

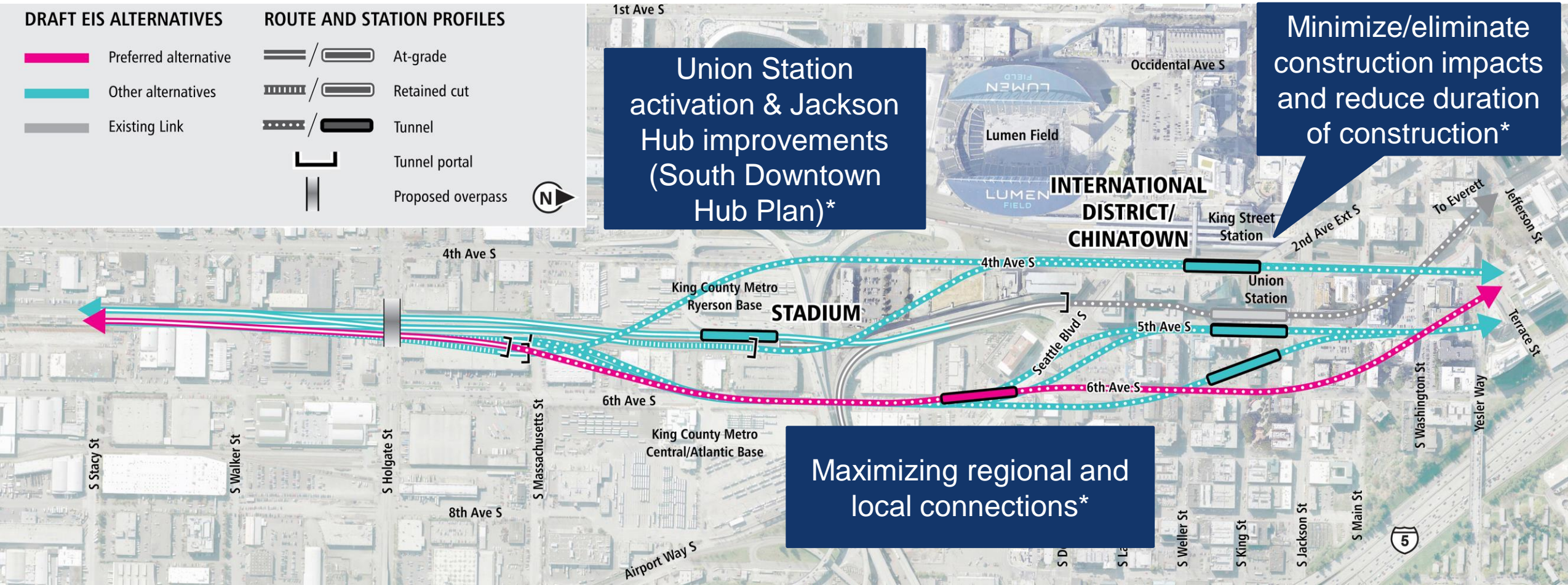
# ***Ballard Link Extension***

***CID additional study results:  
Maximizing Regional and Local Connections  
Resource Packet***

*November 2024*



# Draft EIS Alternatives Chinatown-International District / SODO



**\*Key areas identified in Board motion from March 2023 for additional study. This resource packet provides an overview of findings on maximizing regional and local connections.**

***Maximizing regional  
and local connections***

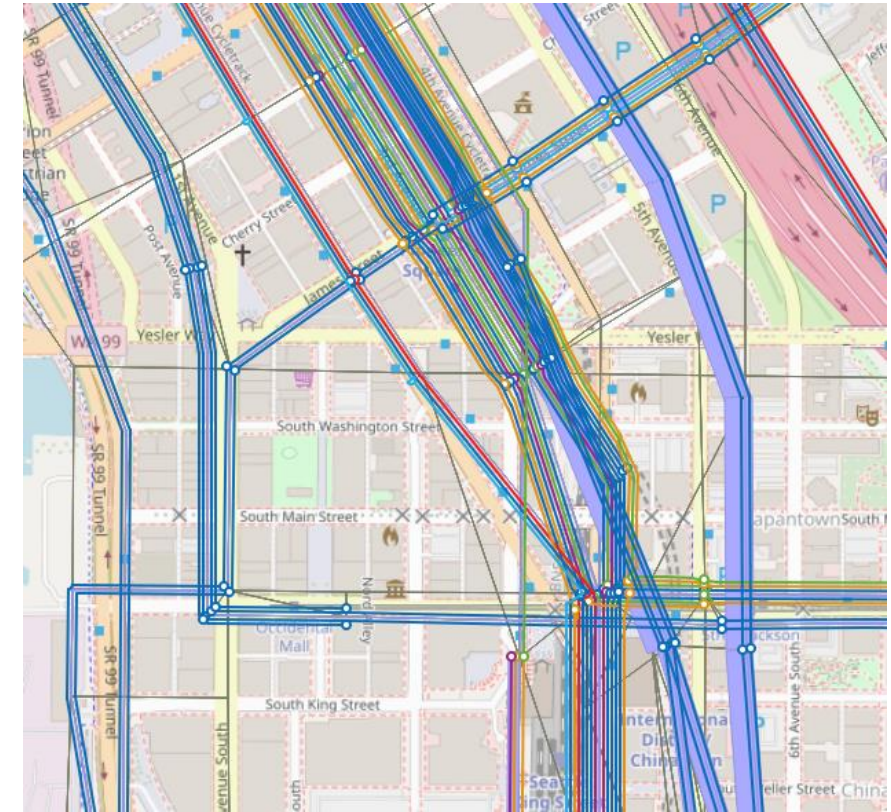
# ***Maximizing regional and local connections***

- **Developed ridership assessment** to understand difference for local and regional travel between alternatives
- **Assessed differences to regional and local access trips** (examined sample trips, updated trip times and assessed how trips might differ and who would experience those differences)
- **Developing pedestrian and transit access improvements** through South Downtown Hub and BLE planning process
- **Exploring station and transfer path refinements** to improve access and passenger experience
- **Upcoming: Developing wayfinding and signage recommendations** to improve system and station access legibility

***Ridership***

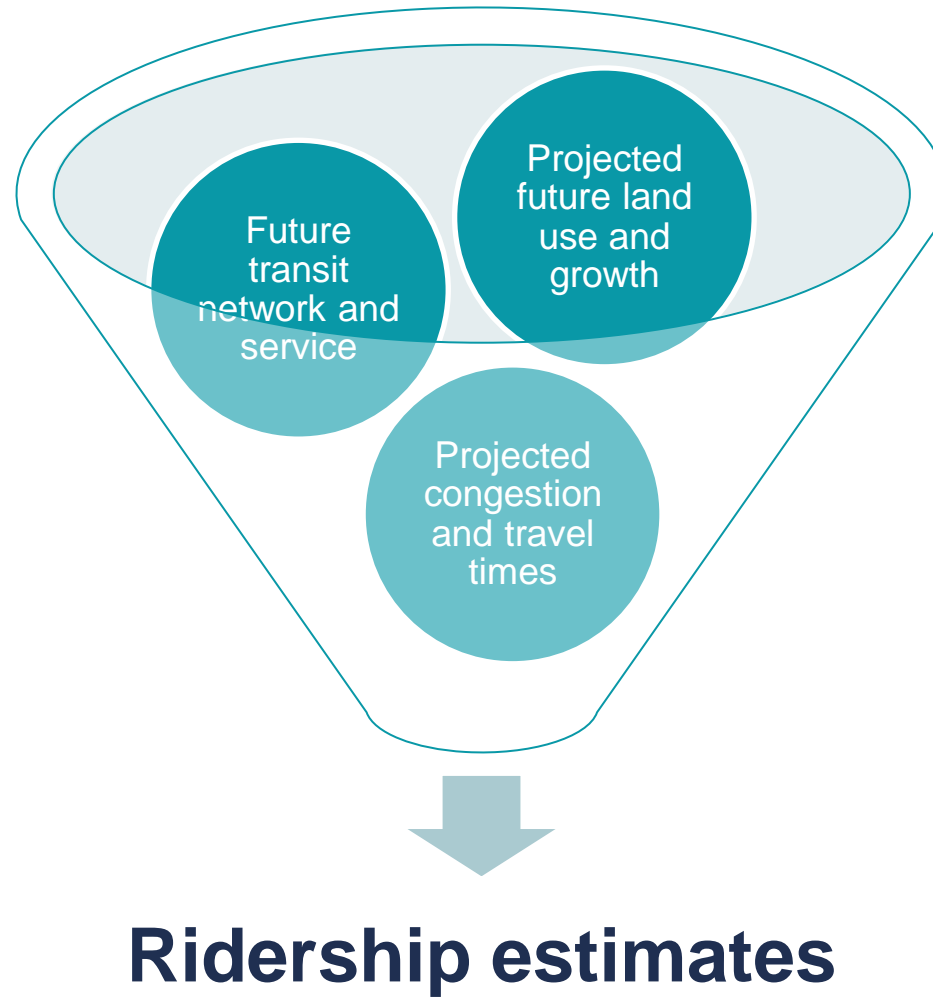
# Ridership Modeling Background

- Ridership modeling provides **potential scale and magnitude** of system and station usage
- High volume of transit choices in the Seattle core makes **modeling results highly sensitive to small changes**, such as station access times
- Modeling **does not predict individual behavior** (e.g., people choose the travel choice that makes sense for them based on many different factors)

