

***West Seattle and Ballard  
Links Extensions  
Seattle Design Commission***

*April 21, 2022*





# ***Presentation***

1. Project overview
2. 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*

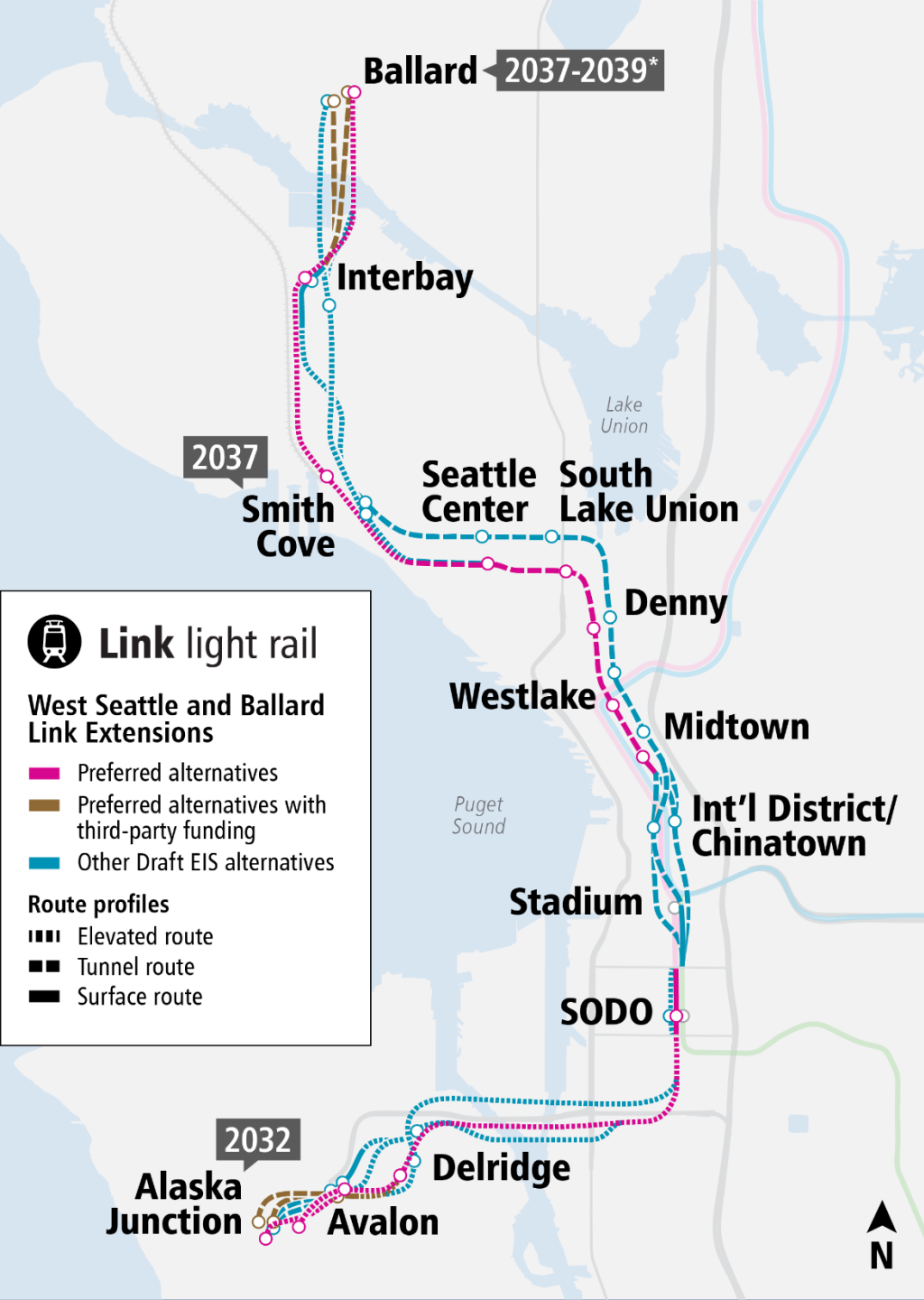


# Draft EIS alternatives

## 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.

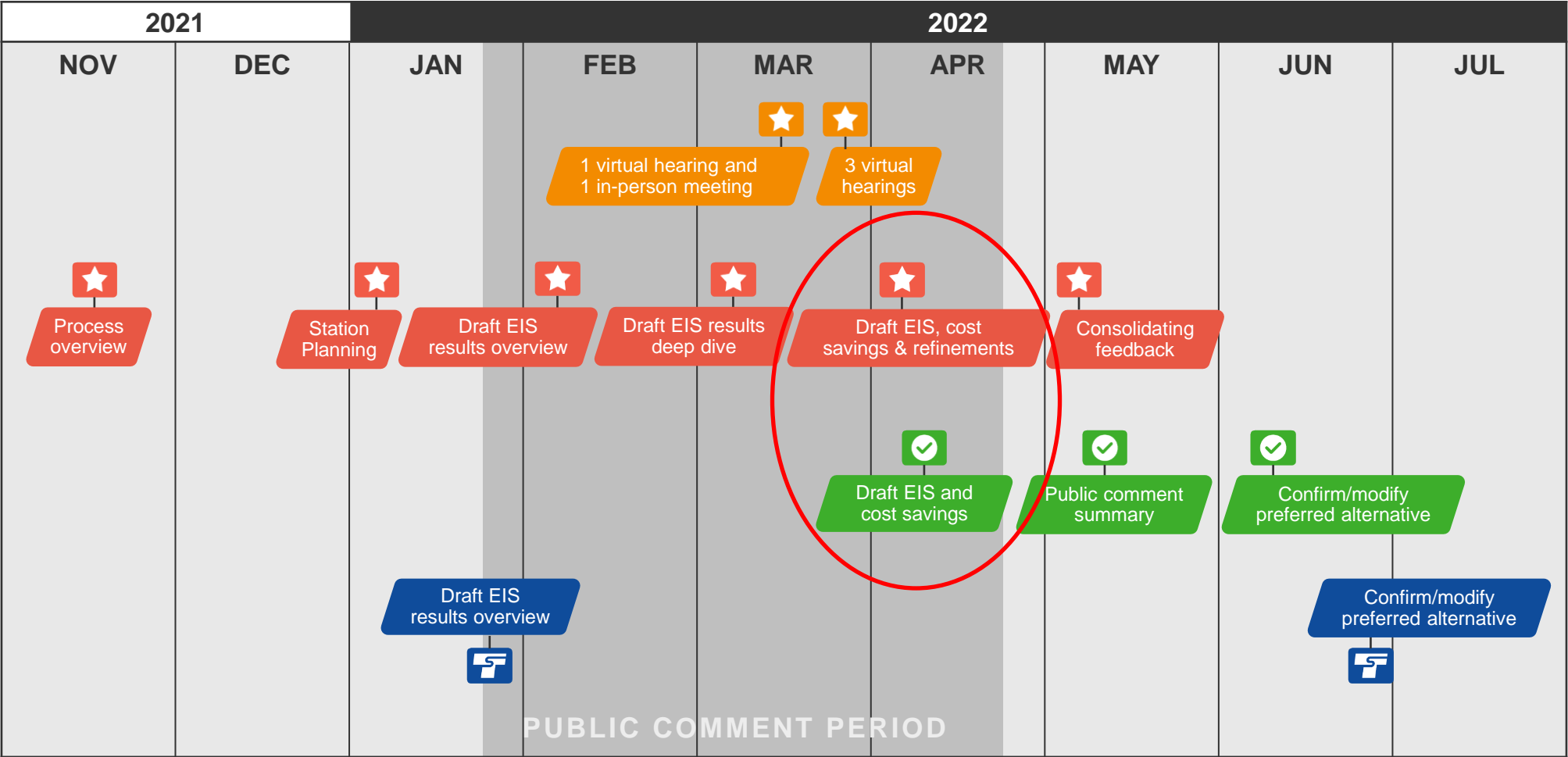




# Community engagement and collaboration

## 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



# ***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

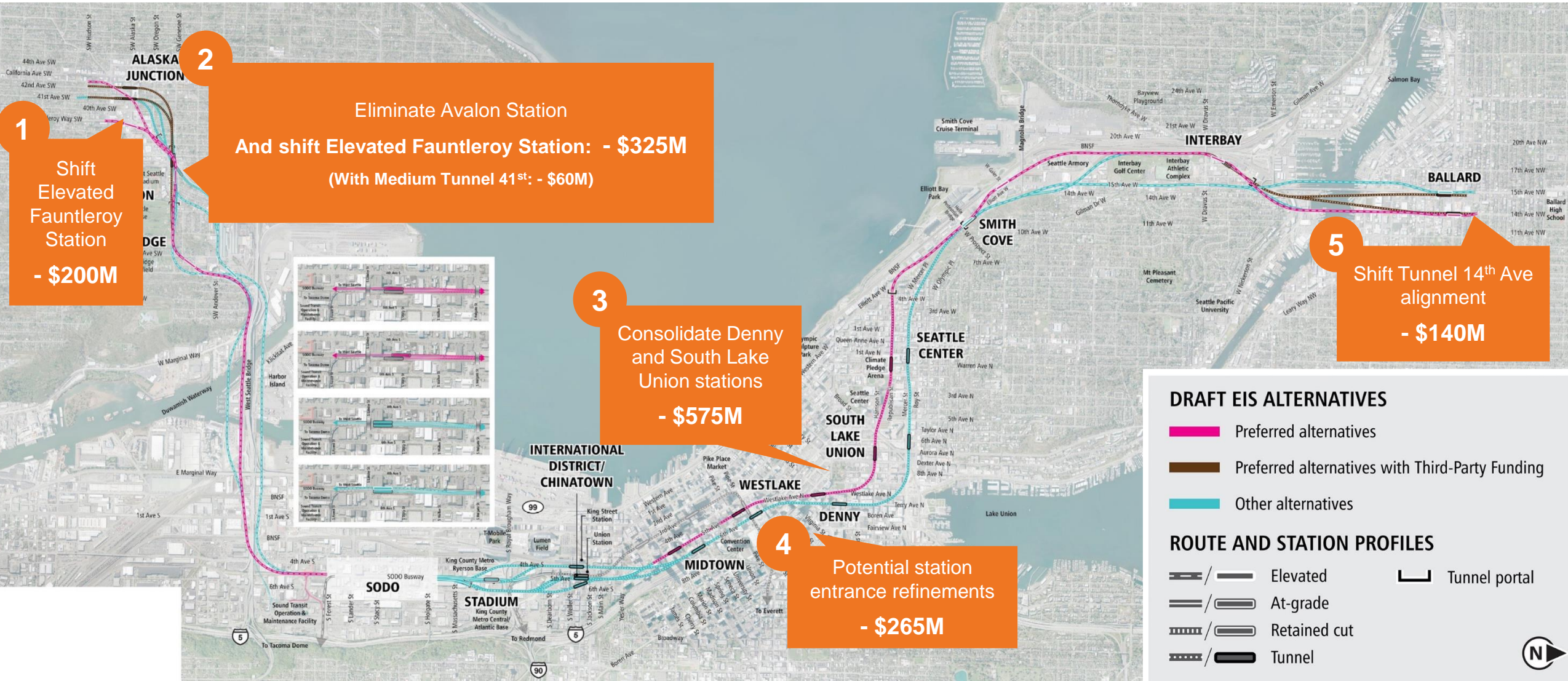
- Potentially help address **affordability gap**

