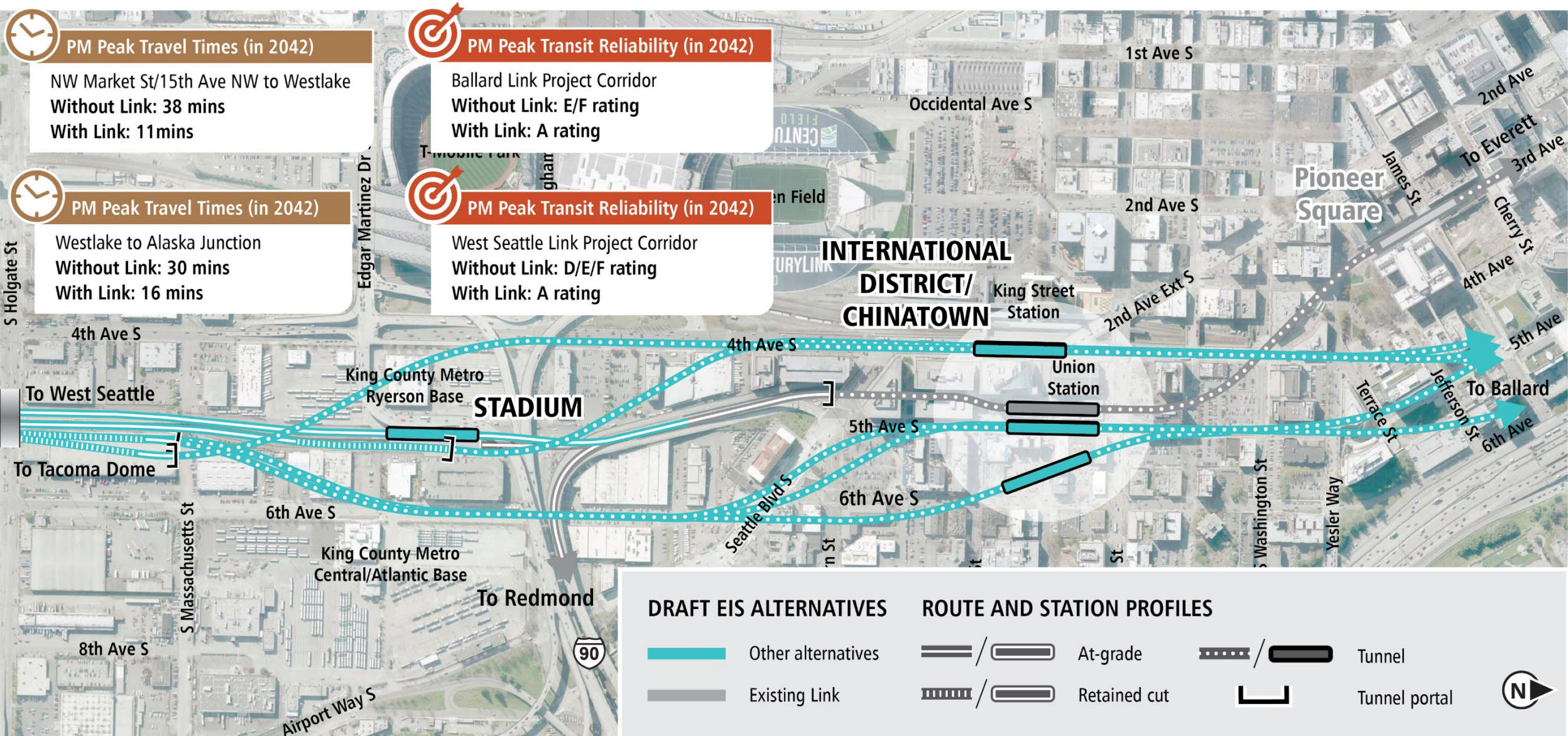
DRAFT EIS ALTERNATIVES

-  Other alternatives
-  Existing Link

ROUTE AND STATION PROFILES

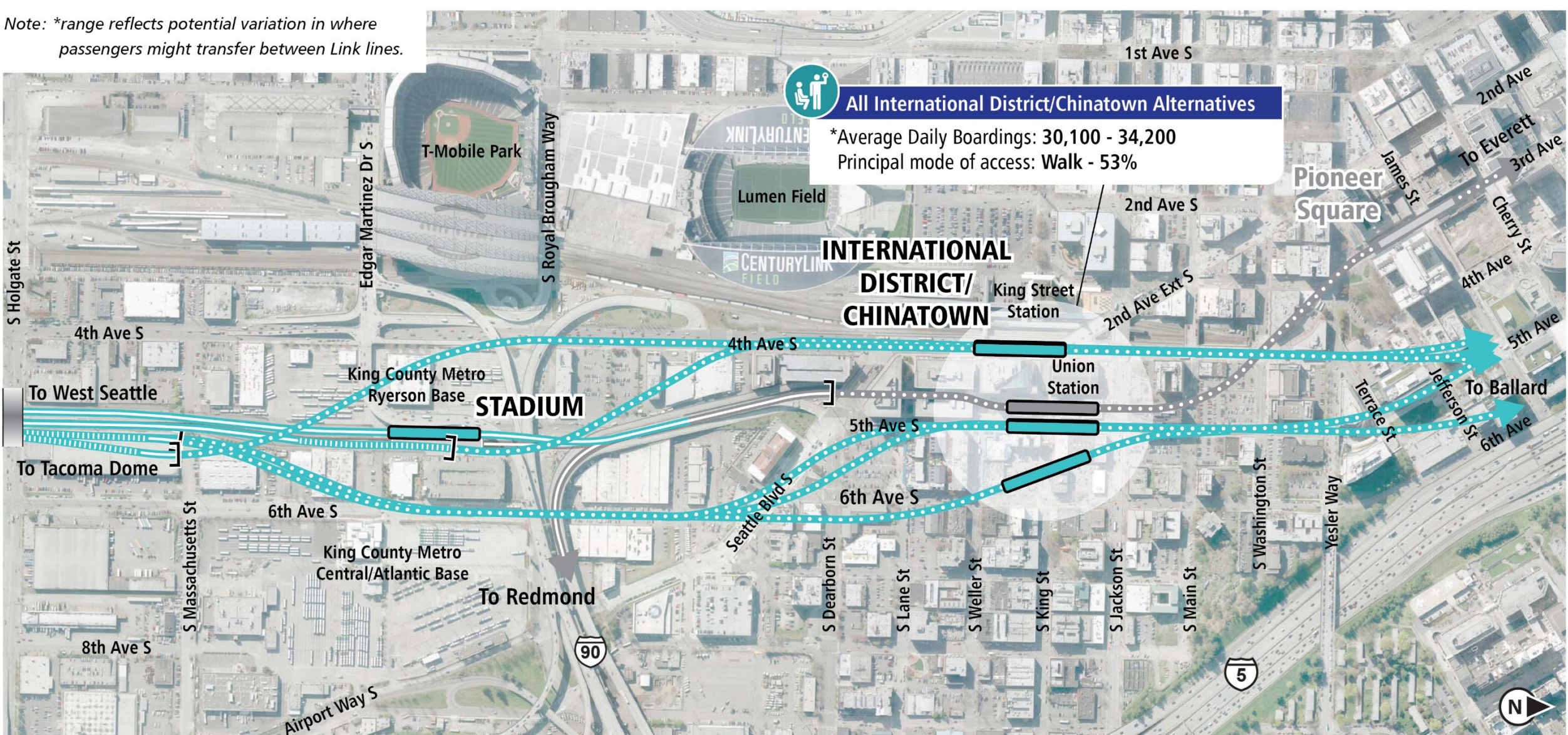
-  At-grade
-  Retained cut
-  Tunnel
-  Tunnel portal





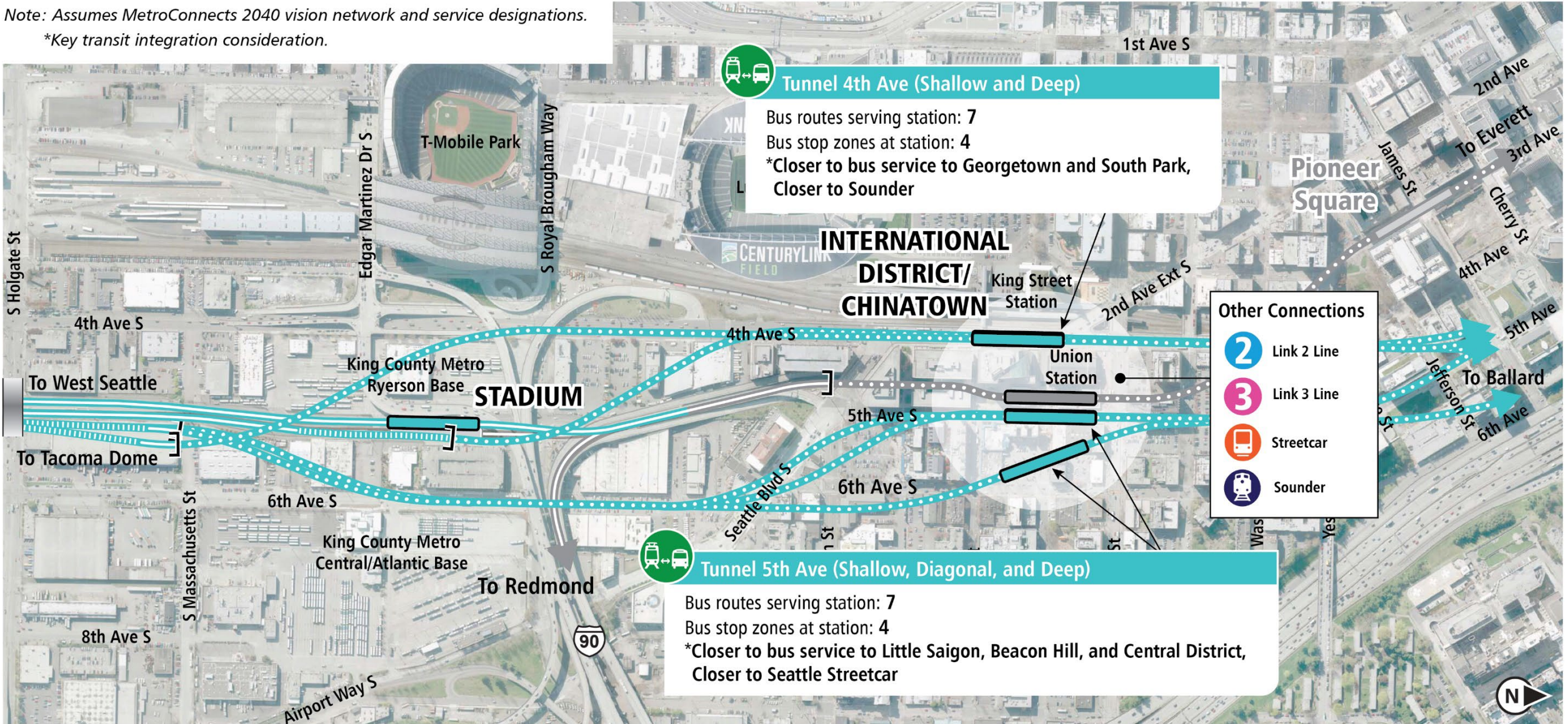
Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

Note: *range reflects potential variation in where passengers might transfer between Link lines.



Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

Note: Assumes MetroConnects 2040 vision network and service designations.
*Key transit integration consideration.



Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.



Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.

4th Shallow

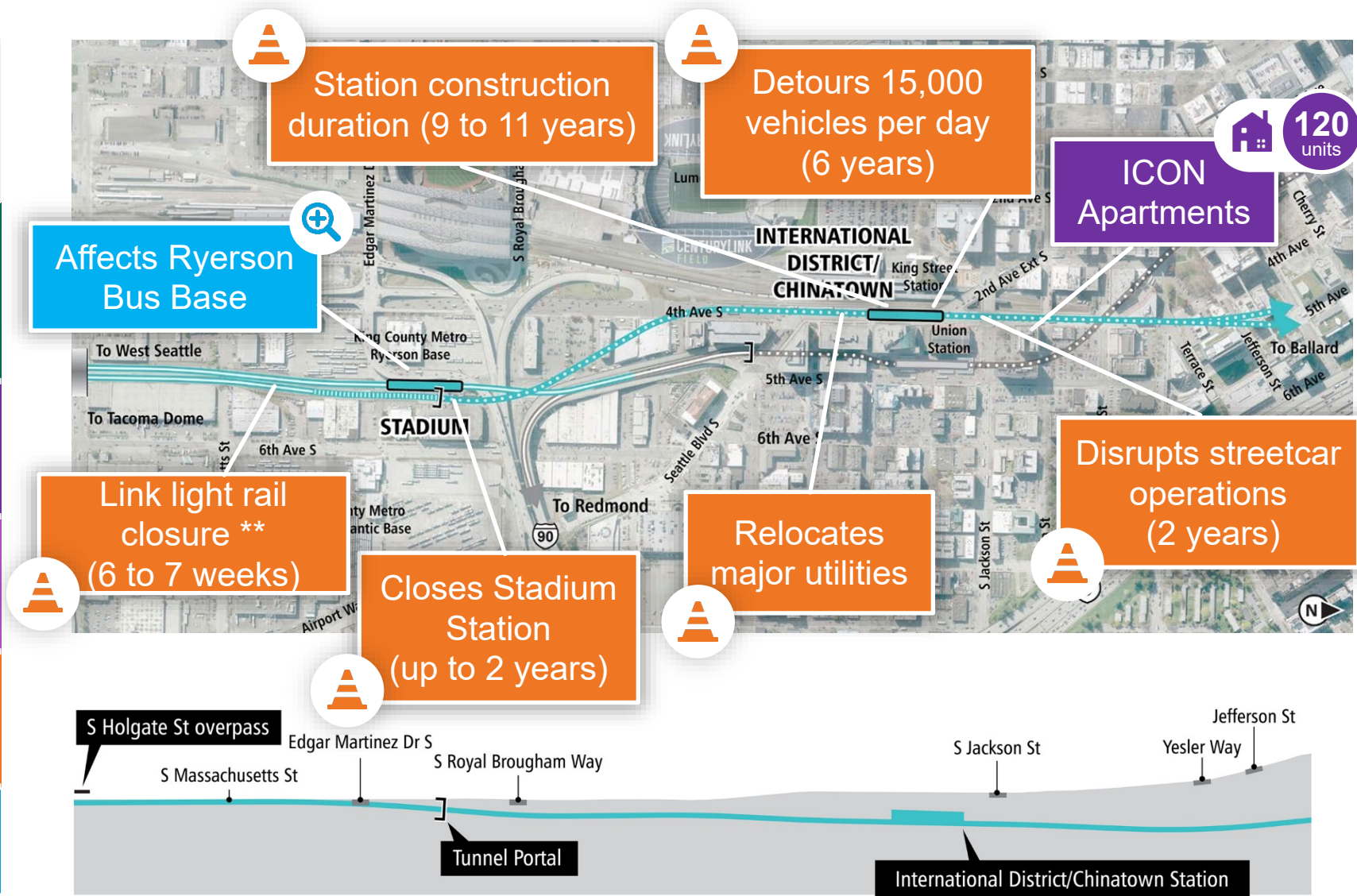
Project cost
(2019\$ in billions) **\$1.8B**
(+100M)*

Residential displacements **120 units**

Business displacements **5 to 8**

Construction effects **See map**

Other considerations



*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)

** Between SODO and International District/Chinatown stations

The 4th Avenue Shallow alternative would necessitate reconstruction of the existing Stadium Station.

Diagrams are not to scale and all measurements are approximate.

The above information is for illustration only. Please refer to DEIS for further detail.

4th Deep Station Option

Project cost
(2019\$ in billions) **\$1.7B**
(+200M)*

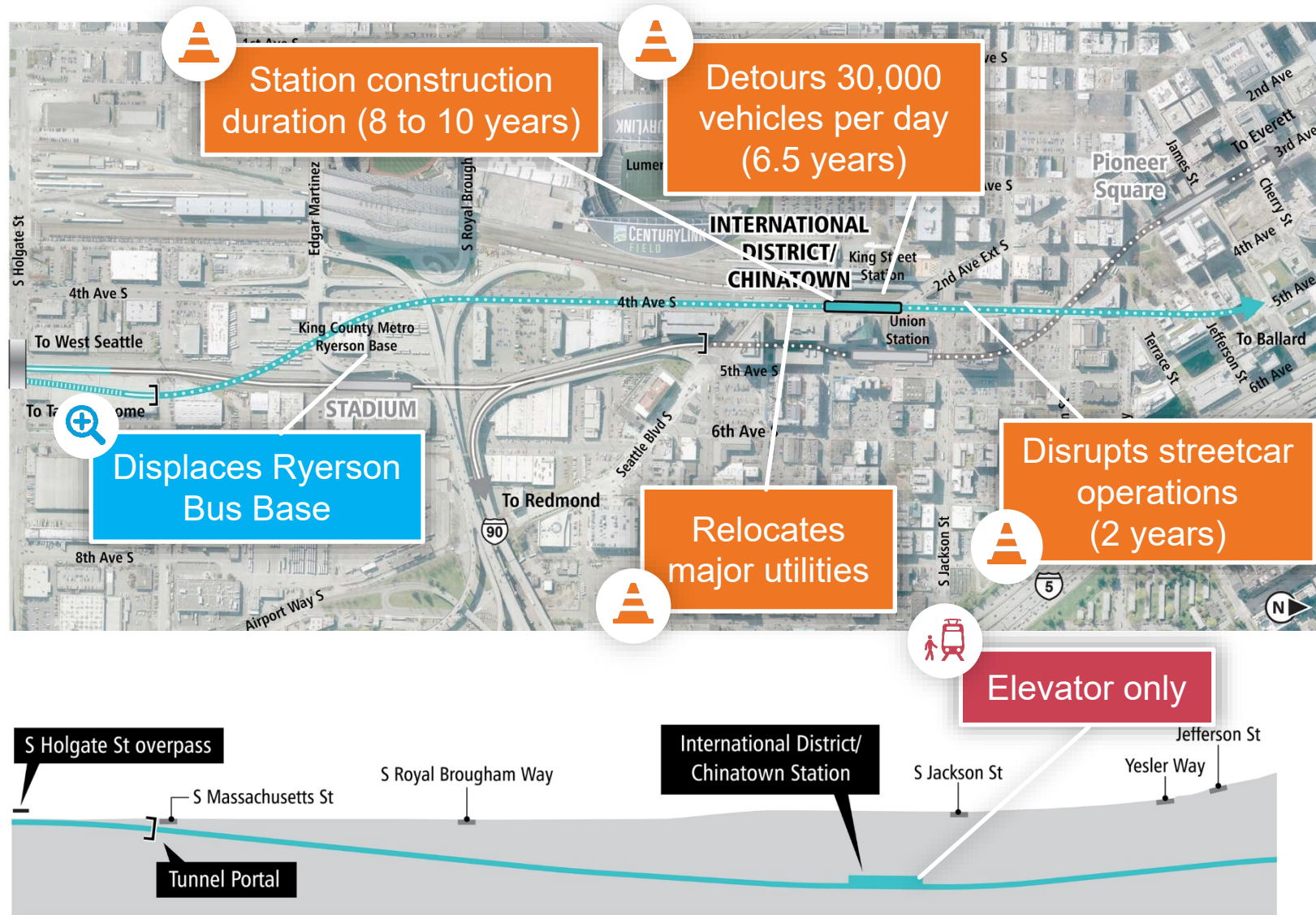
Residential
displacements **none**

Business
displacements **5**

Platform access **Elevator only**

Construction
effects **See map**

Other considerations



*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

5th Shallow

Project cost
(2019\$ in billions)

\$ \$1.2-1.3B

Residential
displacements



none

Business
displacements



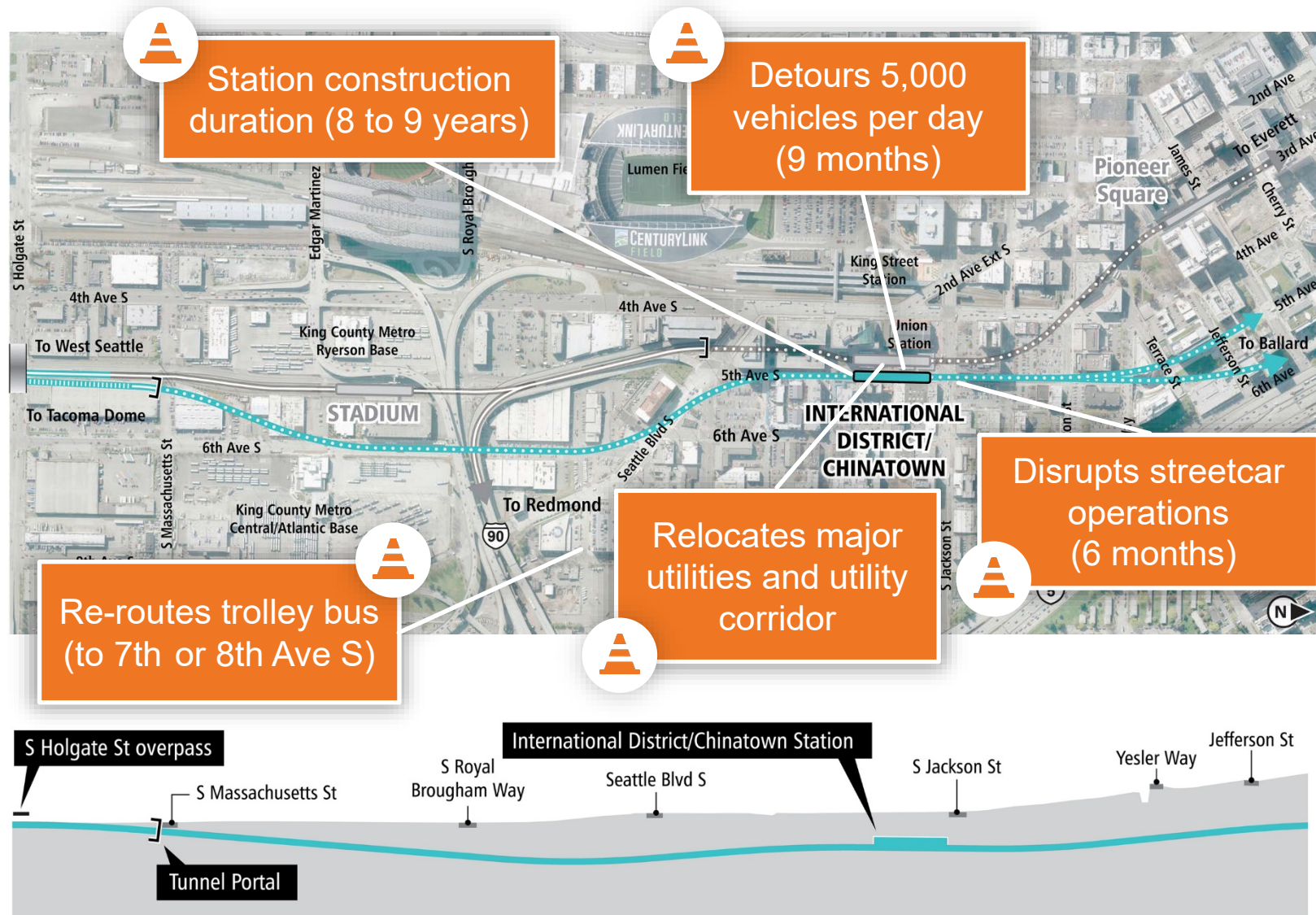
19

Construction
effects



See map

Other considerations



Diagrams are not to scale and all measurements are approximate.
The above information is for illustration only. Please refer to DEIS for further detail.