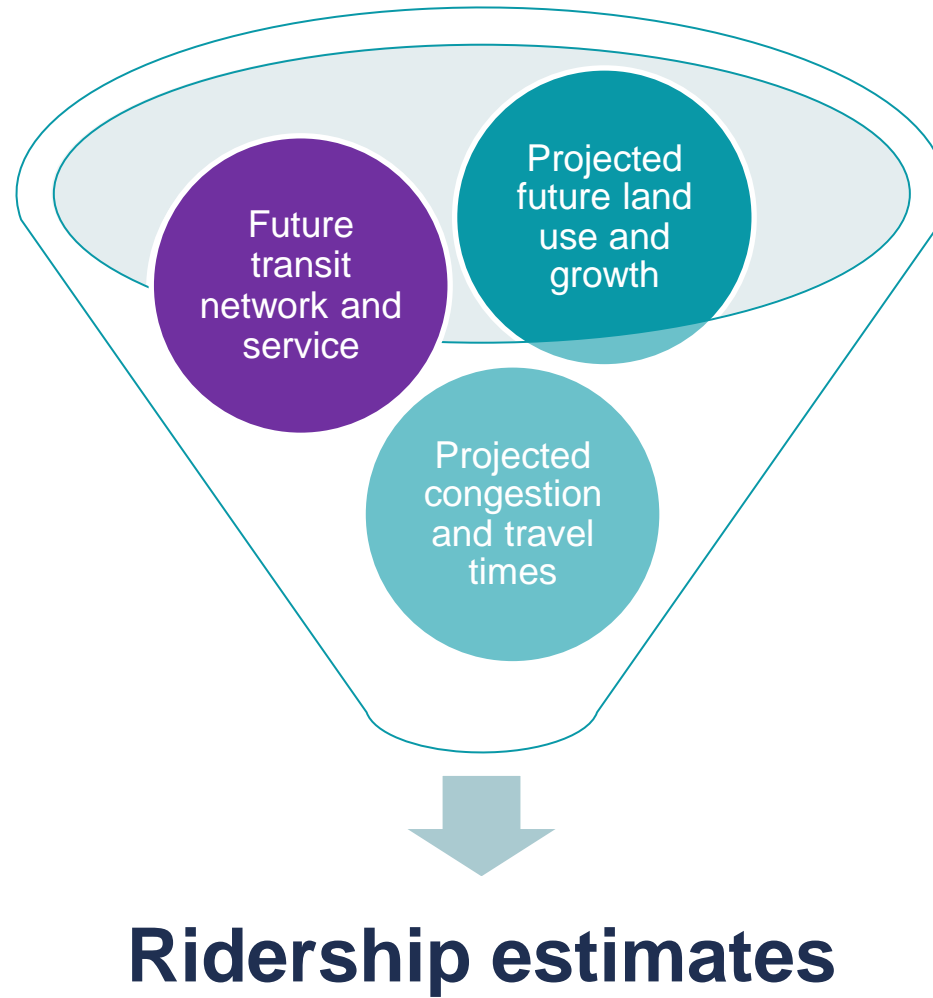


*Example transit network in Ridership Model*

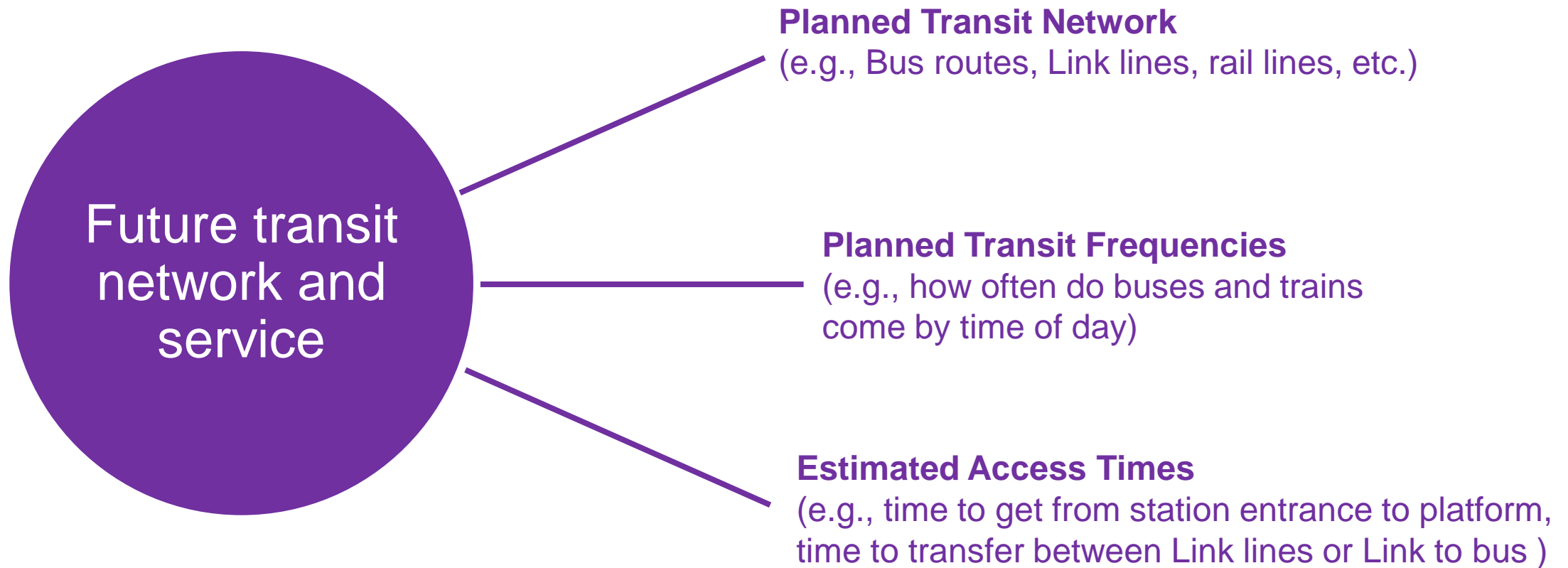
# ***Ridership Modelling: Key Inputs***



# ***Ridership Modelling: Key Inputs***



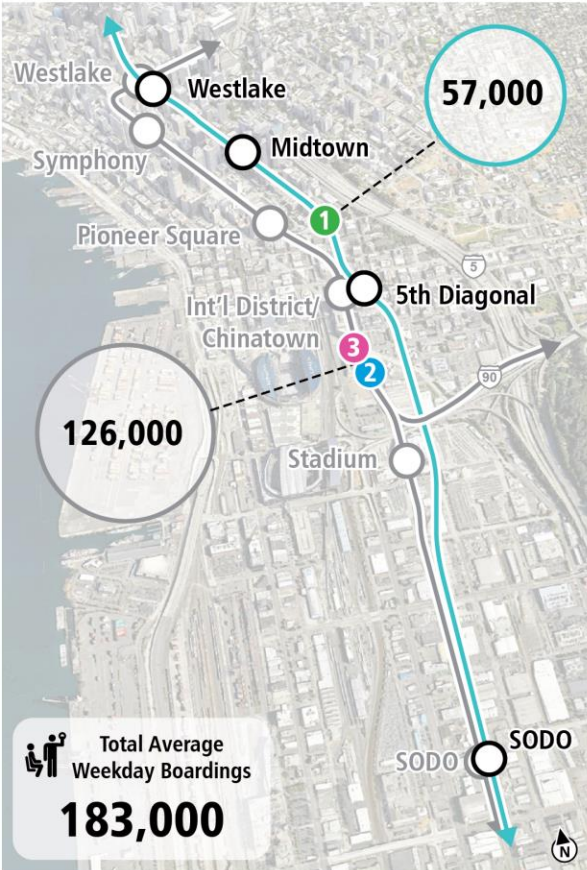
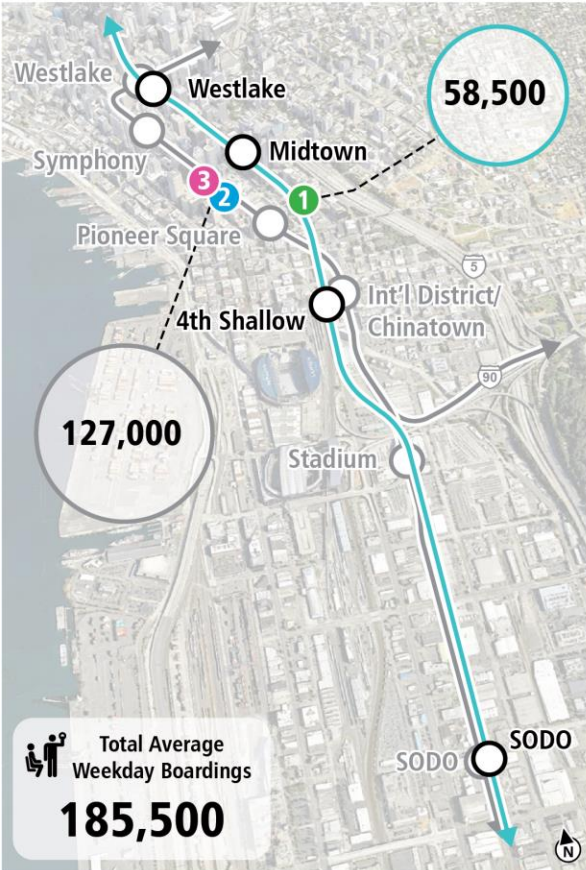
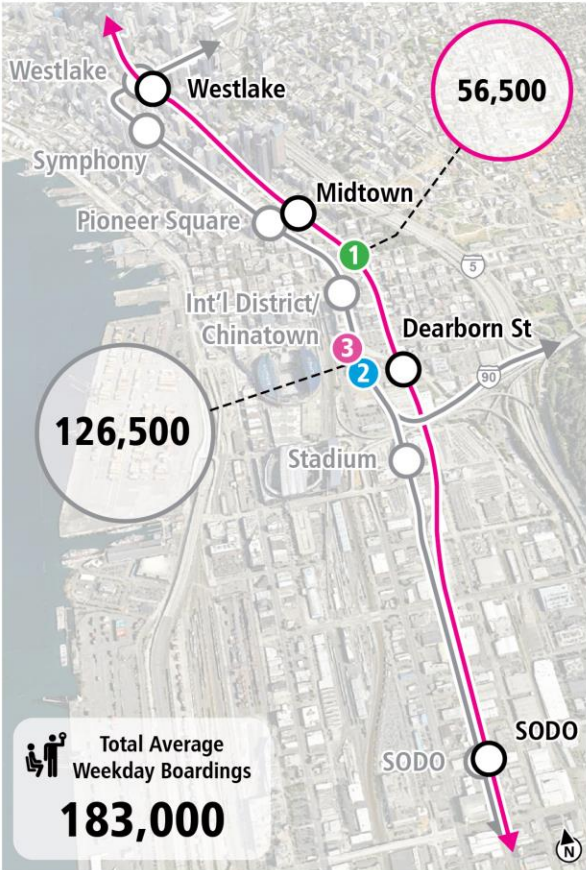
# ***Ridership Modelling: Key Inputs***