## Other refinements

- Potentially address **other risks or opportunities**



# Cost savings concepts summary

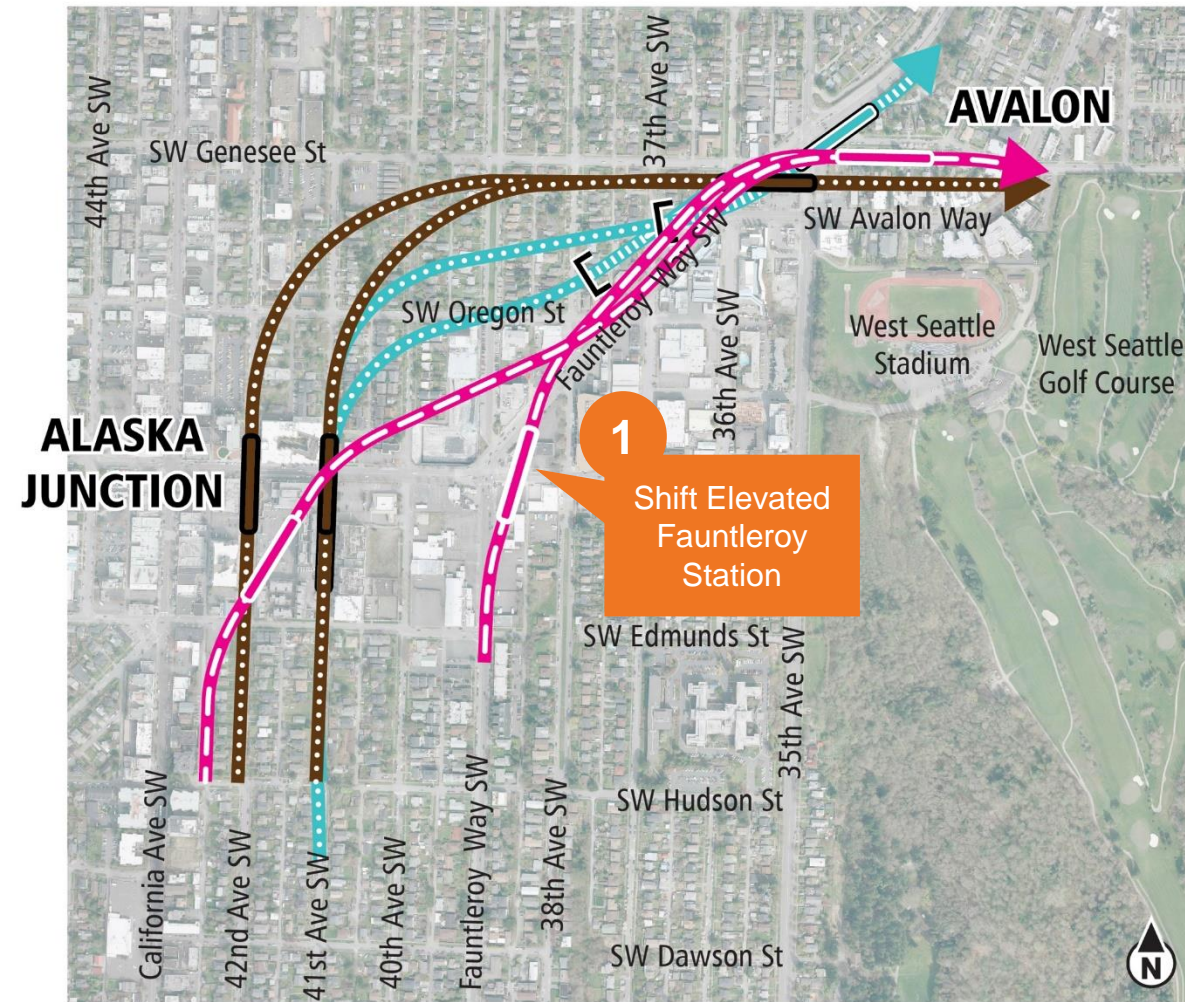







# ***West Seattle Junction segment***




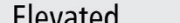



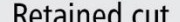



# Cost savings concepts West Seattle Junction



## DRAFT EIS ALTERNATIVES

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

## ROUTE AND STATION PROFILES

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



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



1

# Shift Elevated Fauntleroy Station



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

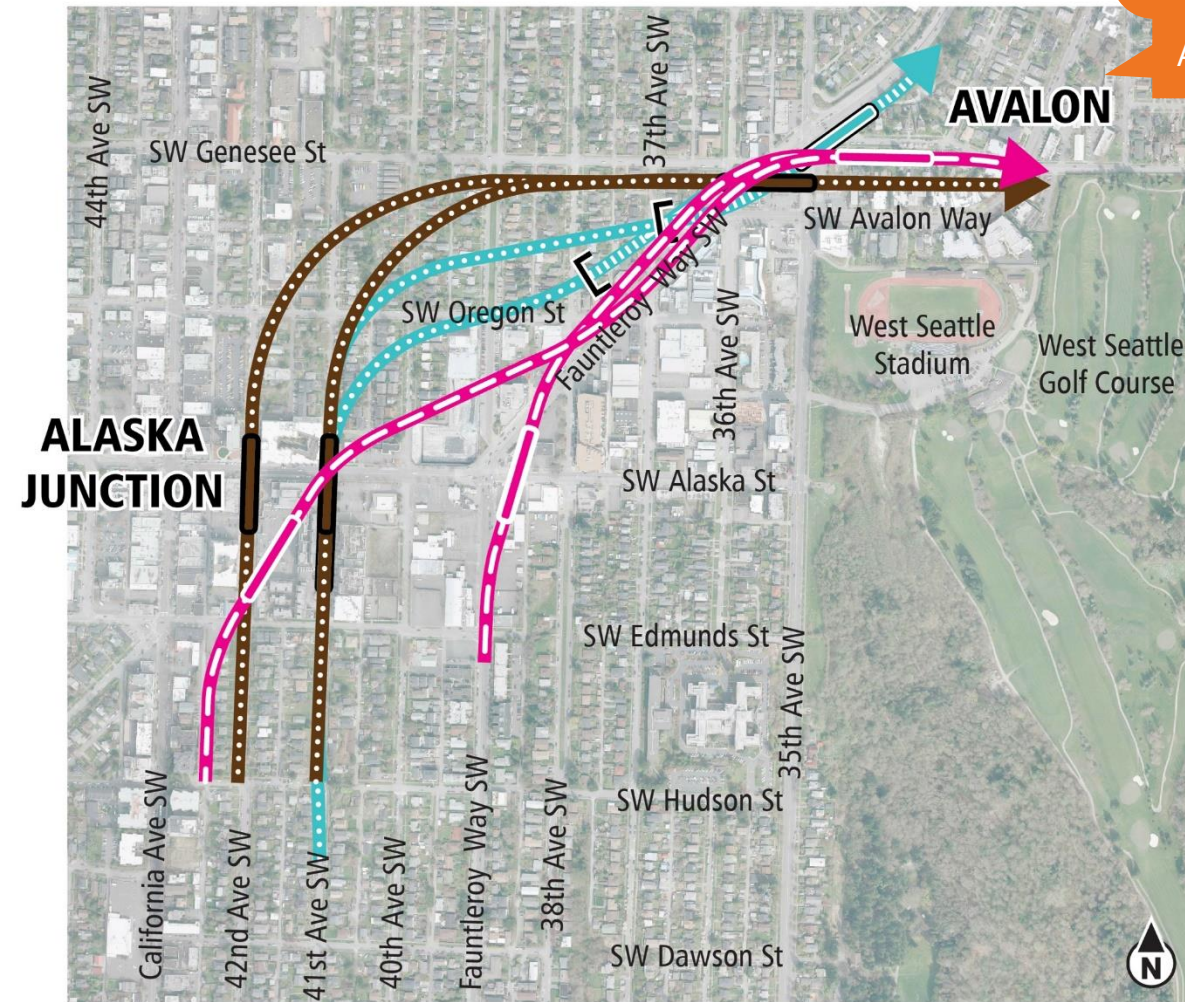
Estimates shown in 2019 dollars, based on conceptual design, and subject to change.






# 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

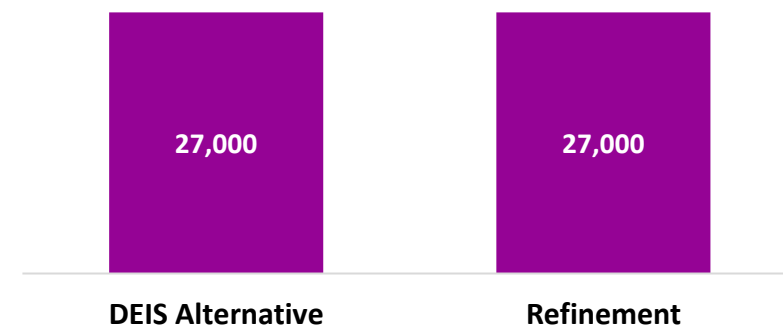
# Eliminate Avalon Station (and shift Elevated Fauntleroy Station)



