

***West Seattle and Ballard
Link Extensions
Further Studies
Community feedback summary***

Board of Directors

2/23/23

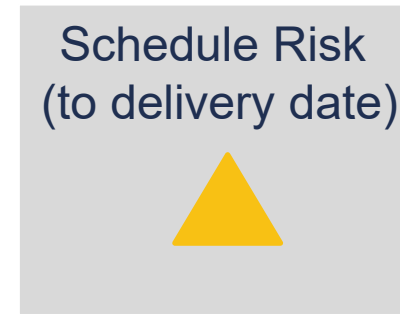
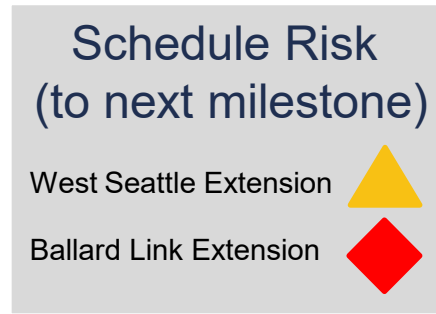
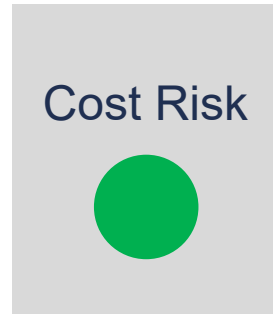


Why we're here today

- Review community feedback
- Review potential Ballard Link Extension end-to-end scenarios and results comparisons
- Review an example modified preferred alternative

No action today

Cost and schedule risks



Cost Risks

- Potential for additional costs associated with alternatives that cost more than anticipated in current financial plan.
- Potential for additional costs associated with permitting requirements.
- Potential impacts from higher real estate and construction costs.
- Potential that design or construction challenges could emerge as work progresses.

Schedule Risks

- **Delays in identifying preferred alternatives and potential additional environmental process requirements.**
- Potential permitting challenges and other necessary coordination/approvals associated with water crossings.
- Potential schedule risks associated with real estate acquisition process.
- Potential risk in processing reviews/approvals with permitting authorities in a timely manner.

Motion No. M2022-57

Confirms or modifies the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting **further studies in some areas** to inform potential additional future Board action to confirm or modify the Preferred Alternative.

Board process

Jan 26, Board: Further Studies results overview

Jan 26 – Feb 17: Gather additional community feedback

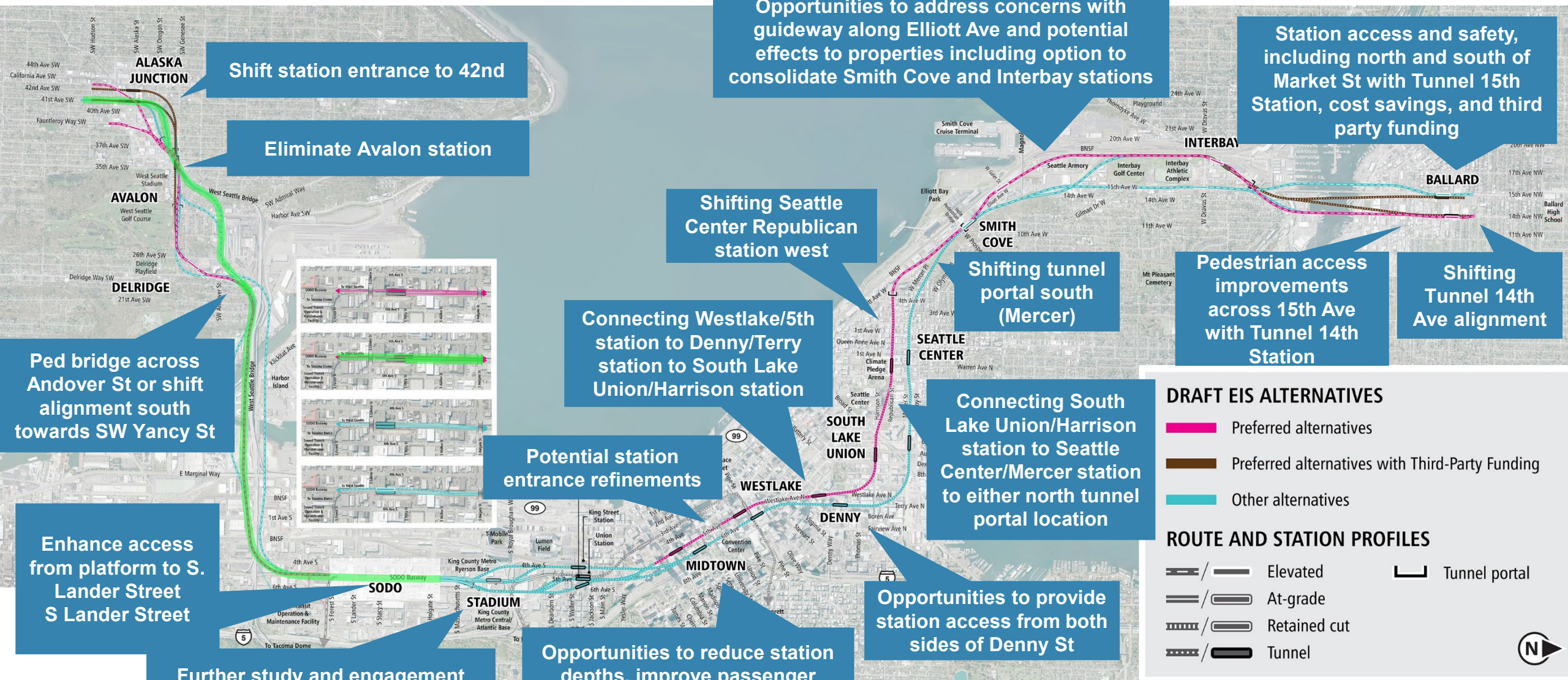
Feb 9, SEC: Further Studies results deeper dive

Feb 23, Board: Community feedback summary

Mar 9, SEC: Recommendation to Board

Mar 23, Board: Board identifies preferred alternative for Ballard Link Extension

Areas of Further Study



Community Feedback Summary

Further studies corridor-wide engagement

July 28, 2022 – Feb. 17, 2023



12 open houses / workshops



17 email updates engaging more than **11K+** subscribers



4 online surveys with more than 2,000 responses



8 posts on social media platforms, with 783K+ impressions



100+ community briefings, tours, property owner meetings



200 businesses engaged through door-to-door outreach



6 fairs, festivals and other tabling events



180 residents engaged through in-language forums

***Chinatown-International District
(CID) Further Studies
Community Feedback***

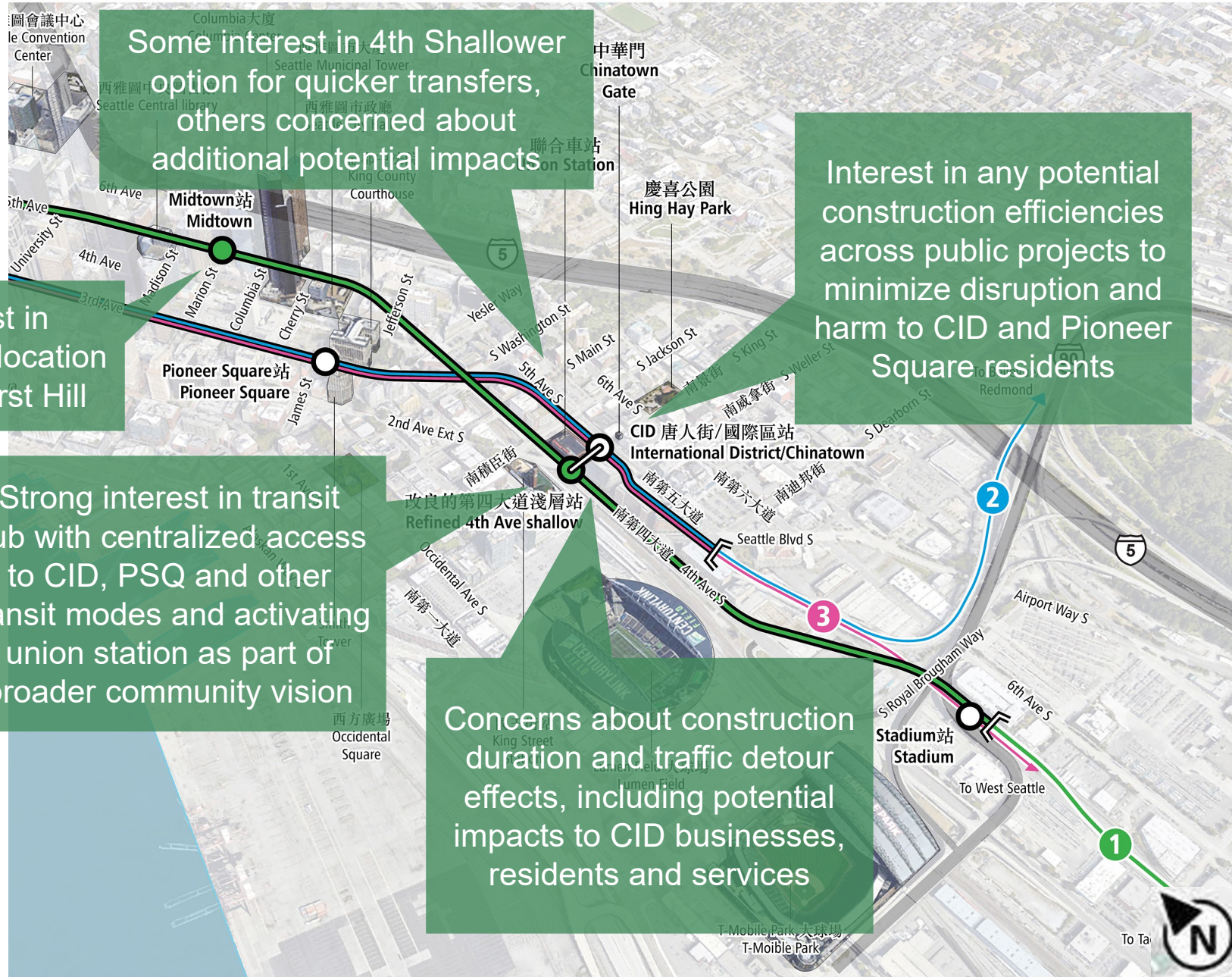
CID Engagement Snapshot

Engagement activities, 7/28/22 - 2/17/23

- Community briefings & meetings = 35+
- Workshops & open houses = 6
- Online surveys = 3
- Door to door outreach = 100+ businesses
- In-language residential and business forums = 5
- Survey responses = 650+