# Ridership modeling results: 2046

## Overall Link boardings between Westlake and SODO

Similar between alternatives

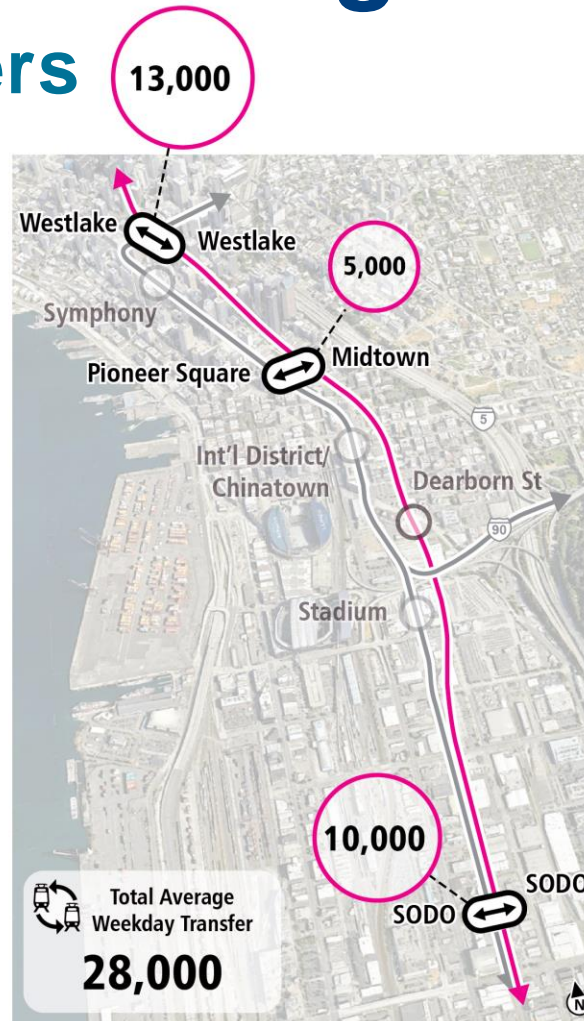


# Ridership modeling results: 2046

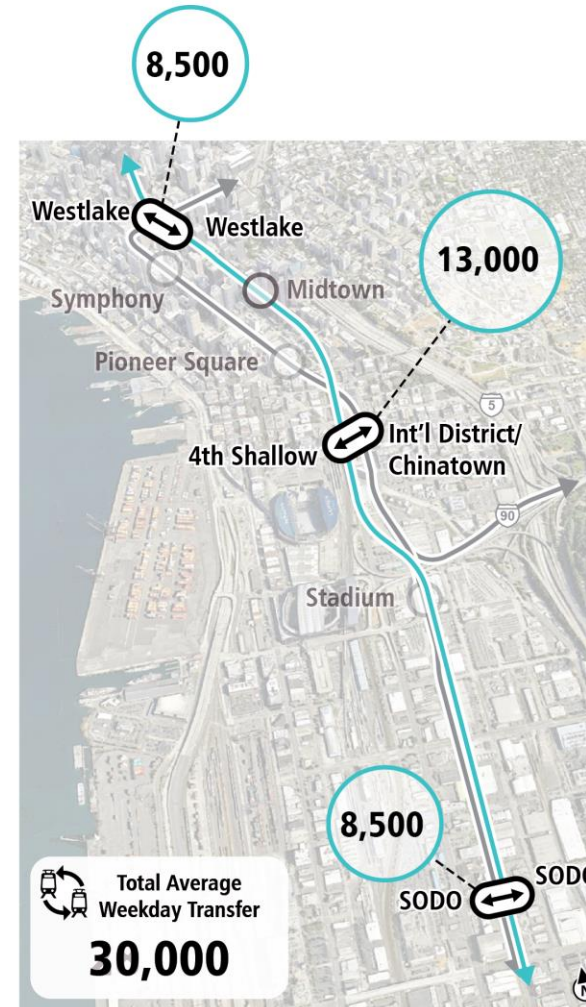
## Link-Link transfers

Total average weekday transfers are similar between alternatives

- More transfers at Westlake and SODO Stations with Dearborn Street Preferred and 5<sup>th</sup> Avenue Shallow Diagonal Alternatives
- More transfers at CID Station with 4<sup>th</sup> Avenue Shallow Alternative



**Dearborn Street Preferred Alternative**



**4<sup>th</sup> Ave Shallow Alternative**

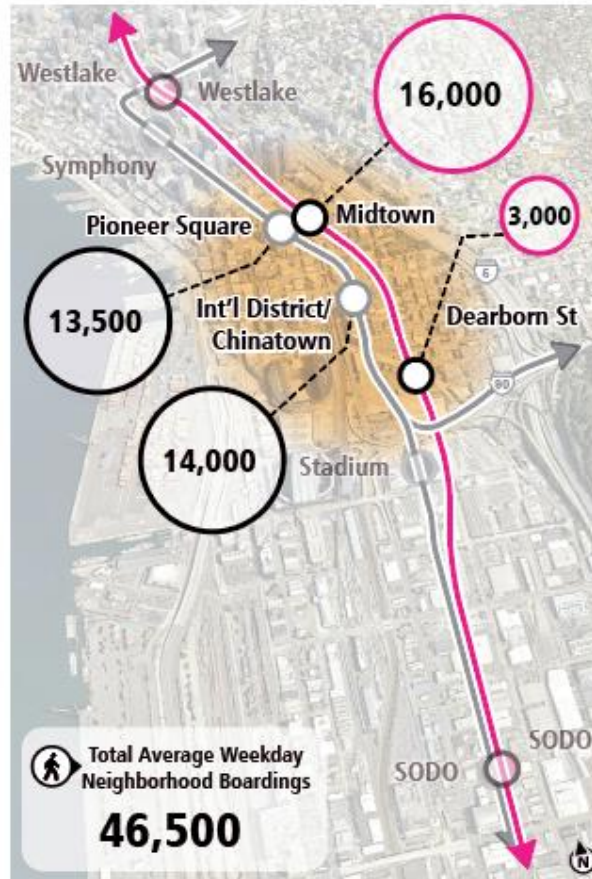


**5<sup>th</sup> Ave Shallow Diagonal Alternative**

# Ridership modeling results: 2046

## Neighborhood boardings for CID and Midtown Stations

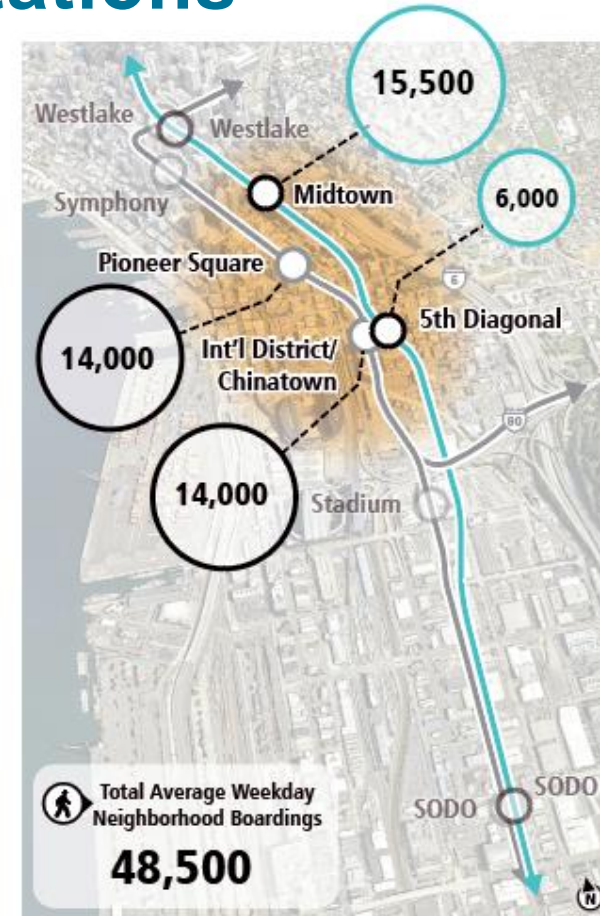
Similar between alternatives, with moderately higher boardings for 4th and 5th Avenue options  
*(likely due to a shift in where boardings occur in central business district)*



Dearborn Street  
Preferred Alternative



4<sup>th</sup> Ave Shallow Alternative

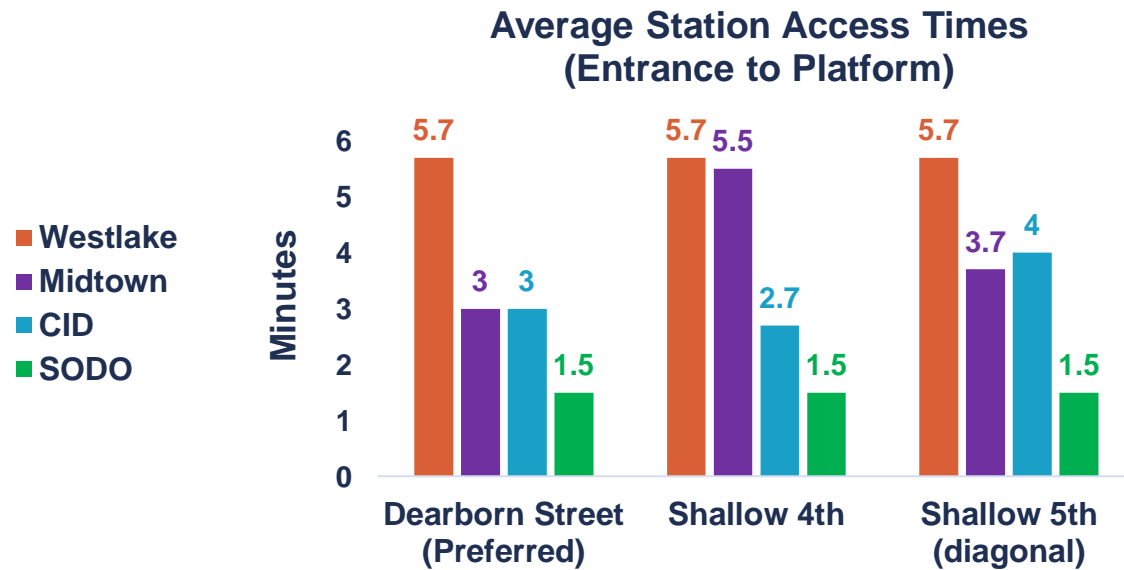


5<sup>th</sup> Ave Shallow Diagonal  
Alternative

# Ridership modeling results

## Why does ridership differ...

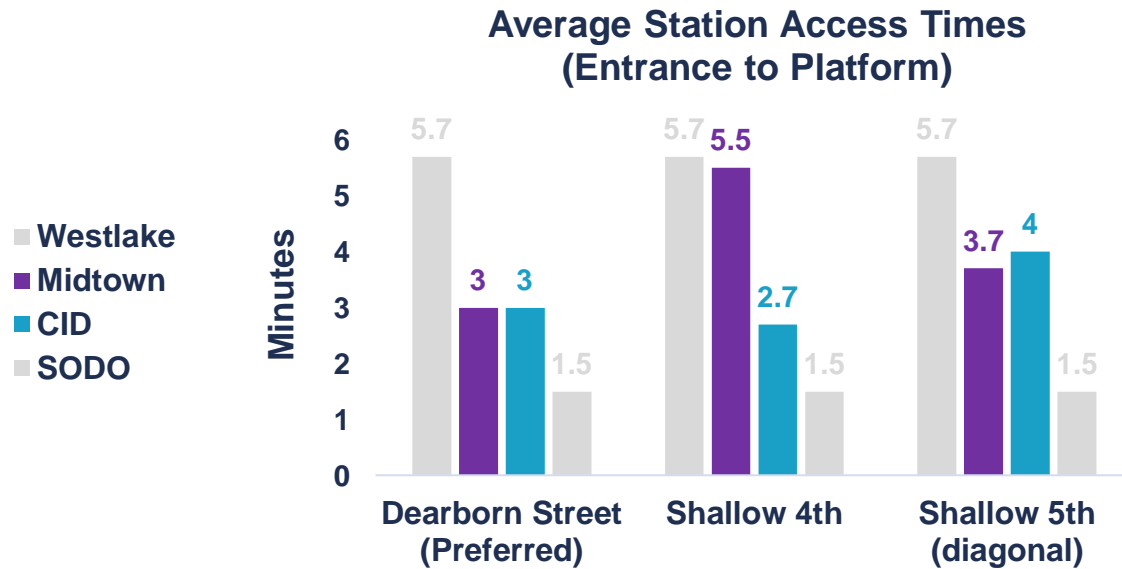
Ridership differences are largely a result of differences in station access and transfer times\*.