**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***



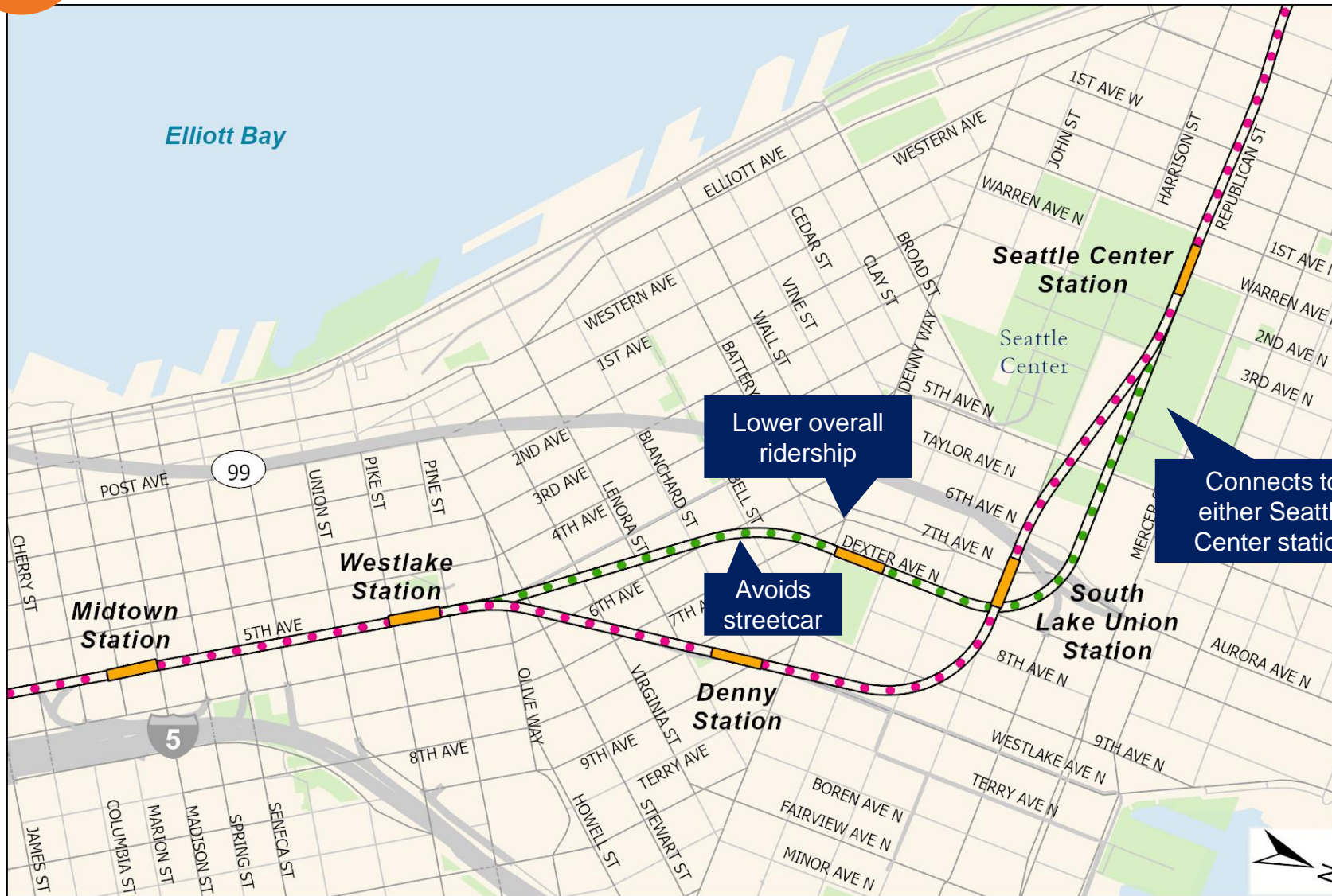
# Cost savings concepts Downtown



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

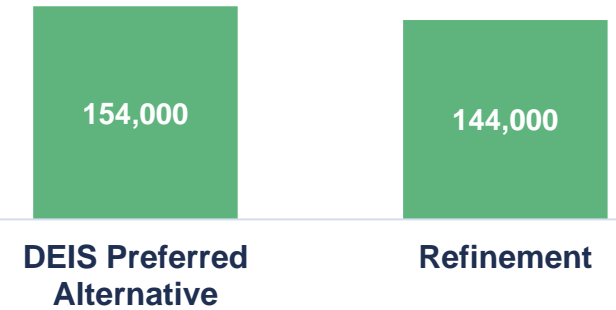


# Consolidate Denny and South Lake Union stations



Cost savings: - \$575M

## Daily Trips on Project



DEIS Preferred Alternative

Refinement

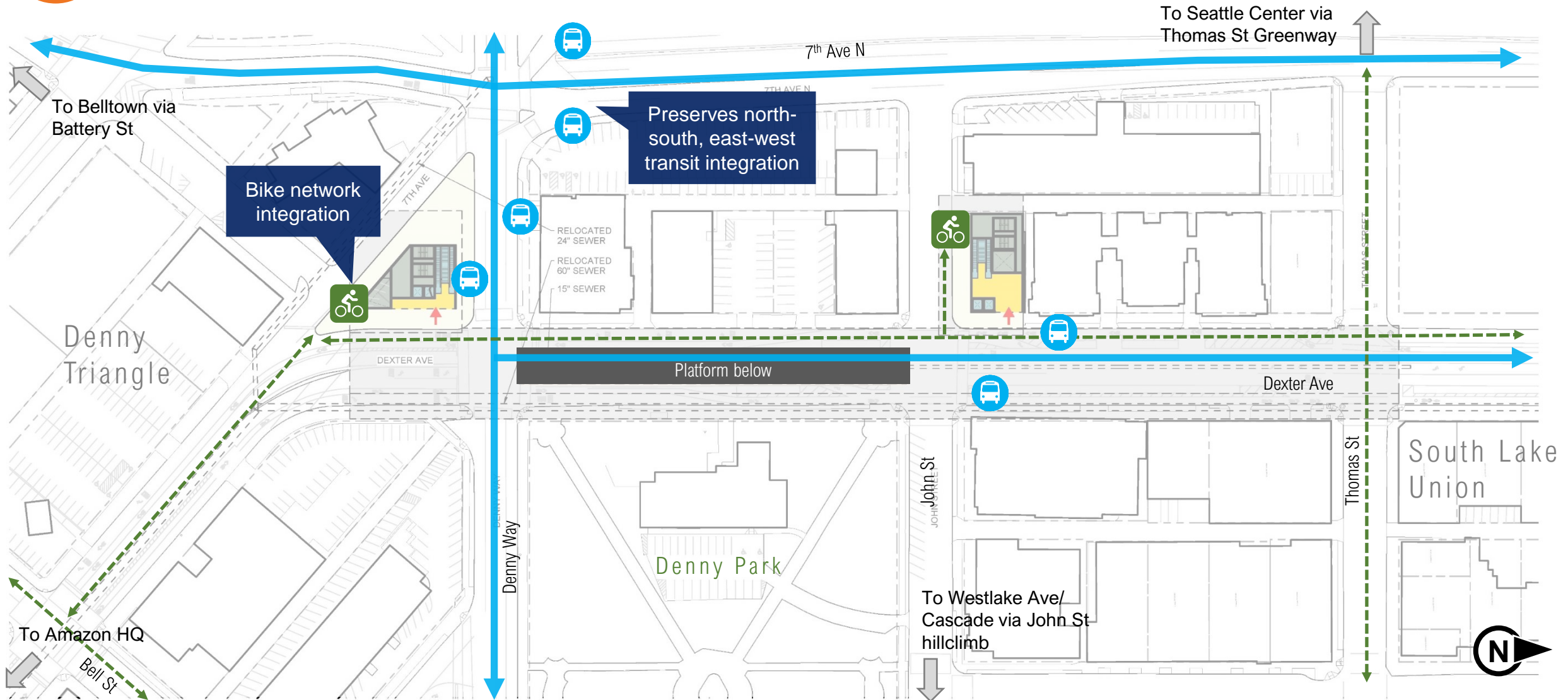
Connects to either Seattle Center station

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



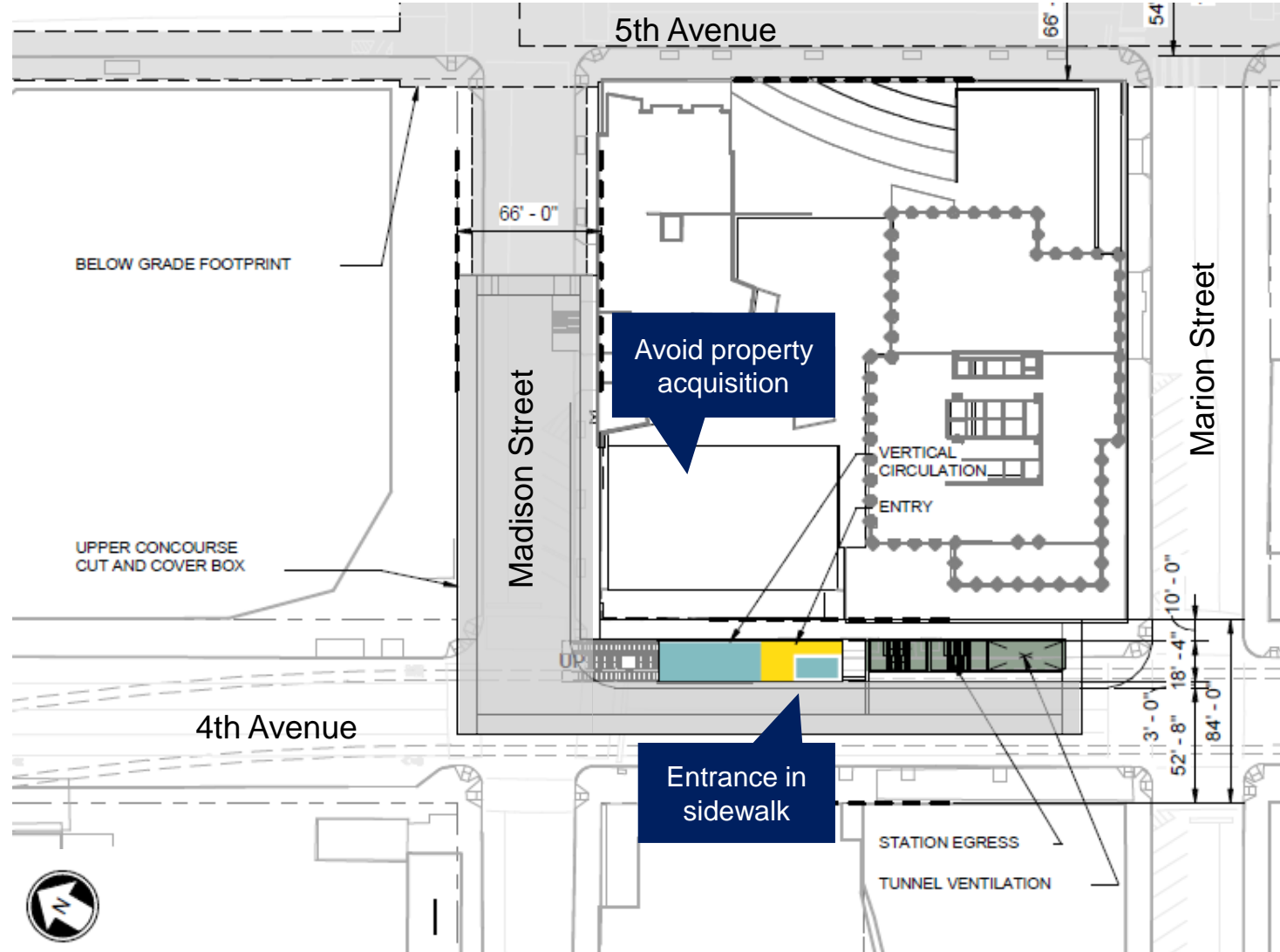
Diagrams are not to scale and all measurements are approximate for illustration purposes only.



4a

# Midtown Station entrance refinement

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

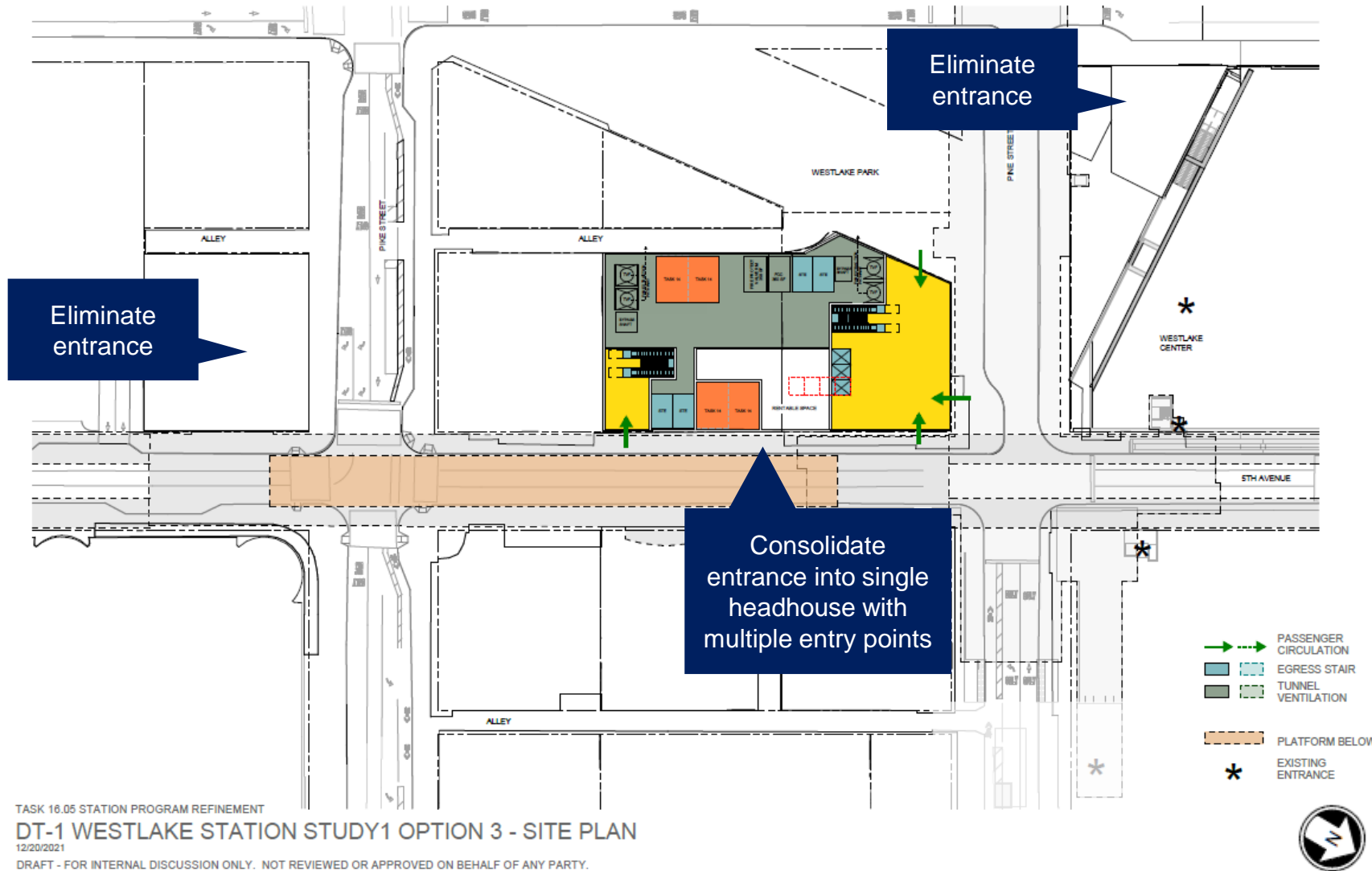


Estimates shown in 2019 dollars, based on conceptual design, and subject to change.