5th Shallow Diagonal Station Configuration

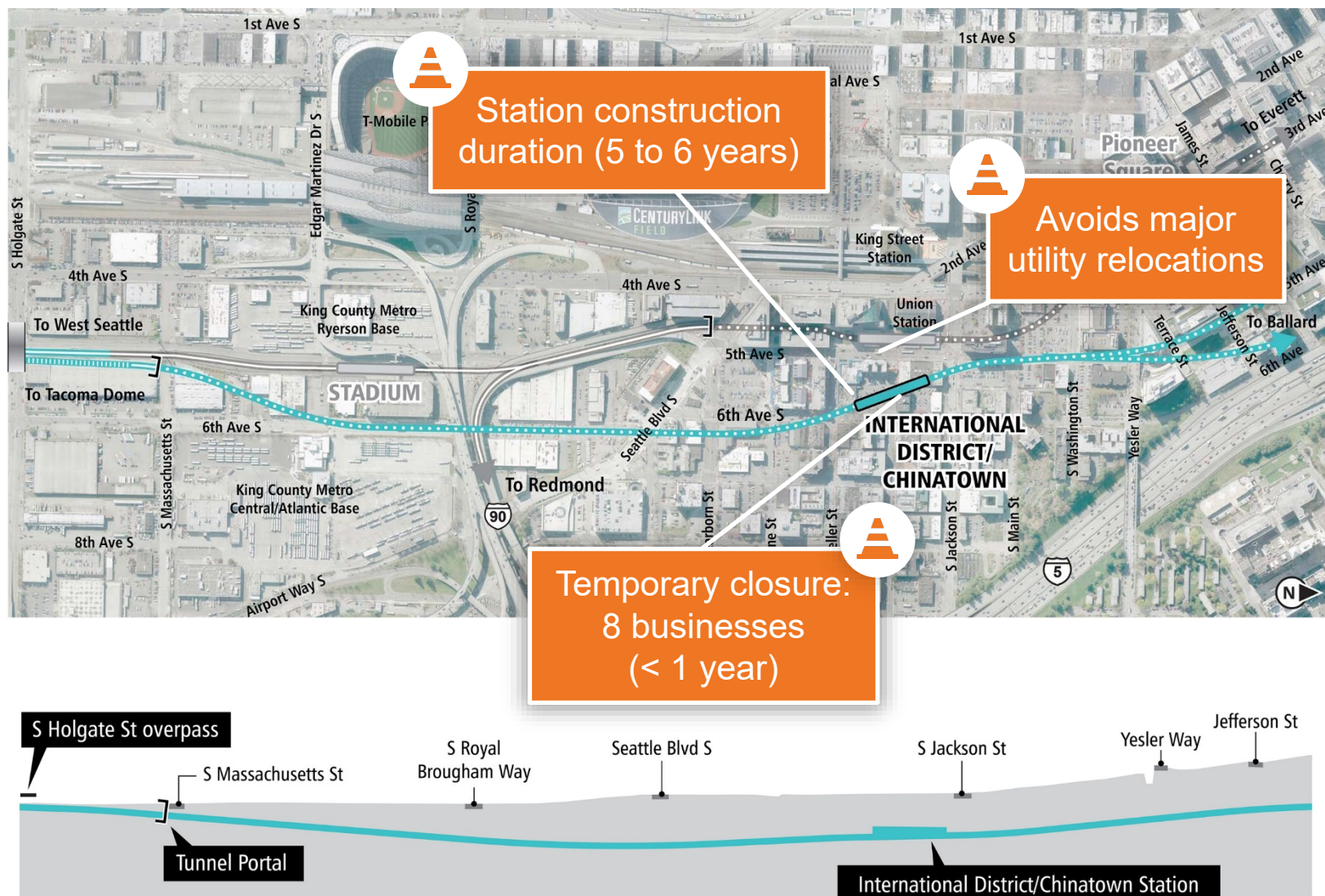
Project cost (2019\$ in billions) **\$ \$1.2-1.3B**

Residential displacements **none**

Business displacements **19**

Construction effects **See map**

Other considerations **+**



Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

5th Deep Station Option

Project cost
(2019\$ in billions)  **\$1.3B**
(+200M)*

Residential displacements  **none**

Business displacements  **18**

Platform access  **Elevator only**








Construction effects  **See map**

Other considerations 



*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

	4th Shallow	4th Deep	5th Shallow	5th Shallow Diagonal Station Configuration	5th Deep
Project cost  (2019\$ in billions)	\$1.8B (+\$100M)*	\$1.7B (+200M)*	\$1.2-1.3B	\$1.2-1.3B	\$1.3B (+200M)*
Residential displacements 	120 units	none	none	none	none
Business displacements 	5 to 8	5	19	19	18
Platform access 		Elevator only			Elevator only
Construction effects 	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)	—
Other considerations 	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>					
				Performance  Lower performing ←→ Higher performing	

City and Related Initiatives

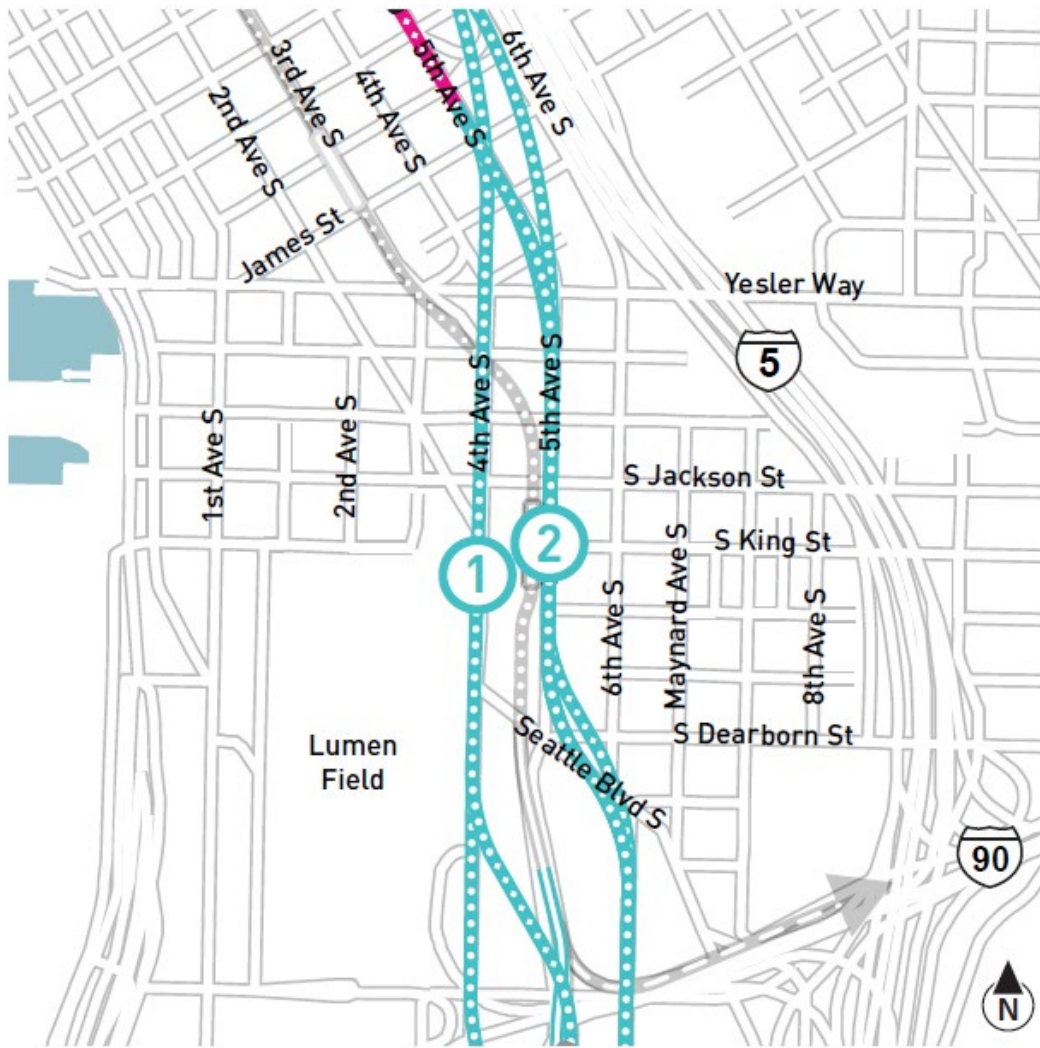
Slides under development by COS

- *10+ slides on Jackson Hub, other planning initiatives in CID*

Q&A / Discussion / Summary

Agenda

- Welcome and introductions
- Project orientation
- ***CID Station***



Draft EIS Alternatives

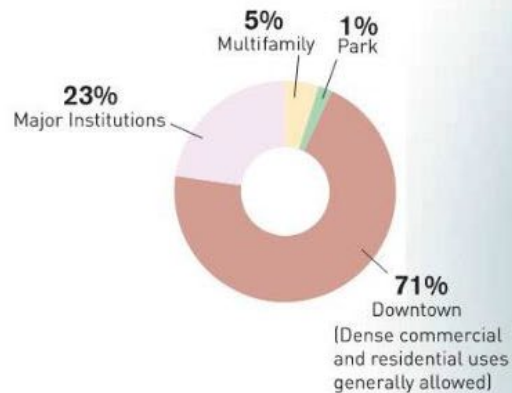
- Preferred alternative
- Other alternatives and design options

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***

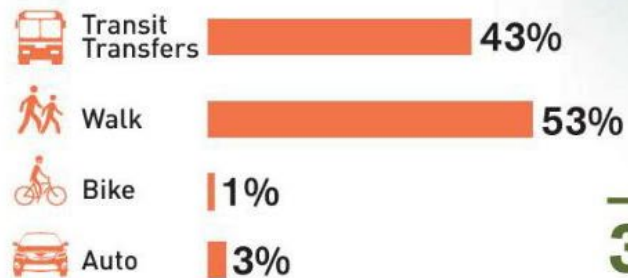
Existing land use in the station area⁽¹⁾



Ridership/daily boardings⁽²⁾



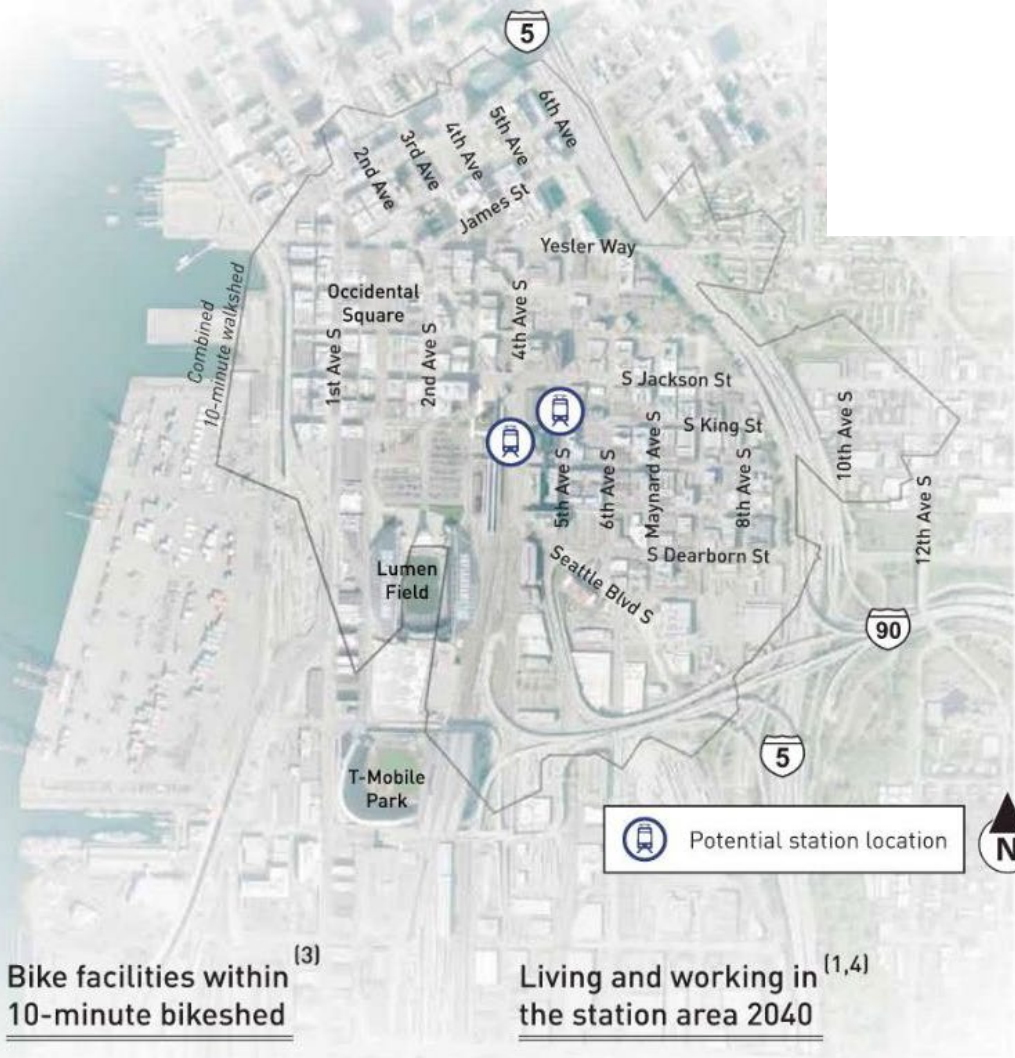
How people will travel to the station⁽²⁾



Bike facilities within 10-minute bikeshed⁽³⁾



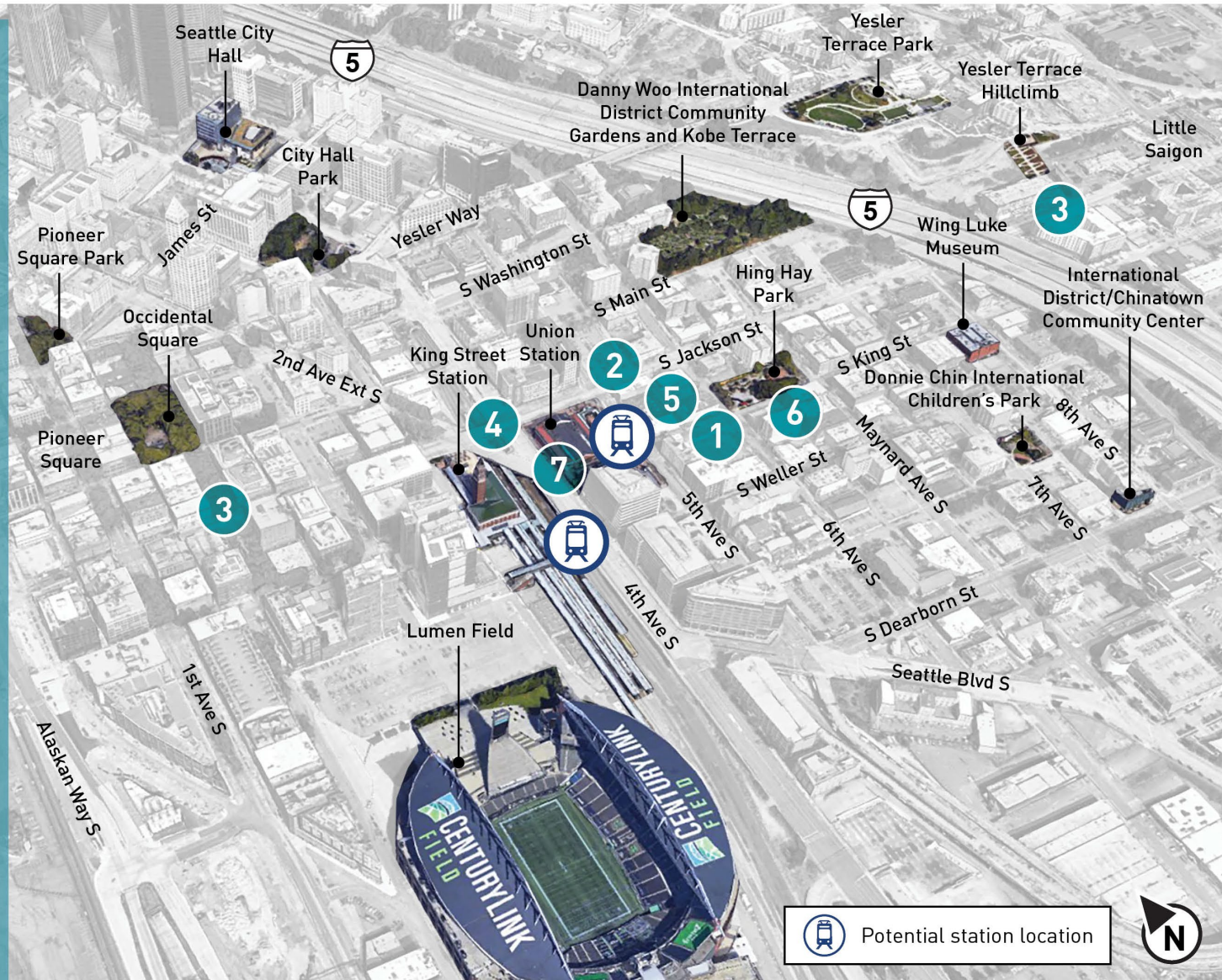
Living and working in the station area 2040^(1,4)



What
we heard
so far

NEIGHBORHOOD FEEDBACK

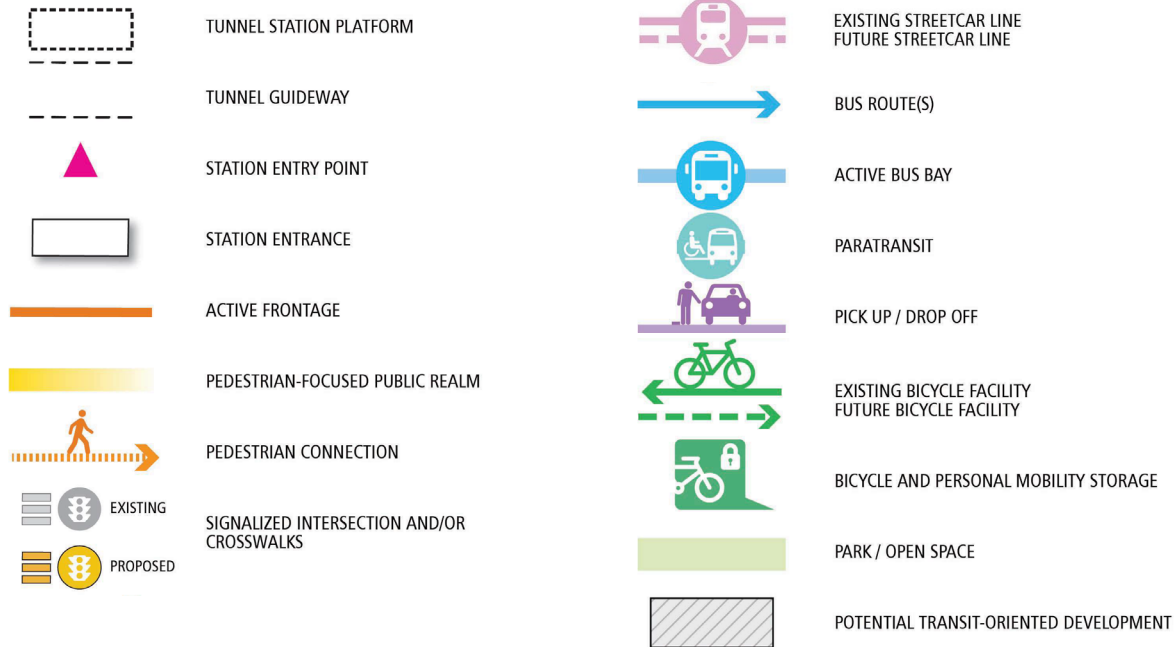
- 1 Station could benefit the community by creating opportunities for mixed-use development including affordable housing and small businesses
- 2 Station should be integrated with other transit (bus, train, streetcar); accessibility and easy transfers between modes are critical
- 3 Station provides an 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



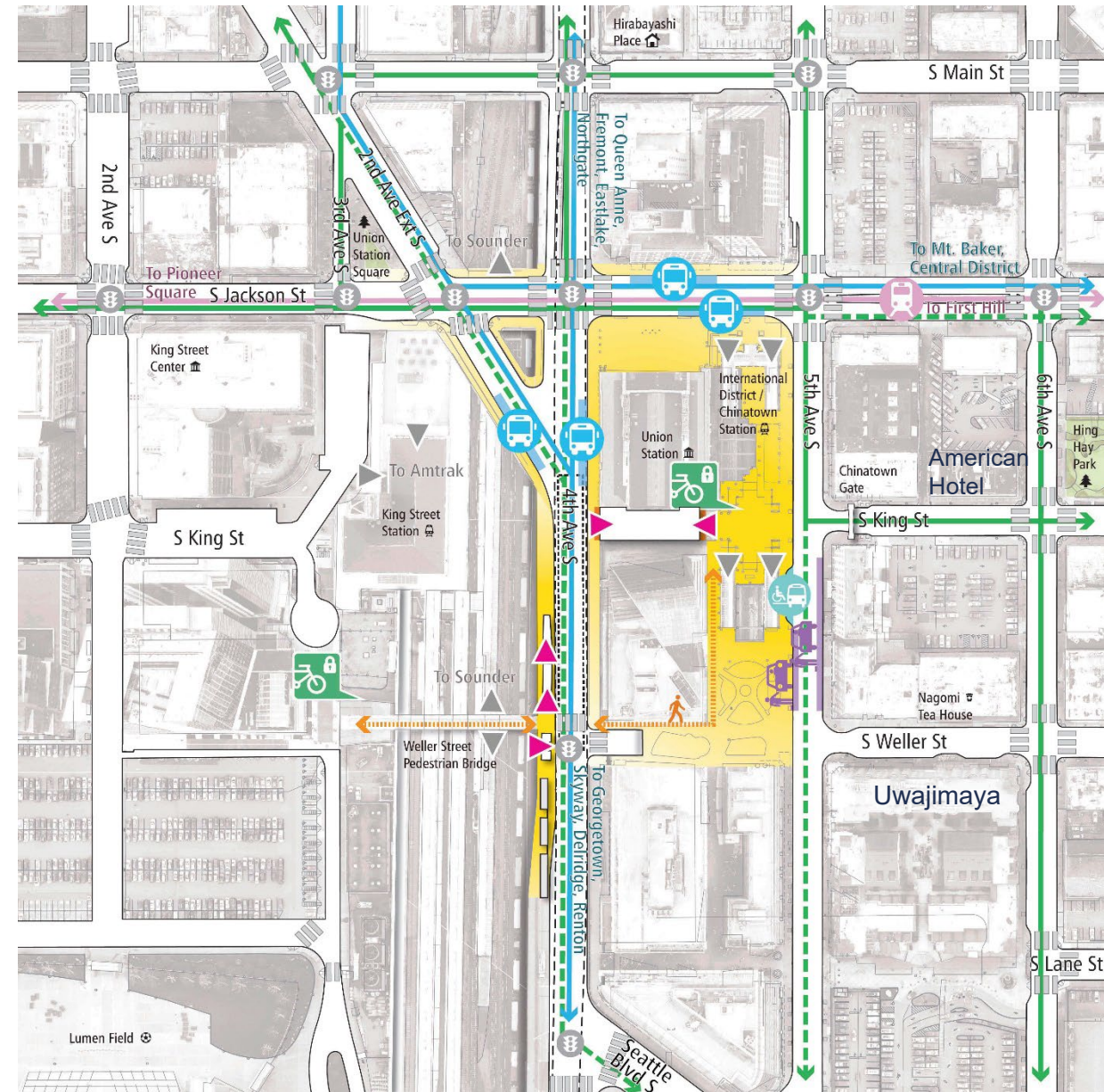
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