# Ridership modeling results

## Why does ridership differ...

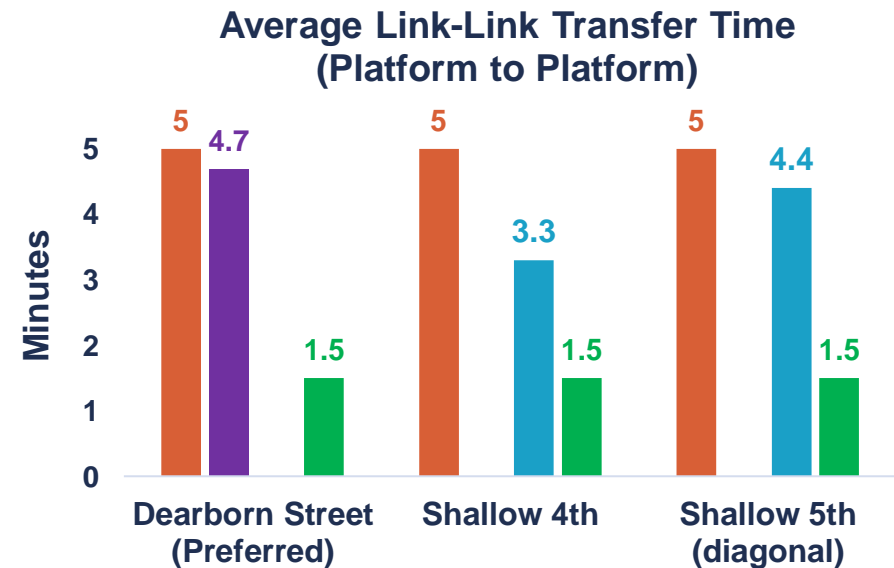
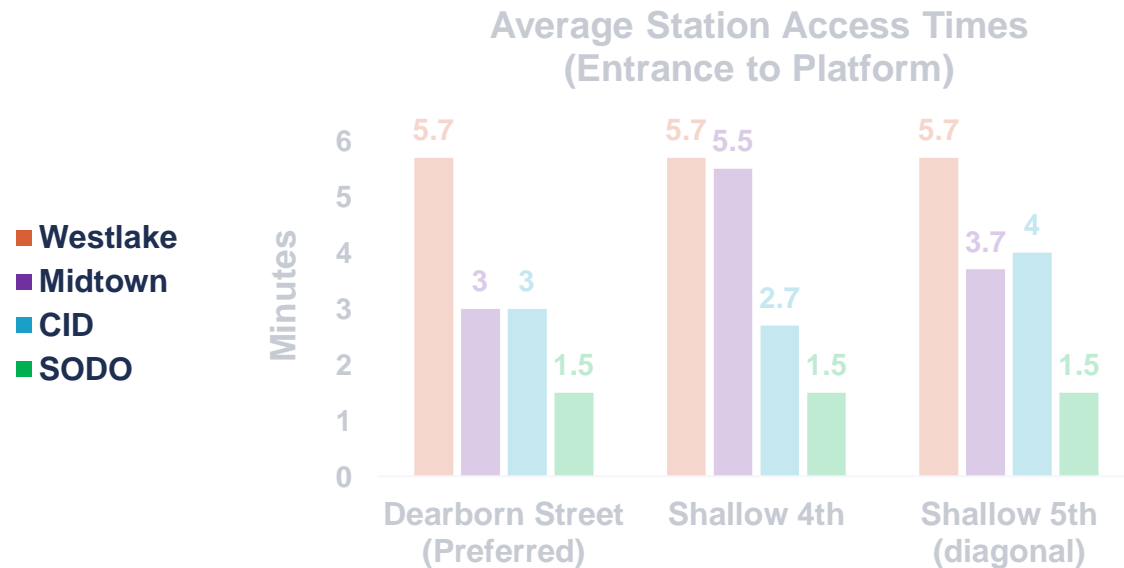
Ridership differences are largely a result of differences in station access and transfer times\*.



# Ridership modeling results

## Why does ridership differ...

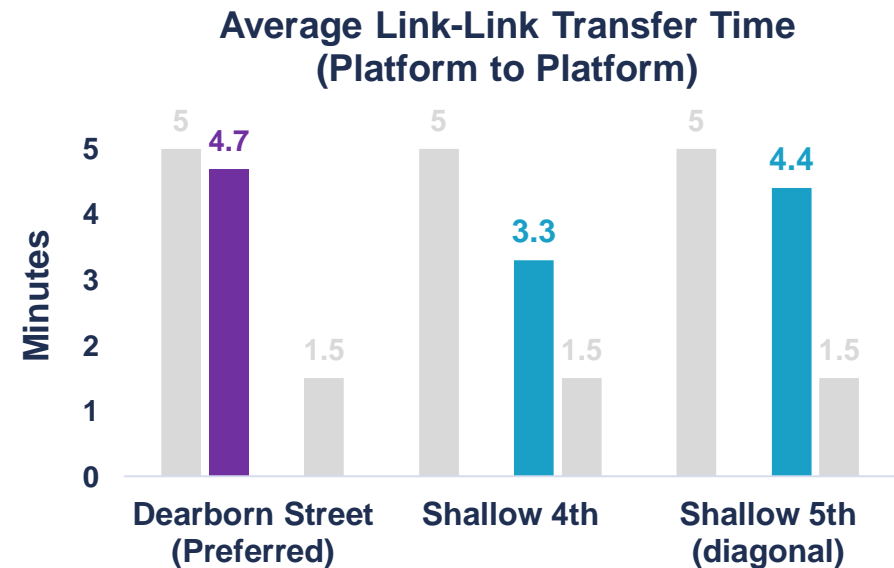
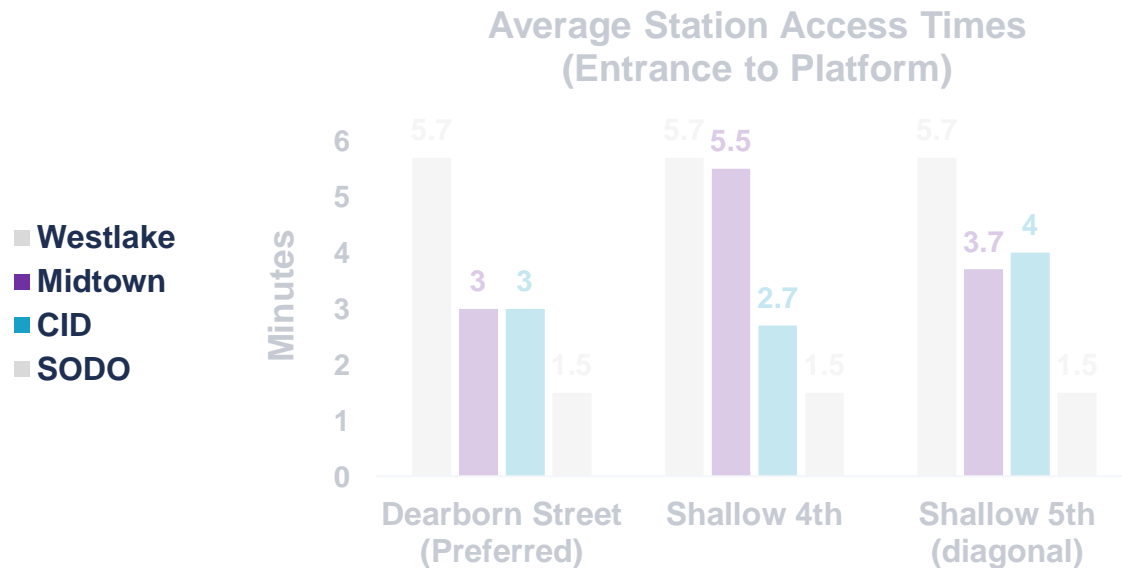
Ridership differences are largely a result of differences in station access and transfer times\*.



# Ridership modeling results

## Why does ridership differ...

Ridership differences are largely a result of differences in station access and transfer times\*.



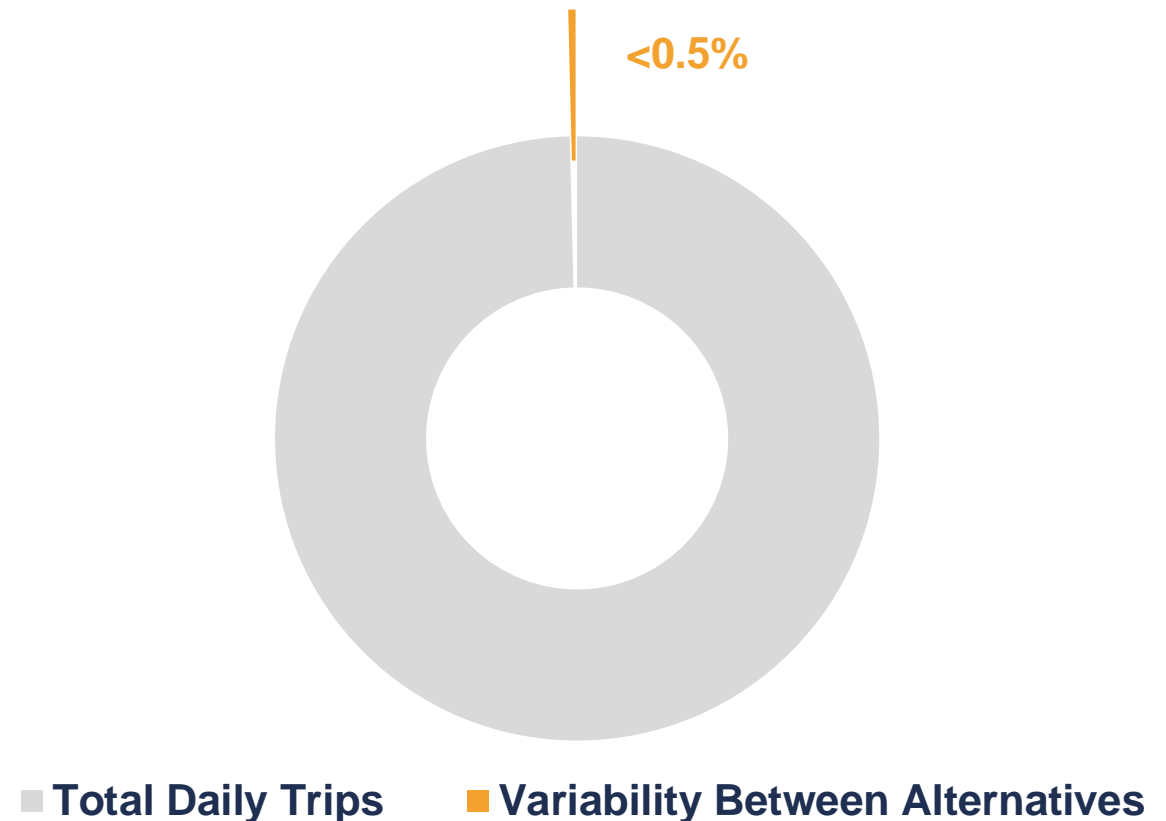
***Regional and local access:  
How do trips differ?***

# *Ridership: Systemwide*

## *Similar overall daily Link trips systemwide*

**Less than 0.5% difference  
between the alternatives**

Dearborn Street Preferred  
Alternative has about ~750  
and ~2,000 fewer daily trips  
out of ~510,000 total daily  
trips



# Sounder to Downtown

## CID 4th or 5th + Midtown 5th or 6th

Riders traveling on Sounder transfer to the Ballard to Tacoma Line (1 Line) at CID to access destinations or connections near the Midtown Station.