Refinements to 4th Ave Shallow (CID-1a)



Station North of CID

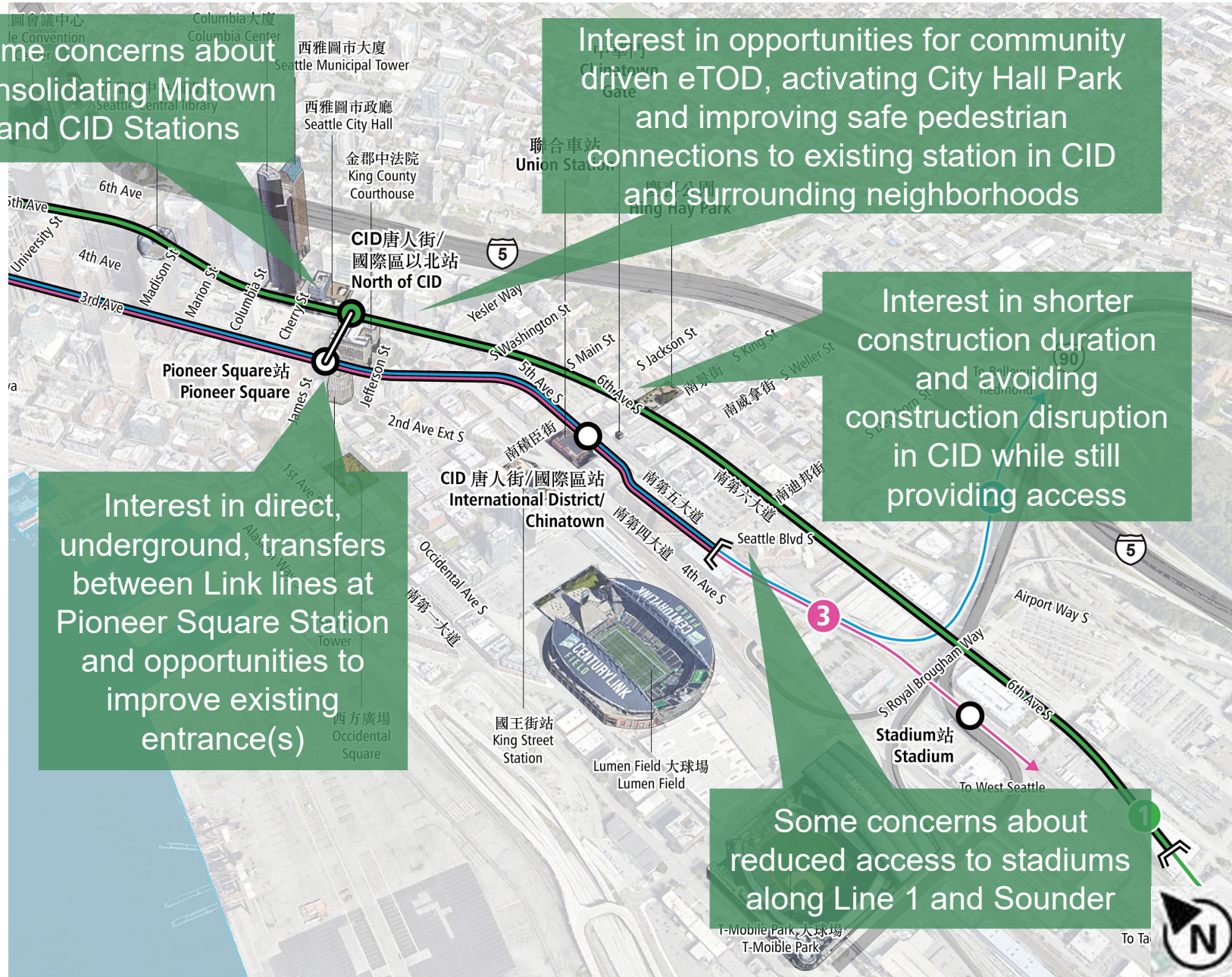
Some concerns about consolidating Midtown and CID Stations

Interest in opportunities for community driven eTOD, activating City Hall Park and improving safe pedestrian connections to existing station in CID and surrounding neighborhoods

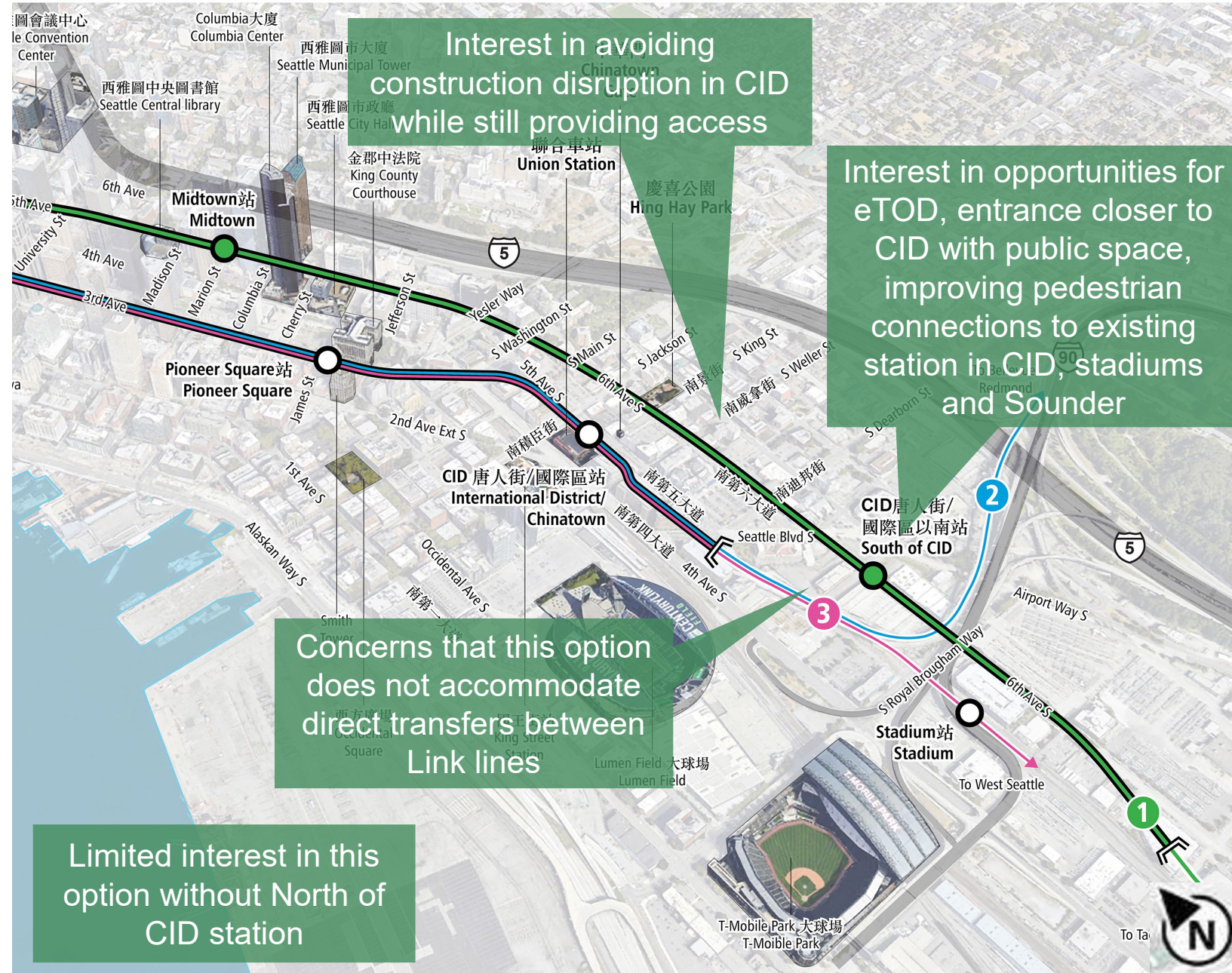
Interest in shorter construction duration and avoiding construction disruption in CID while still providing access

Interest in direct, underground, transfers between Link lines at Pioneer Square Station and opportunities to improve existing entrance(s)