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

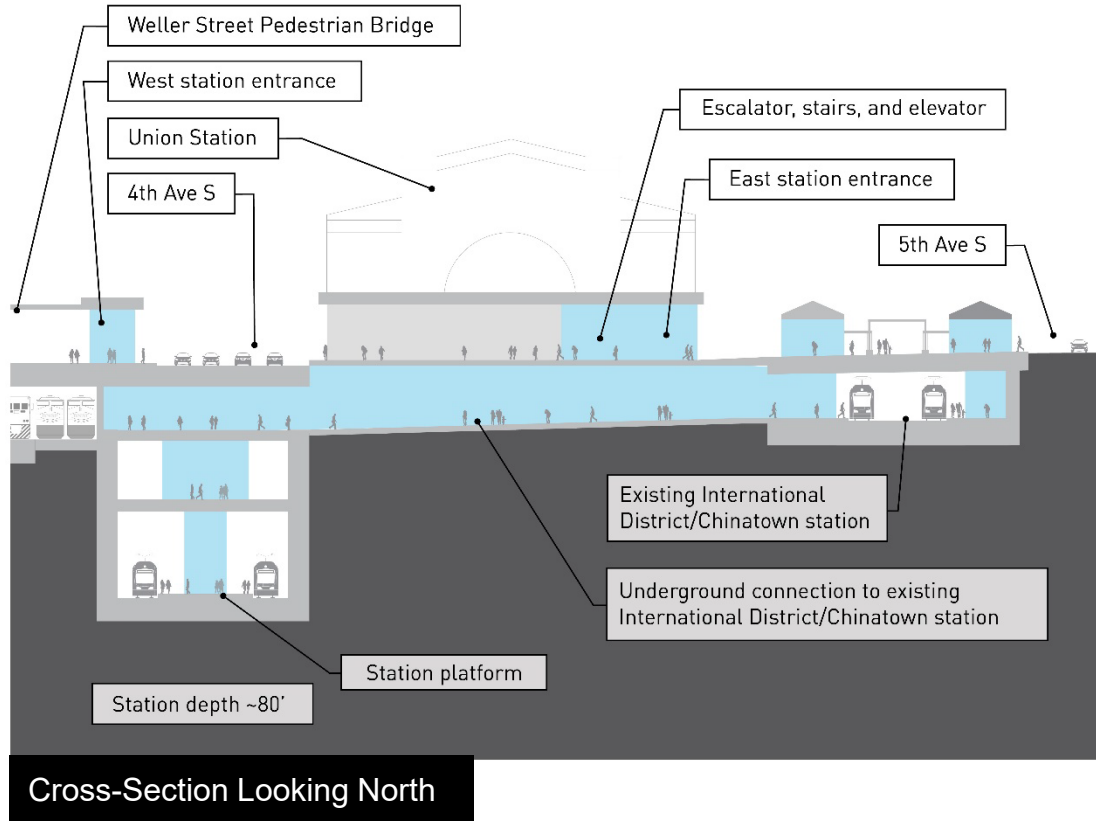
Tunnel 4th Ave Station (Shallow and Deep)



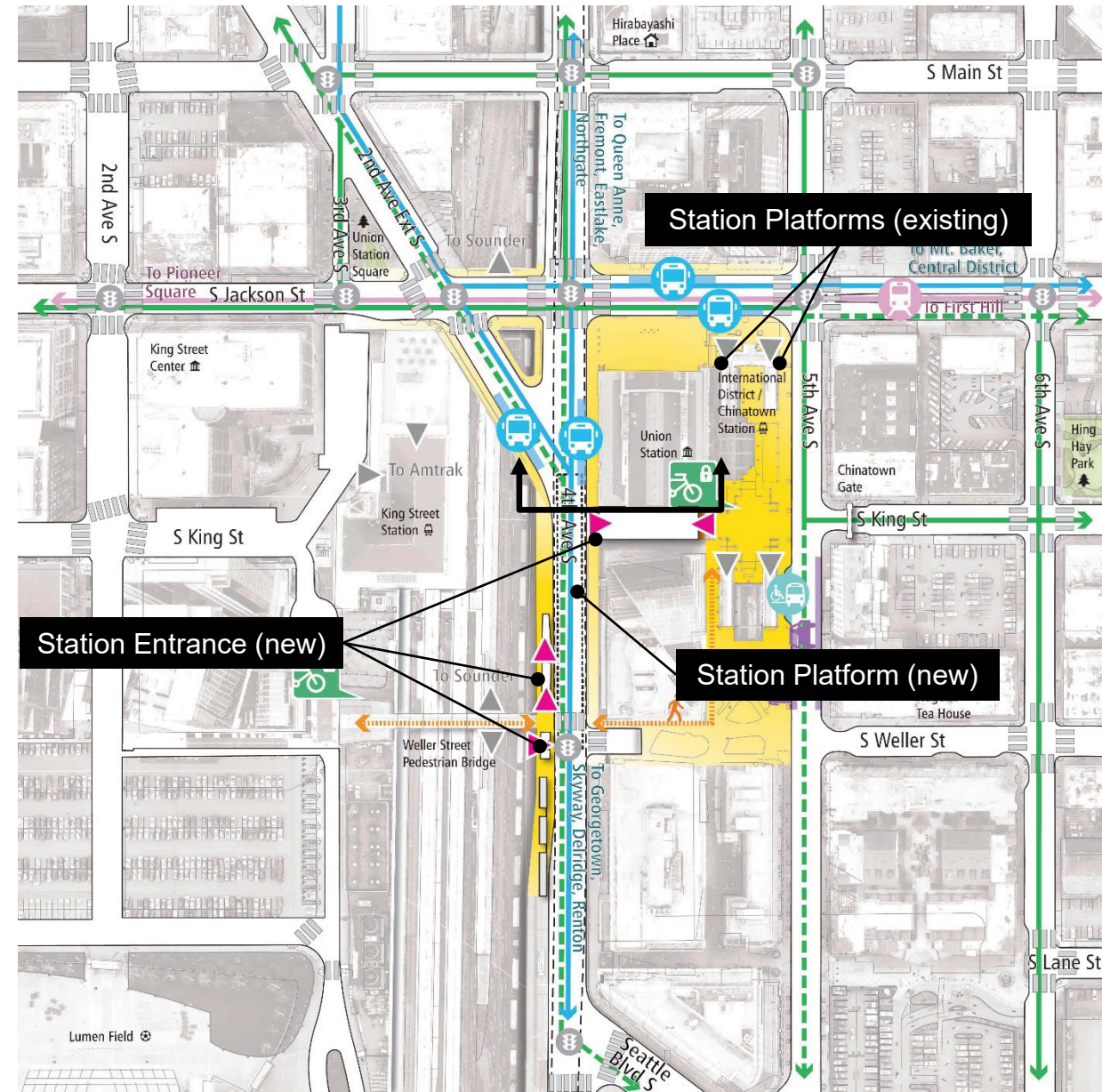
Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.

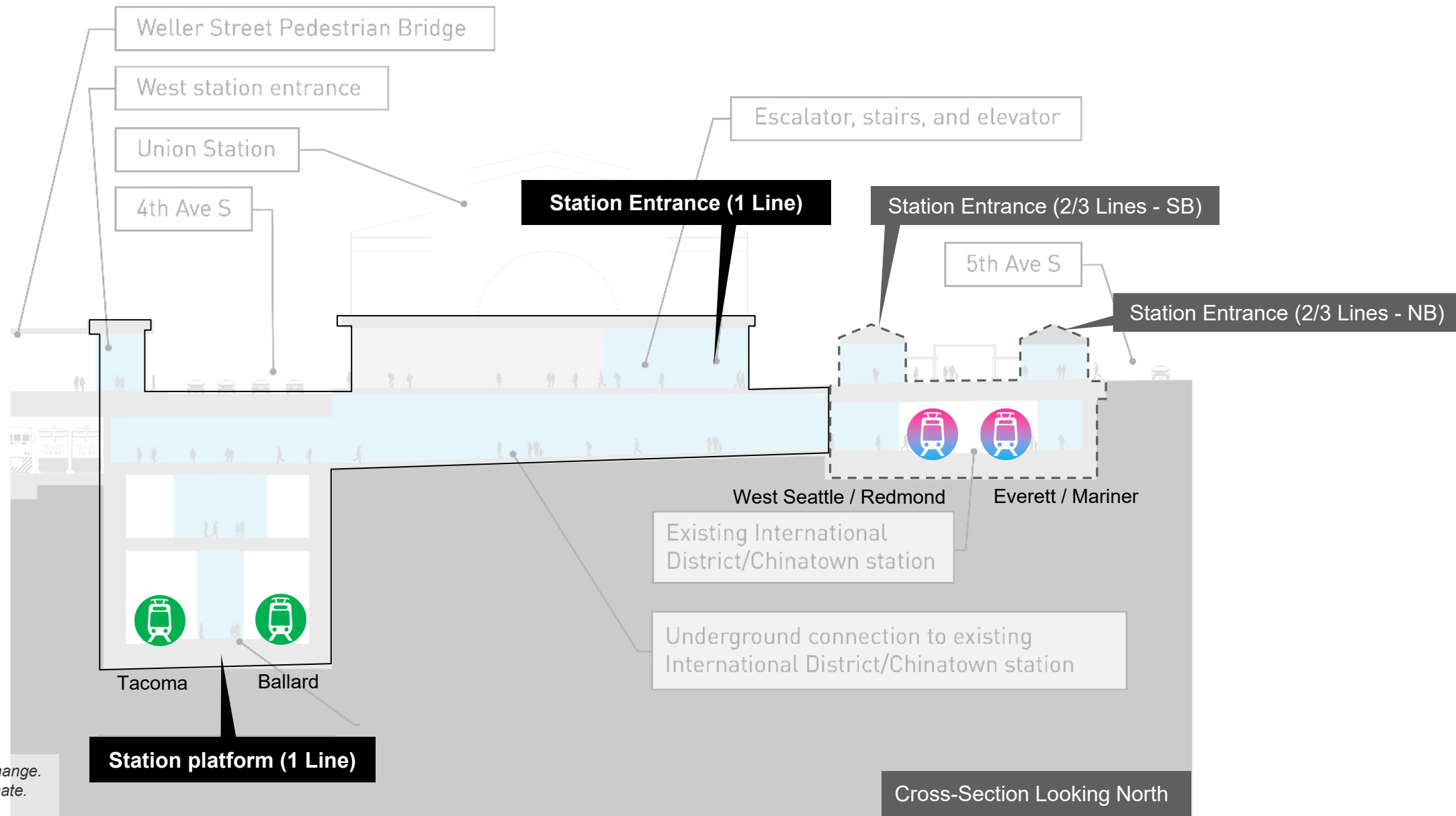


Tunnel 4th Ave Station (Shallow)



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
4 minutes

From Tacoma/Ballard to
to Redmond
2 minutes 20 seconds

Weller Street Pedestrian Bridge

West station entrance

Union Station

4th Ave S

Escalator, stairs, and elevator

East station entrance

5th Ave S

2 minutes 40 seconds

1 minute 20 seconds

1 minute

West Seattle / Redmond

Everett / Mariner

Existing International
District/Chinatown station

Underground connection to existing
International District/Chinatown station

Tacoma

Ballard

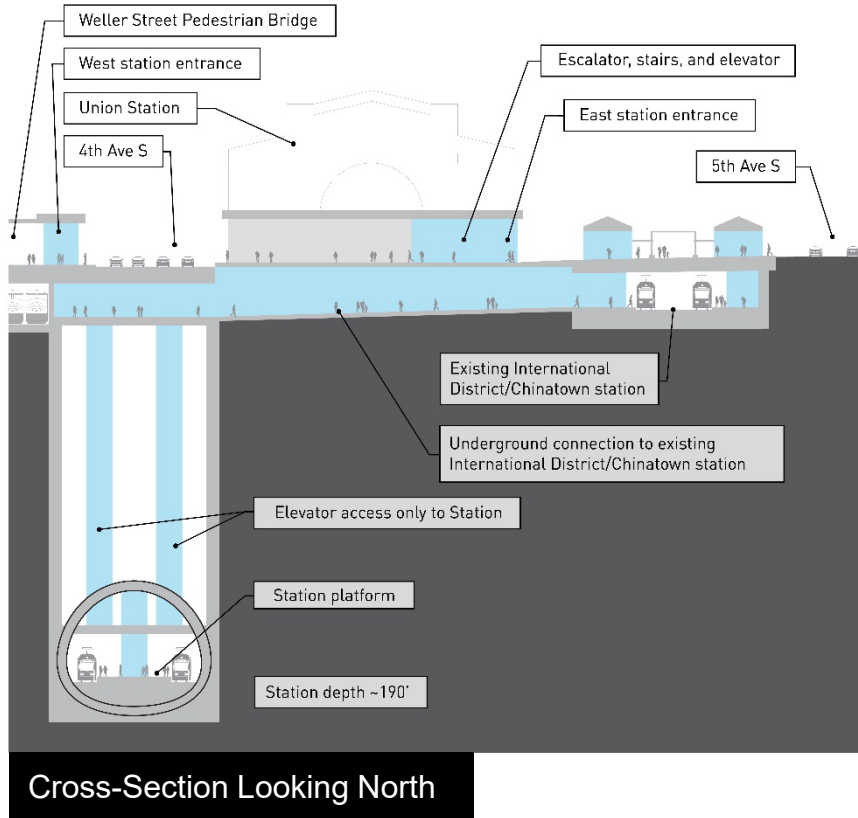
Station platform

Station depth ~80'

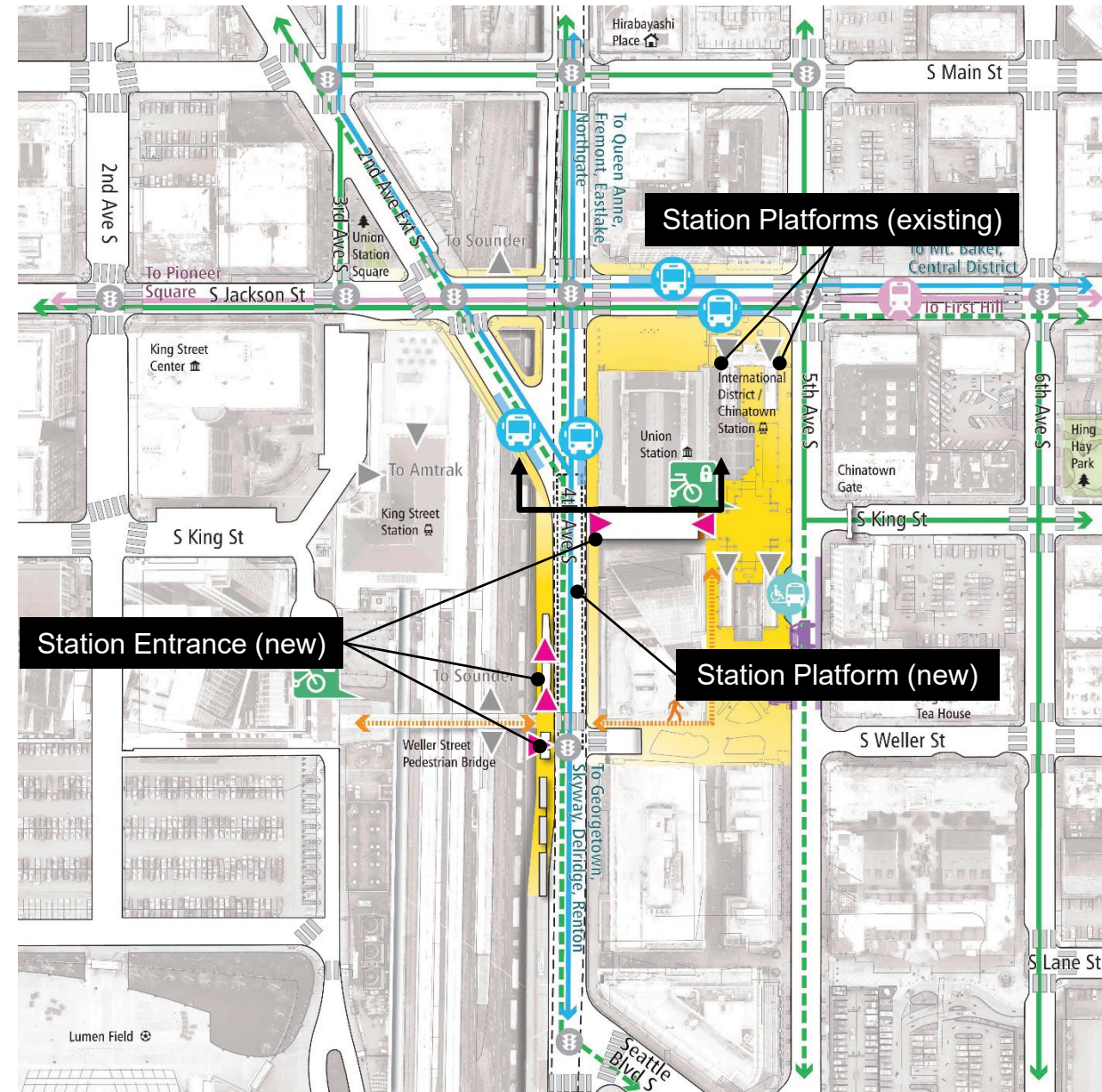
Cross-Section Looking North

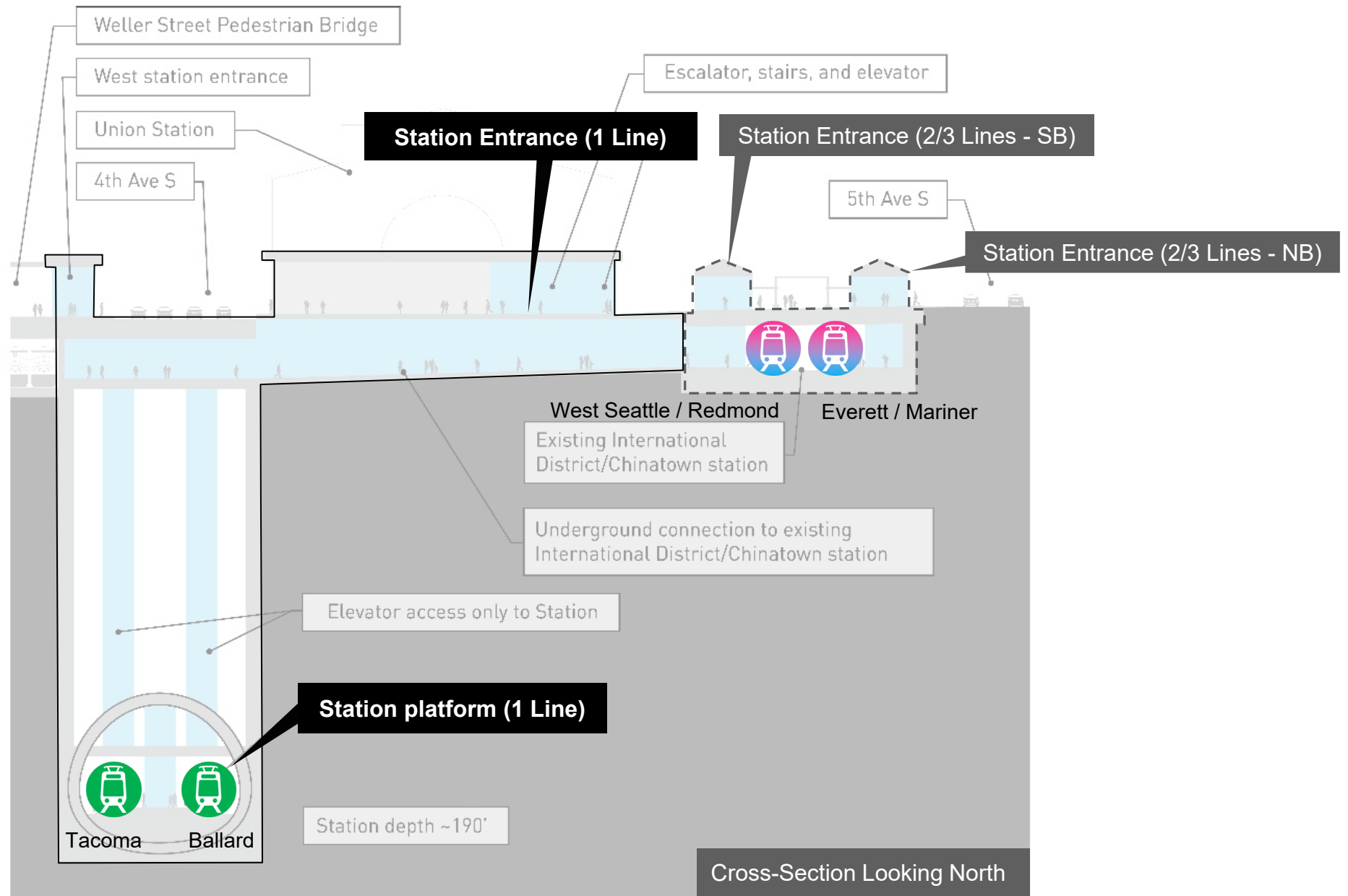
Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

Tunnel 4th Ave Station (Deep)