# Sounder to Downtown

## CID 4th or 5th + Midtown 5th or 6th

Riders traveling on Sounder transfer to the Ballard to Tacoma Line (1 Line) at CID to access destinations or connections near the Midtown Station.

## Dearborn Street Preferred Alternative

Riders traveling on Sounder may instead transfer to the West Seattle to Everett Line (3 Line) or Redmond to Mariner Line (2 Line) at the existing International District/Chinatown station or walk to their destination. Travel time would be similar to other alternatives. Could add transfer time for trips to SLU and shift some transfers to bus or walk for trips to central business district.

**Modeling shows no change in volume of Sounder to Link transfers and some shifts in which Link lines transfers occur on.**



# Link Trip: Beacon Hill to Seattle Central Library

**CID 4th or 5th + Midtown 5th or 6th**

Riders traveling to Central Library from Beacon Hill take the Ballard-Tacoma (Link 1 Line) to Midtown Station and walk to the library.



# Link Trip: Beacon Hill to Seattle Central Library

## CID 4th or 5th + Midtown 5th or 6th

Riders traveling to Central Library from Beacon Hill take the Ballard-Tacoma (Link 1 Line) to Midtown Station and walk to the library.

## Dearborn Street Preferred Alternative

Riders might instead ride the 1 Line and transfer at SODO to the West Seattle to Everett Line (3 Line), or still use the 1 Line with a longer walk, or switch to a bus trip. This could add a few minutes to this trip.

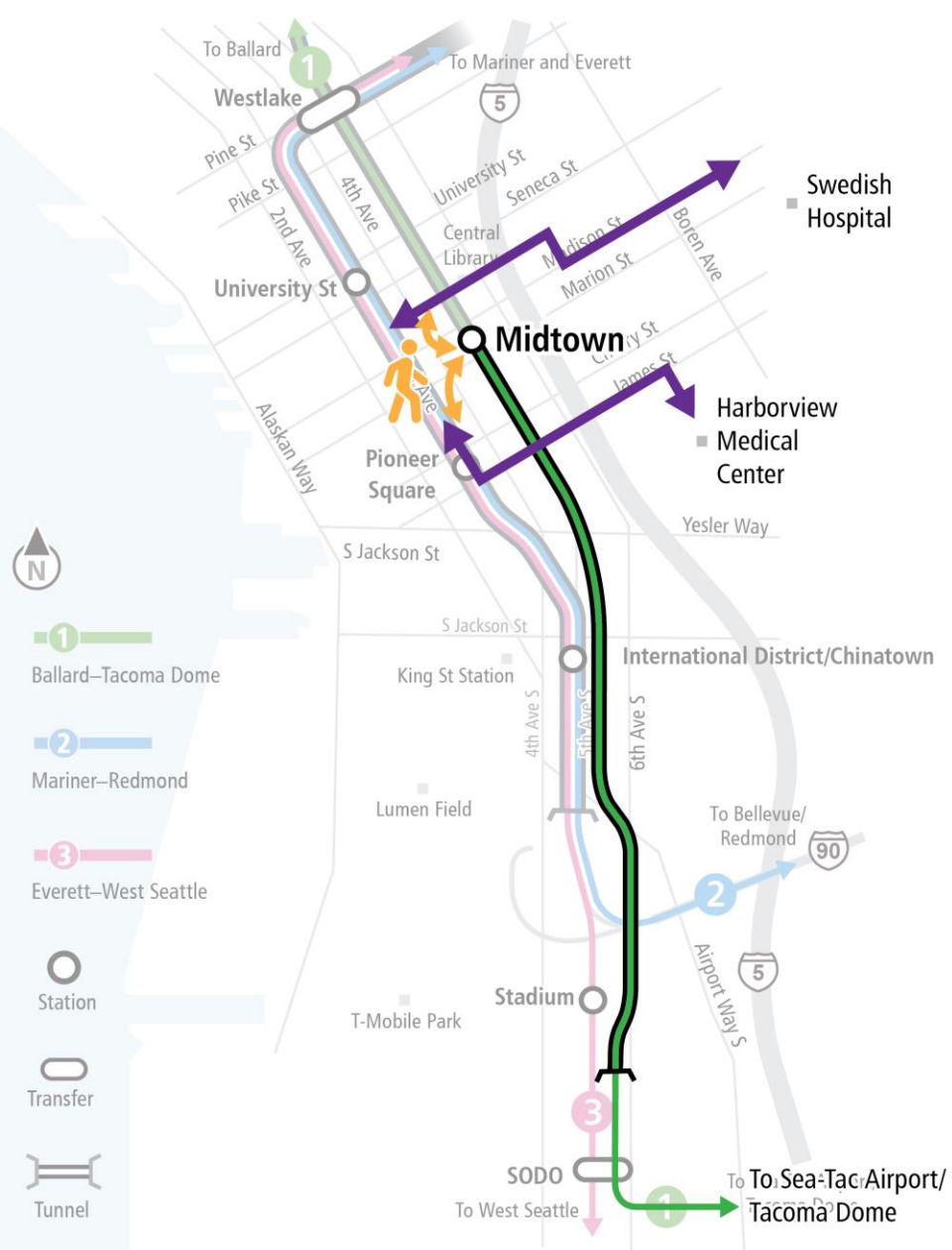
**Either small reduction or small increase in Link trips between Rainier Valley/Beacon Hill and Downtown/CID depending on alternative.<sup>1</sup>**



# Link to First Hill Hospitals: Transit

## CID 4th or 5th + Midtown 5th or 6th

Riders using the Ballard to Tacoma Line to access First Hill hospitals could ride to Midtown Station and transfer to the RapidRide G Line to access Swedish First Hill or the Routes 3 or 4 to access Harborview.



# Link to First Hill Hospitals: Transit

## CID 4th or 5th + Midtown 5th or 6th

Riders using the Ballard to Tacoma Line to access First Hill hospitals could ride to Midtown Station and transfer to the RapidRide G Line to access Swedish First Hill or the Routes 3 or 4 to access Harborview.

## Dearborn Street Preferred Alternative

The transit connection to Harborview would be more convenient at the new Midtown Station, however connections to the RapidRide G Line to access Swedish First Hill would be less convenient. Riders might transfer to Line 2 or 3 to access the G Line, or G Line could potentially be rerouted to serve the new Midtown Station, which would add travel time.)

**Modeling shows reduction in 500-800 daily Link trips to First Hill/Capitol Hill out of 30,000 (~2% decrease)**



# Bellevue to SeaTac Airport/Rainier Valley

## CID 4th or 5th + Midtown 5th or 6th

Riders transfer between service from Bellevue (via the Redmond to Mariner line) to service towards SeaTac Airport (via the Ballard to Tacoma Line) at the CID and International District/Chinatown stations.



# Bellevue to SeaTac Airport/Rainier Valley

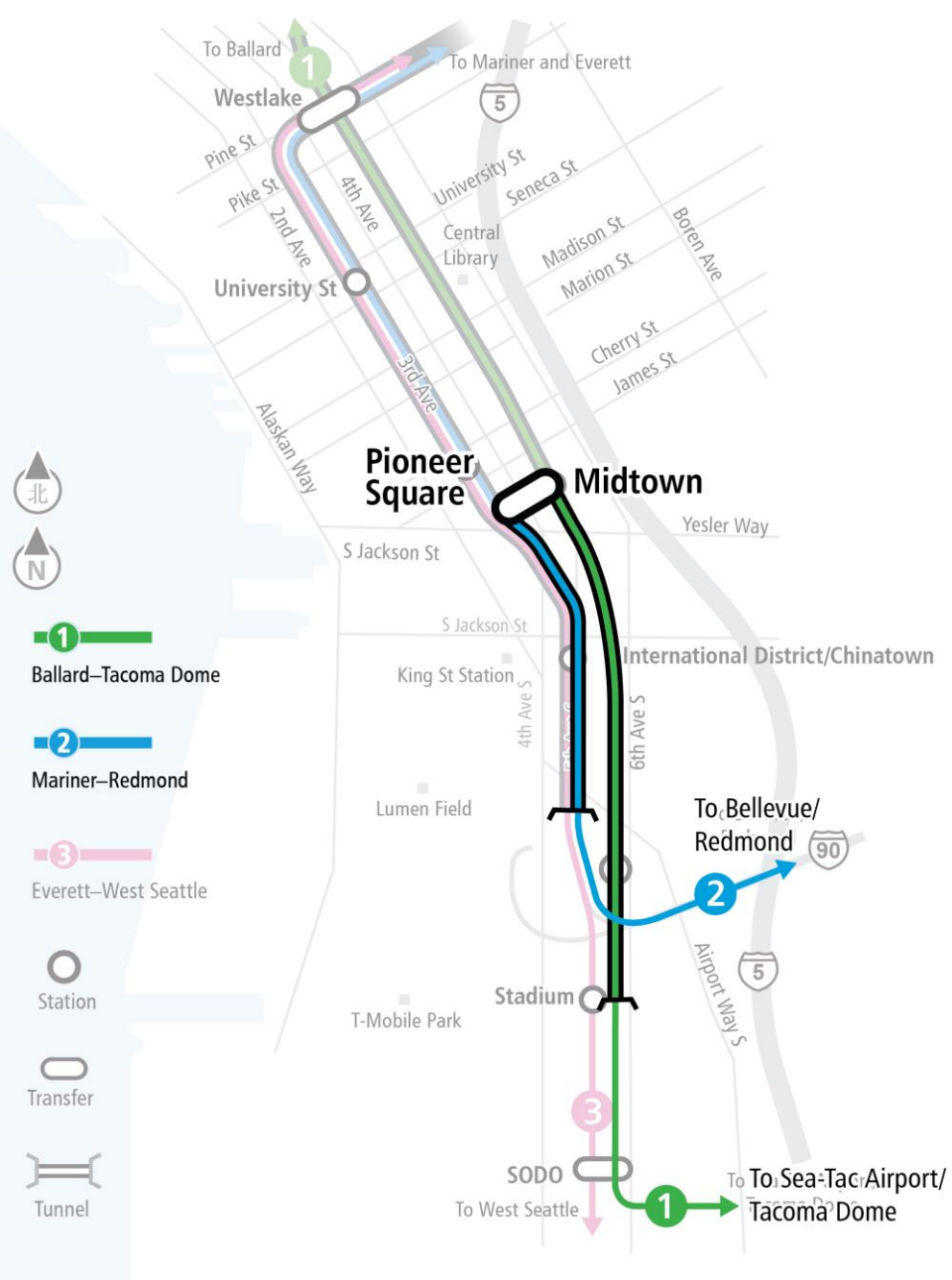
## CID 4th or 5th + Midtown 5th or 6th

Riders transfer between service from Bellevue (via the Redmond to Mariner line) to service towards SeaTac Airport (via the Ballard to Tacoma Line) at the CID and International District/Chinatown stations.