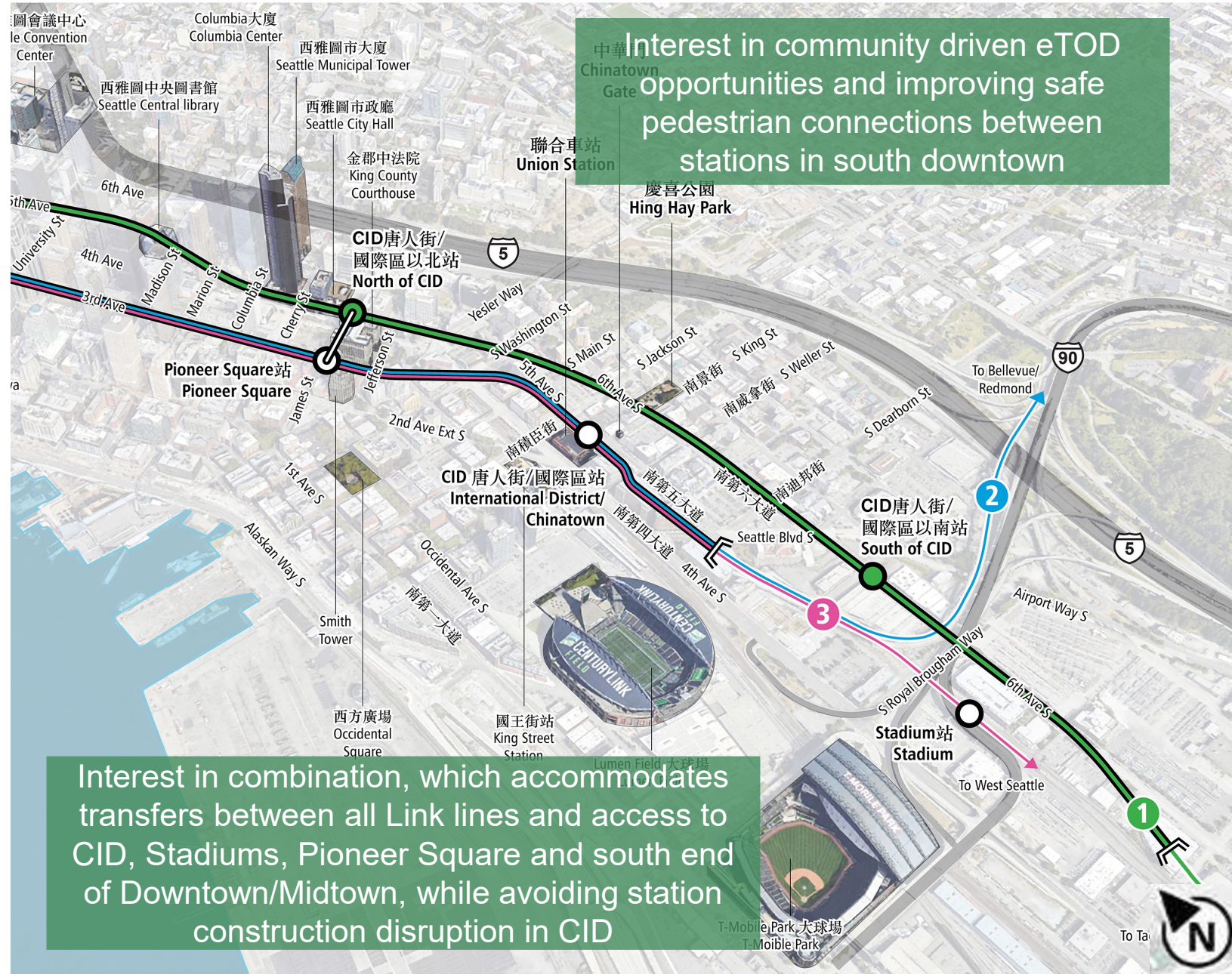
Some concerns about reduced access to stadiums along Line 1 and Sounder



Station South of CID

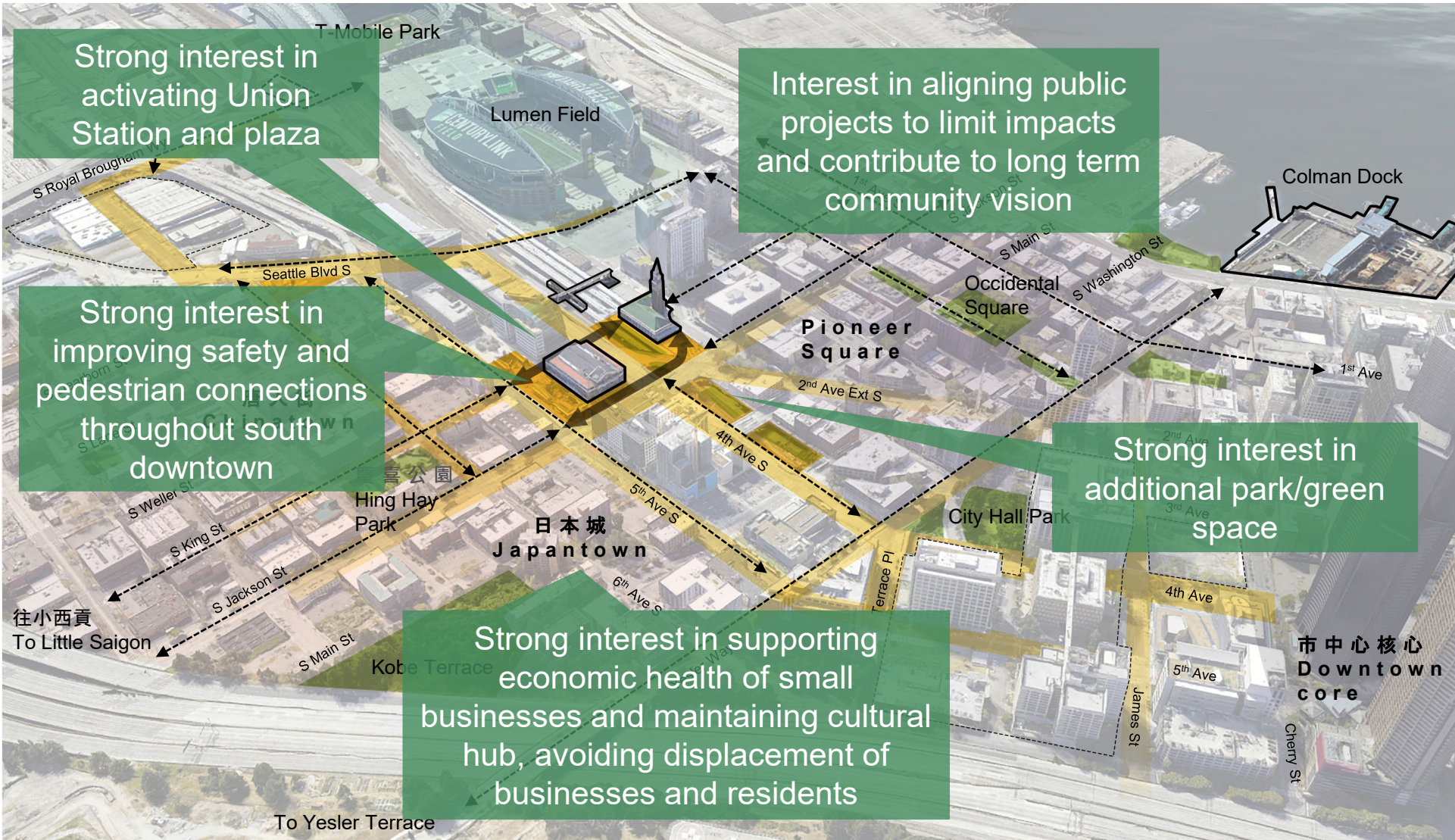


Station North of CID and Station South of CID



Historic station hub and neighborhood connections

Additional community feedback



	公共廣場 (現有的和潛在的) Public plaza (existing and potential)
	步行街 (現有的和潛在的) Pedestrian-focused street (existing and potential)
	公共公園 Public park
	計劃的未來發展 Planned future development
	重點步行路線 Key walking route

***Downtown
Further Studies
Community Feedback***

Downtown Engagement Snapshot

Engagement activities, 7/28/22 - 2/17/23

- Community briefings & meetings = 25+
- Workshops & open houses = 5
- Online surveys = 1
- Door to door outreach = 85+ businesses
- Survey responses = 265

zoom

February 9th - Sound Transit and Uptown Allianc...