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



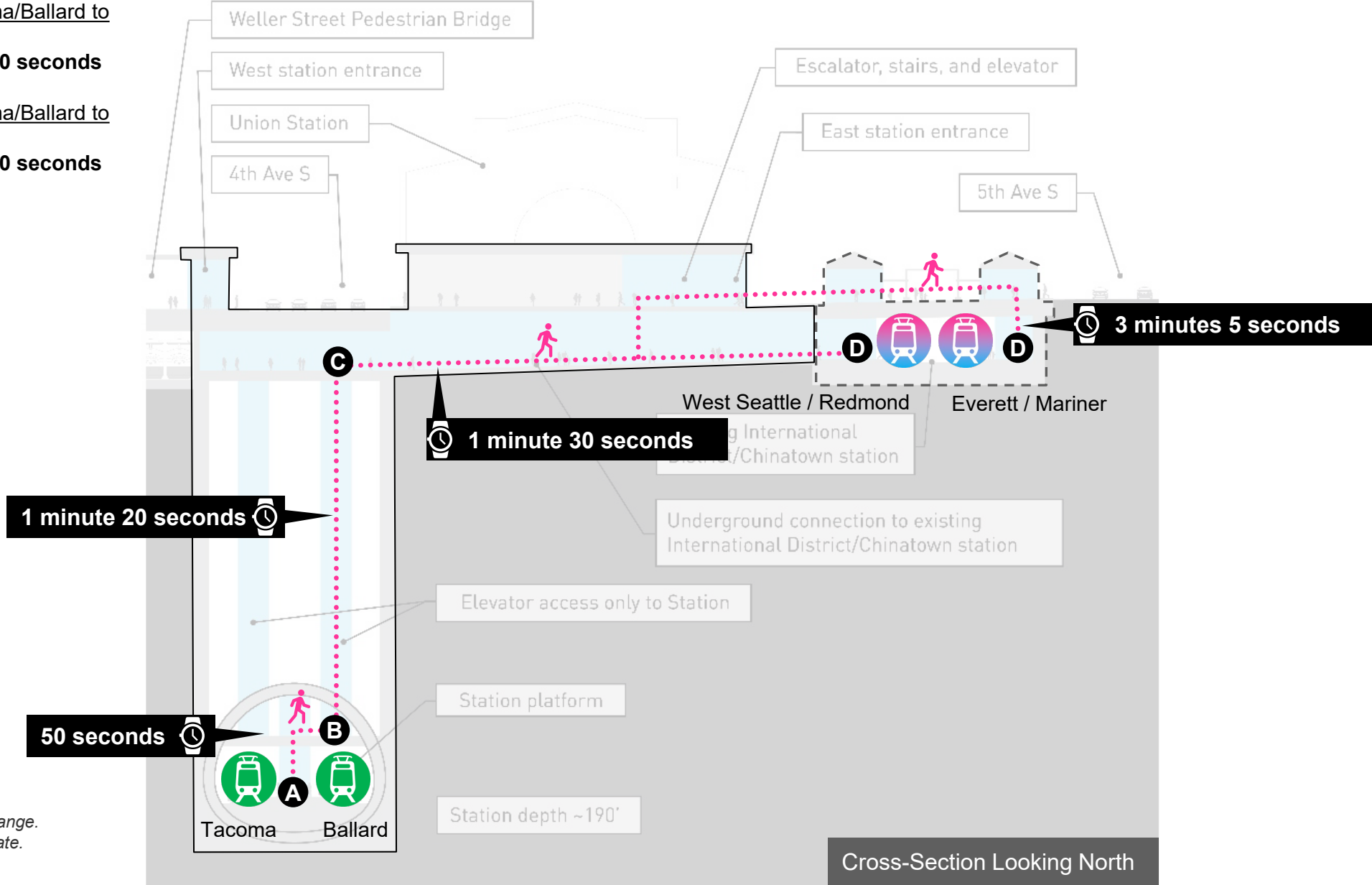


Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.



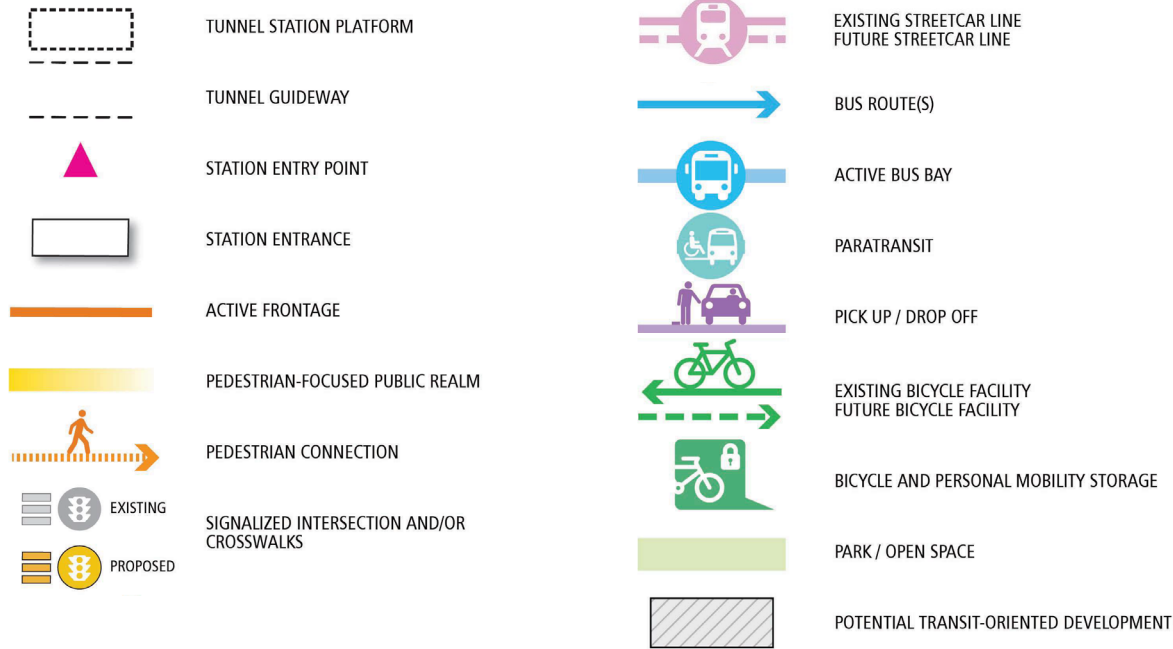
From Tacoma/Ballard to
Everett
5 minutes 20 seconds

From Tacoma/Ballard to
Redmond
3 minutes 40 seconds

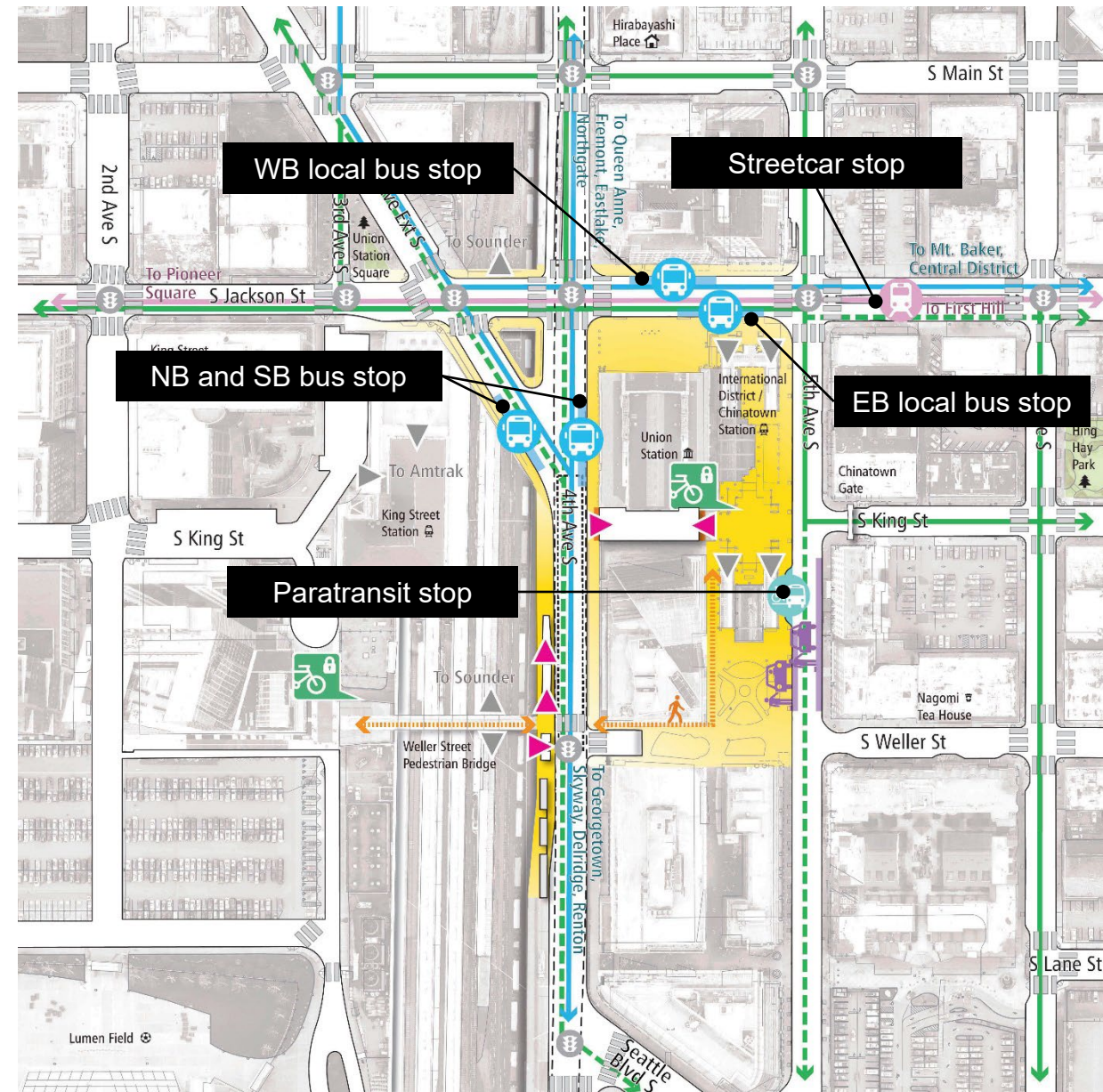


Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

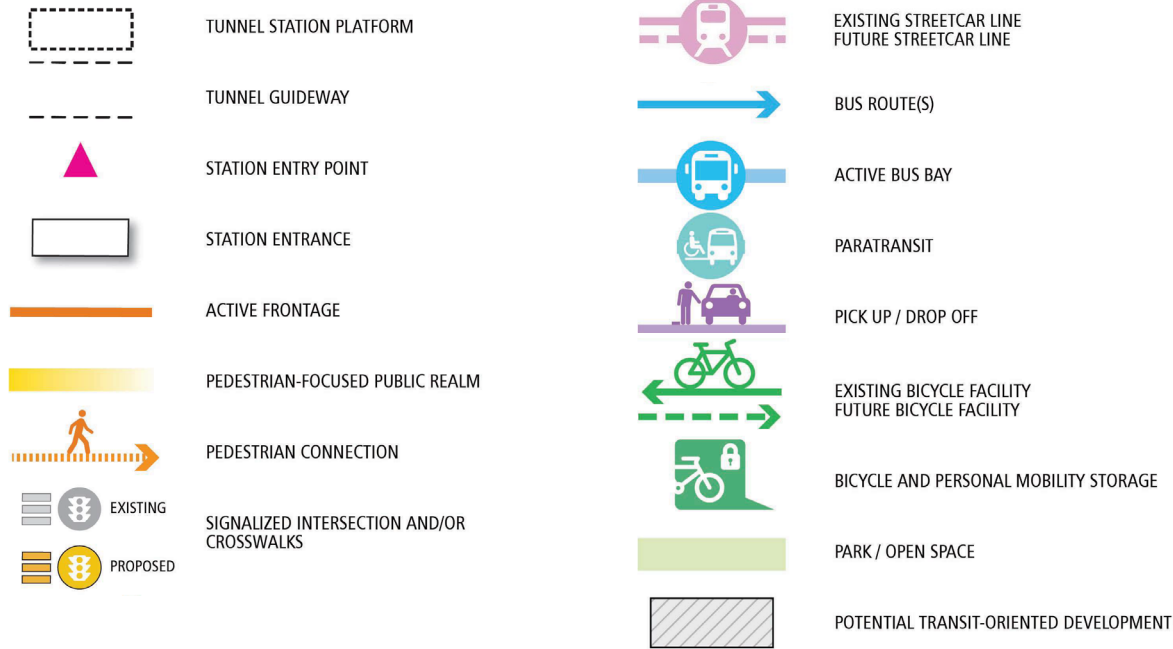
Tunnel 4th Ave Station (Shallow and Deep)



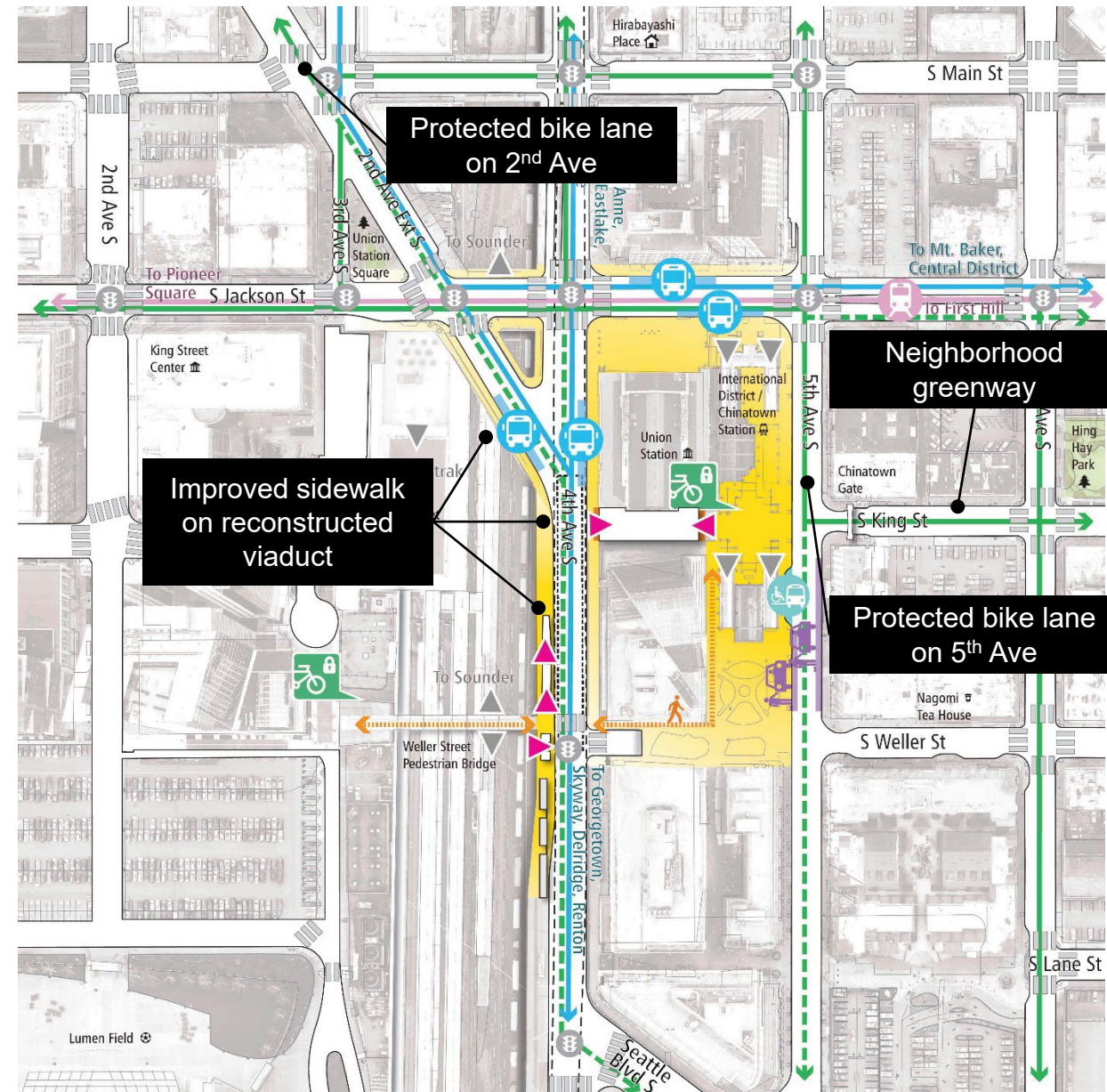
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



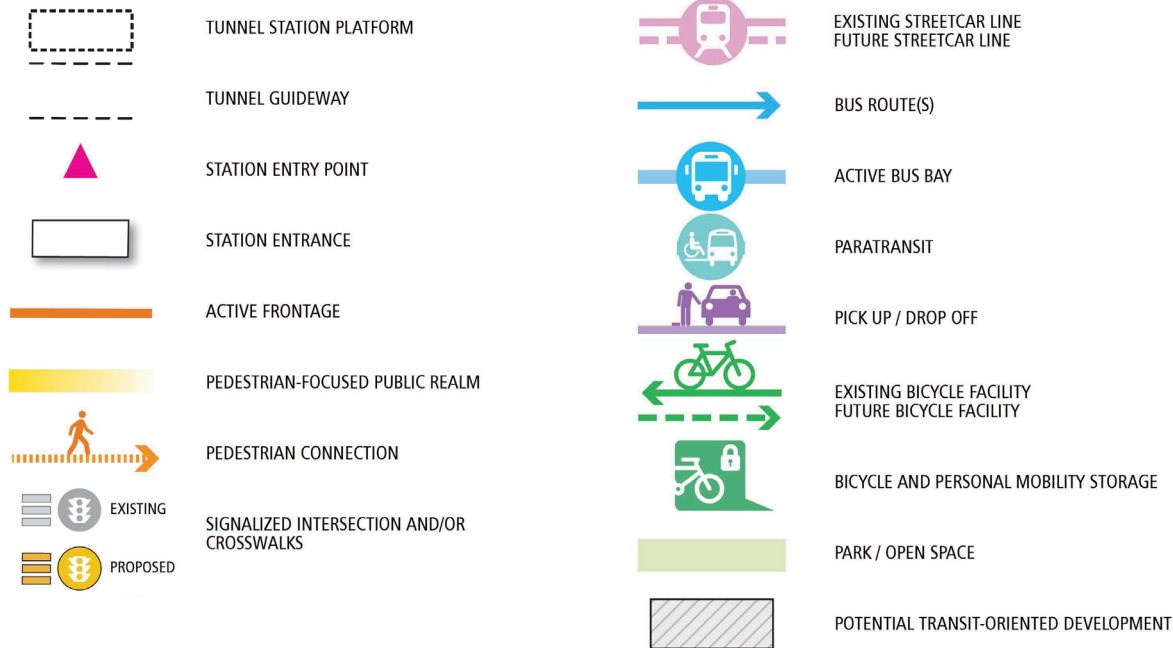
Tunnel 4th Ave Station (Shallow and Deep)



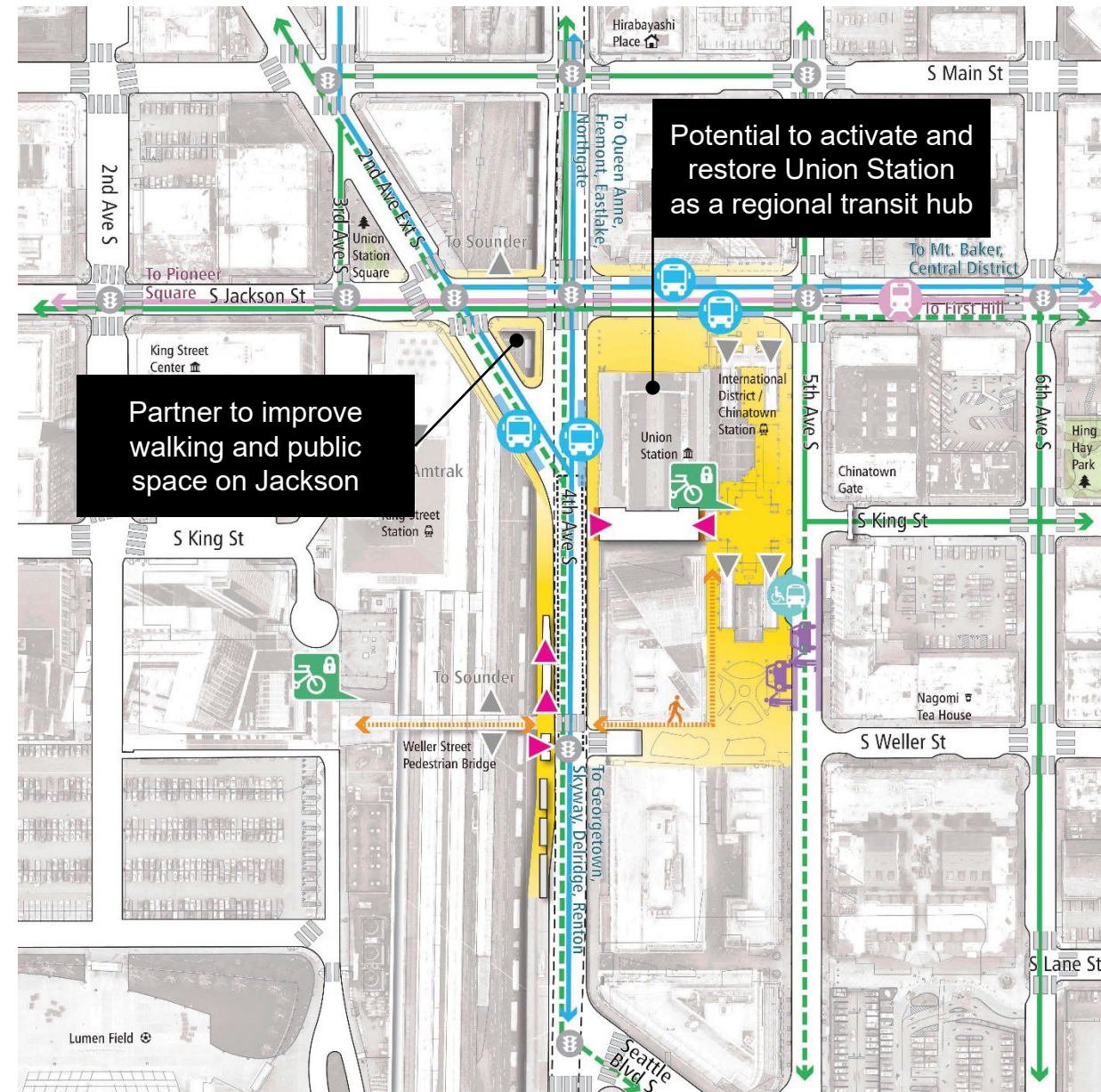
Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.