## Dearborn Street Preferred Alternative

Riders instead transfer at the Midtown/Pioneer Square stations, which would add 4-5 minutes\* to that trip. Some of these riders might choose other modes, including Sound Transit BRT.

**Modeling shows reduction in ~35-70 fewer daily Link trips between all East Side zones and Rainier Valley/SeaTac out of 4,300 (1% decrease)**



# Regional and Local Travel Times

	Dearborn Street (Preferred)	4th Ave Shallow*	5th Ave Shallow (Diagonal)
Travel time between regional destinations (minutes):			
Hing Hay Park to SeaTac Airport	45	44	43
CID Library to SeaTac Airport	47	53	52
Danny Woo Garden to SeaTac Airport	52	48	47
Occidental Square to SeaTac Airport	50	52	53
Bellevue Transit Center to SeaTac Airport**	70	65	66
Kent (Sounder) to South Lake Union	57	55	59
SeaTac Airport to Harborview Medical Center	54	54***	54***
SeaTac Airport to Swedish Hospital	63	59***	59***

\* Assumes 4th Avenue Shallow configuration in CID. Shallower configuration would save approximately one minute.

\*\* Riders could also take STRIDE BRT from Bellevue Transit Center to SeaTac Airport in 44-49 minutes.

\*\*\* Instead of walking or taking a King County Metro bus from Midtown Station, riders could also get off at the future station serving CID and take the Seattle Streetcar to Harborview Medical Center (68-69 minutes total) or Swedish Hospital (70-72 minutes total)

## Walk time to nearest 1-Line station\*:

0-5 min

6-10 min

11+ min

	Dearborn Street (Preferred)	4th Ave Shallow	5th Ave Shallow (Diagonal)
Hing Hay Park	4 min	3 min	2 min
Little Saigon	15 min	13 min	12 min
Yesler Terrace	9 min	13 min	12 min
Occidental Square	6 min	8 min	9 min
Lumen Field	6 min	4 min	7 min
T-Mobile Park	10 min	11 min	14 min
Central Library	7 min	2 min	2 min
Seattle City Hall	2 min	2 min	2 min
Harborview	8 min	9 min	9 min
Virginia Mason	13 min	8 min	8 min
Frye Art Museum	9 min	8 min	8 min
Sounder Station	6 min	2 min	4 min
Amtrak Station	7 min	2 min	5 min
Colman Dock	10 min	8 min	8 min

***South Downtown Hub  
progress and station access***

# Overview

- ❑ Partnership of Sound Transit, City of Seattle, King County, and community towards an implementable plan.
- ❑ Through engagement series, working on visioning and prioritization of potential investments to streets and public spaces that help connect neighborhoods and regional transit modes.
- ❑ Builds upon and scales up past community-based plans and concurrent projects and planning initiatives.

## SOUTH 樞南 DOWN 紐市 TOWN 規中 HUB 劃心

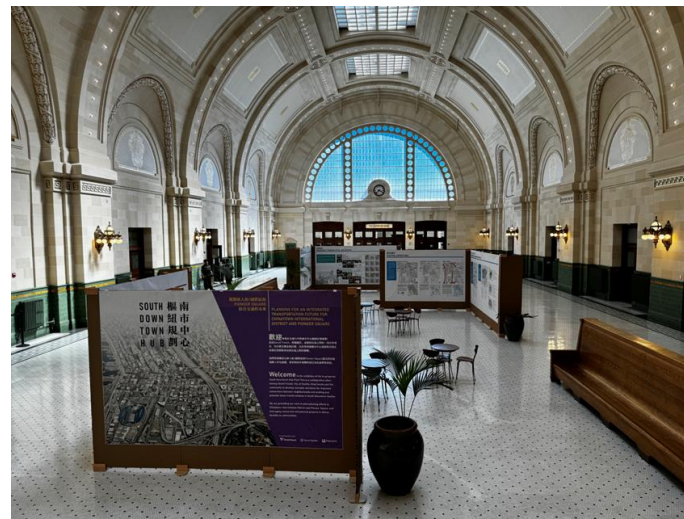


# Where we are in the planning process

- Core Team of City and ST staff meet frequently to advance coordination and content, along with ongoing coordination with King County
- Community engagement on overall and focused concepts through Workshops 1 and 2, online survey and meetings with community groups
- Based on community feedback, currently advancing design and interagency coordination on concepts
- Planning an updated and expanded exhibition for Workshop 3 in March 2025, reporting back to community with refined designs

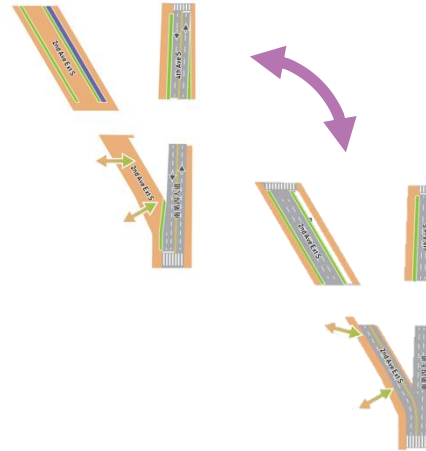


November 2023	February 2024	July 2024	March 2025	2025 TBD
<b>Open House</b> <ul style="list-style-type: none"> <li>• Answer questions</li> <li>• Community themes and project ideas</li> </ul>	<b>Workshop 1</b> <ul style="list-style-type: none"> <li>• Big picture visioning</li> <li>• Develop overall concepts for community and station connections</li> </ul>	<b>Workshop 2</b> <ul style="list-style-type: none"> <li>• Area-specific opportunities and issues</li> <li>• Evaluate concepts for connections and places</li> </ul>	<b>Workshop 3</b> <ul style="list-style-type: none"> <li>• Report on refined concepts for specific areas</li> <li>• Confirm concepts for connections and places</li> </ul>	<b>Workshop 4</b> <ul style="list-style-type: none"> <li>• Prioritize project concepts with costs</li> <li>• Develop and endorse plan</li> </ul>



# Outreach and Engagement

- ❑ Nearly 1000 impressions made thus far in the planning process
- ❑ 15 in-person events held, including 3 large public events, and 12 meetings with community-based groups
- ❑ Online survey covering workshop 1 and 2 concepts held in summer 2024
- ❑ Exhibition covering planning background and Workshop 1 feedback launched in Union Station Great Hall in July 2024; will remain open and be updated in March 2025



**150** attendees at  
kick-off open  
house

**210** participants  
in workshops

**170** participants  
in community  
meetings

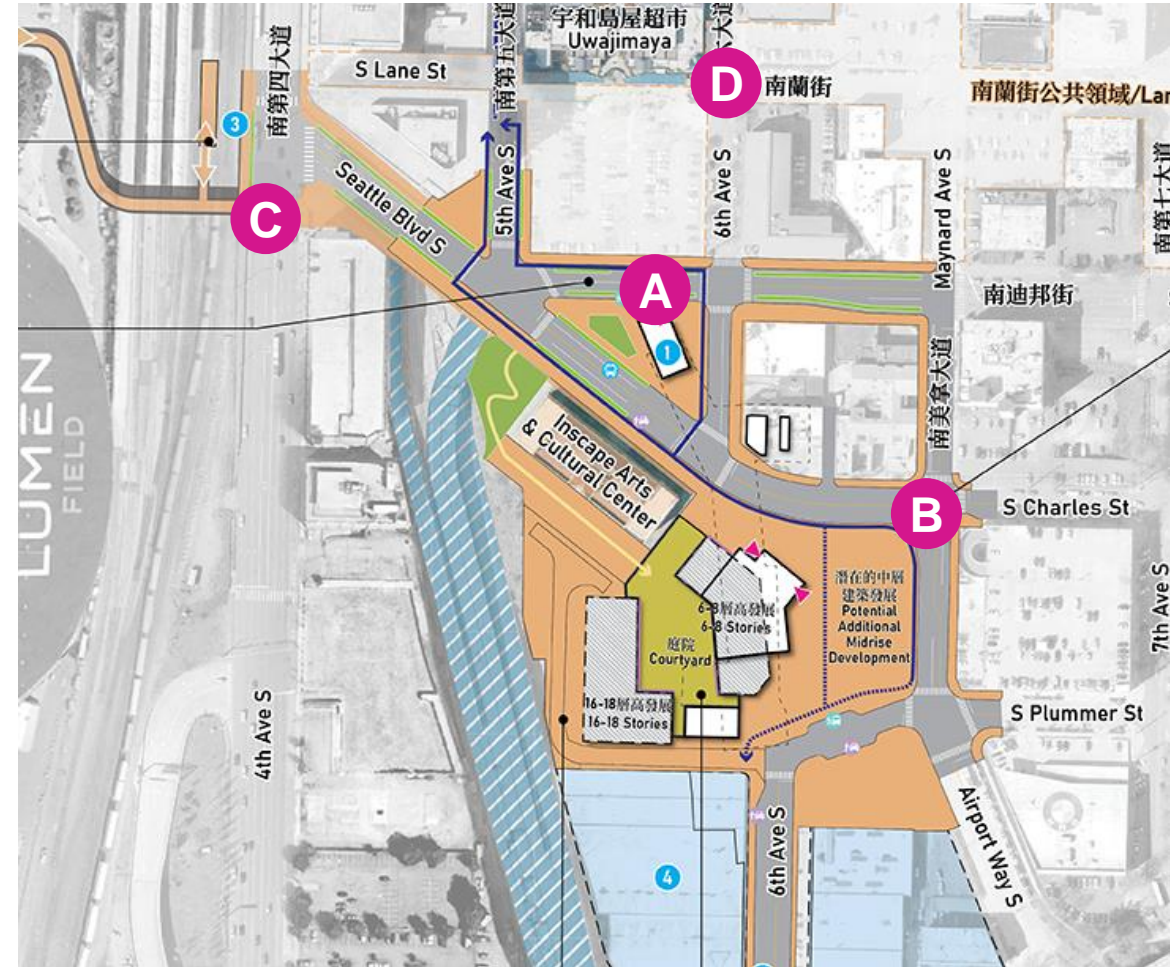
**463** completed first  
online survey

# Access to Stations:

Assessing different scenarios to improve access and mobility through South Downtown Hub\* and Non-Motorized Access Allowance.