4b

# Westlake Station entrance refinement



Cost savings: - \$190M

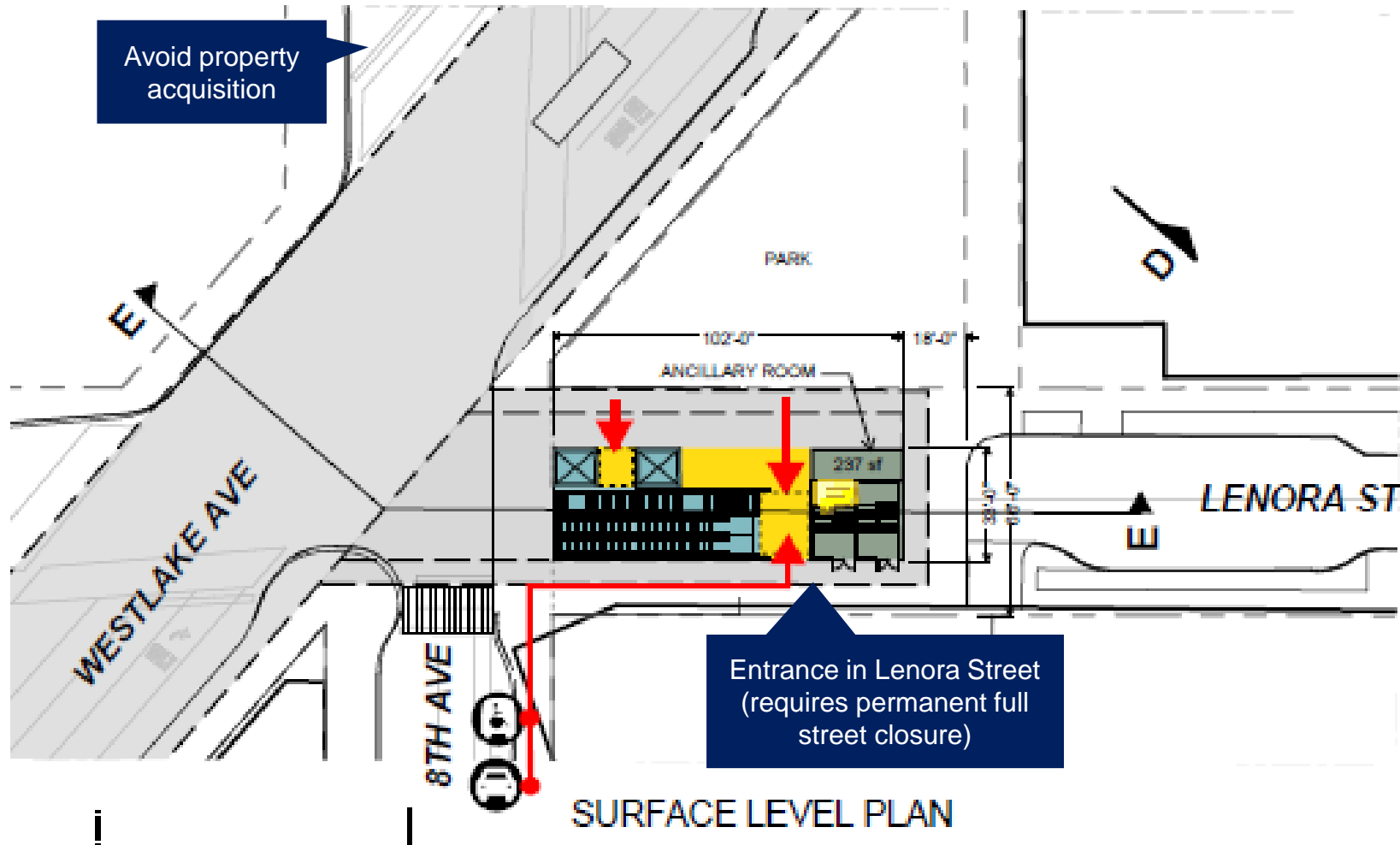
Estimates shown in 2019 dollars, based on conceptual design, and subject to change.