Seattle Center Orgs 2022 -23 Engagement

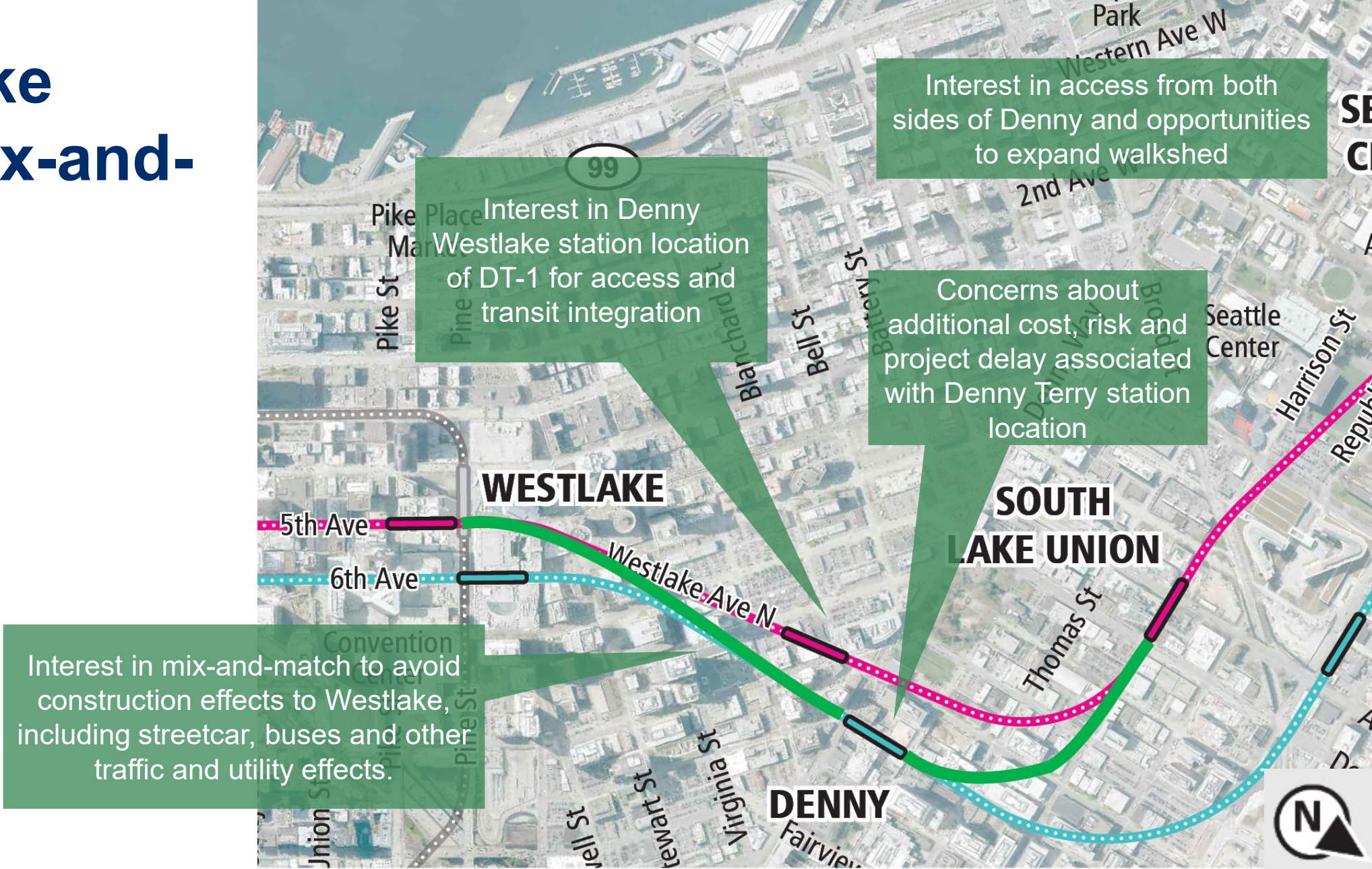
Draft EIS publication & further study period

Date	Briefing/Workshop
Feb 16	Draft EIS Results: Overview and Station Planning
Mar 18	Draft EIS Deep Dive: Construction focus
Apr 8	Reflections and Potential Refinements
July 2022: ST Board requested further studies for Ballard Link Extension	
Oct 7	Board direction, Mercer, and further study effort
Nov 4	Mix and Match, Republican West Further Studies
Dec 7	Construction Methods and Access
Jan 23	Republican West, North Portal & Further Studies Summary
→ Feb 23	Traffic and Access During Construction
February/March 2023: Status Report to ST Board on Areas of Further Study	