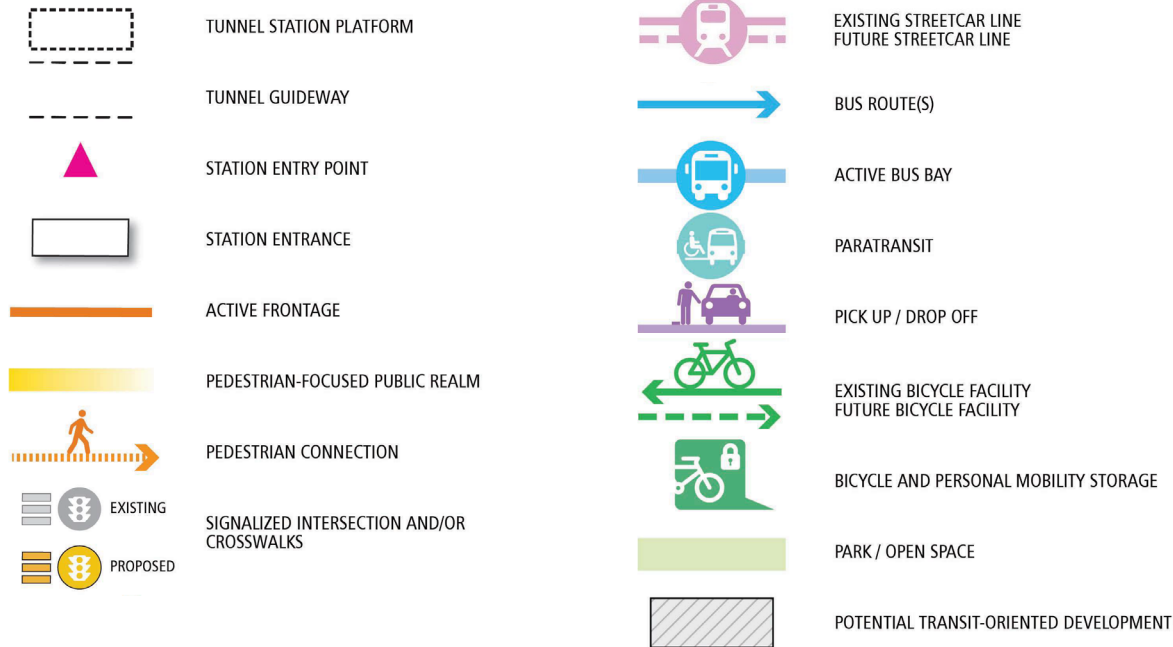
Tunnel 4th Ave Station (Shallow and Deep)



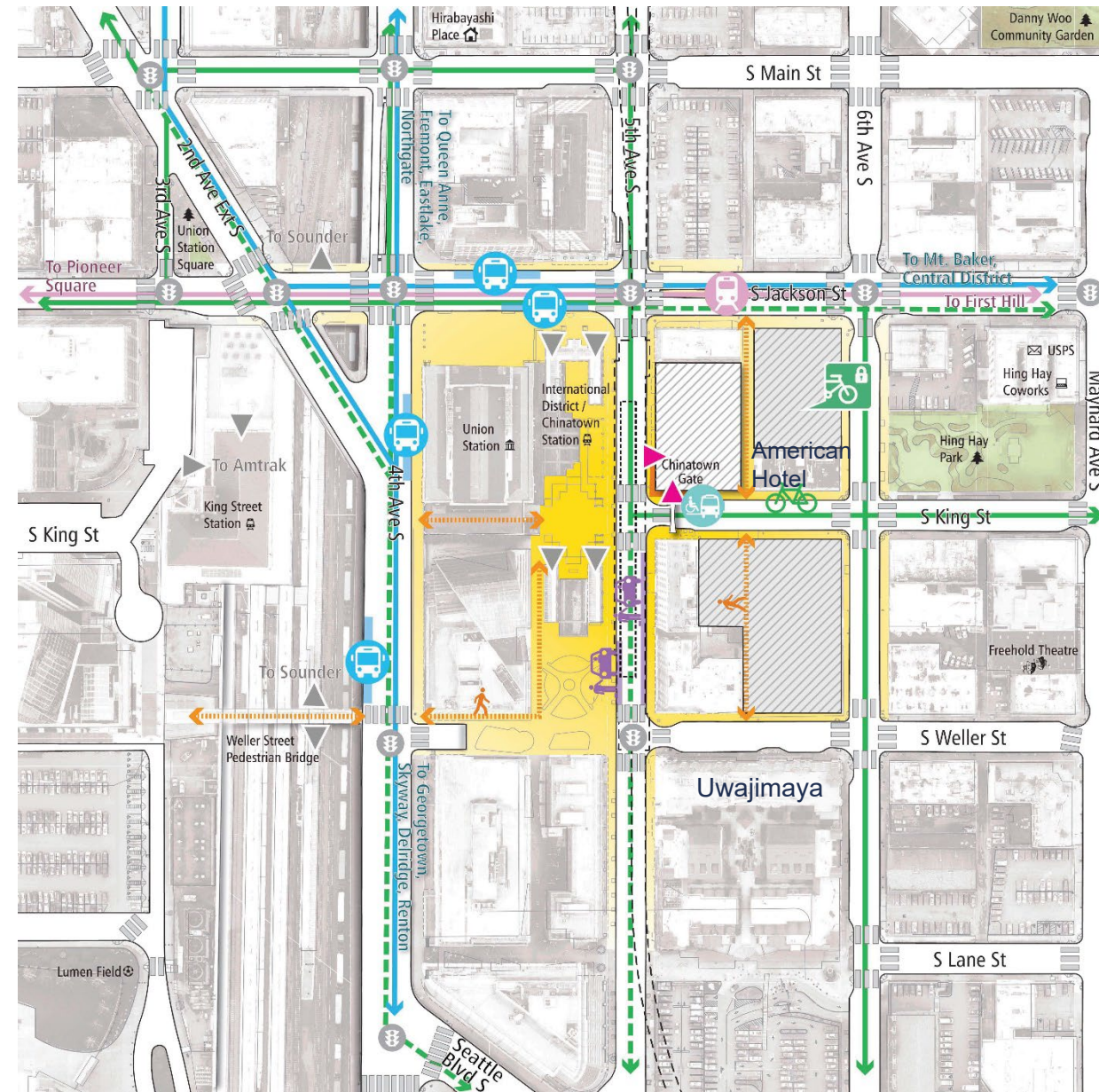
Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.



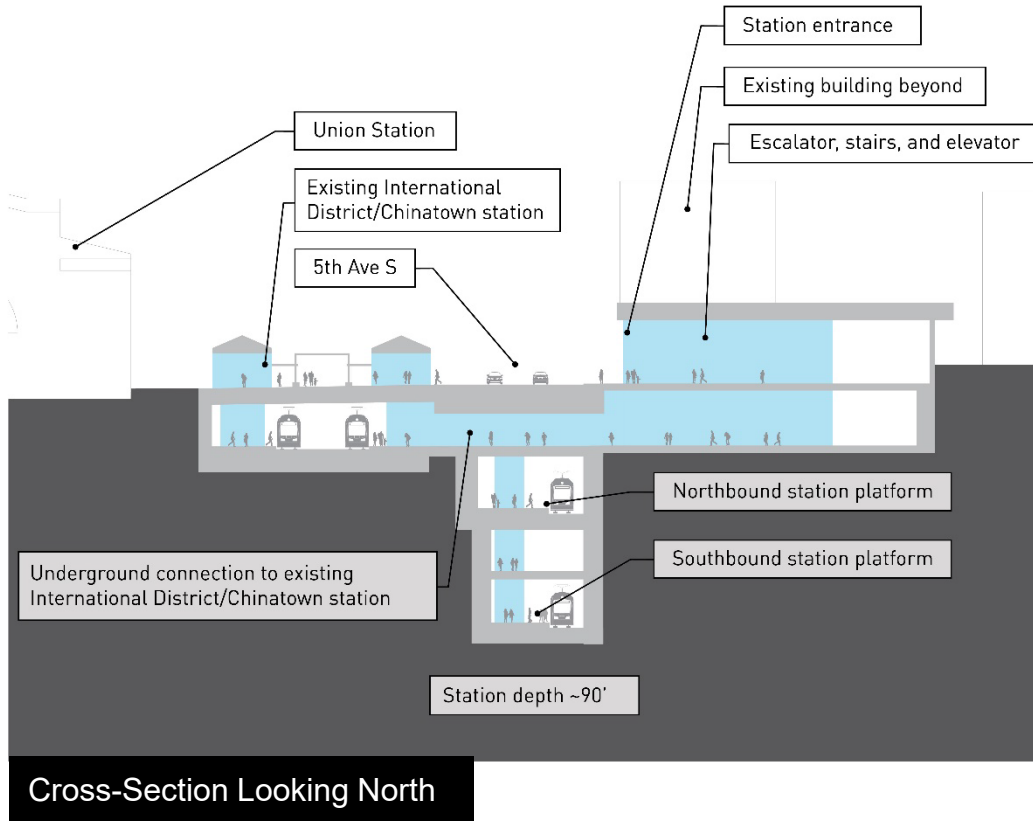
Tunnel 5th Ave Station (Shallow and Deep)



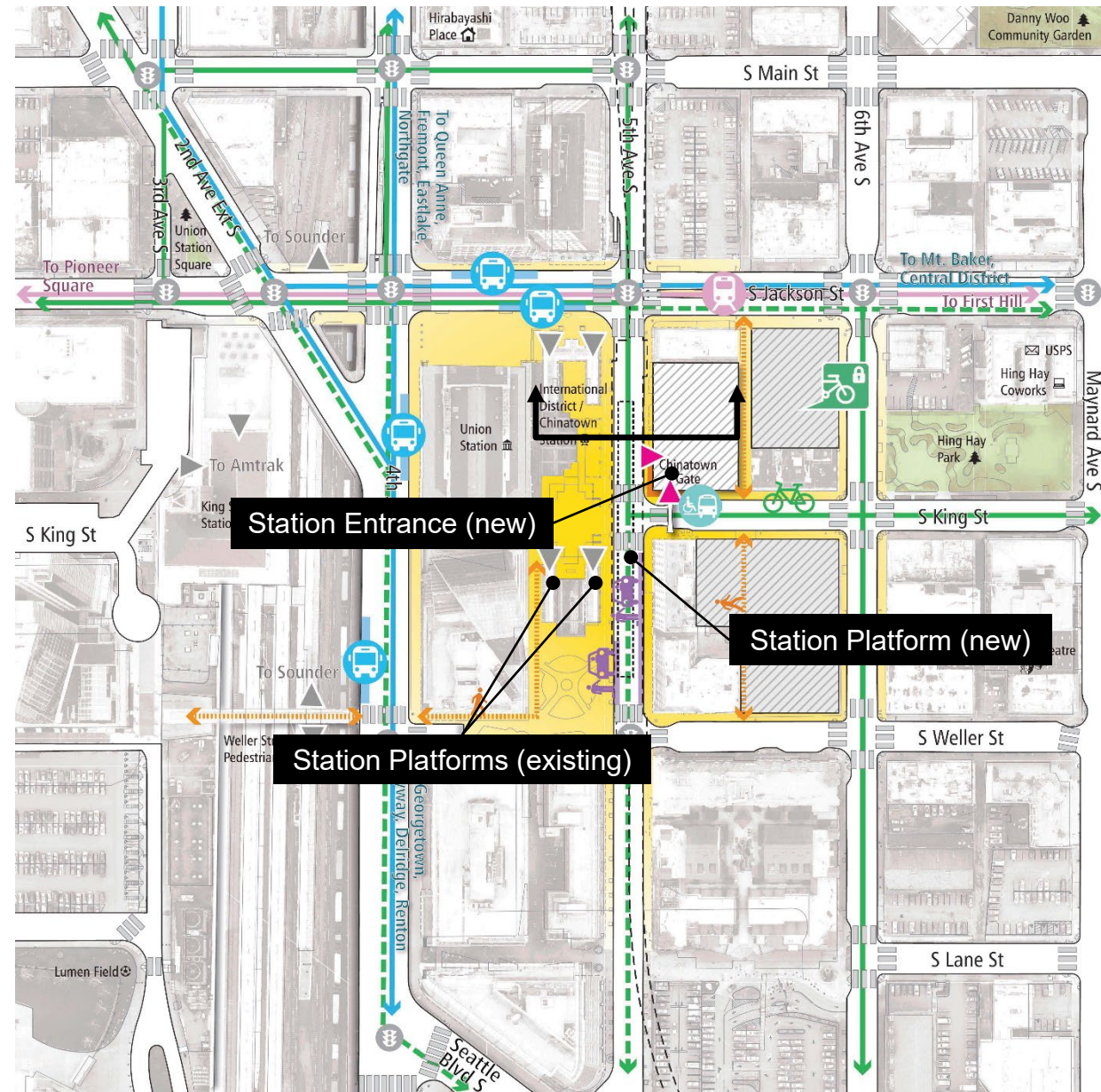
Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.

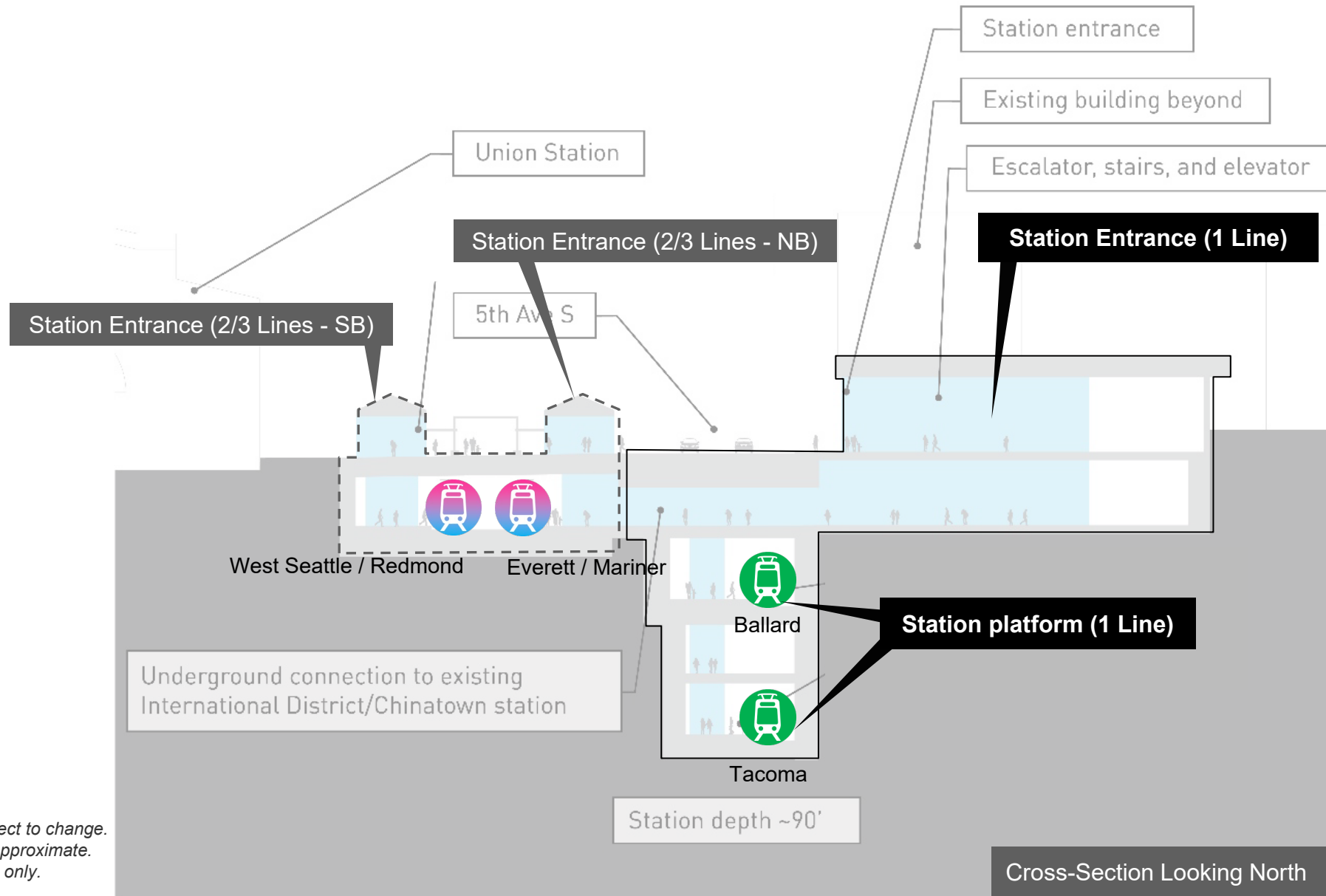


Tunnel 5th Ave Station (Shallow)