4c

# Denny Station entrance refinement



Cost savings: - \$55M

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

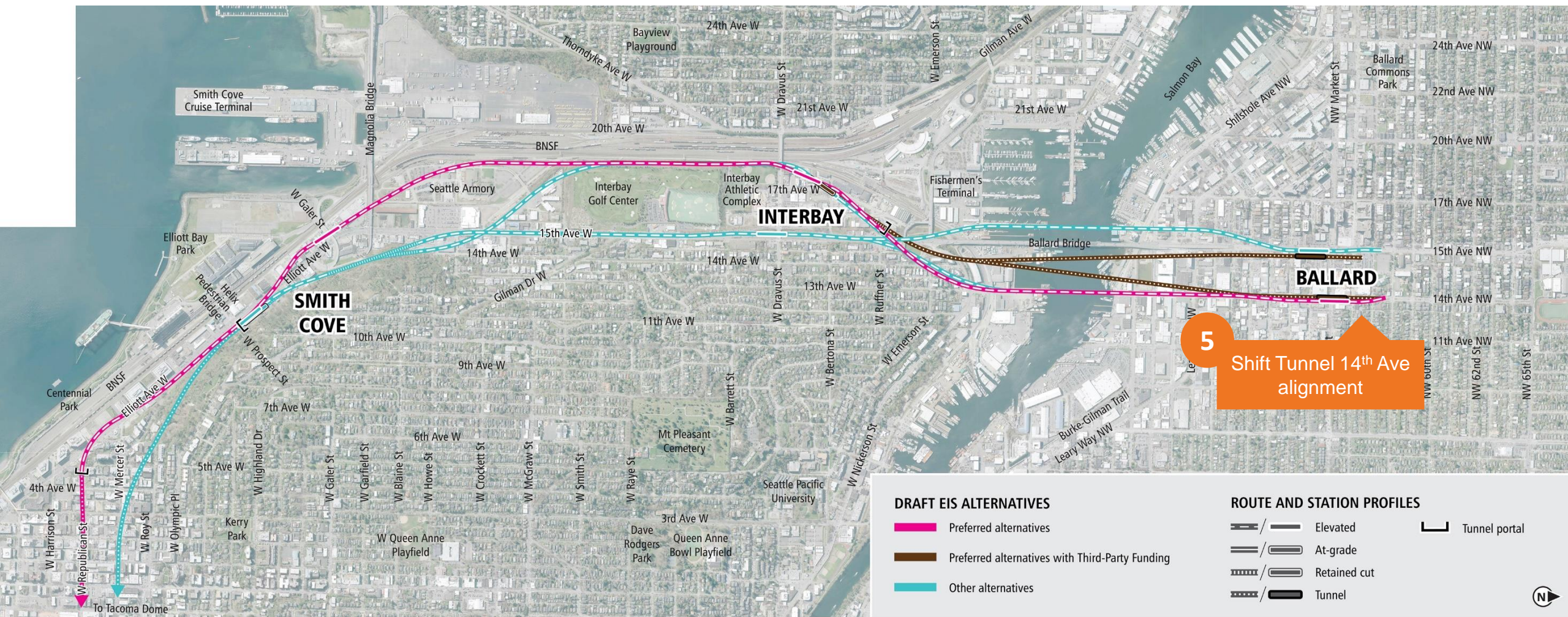


***Interbay/Ballard segment***



# Cost savings concepts

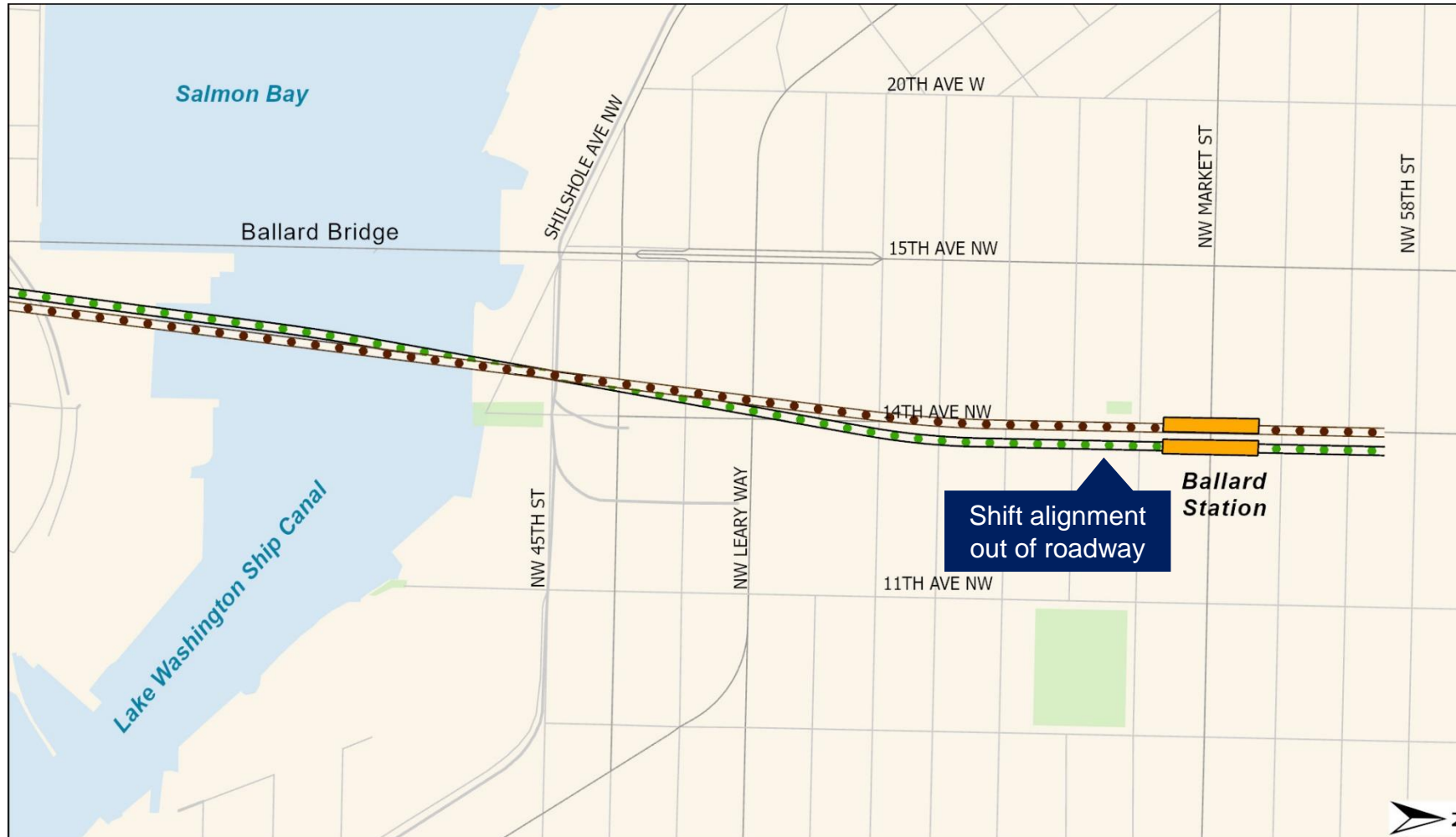
## Interbay/Ballard





5

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

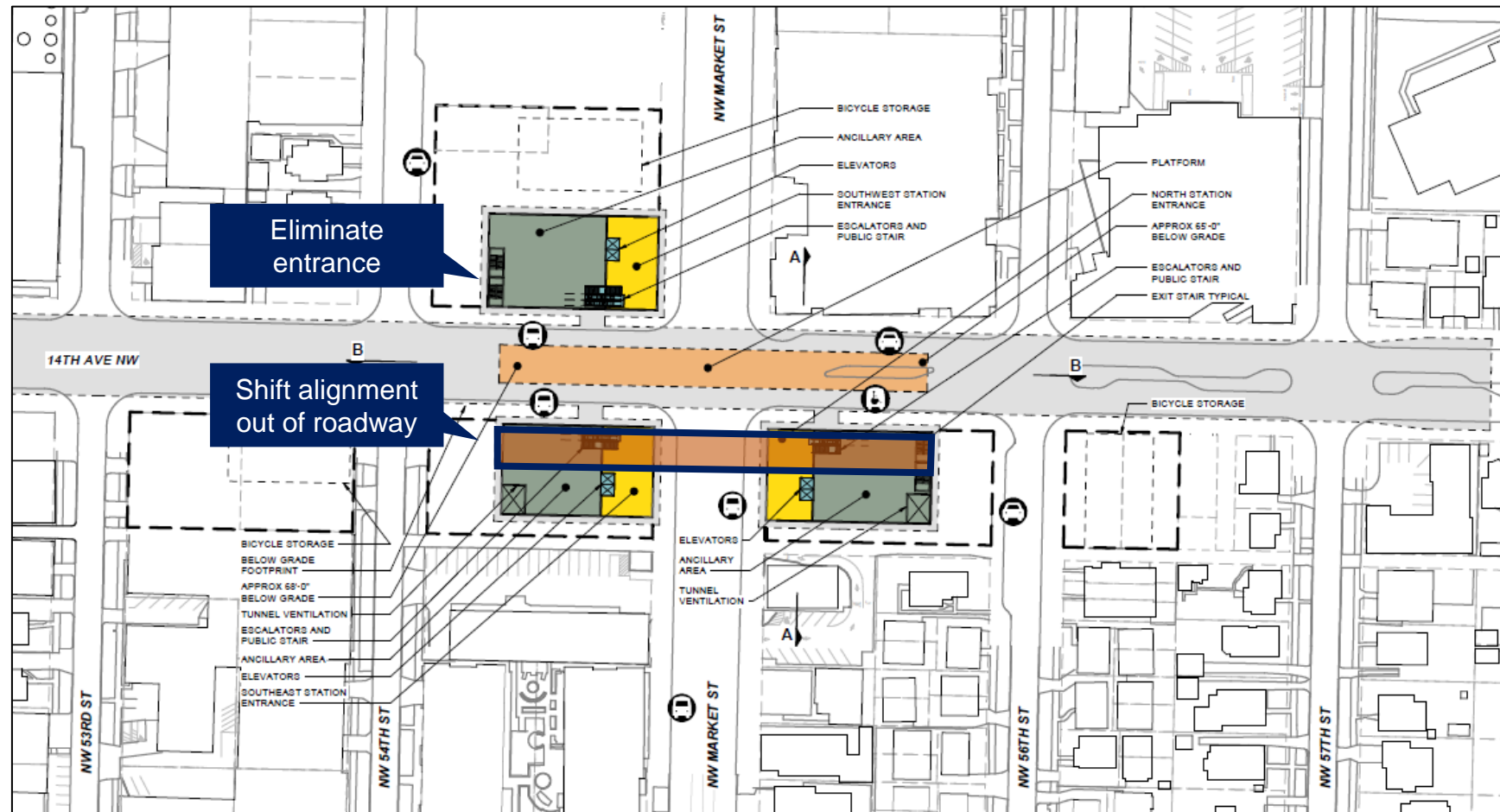


Cost savings: - \$140M

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



# 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

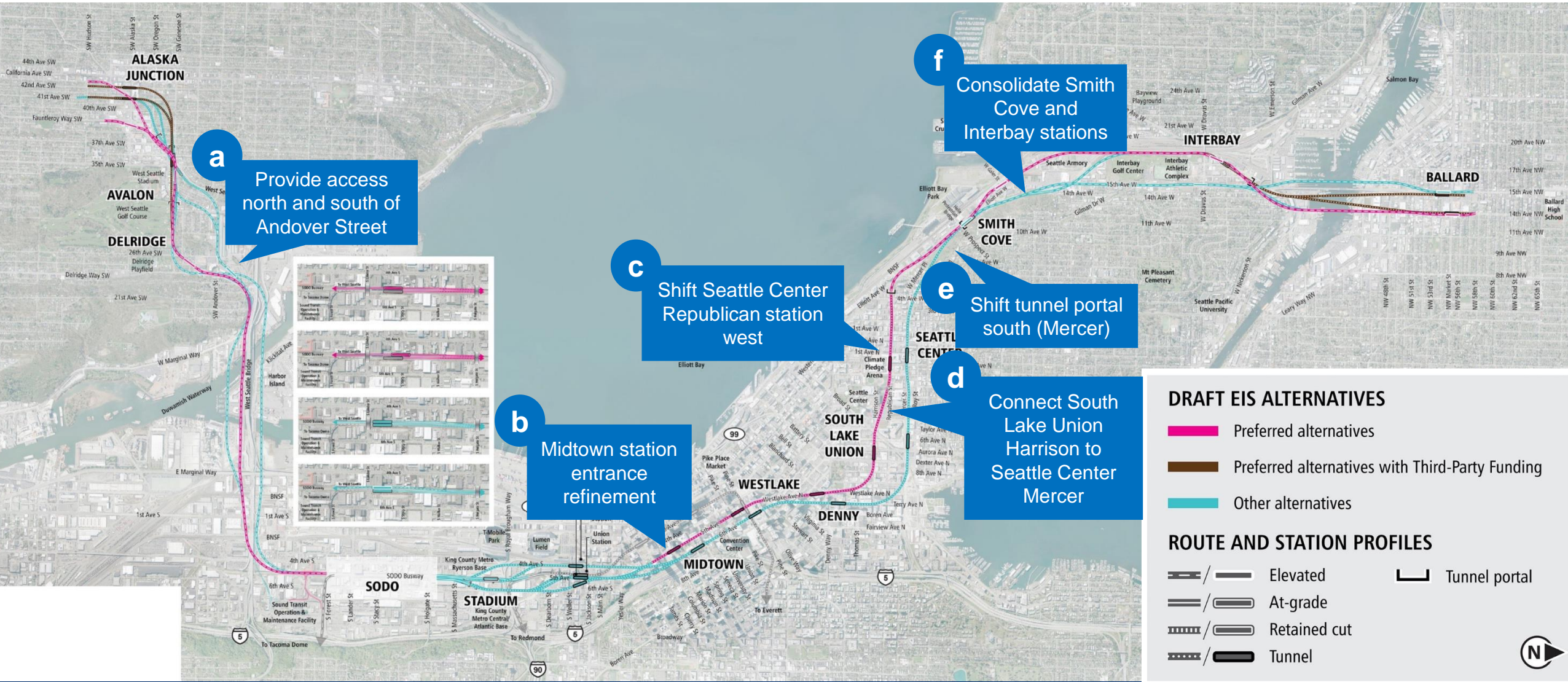
- Potentially help address **affordability gap**

## Other refinements

- Potentially address **other risks or opportunities**



# Other refinement concepts summary

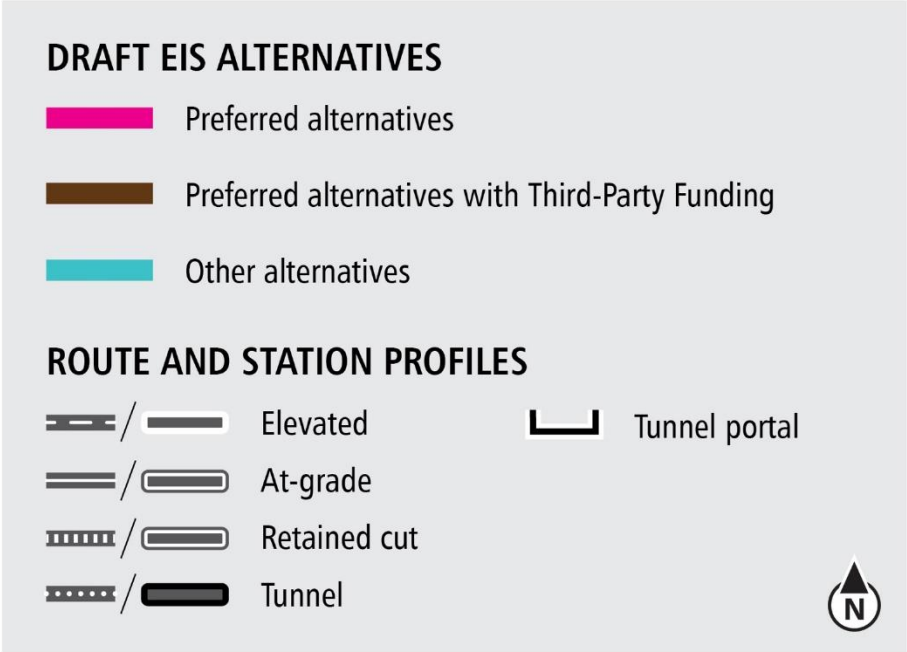
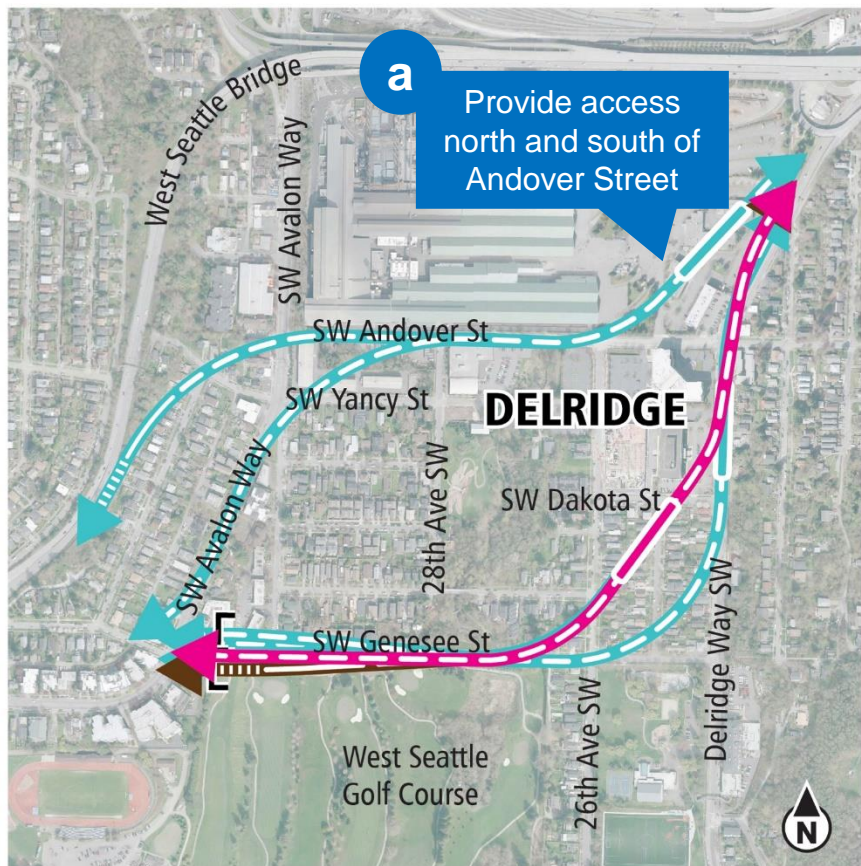