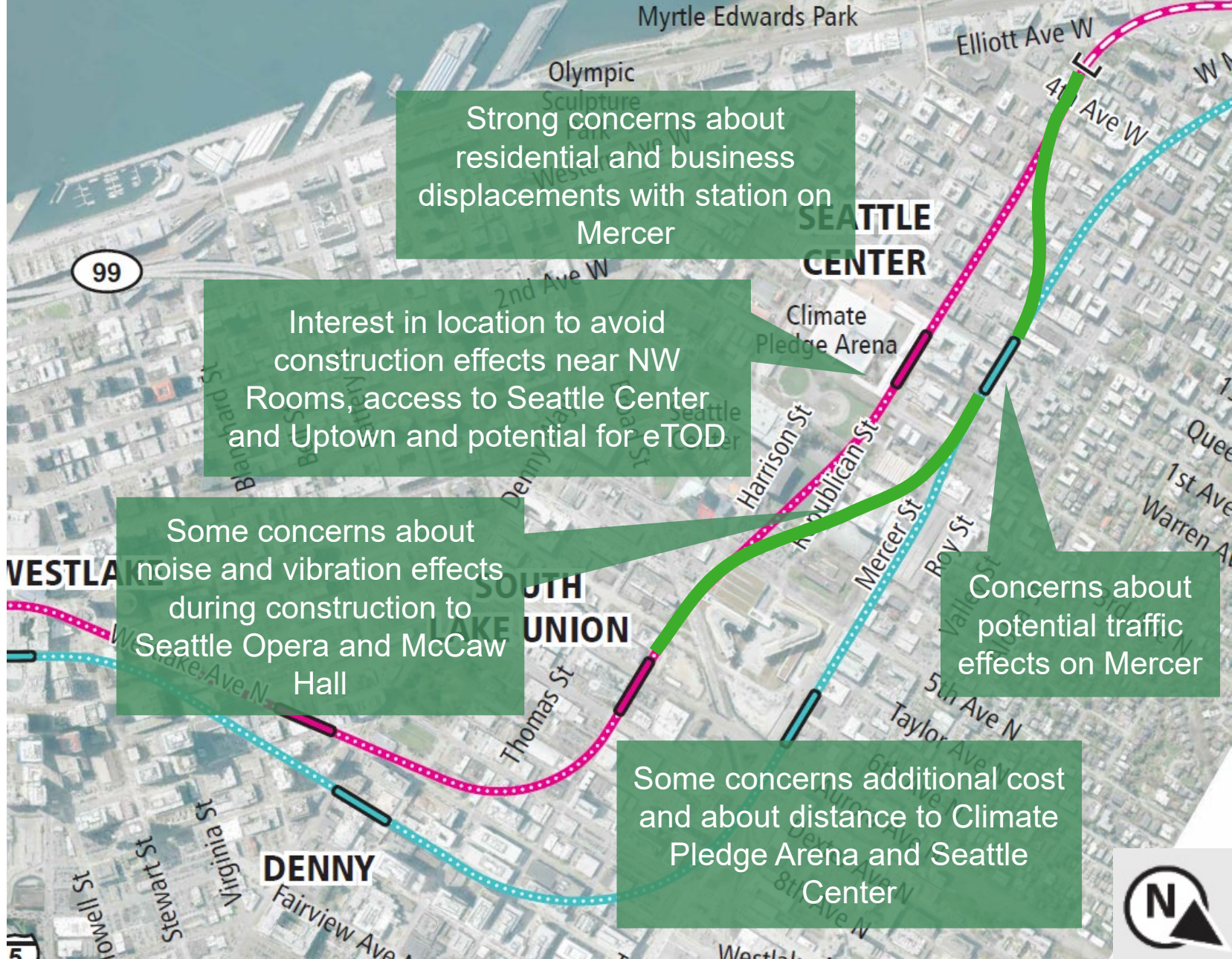
4

SOUNDTRANSIT

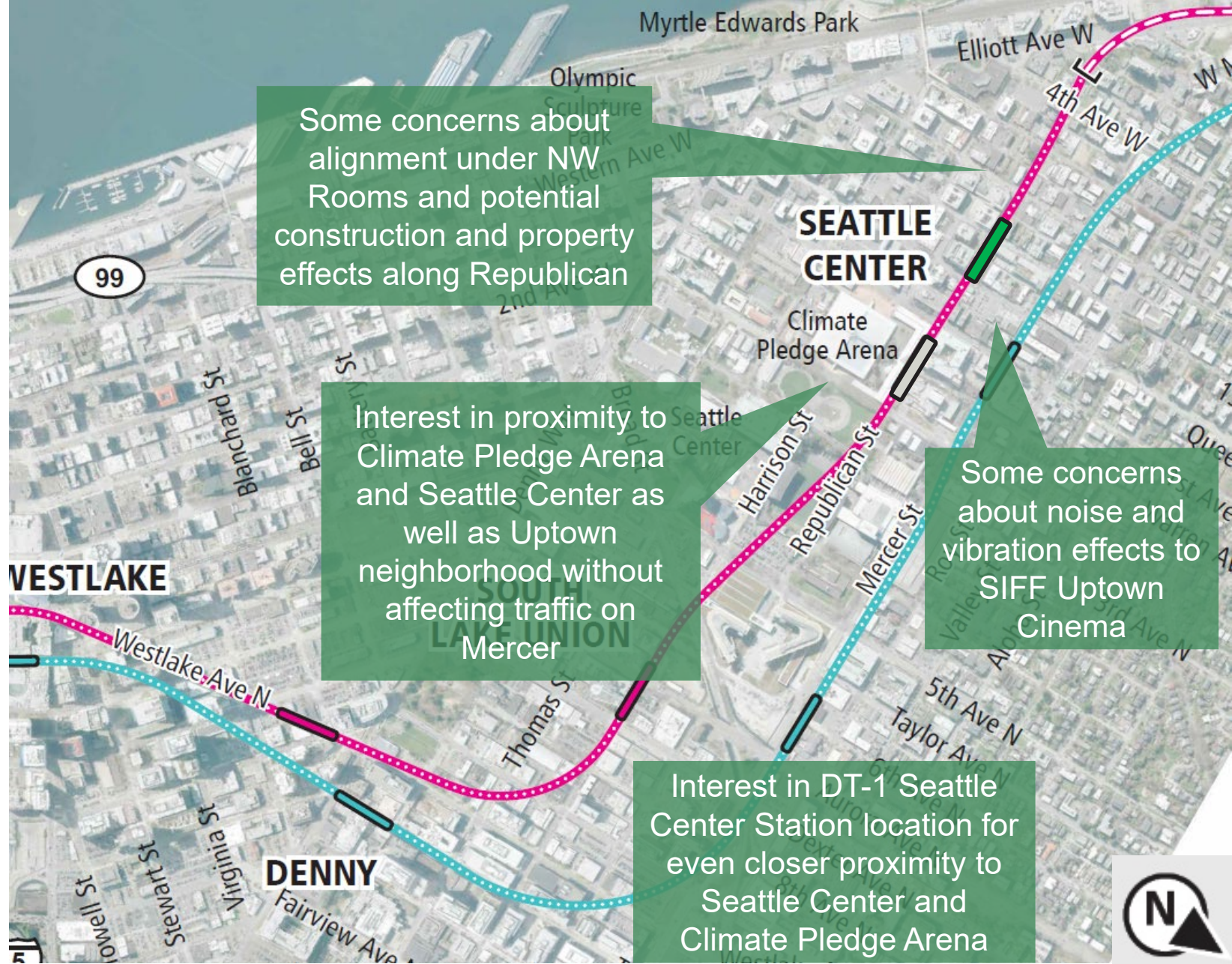
South Lake Union: Mix-and-Match



Seattle Center: Mix-and-Match



Seattle Center: Republican West



***Interbay-Smith Cove
Further Studies
Community Feedback***

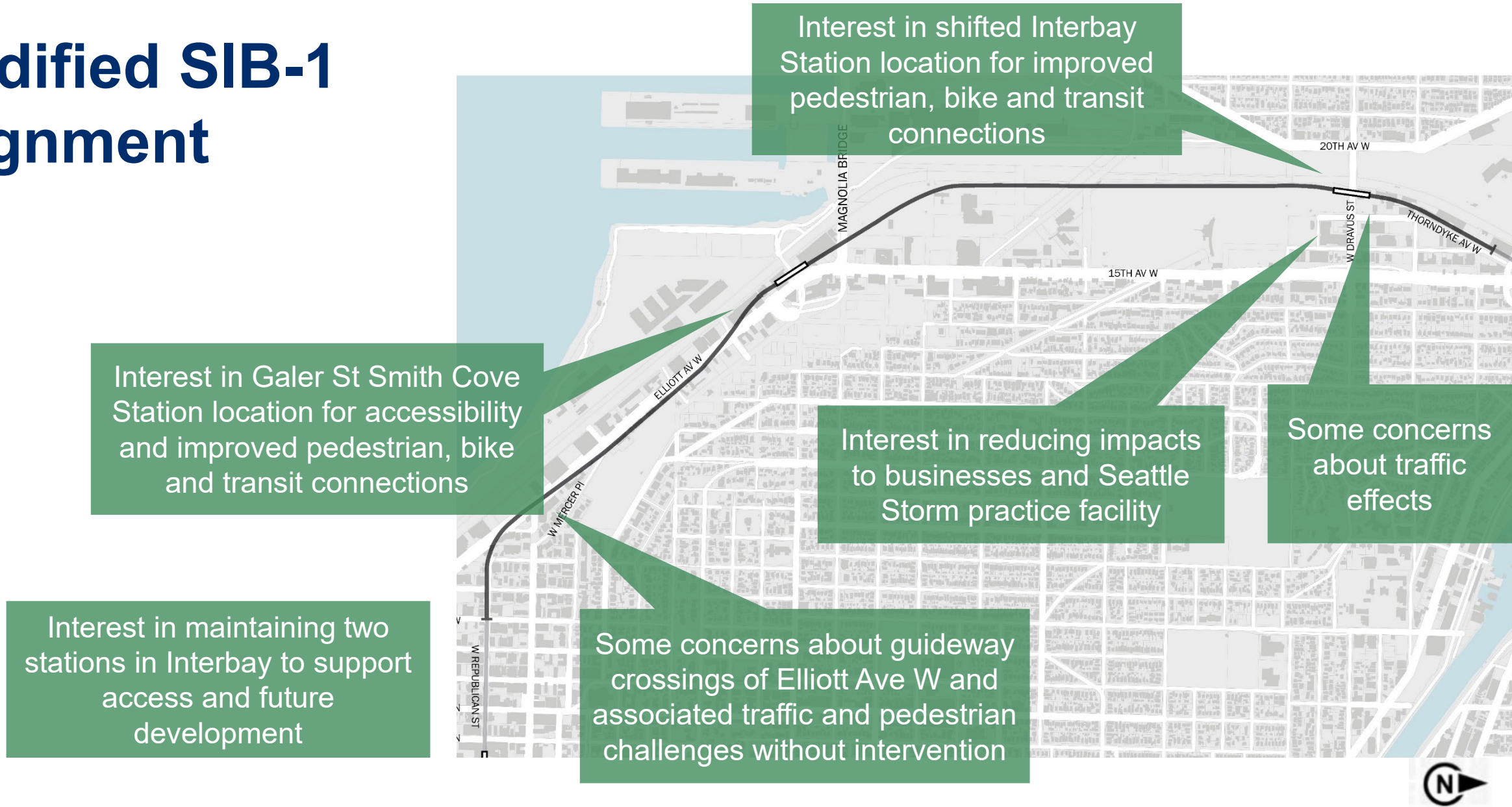
Interbay/Ballard Engagement Snapshot

Engagement activities, 7/28/22 - 2/17/23

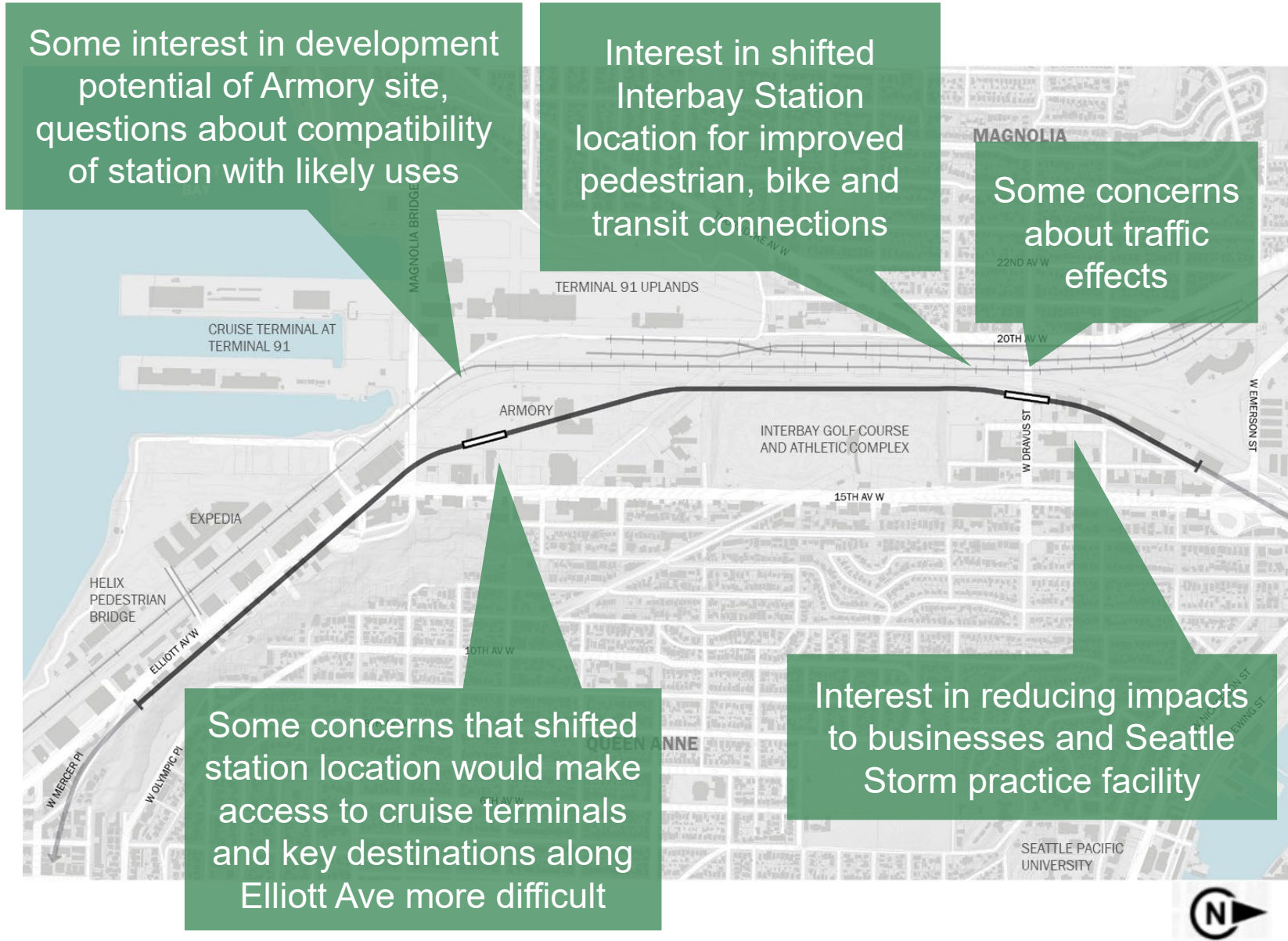
- Community briefings & meetings = 8+
- Workshops & open houses = 3
- Online surveys = 2
- Survey responses = 700+