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 to Everett

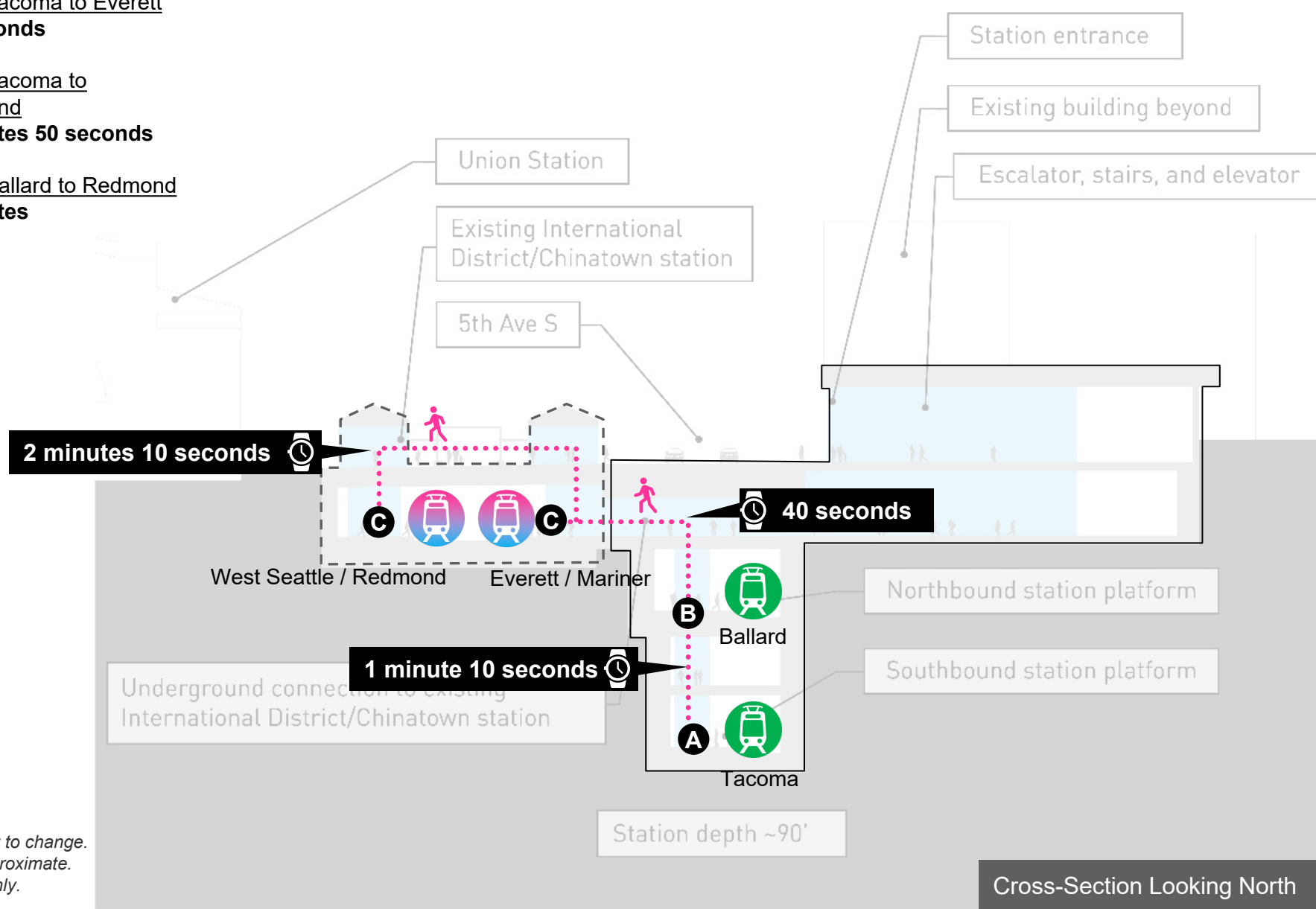
40 seconds

From Tacoma to
Redmond

2 minutes 50 seconds

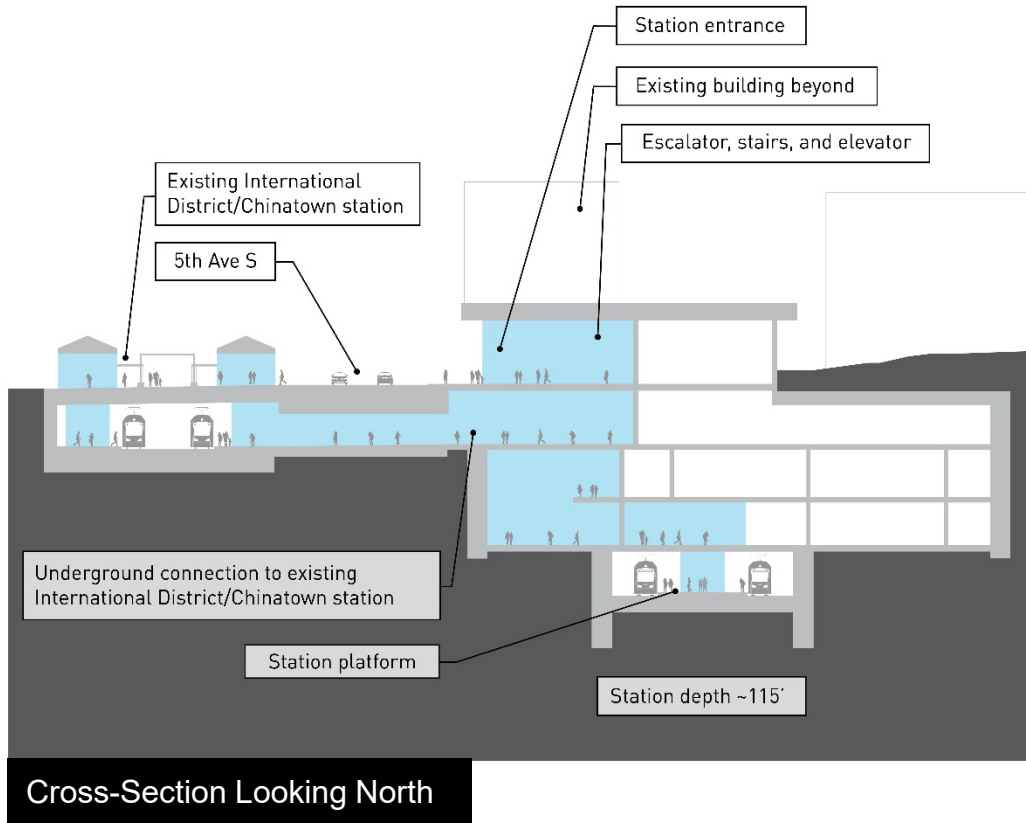
From Ballard to Redmond

4 minutes

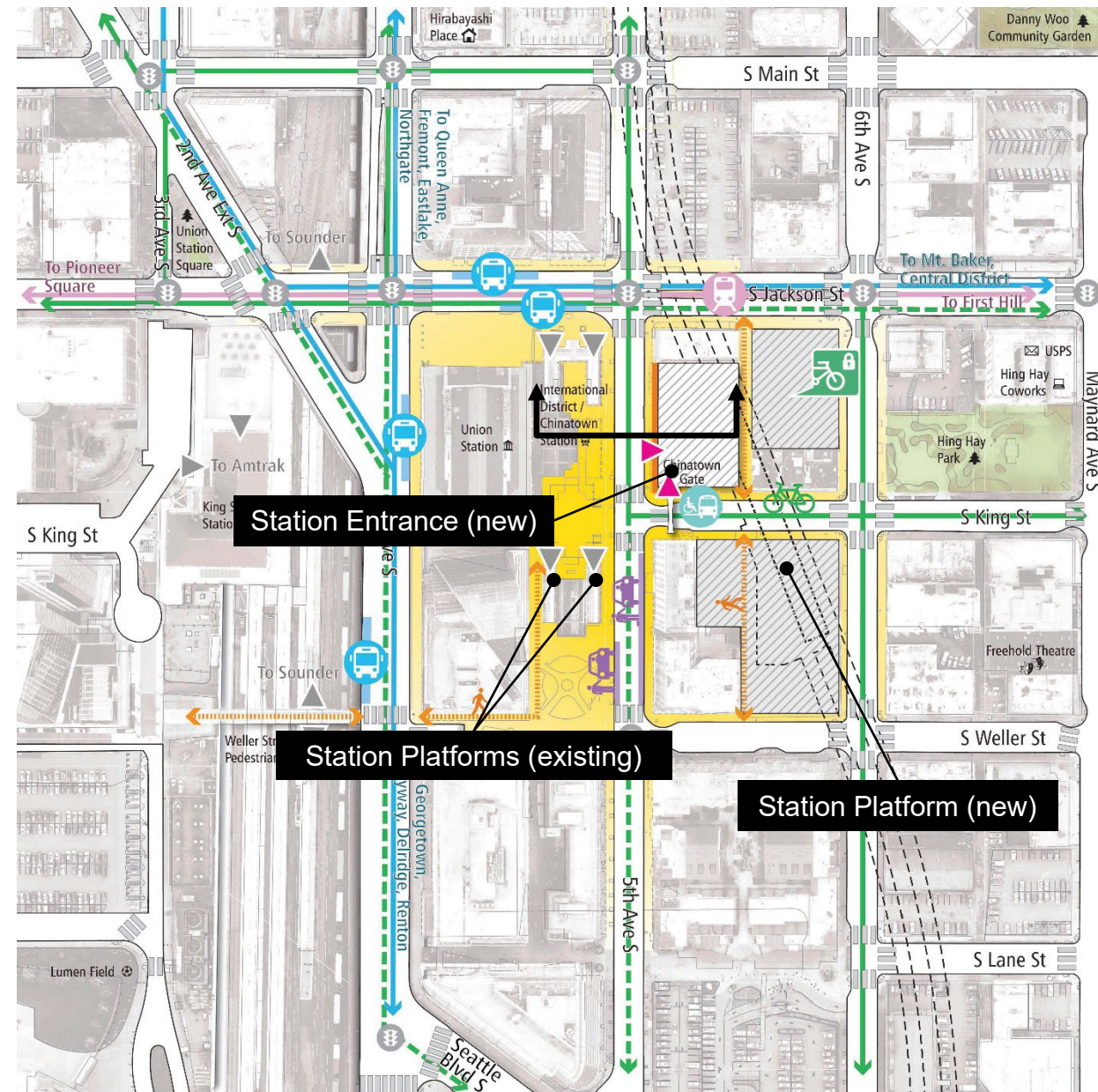


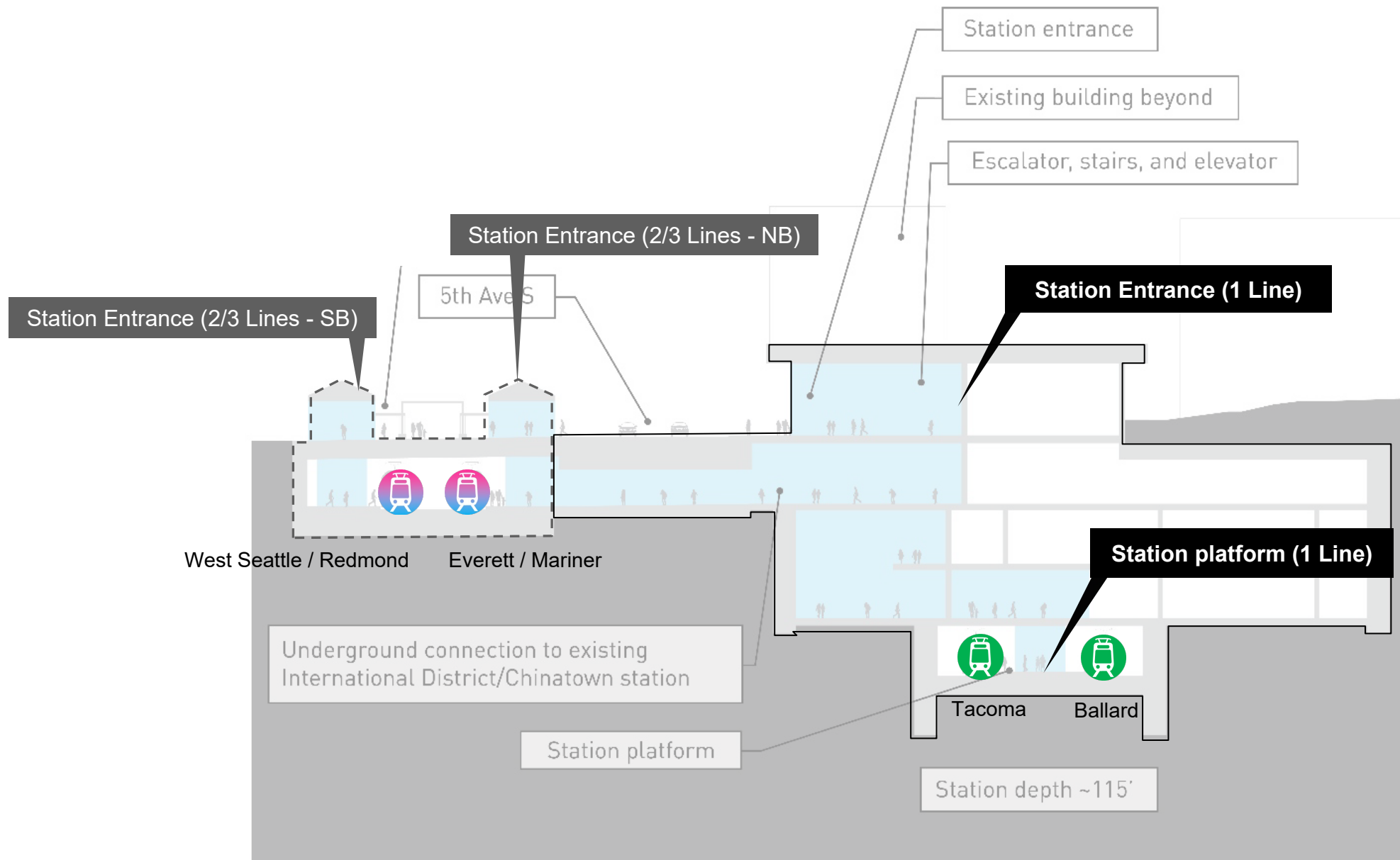
*Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.*

Tunnel 5th Ave Station (Diagonal Configuration)



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

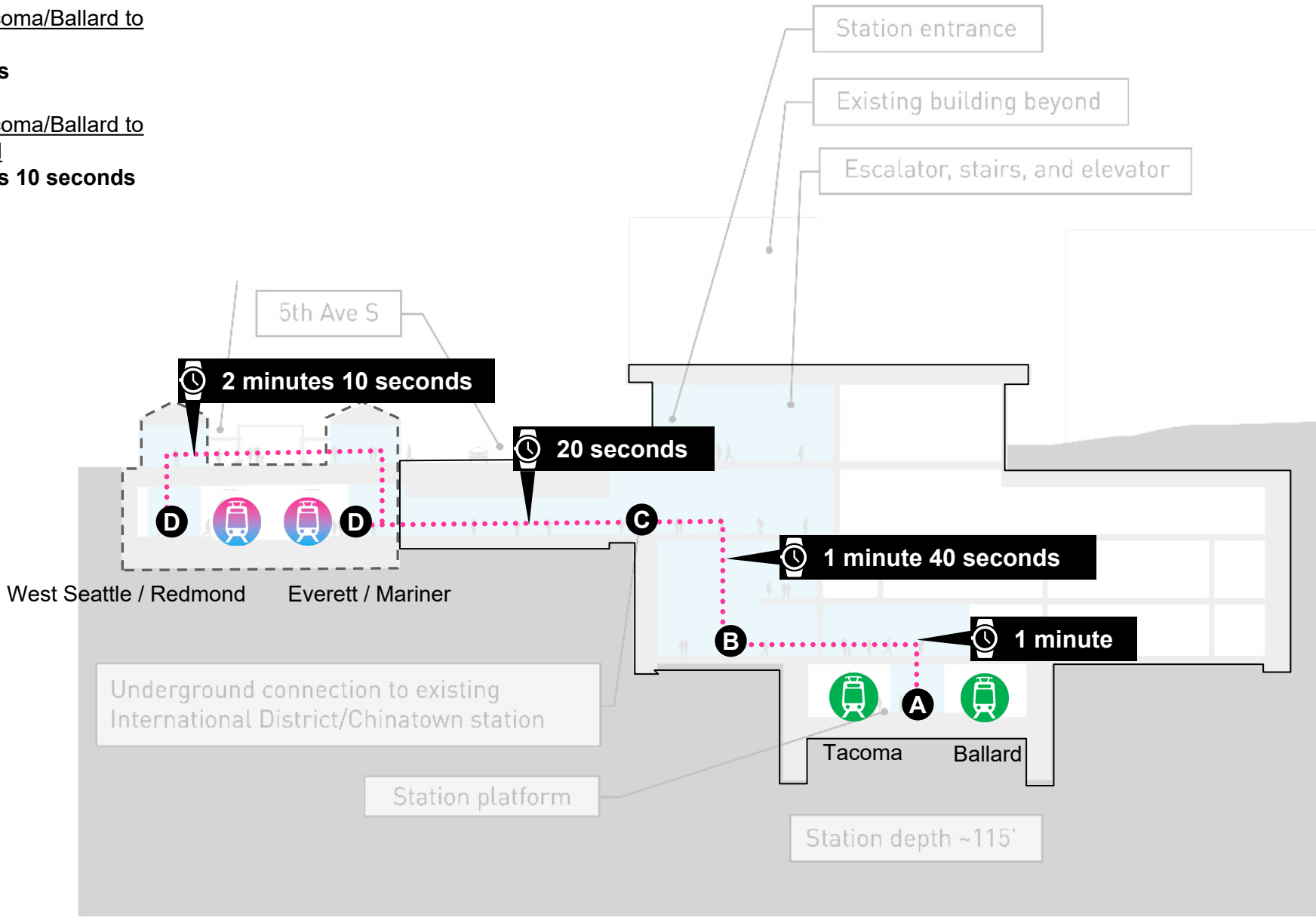




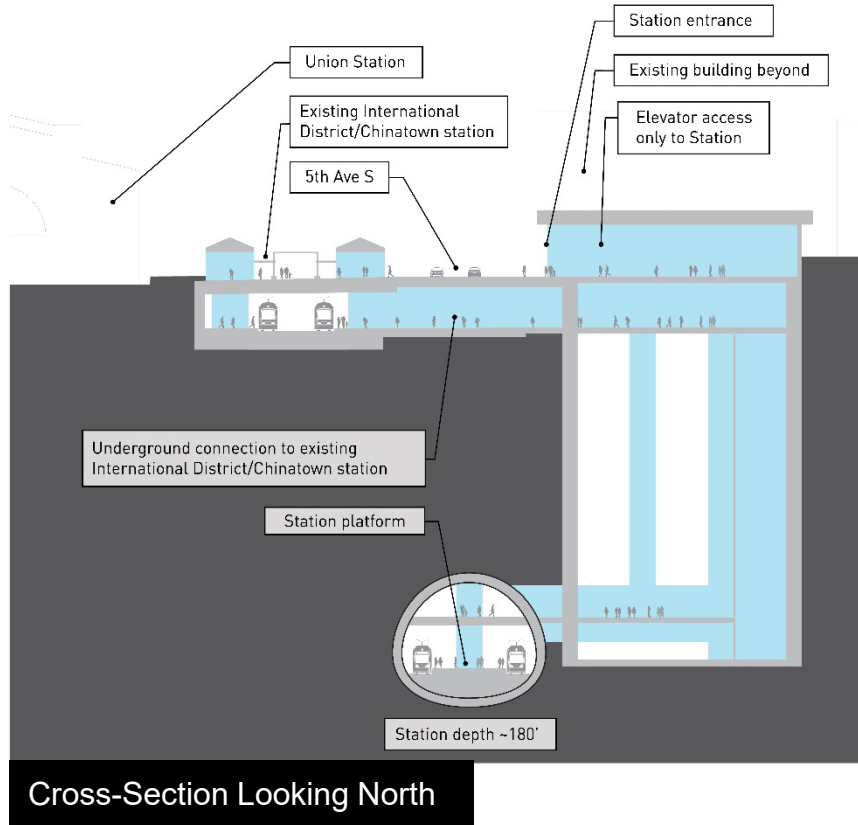


From Tacoma/Ballard to
Everett
3 minutes

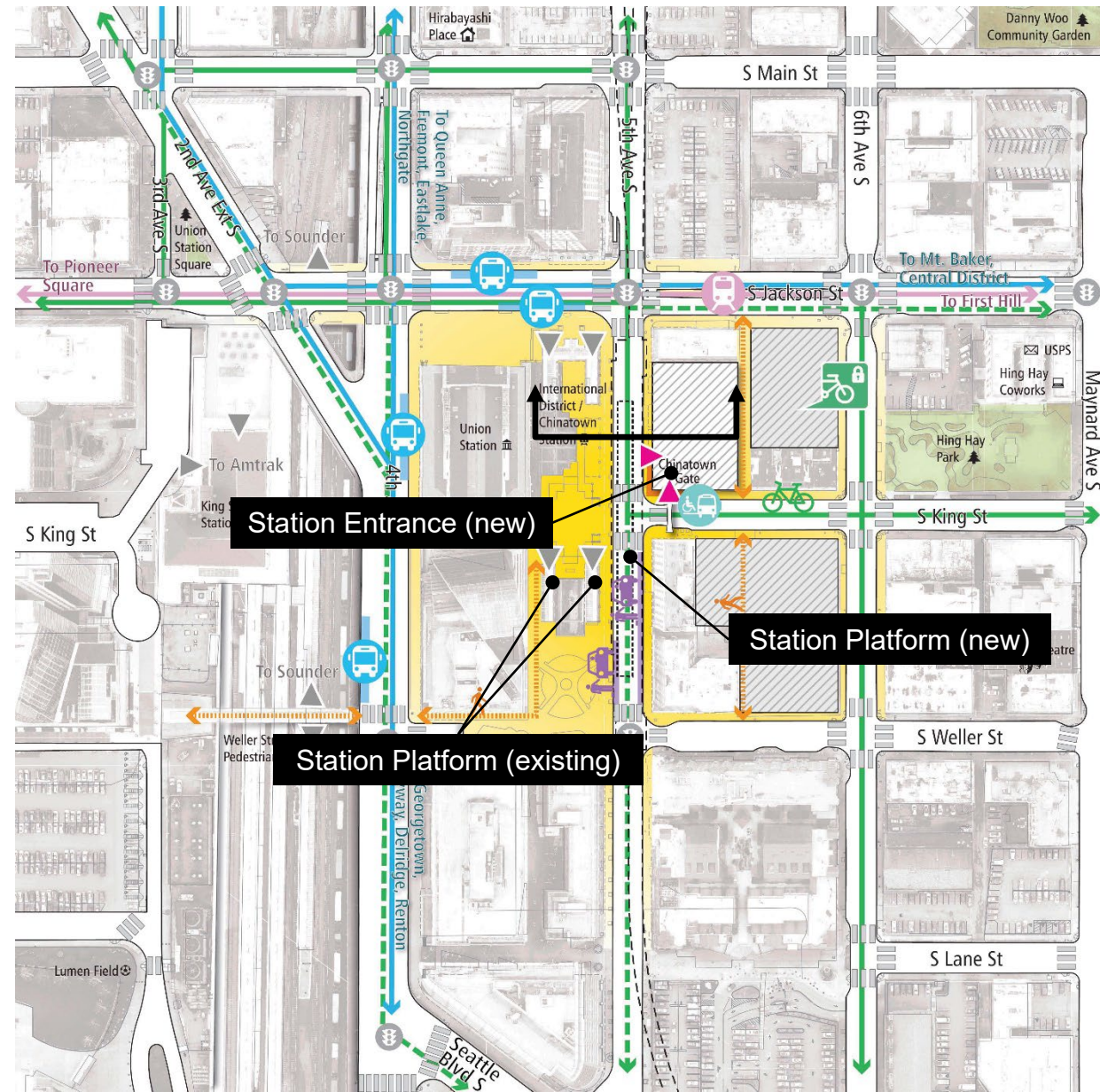
From Tacoma/Ballard to
Redmond
5 minutes 10 seconds

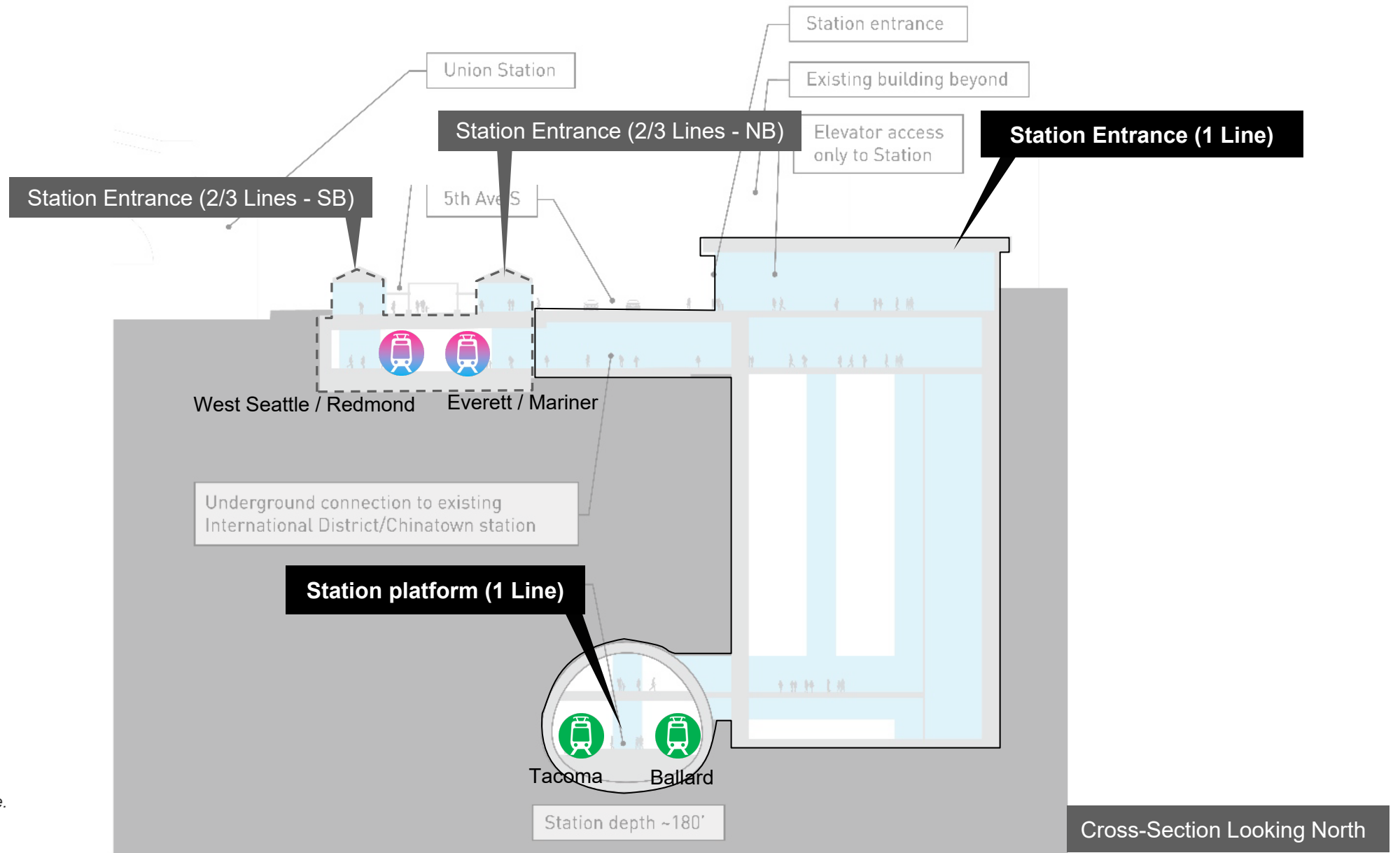


Tunnel 5th Ave Station (Deep)



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.