*Delridge segment*



# 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***





## Provide access north and south of Andover Street

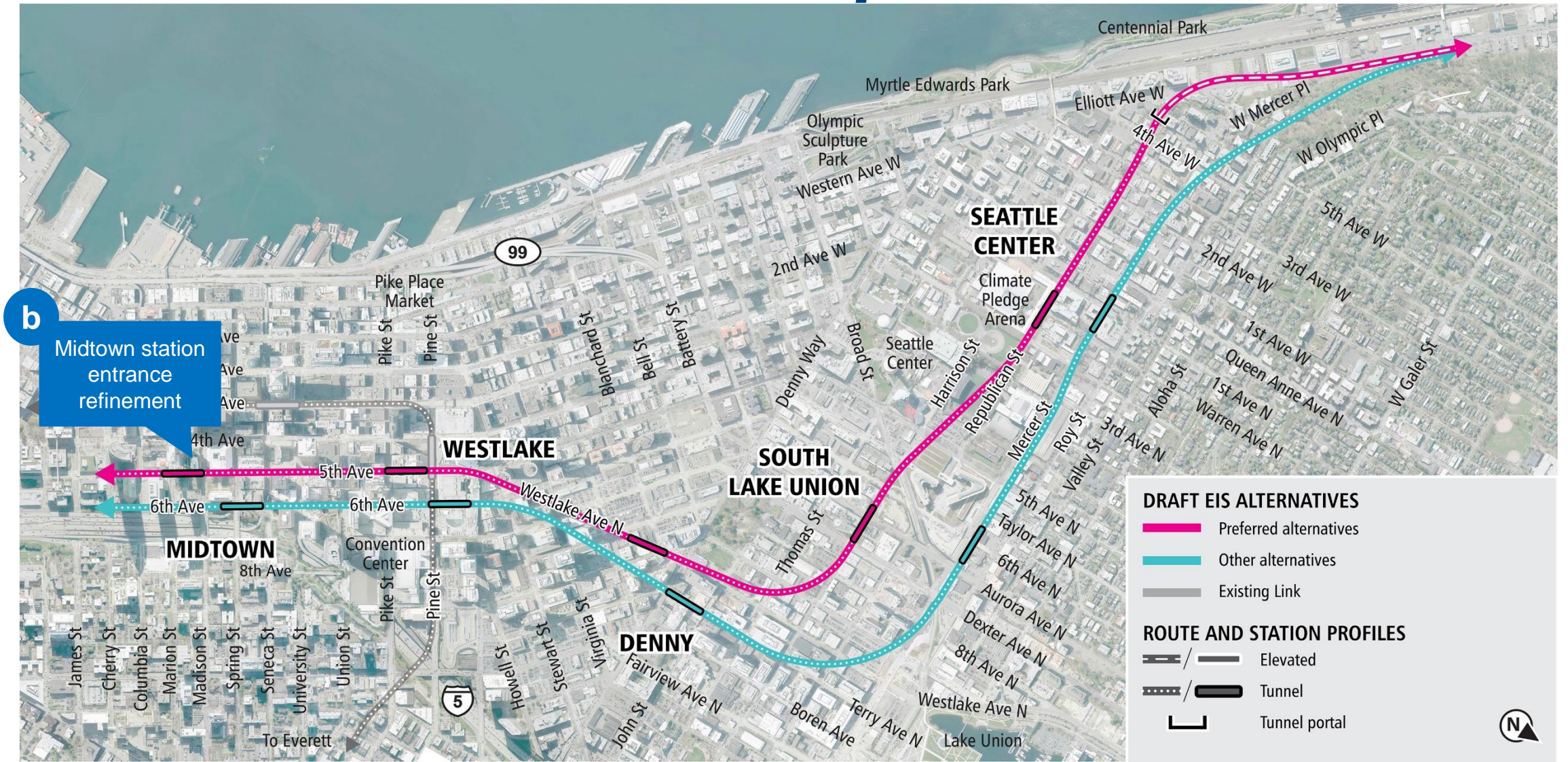




***Downtown segment***



## Other refinement concepts *Downtown*

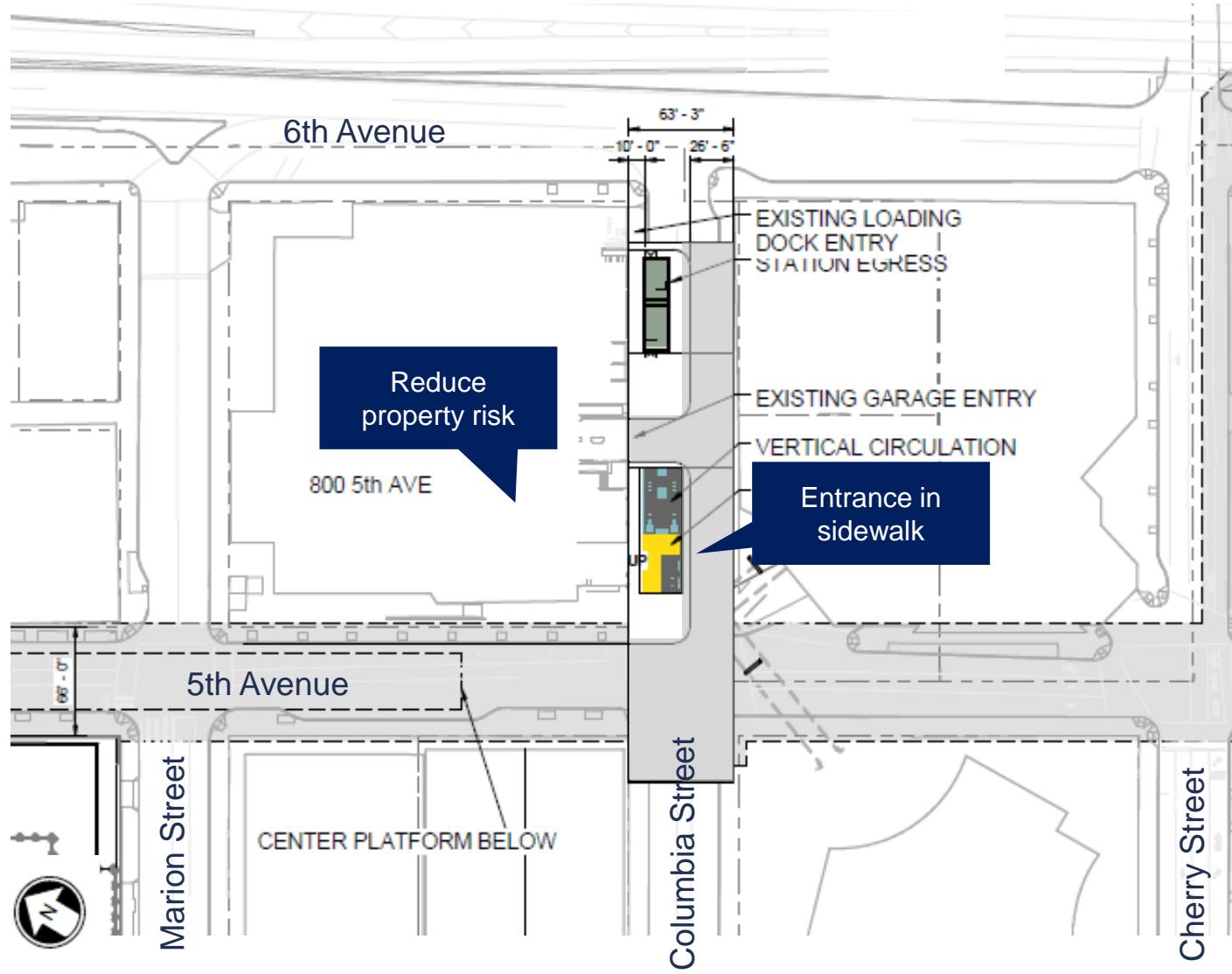


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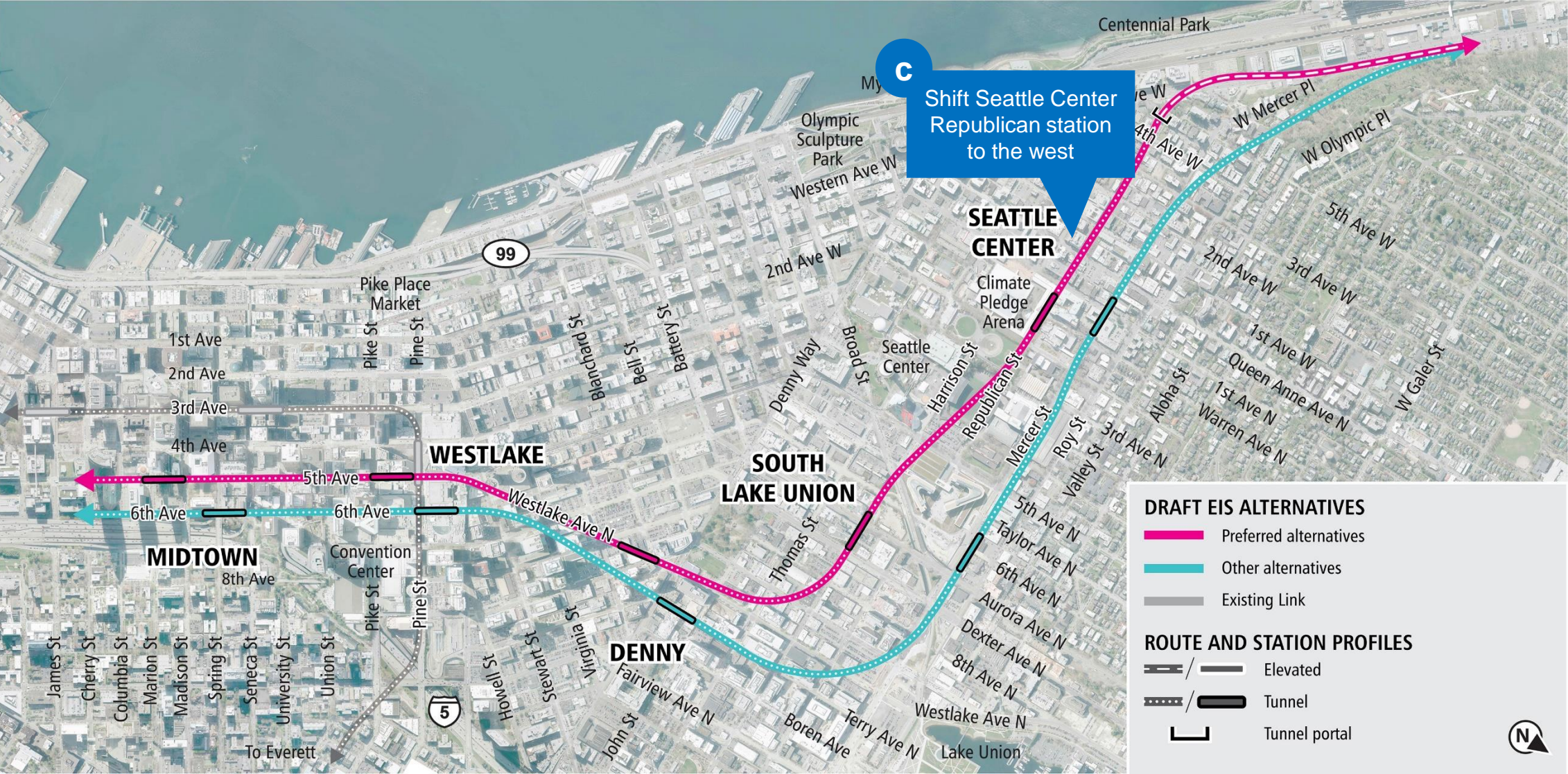
b