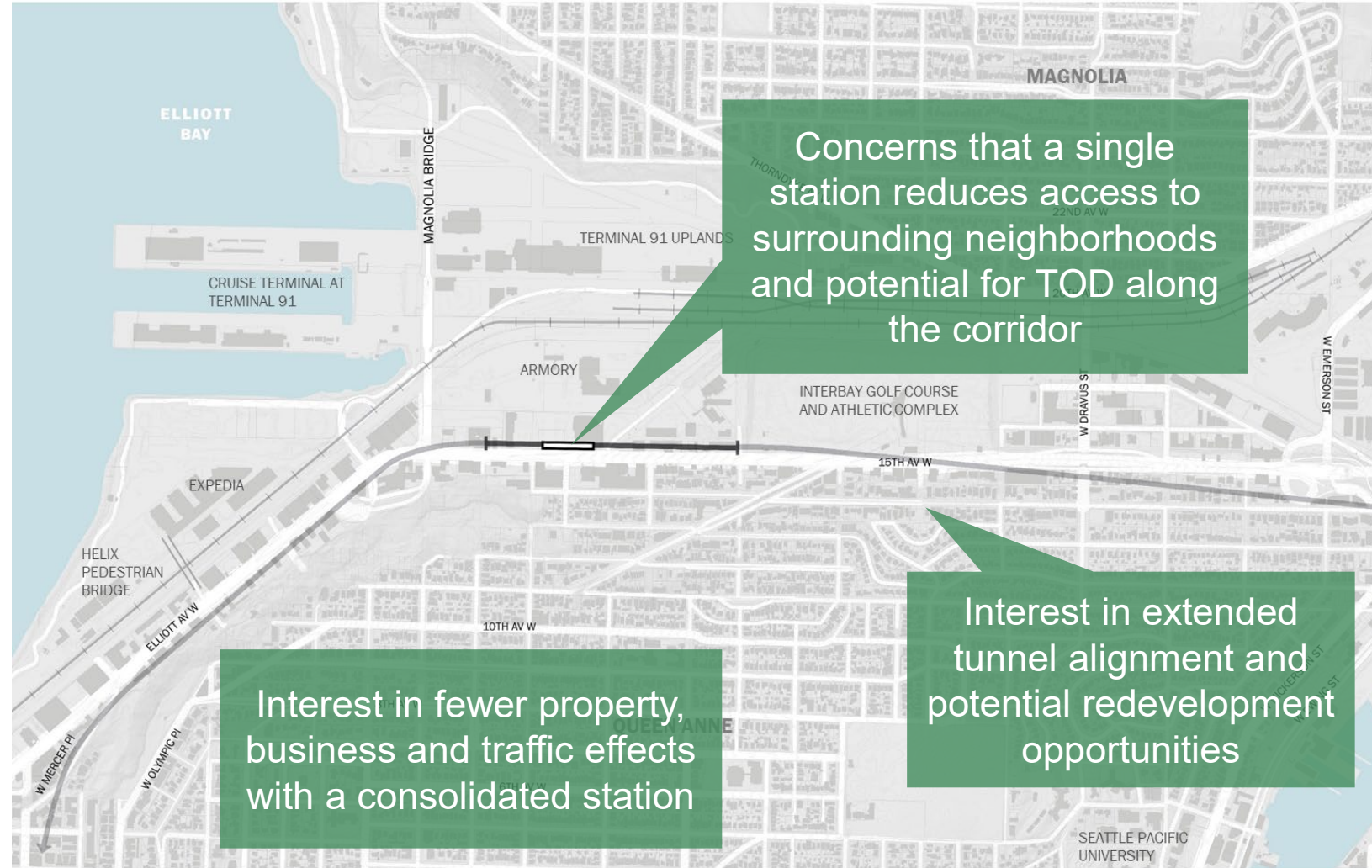
Modified SIB-1 Alignment



Modified SIB-3 Alignment

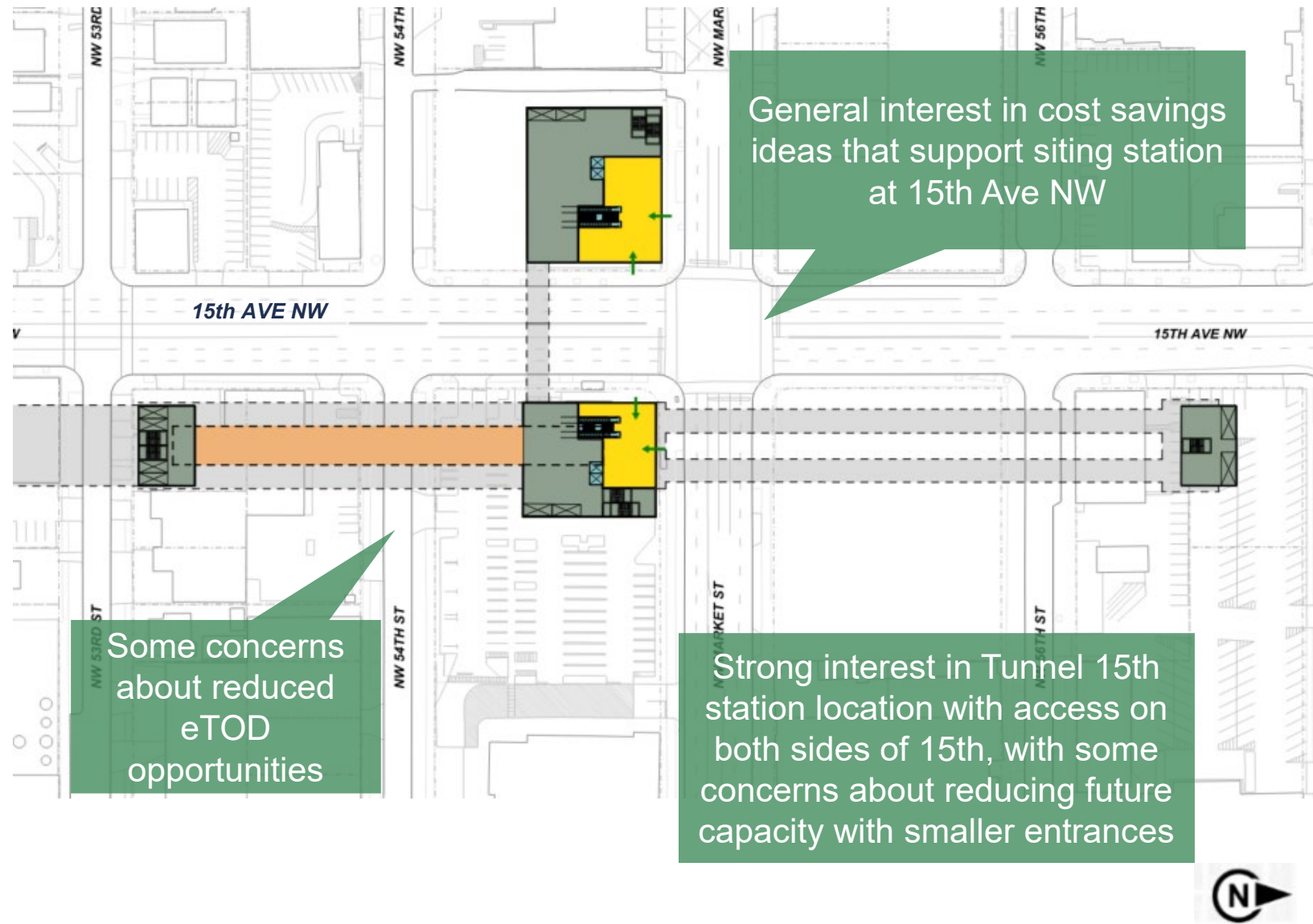


Consolidated Alignment

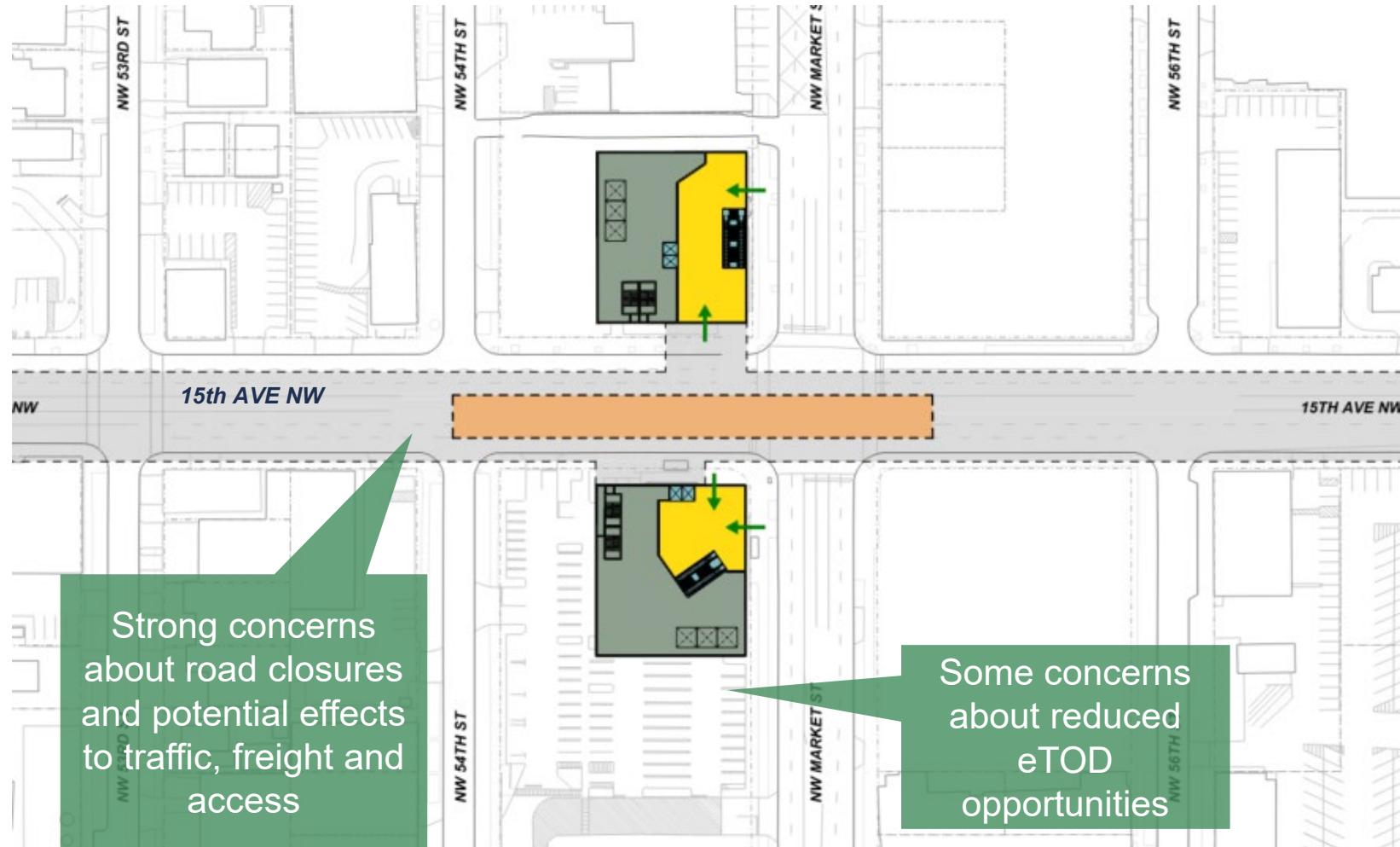


Ballard
Further Studies
Community Feedback

Tunnel 15th Ave Cost Savings: Draft EIS Station Entrance Refinements



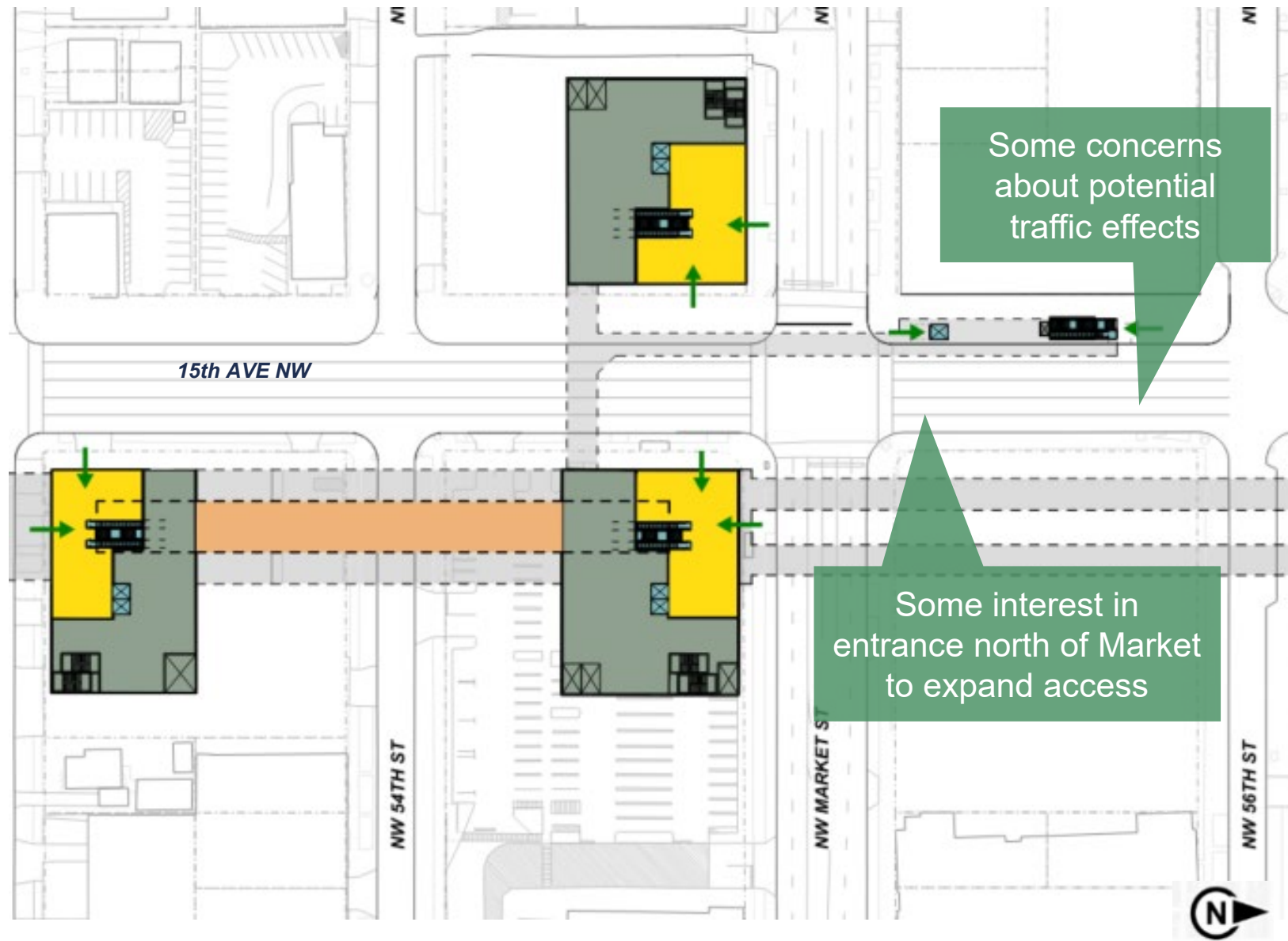
Tunnel 15th Ave Cost Savings: Station in Right-of-Way