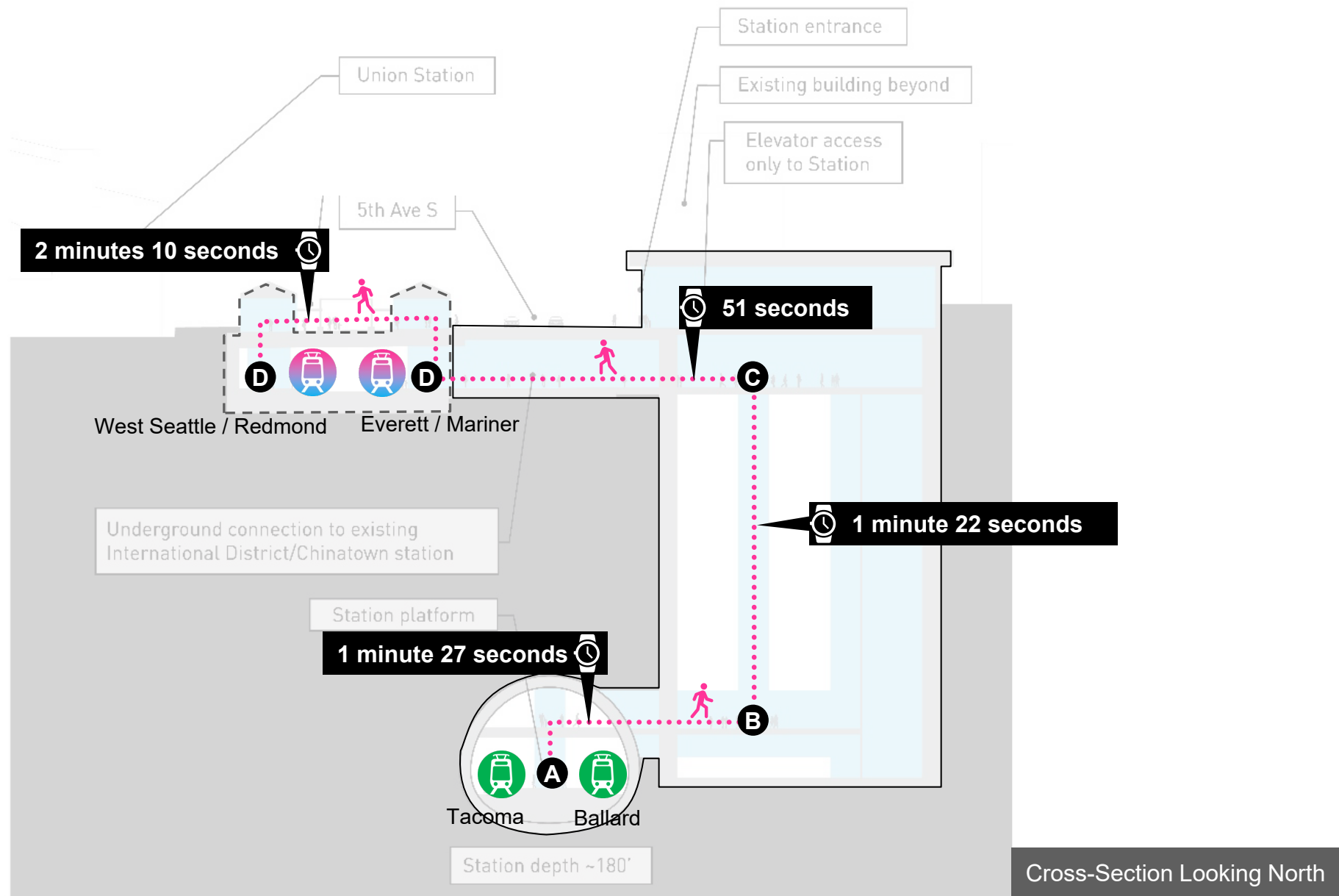


From Tacoma/Ballard to
Everett

5 minutes 20 seconds

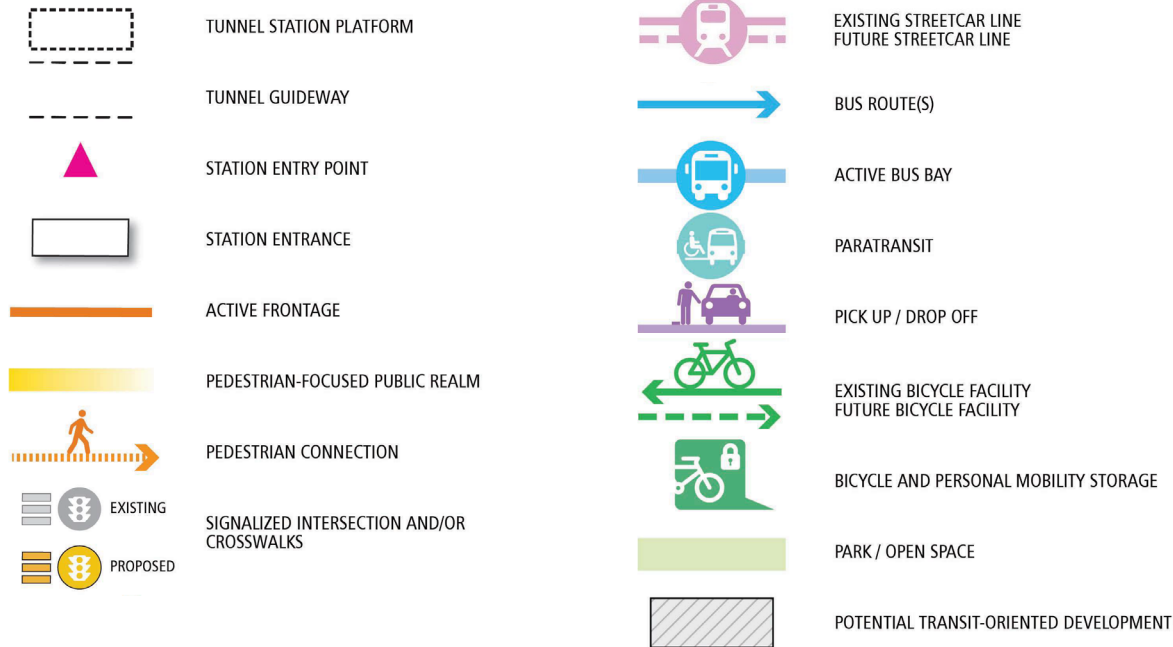
From Tacoma/Ballard to
to Redmond

3 minutes 40 seconds

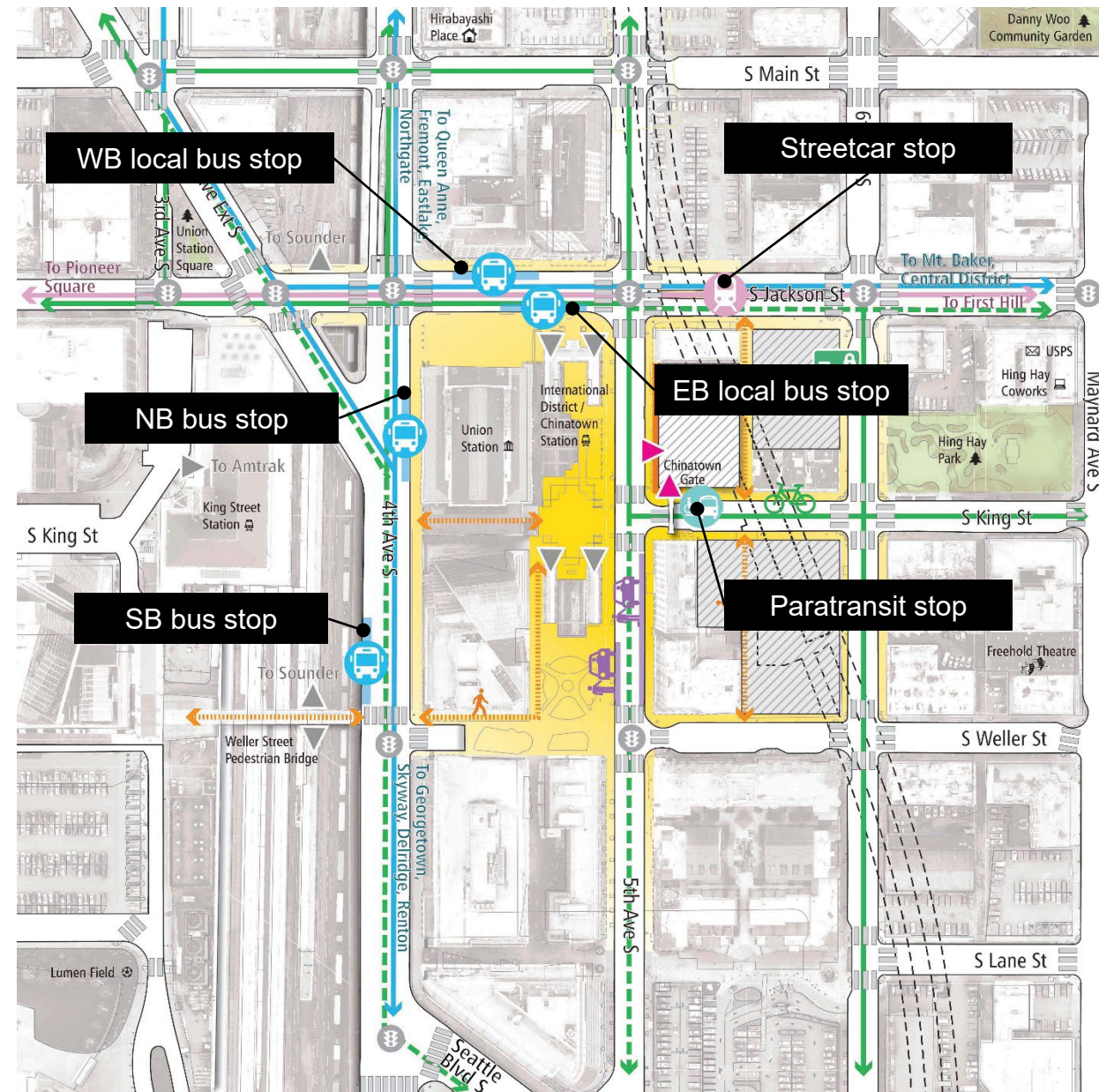


Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

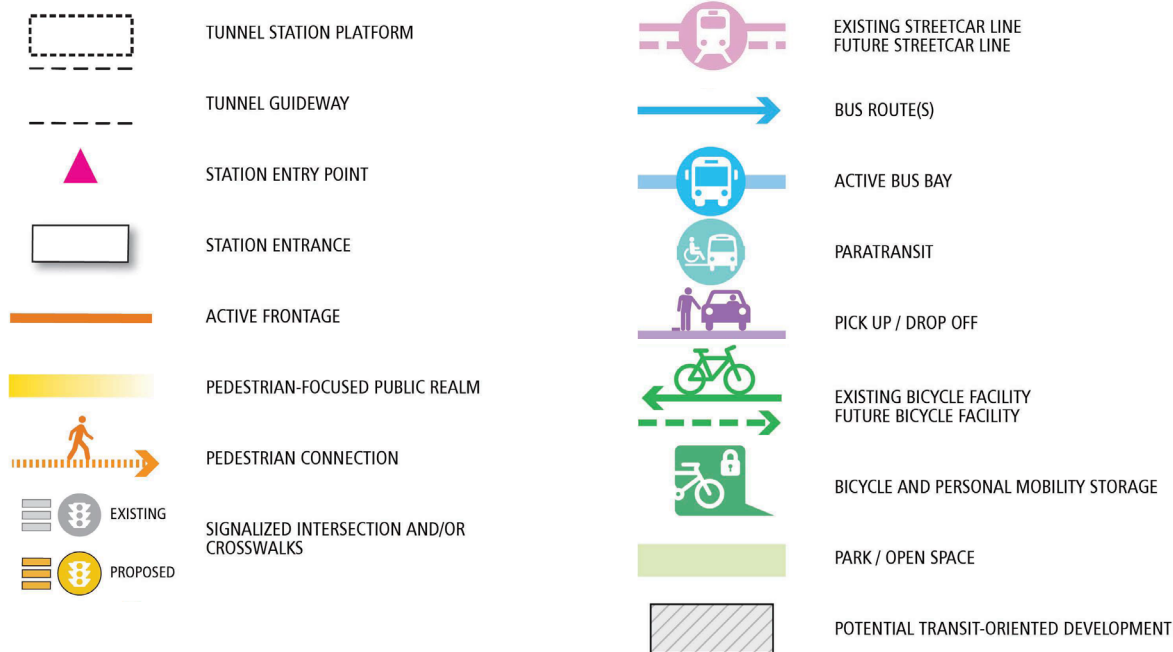
Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



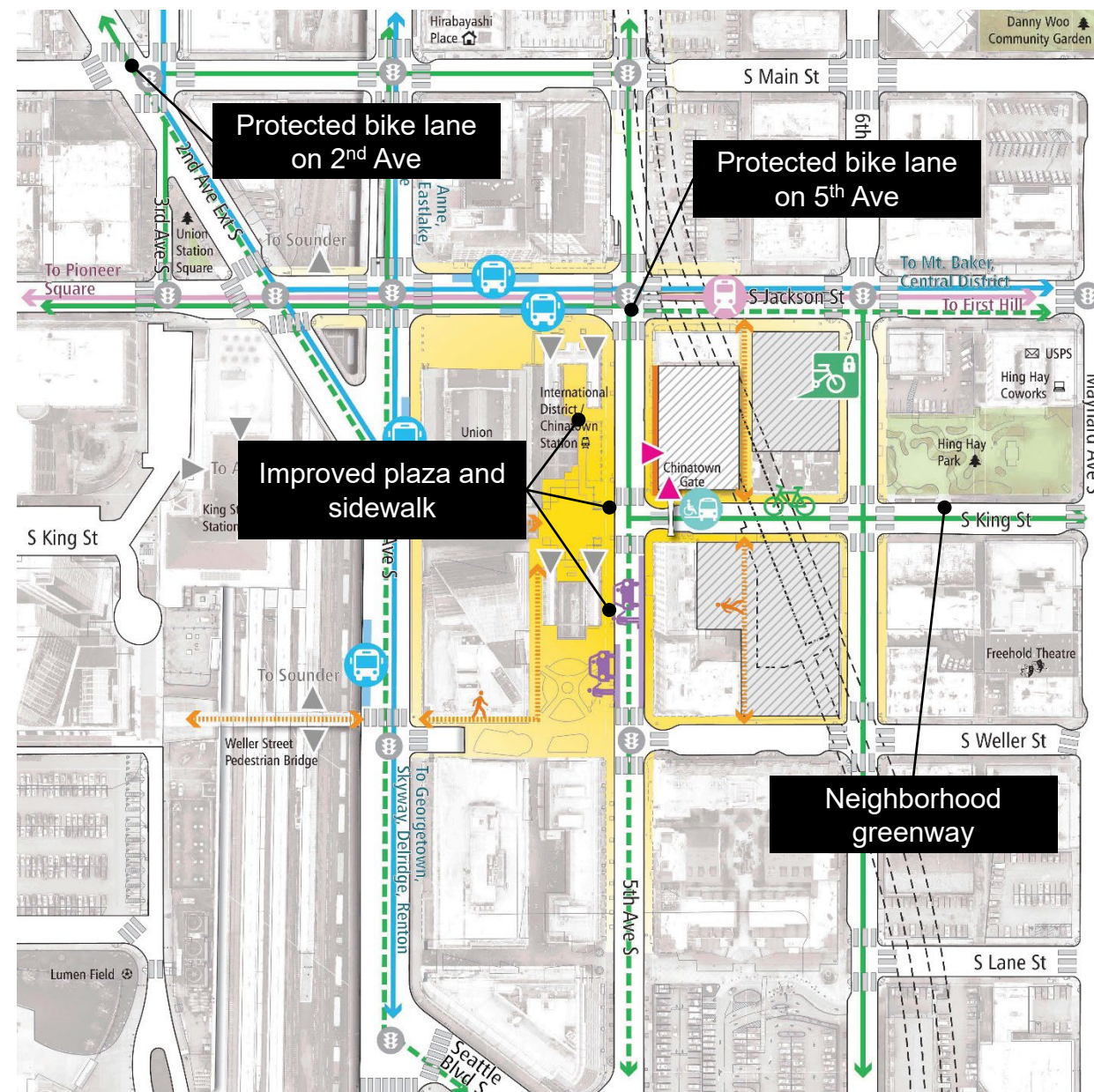
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



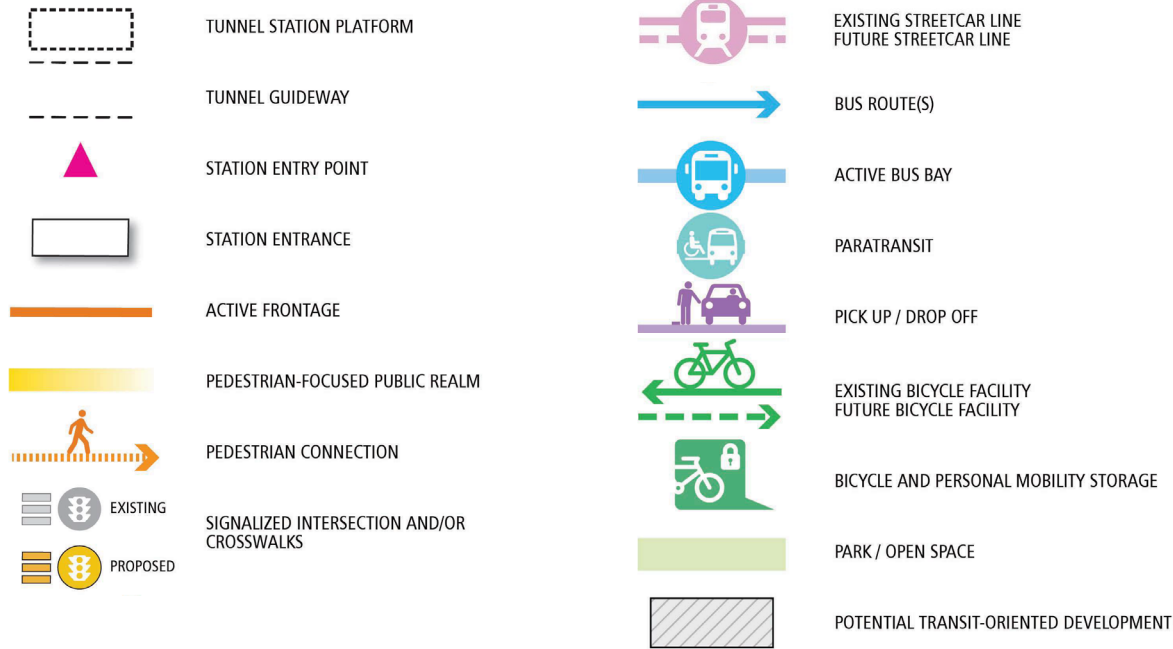
Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



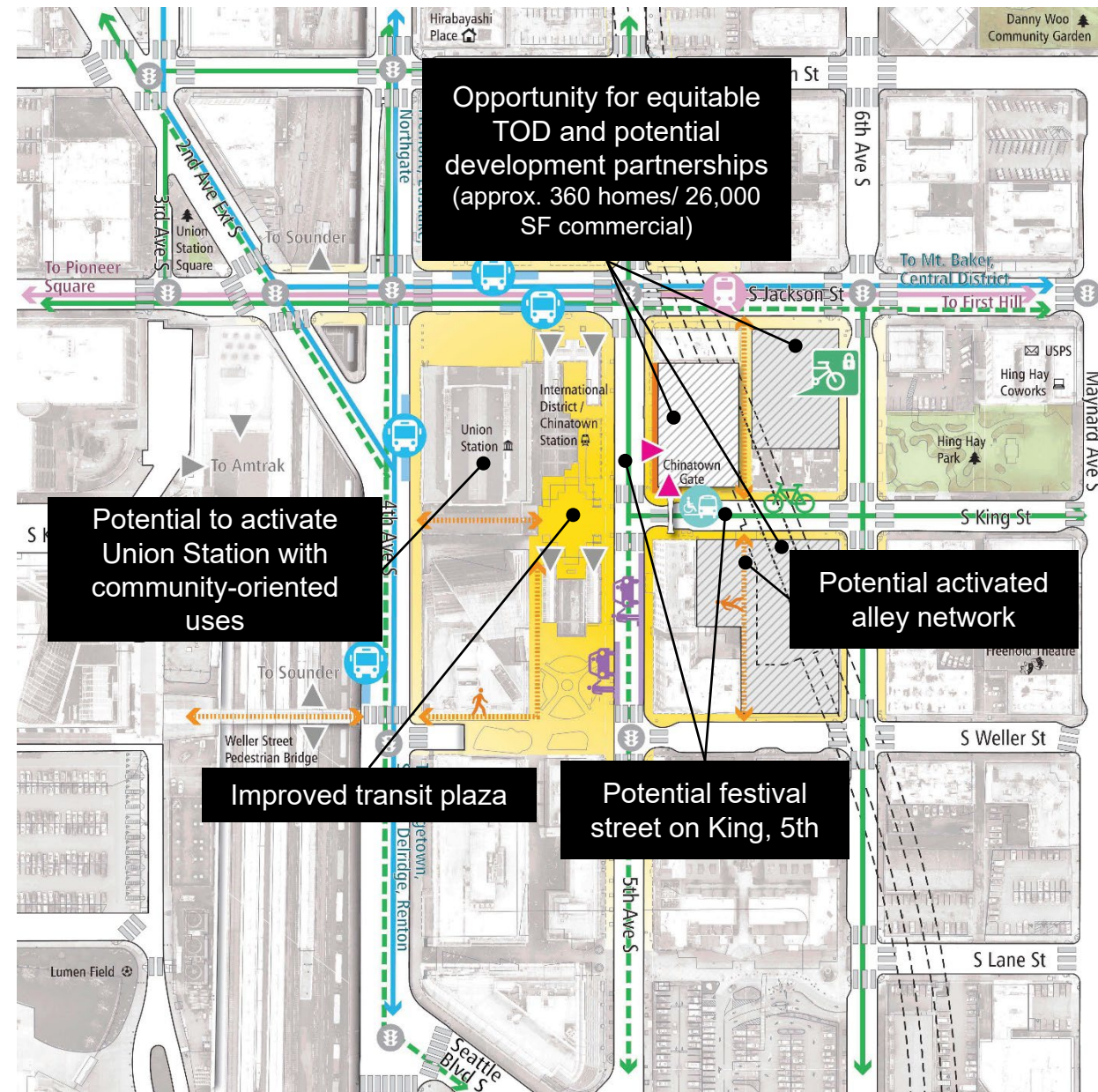
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