At **CID Dearborn Street Station**, includes:

- A** Narrowing and traffic calming Dearborn Street
- B** Narrowing and realigning Seattle Boulevard
- C** New access to Sounder and across BNSF
- D** Accessibly pathways through corridor and spot improvements



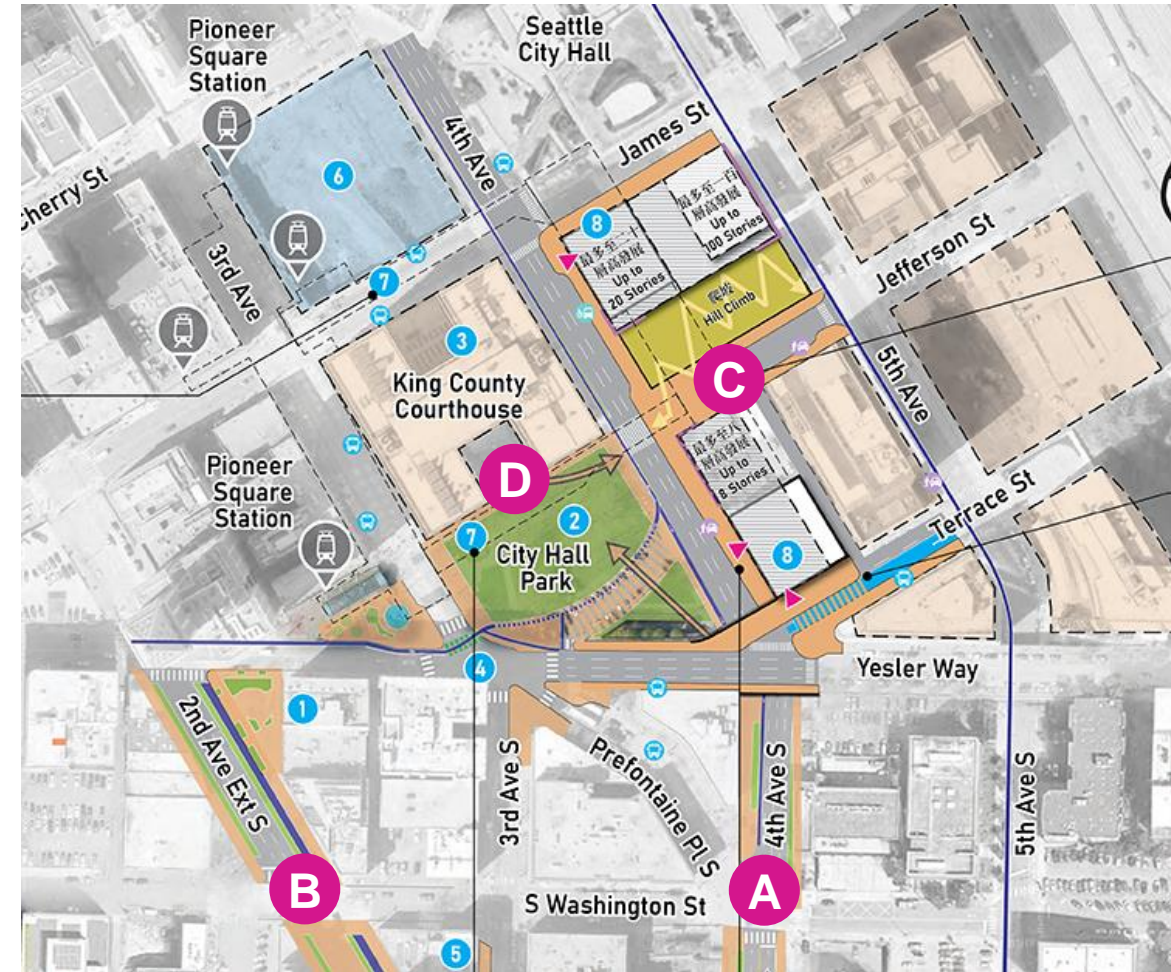
*Representative graphic from South Downtown Hub Workshop #2.  
Refinements in progress based on community feedback.*

# Access to Stations:

Assessing different scenarios to improve access and mobility through South Downtown Hub\* and Non-Motorized Access Allowance.

At **Midtown James Street Station**, includes:

- A** Corridor improvements along 4<sup>th</sup> Avenue
- B** Major pedestrian improvements on 2<sup>nd</sup> Avenue Ext
- C** Pedestrian focus streets adjacent to station
- D** Integration with City Hall Park improvements



*Representative graphic from South Downtown Hub Workshop #2.  
Refinements in progress based on community feedback.*

# Access to Stations:

Assessing different scenarios to improve access and mobility through South Downtown Hub and Non-Motorized Access Allowance.

Around **Union Station\*\***, includes:

- A** Major enhancements to 4th/2<sup>nd</sup>/Jackson intersection
- B** Crossing improvements at 4<sup>th</sup> Avenue and King Street
- C** Plaza improvements at existing Link station
- D** Pedestrian improvements along 5<sup>th</sup> Avenue



*Representative graphic from South Downtown Hub Workshop #2.  
Refinements in progress based on community feedback.*

# Access in Stations CID Dearborn Street Station

Platform and entrance shifted north to be closer to CID

Redundant elevators in all locations to improve reliability

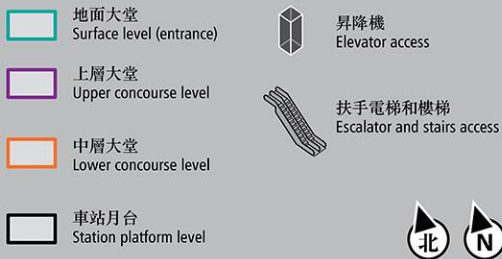
Elevators from entrance direct to platform, minimizes travel distance

Paratransit and ADA-pick up and drop off directly adjacent to station entrance

Station depth reduced to 85' from 115'

宇和島屋超市停車場  
Uwajimaya grocer parking lot

Inscape Arts and Cultural Center

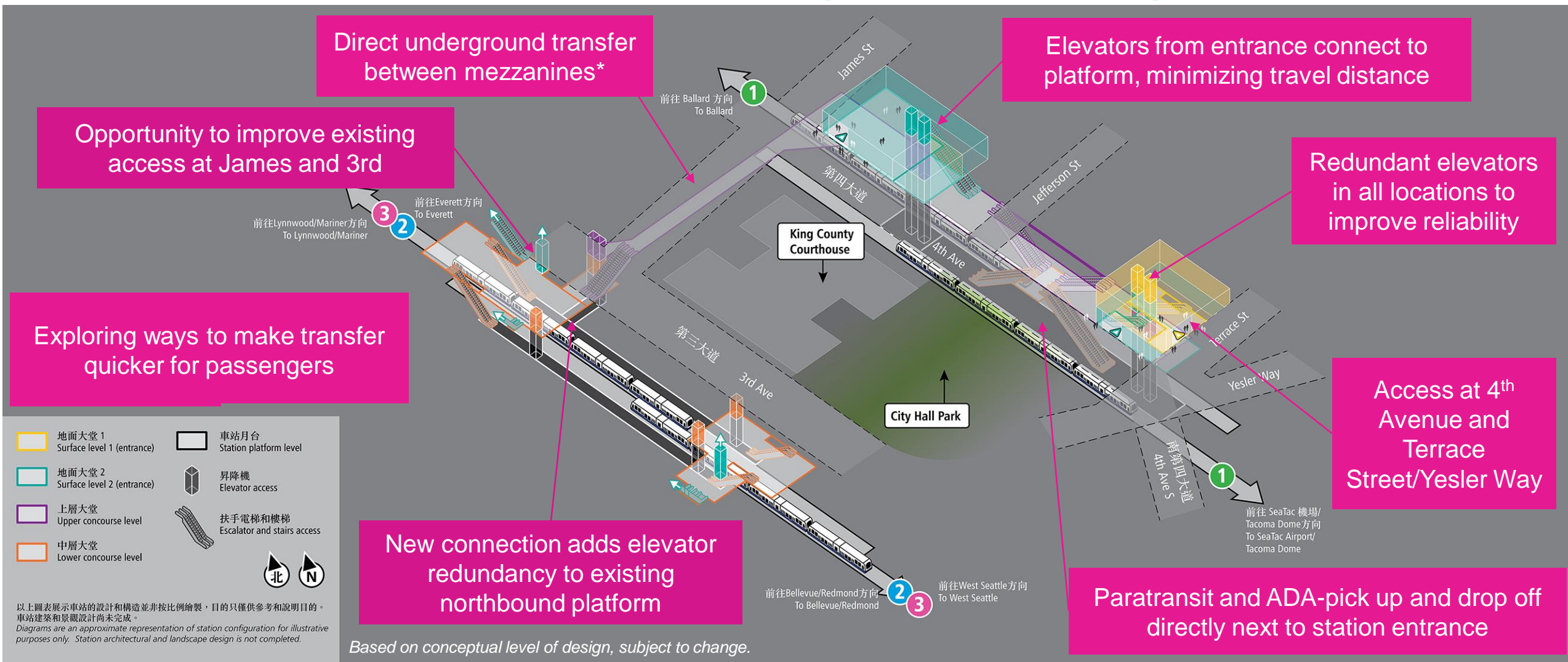


以上圖表展示車站的設計和構造並非按比例繪製，目的只僅供參考和說明目的。  
車站建築和景觀設計尚未完成。  
Diagrams are an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not completed.

Based on conceptual level of design, subject to change.