## 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*





**Connect South Lake Union Harrison to Seattle Center Mercer**

**DRAFT EIS ALTERNATIVES**

- Preferred alternatives
- Other alternatives
- Existing Link

**ROUTE AND STATION PROFILES**

- Elevated
- Tunnel
- Tunnel portal

**SEATTLE CENTER**

**SOUTH LAKE UNION**

**WESTLAKE**

**MIDTOWN**

**DENNY**

Centennial Park

Myrtle Edwards Park

Olympic Sculpture Park

Western Ave W

2nd Ave W

4th Ave W

5th Ave W

3rd Ave W

1st Ave W

Queen Anne

W Mercer Pl

W Olympic Pl

W Galer St

Climate Pledge Arena

Seattle Center

Harrison St

Republican St

Mercer St

Roy St

Valley St

5th Ave N

Taylor Ave N

6th Ave N

Aurora Ave N

Dexter Ave N

8th Ave N

Westlake Ave N

Lake Union

Thomas St

Denny Way

Broad St

1st Ave N

2nd Ave N

3rd Ave N

4th Ave N

5th Ave N

6th Ave N

7th Ave N

8th Ave N

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303rd Ave N

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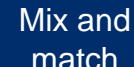
305th Ave N

306th Ave N

45



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

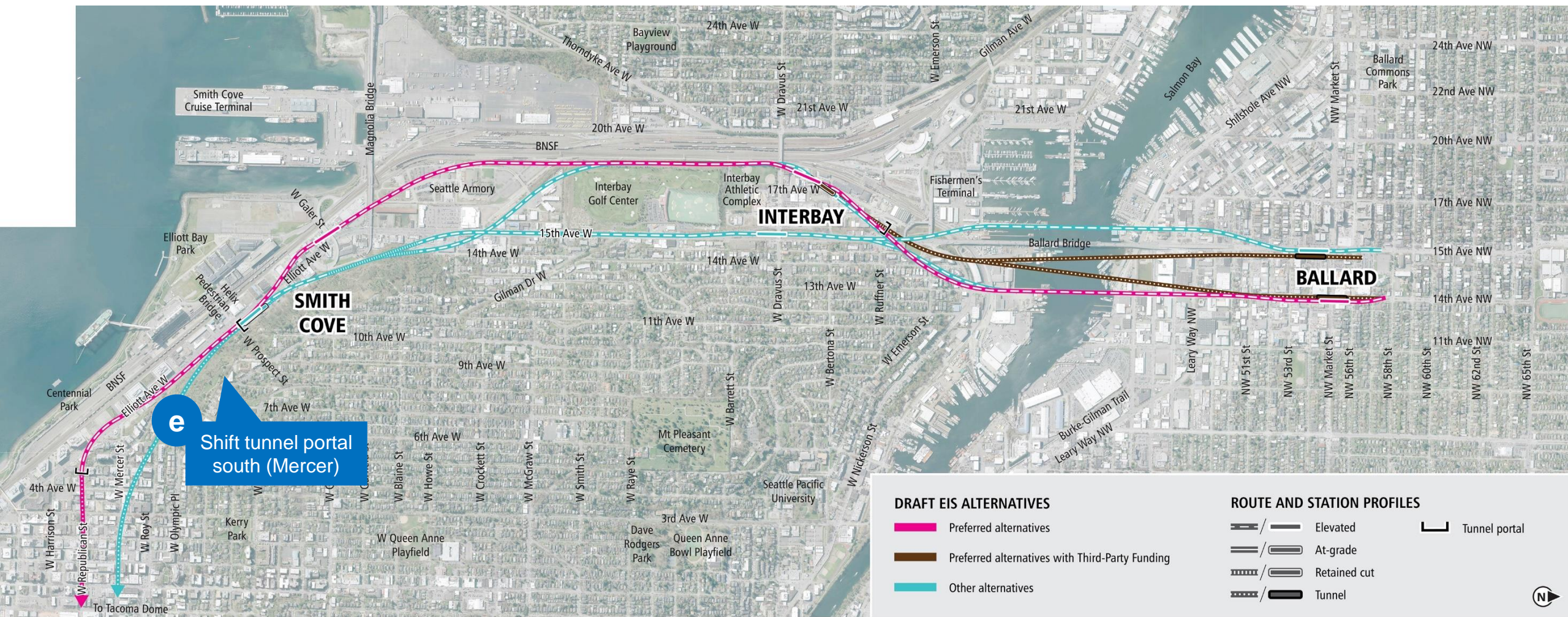




***South Interbay segment***

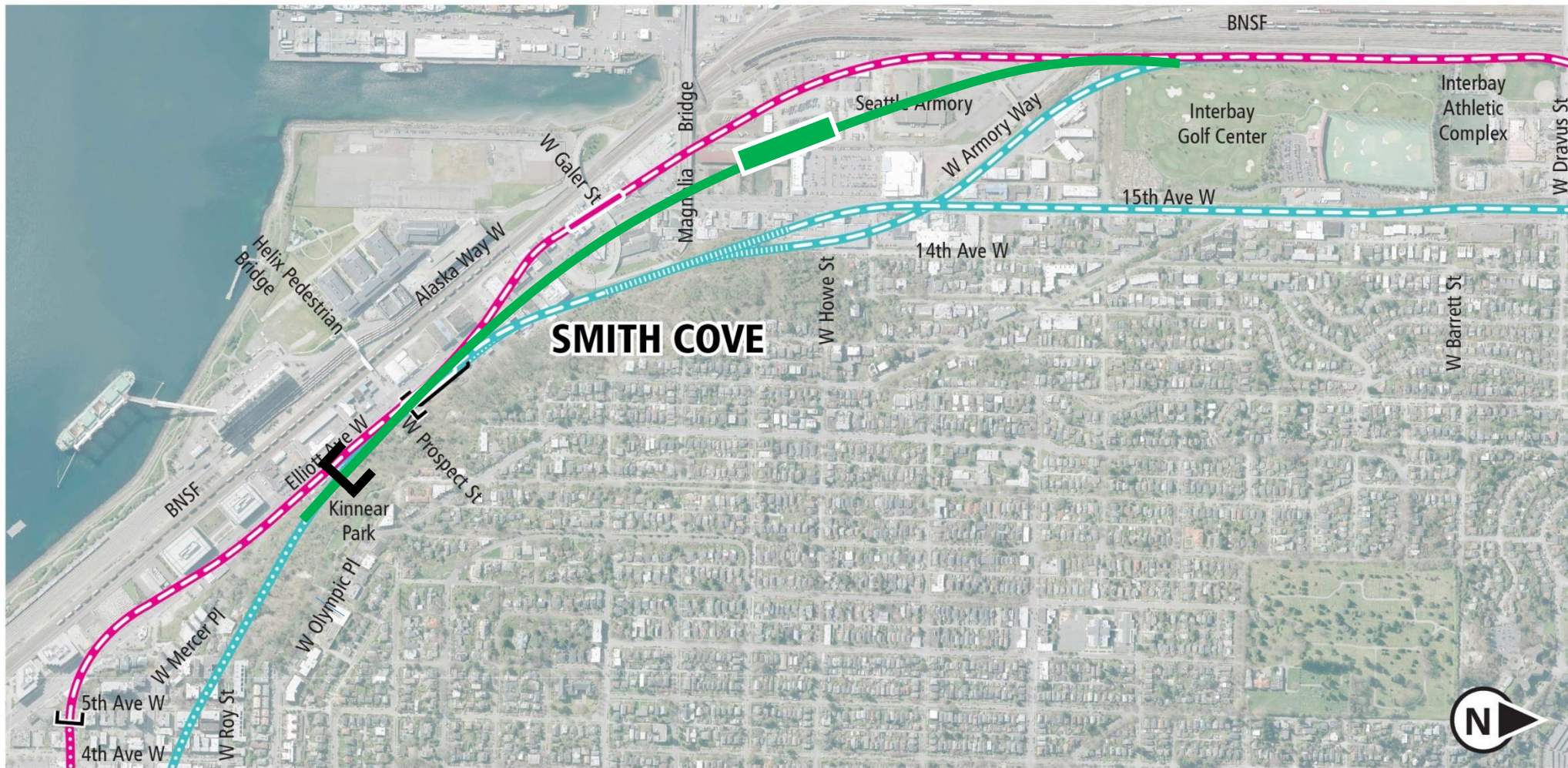


# Other refinement concepts     South Interbay





# e *Shift tunnel portal south (Mercer)*



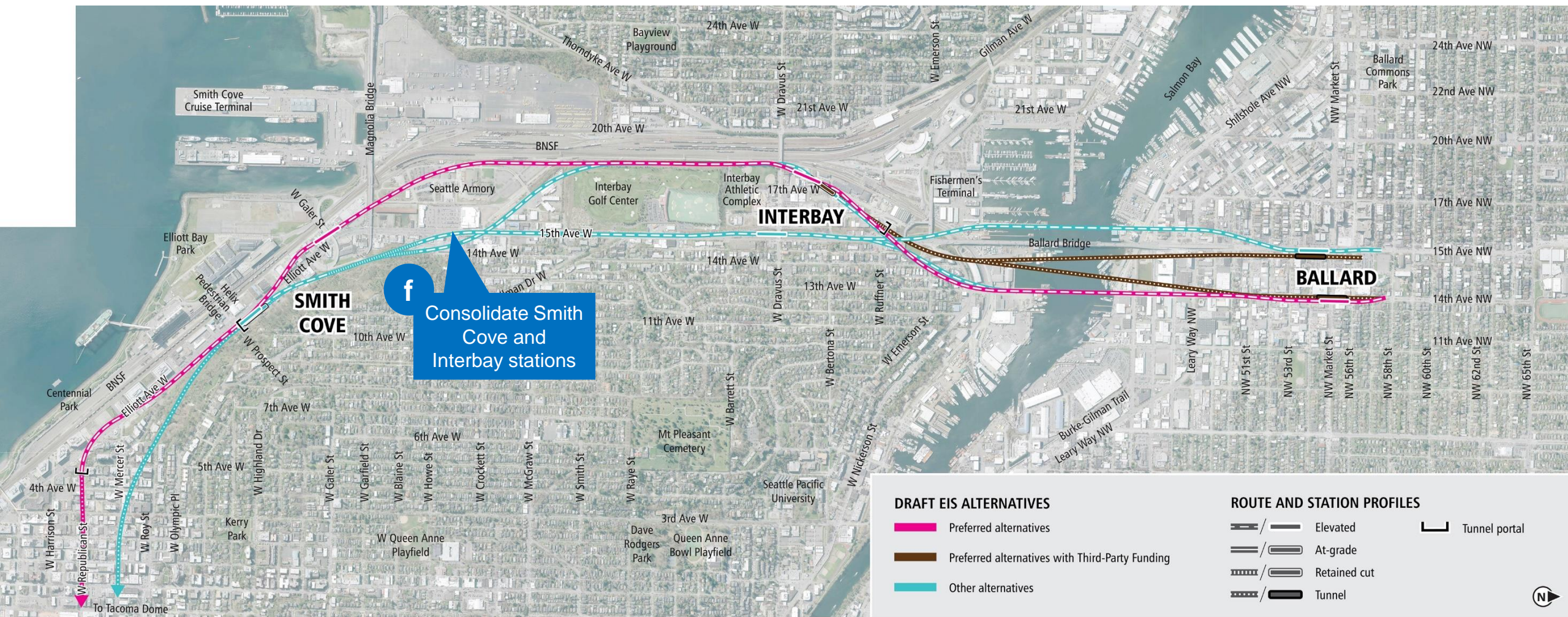


# e *Shift tunnel portal south (Mercer)*





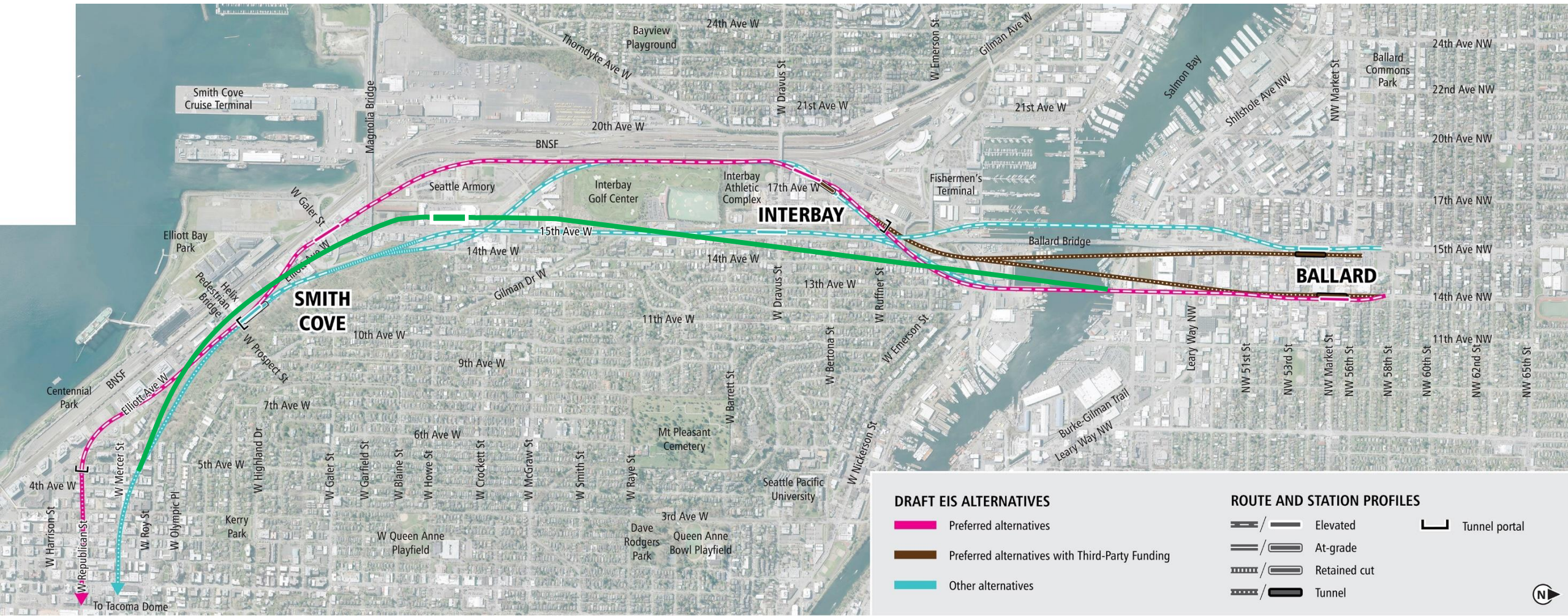
# Other refinement concepts     South Interbay







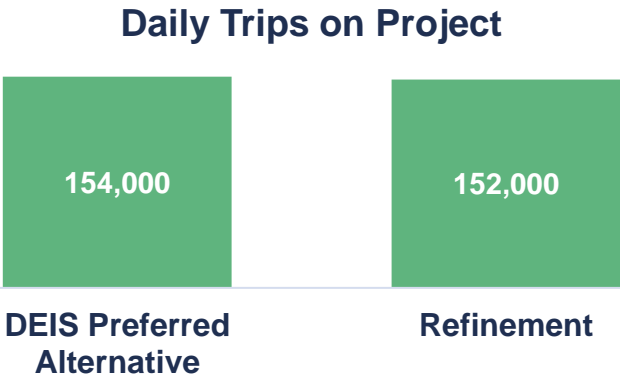
# Consolidate Smith Cove and Interbay stations







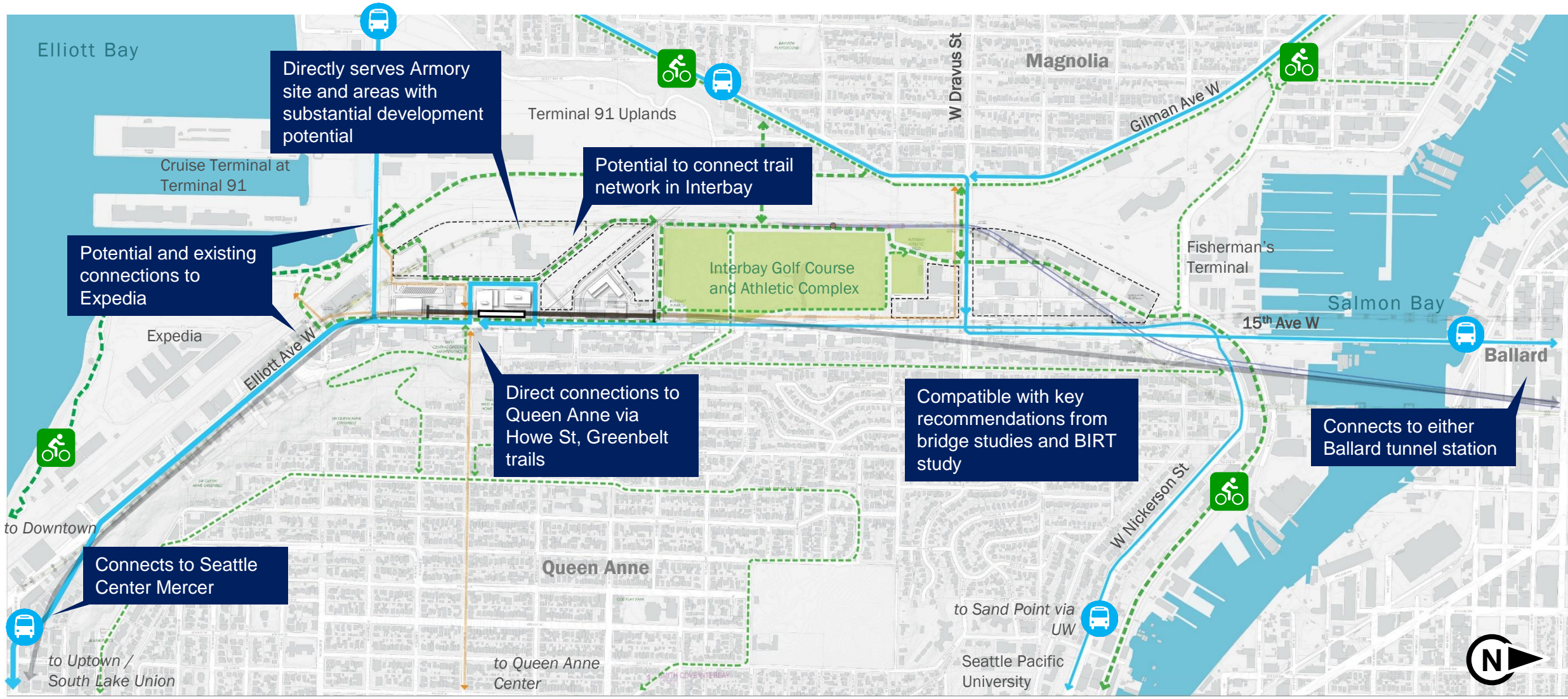
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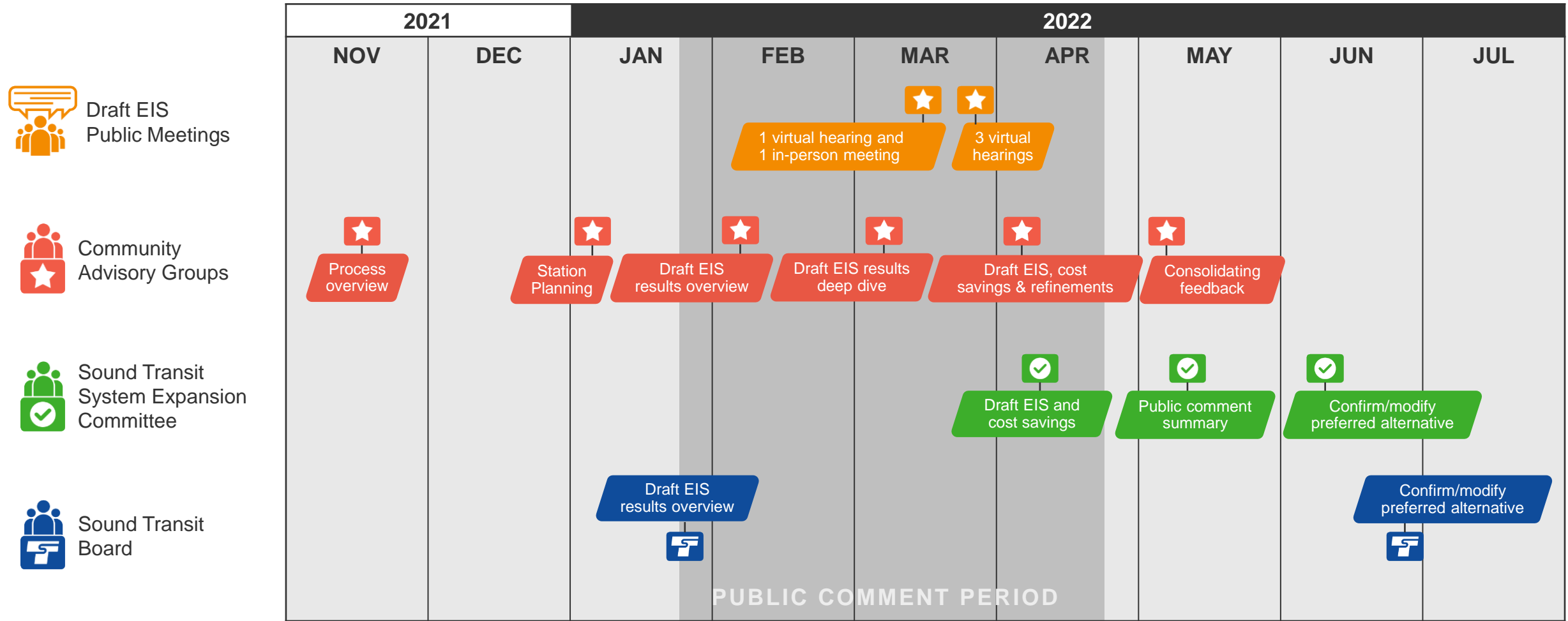
# Consolidate Smith Cove and Interbay stations





# ***Community engagement and collaboration***

## ***Draft Environmental Impact Statement (EIS)***





 *wsblink.participate.online*