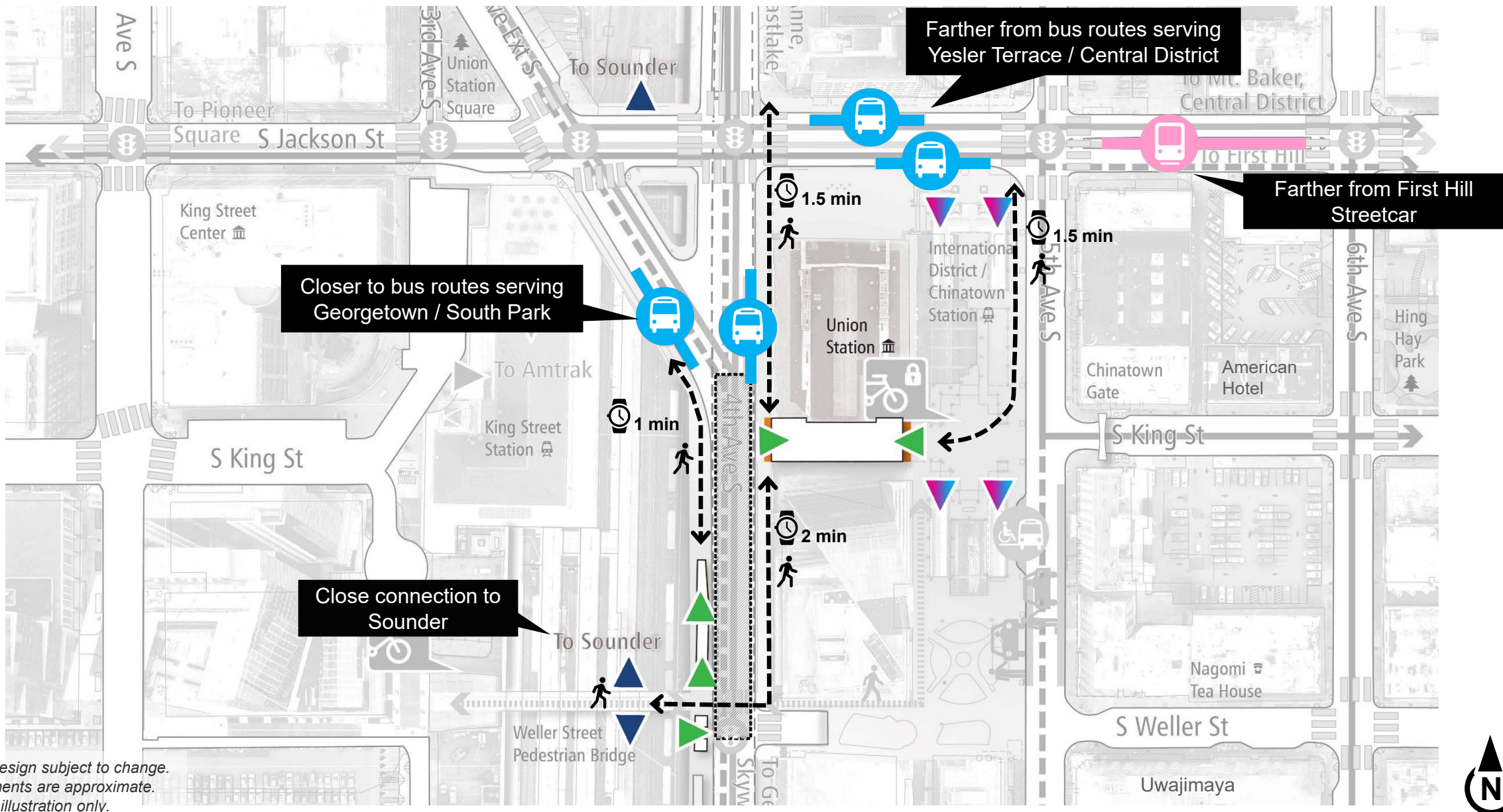
Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



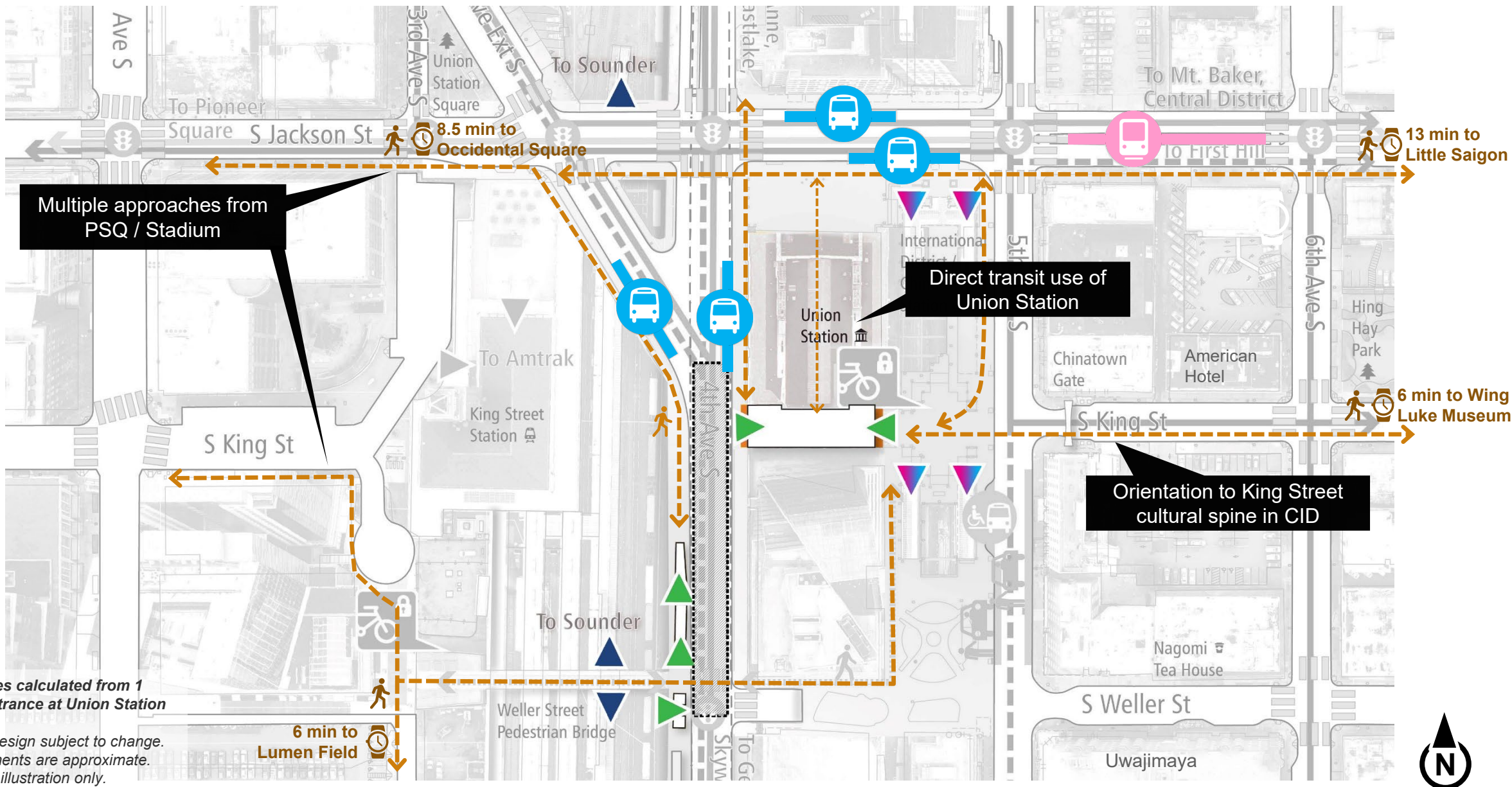
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

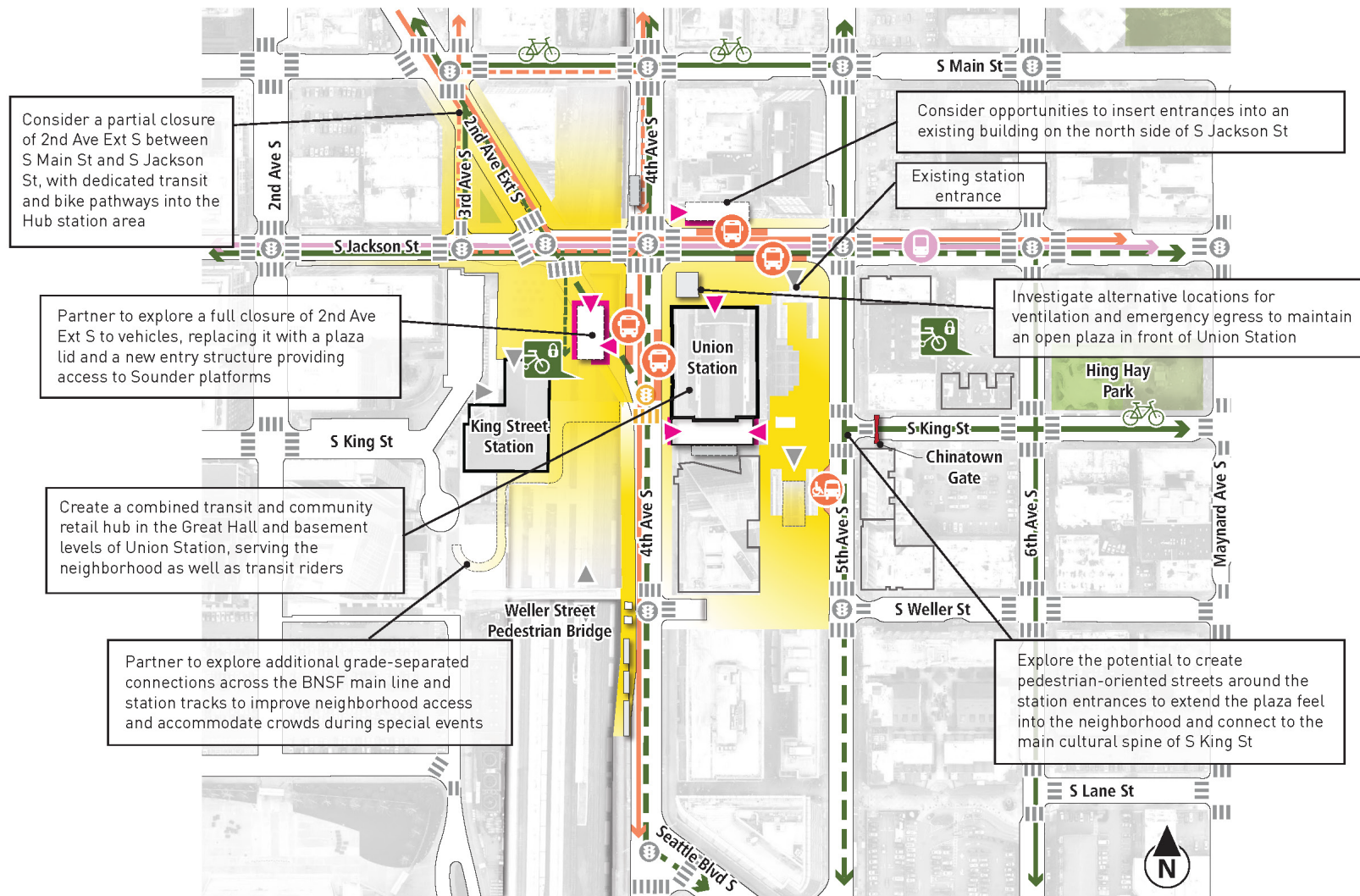


CID Alternatives
RET Evaluation and Hub
Planning Opportunities

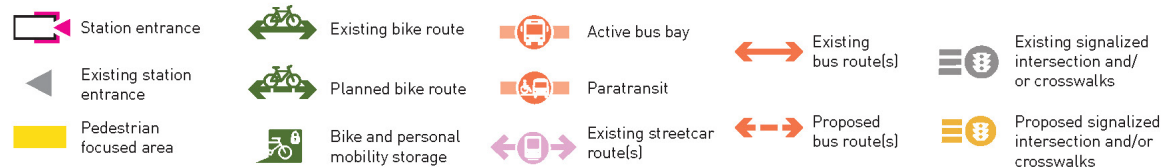


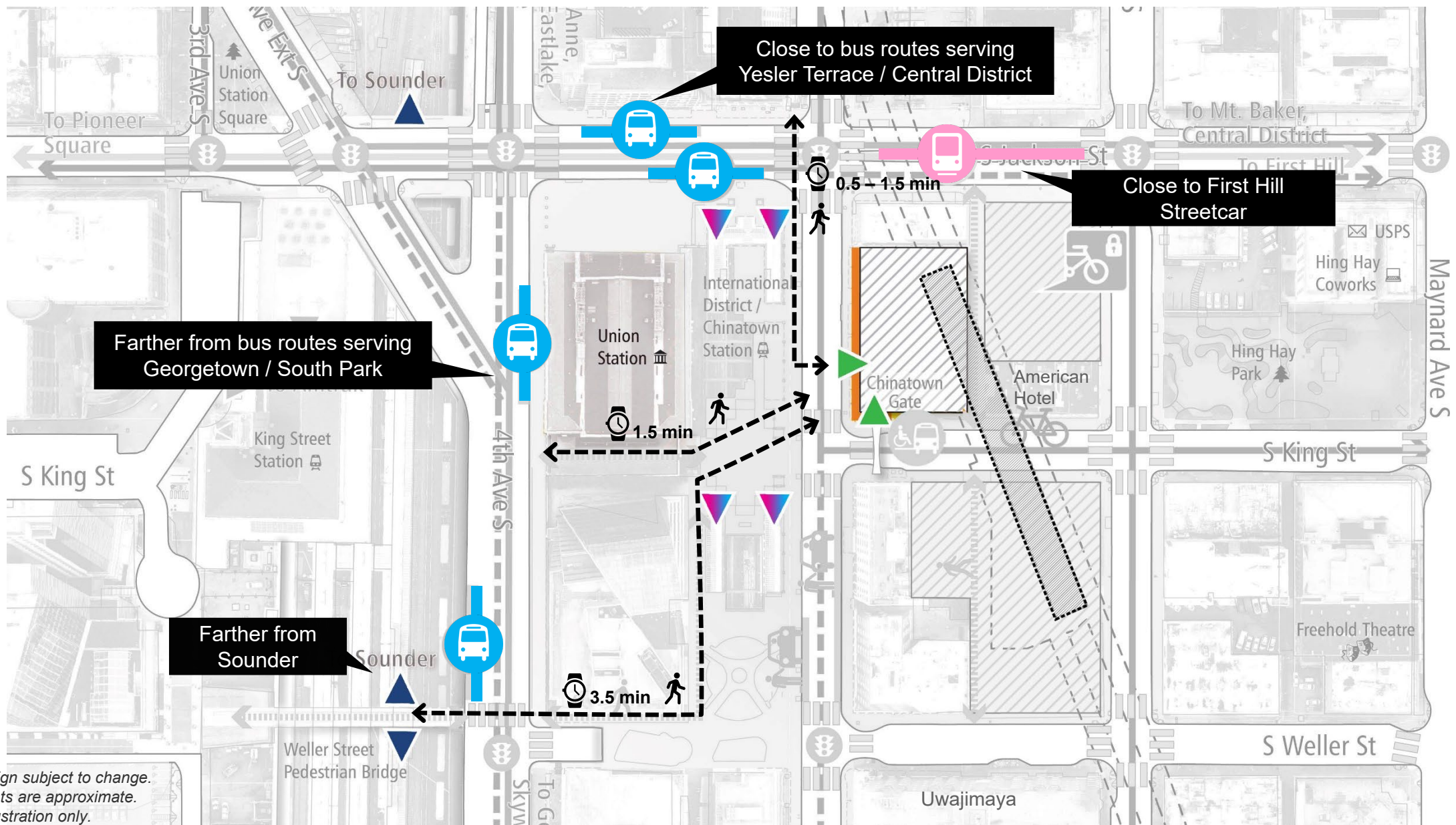
Conceptual design subject to change.
 All measurements are approximate.
 Diagrams for illustration only.



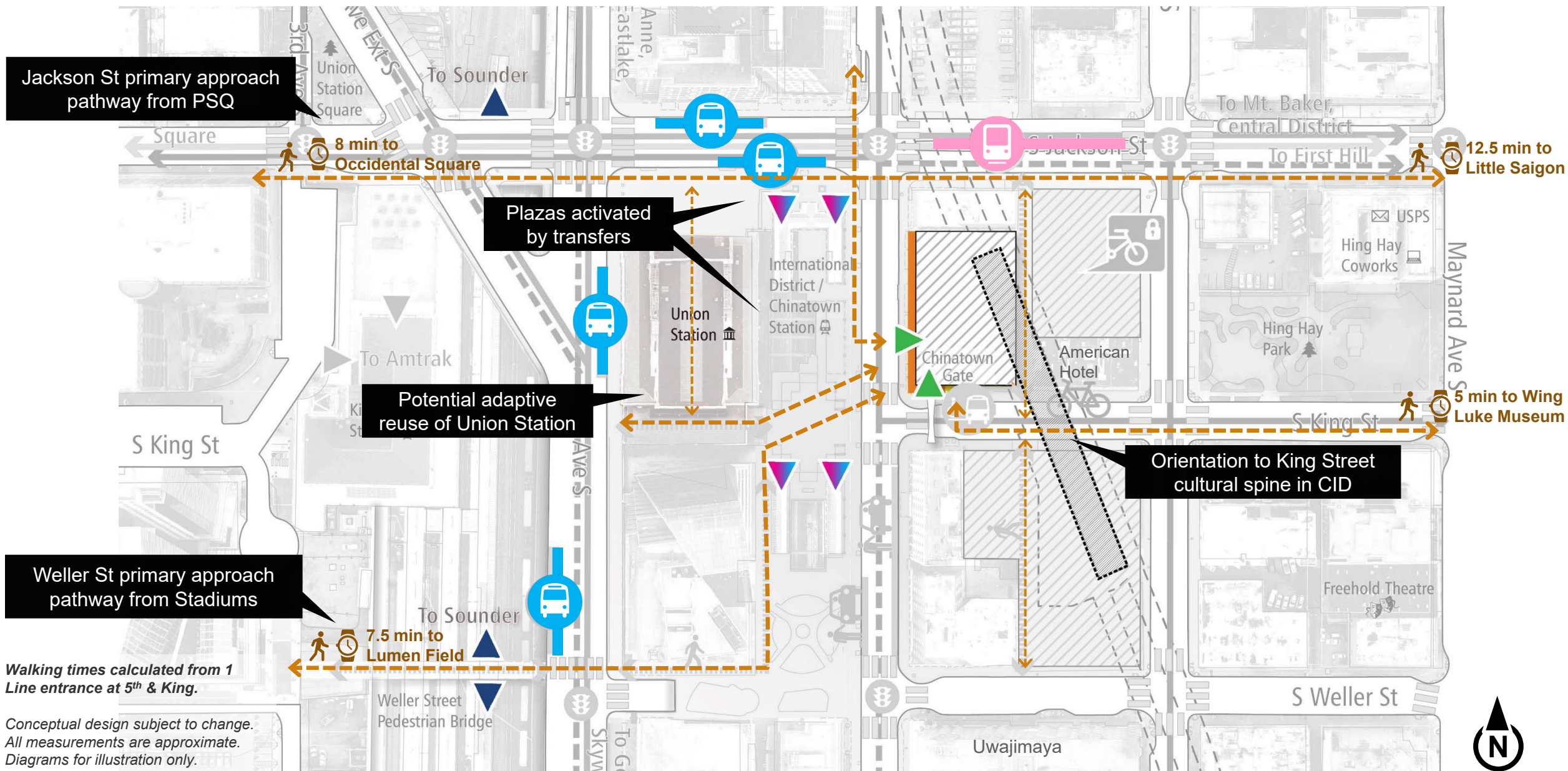


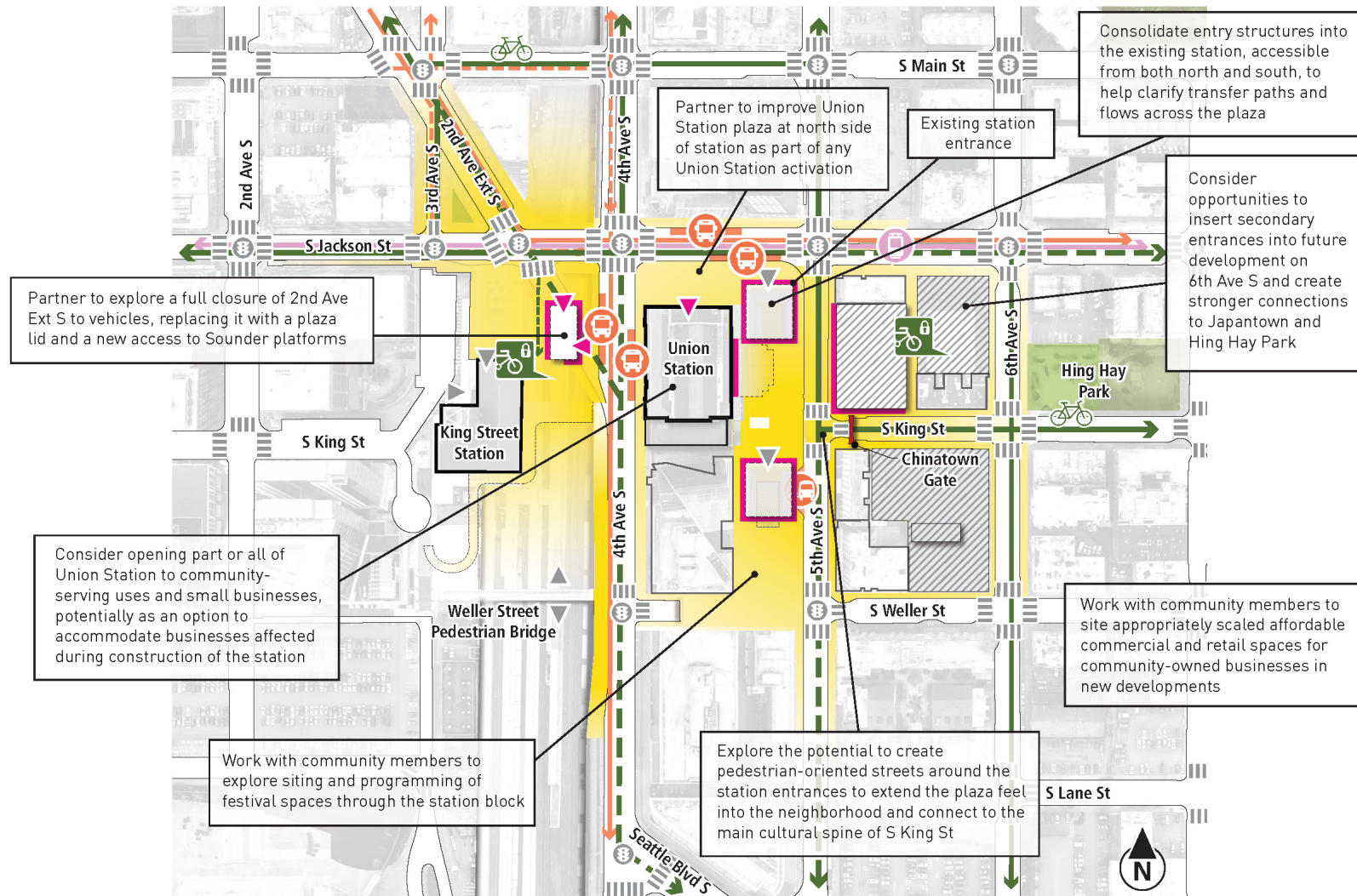
NOTE: graphic to be updated



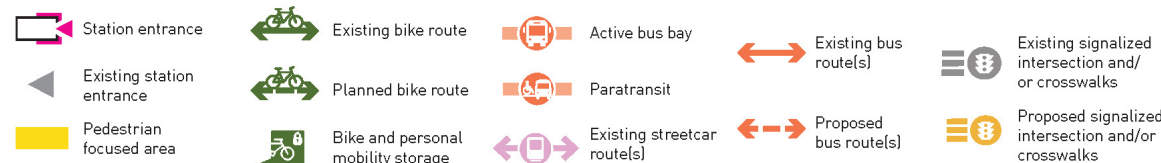


Conceptual design subject to change.
 All measurements are approximate.
 Diagrams for illustration only.





NOTE: graphic to be updated



City Observations

Slides under development by COS

Q&A / Discussion / Summary

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



soundtransit.org/wsblink