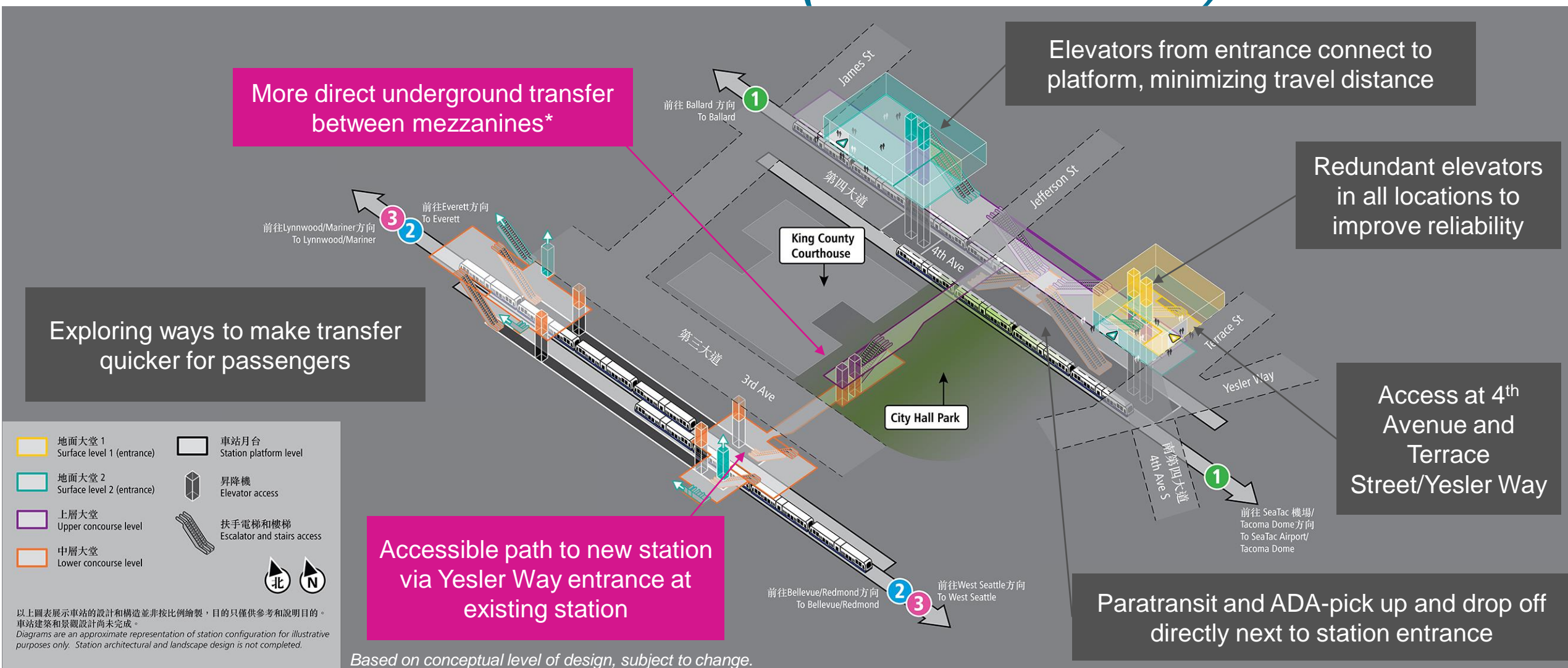
# Access in Stations

## Midtown James Street Station (James Tunnel)



# Access in Stations

## Midtown James Street Station (Jefferson Tunnel)

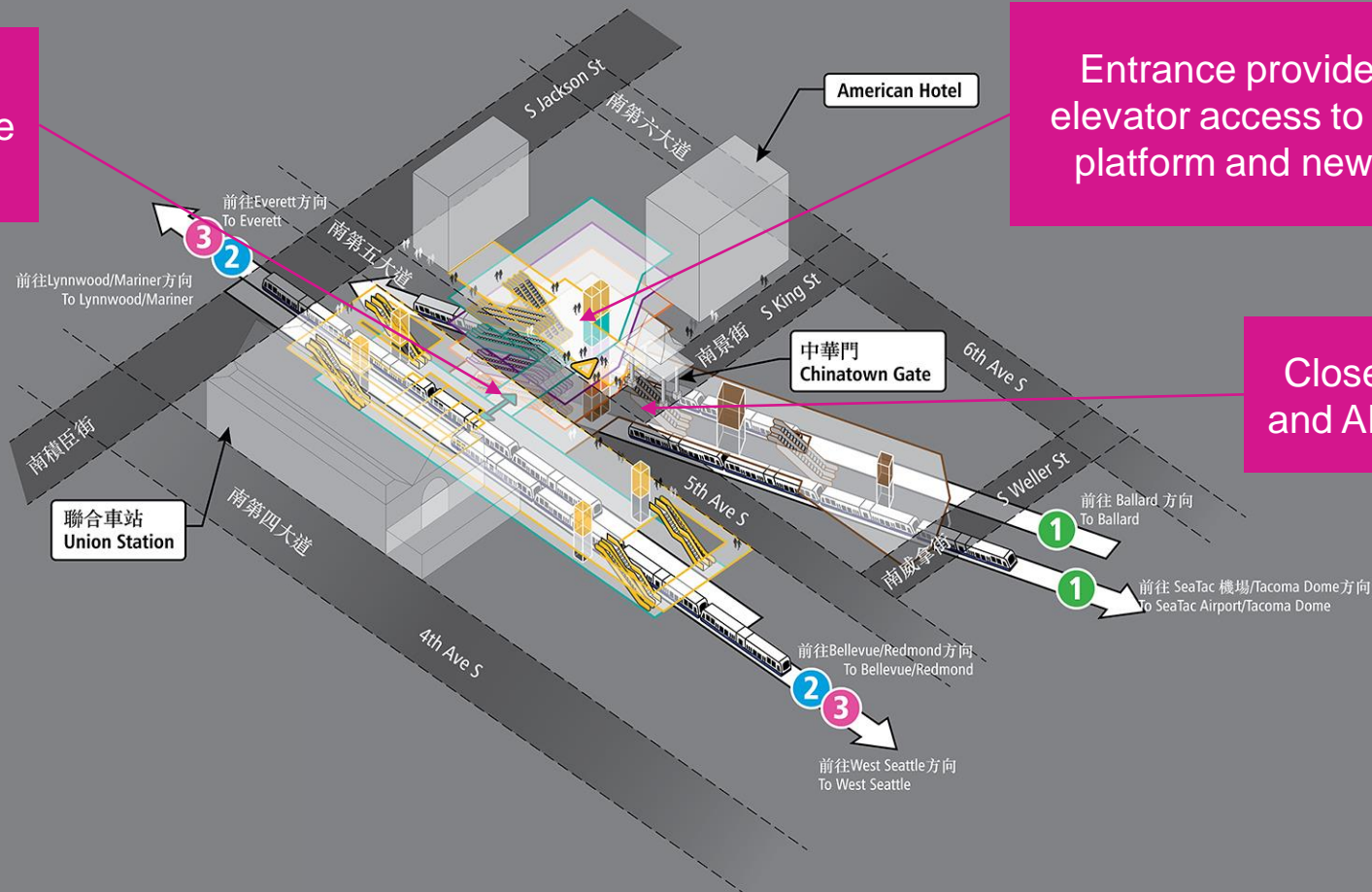


# Access in Stations CID 5th Avenue Shallow Diagonal

Close proximity for transfer between 1 Line and 2/3 Lines

Entrance provides direct redundant elevator access to existing northbound platform and new station concourse

Closer proximity paratransit and ADA-pick up and drop off



以上圖表展示車站的設計和構造並非按比例繪製，目的只供參考和說明目的。  
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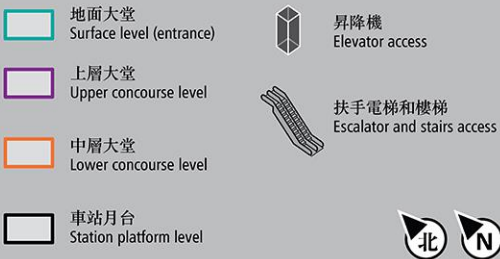
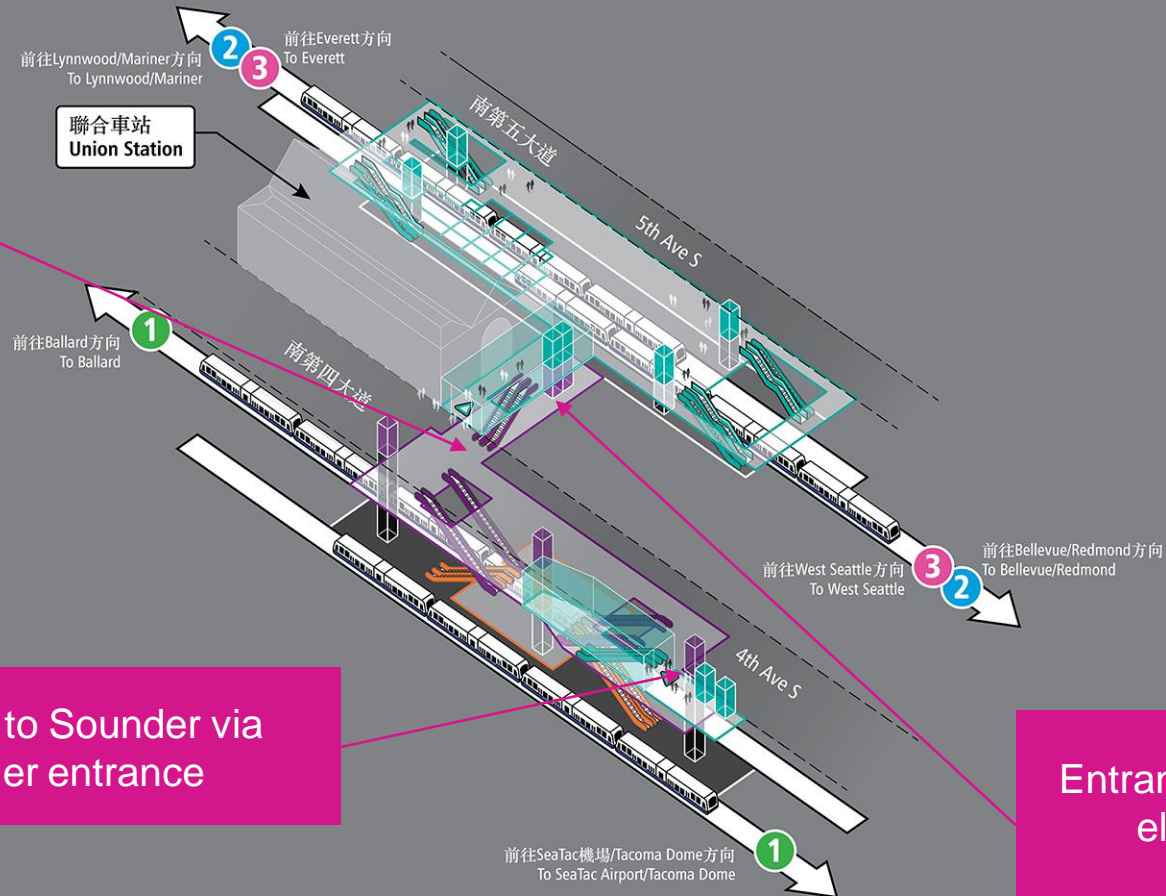
Based on conceptual level of design, subject to change.

# Access in Stations CID 4th Avenue Shallow

Close proximity for transfer between 1 and 2/3 Lines

Access to Sounder via Weller entrance

Entrance provides direct redundant elevator access to existing southbound platform



以上圖表展示車站的設計和構造並非按比例繪製，目的只供參考和說明目的。  
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Based on conceptual level of design, subject to change.

*Thank you*



 *soundtransit.org*