Strong concerns about road closures and potential effects to traffic, freight and access

Some concerns about reduced eTOD opportunities

Tunnel 15th Ave Entrance North of Market



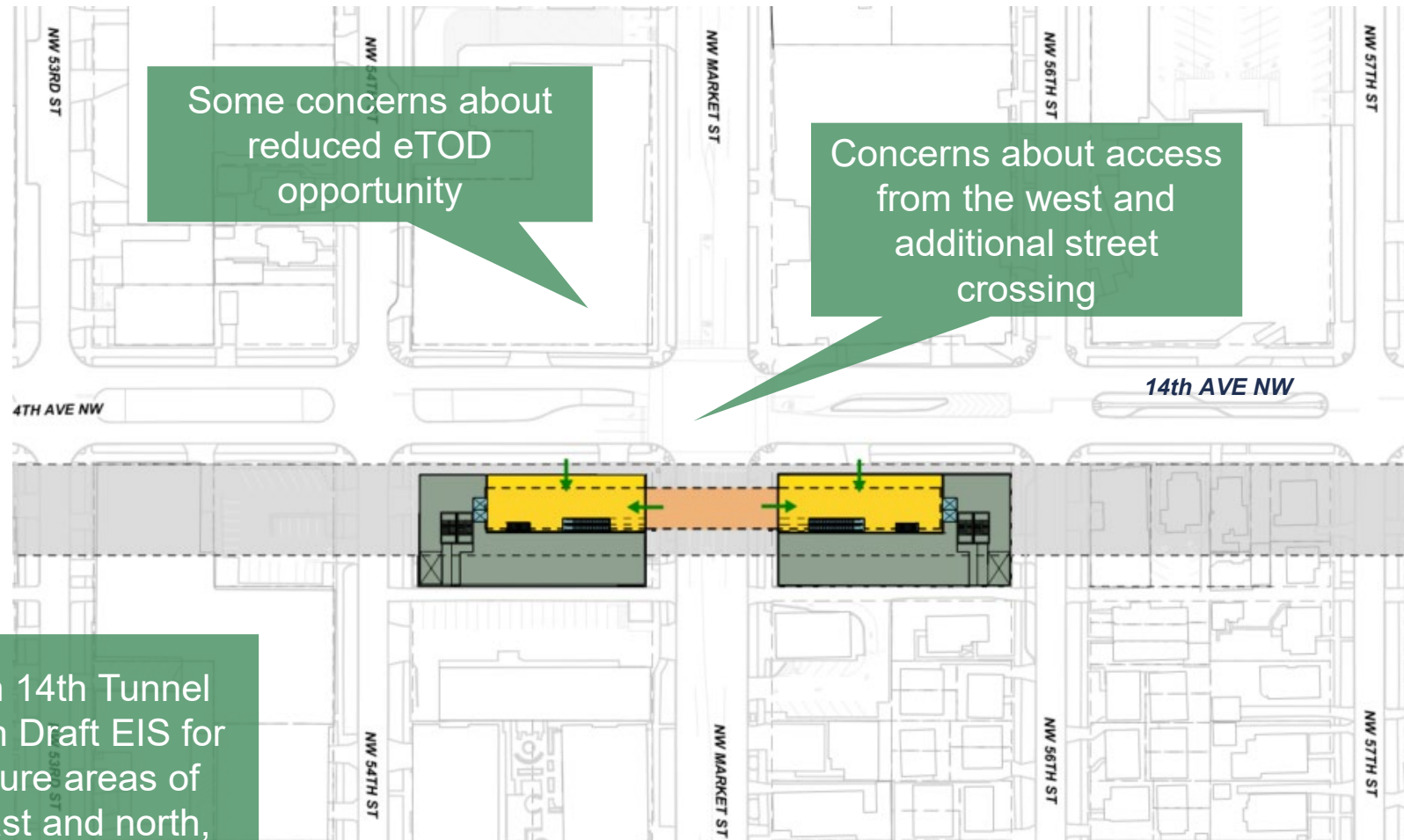
Tunnel 14th Ave Station Access

*Pedestrian access
improvements across 15th
Ave with Tunnel 14th Station*

Some interest in grade-separated improvements to reduce passenger-vehicle interactions; others prefer at-grade improvements for sense of safety



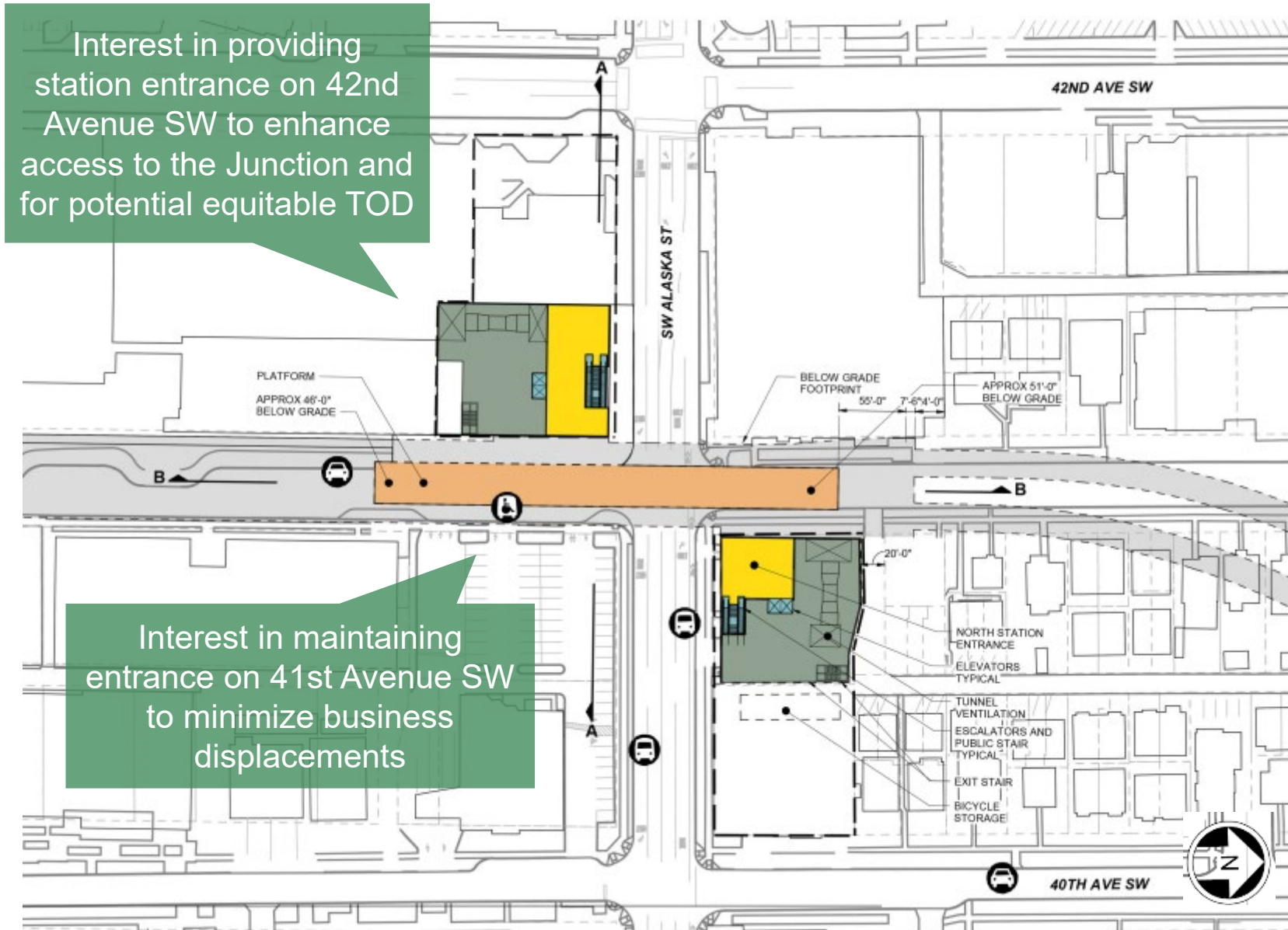
Shifted Tunnel 14th Ave Station



***West Seattle Extension
Further Studies
Community Feedback***

Alaska Junction Station Access Refinement

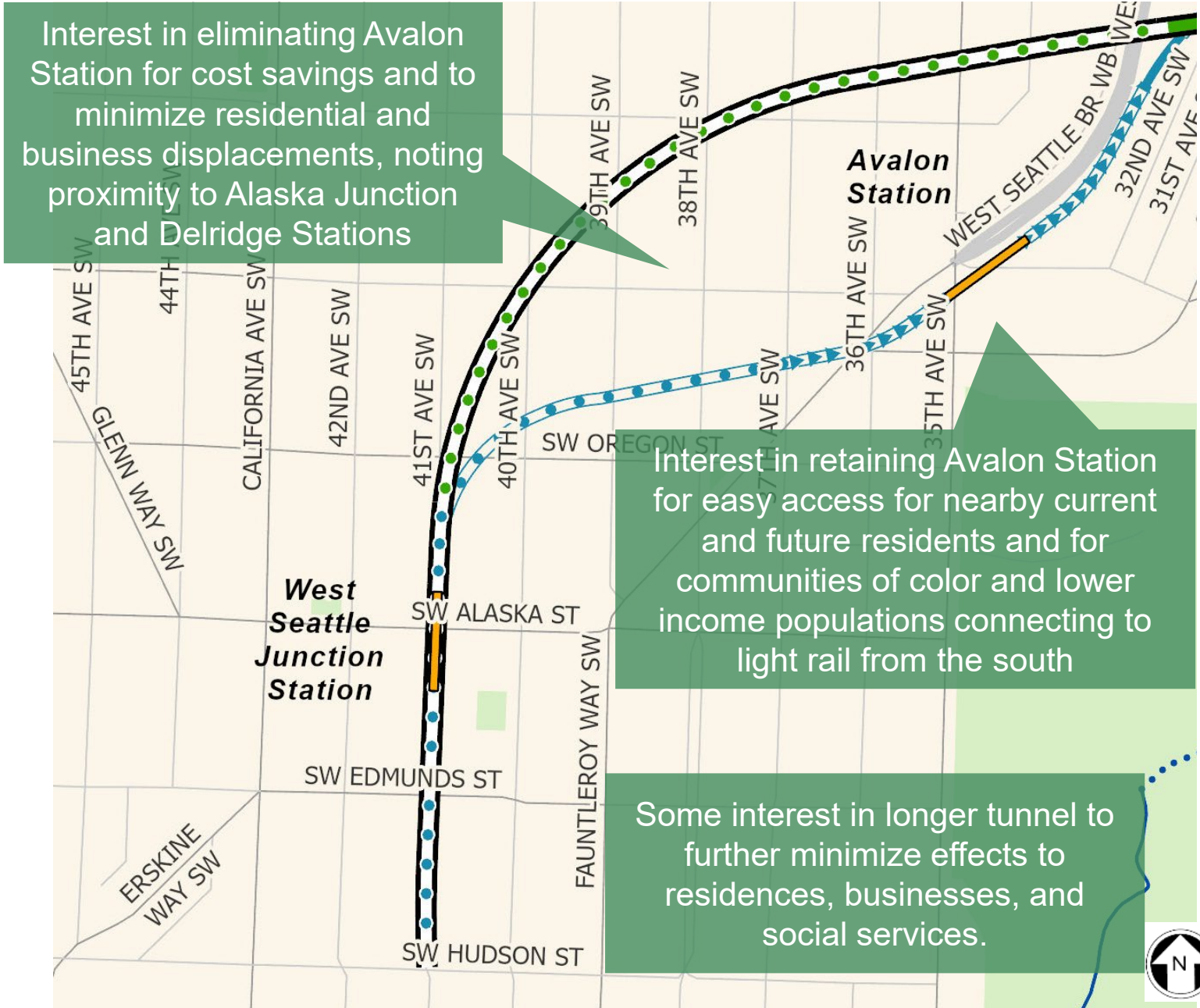
*Shift station entrance
to 42nd Ave SW*



Eliminate Avalon Station

Eliminate station and optimize alignment

(assumes shifting alignment south towards SW Yancy St)

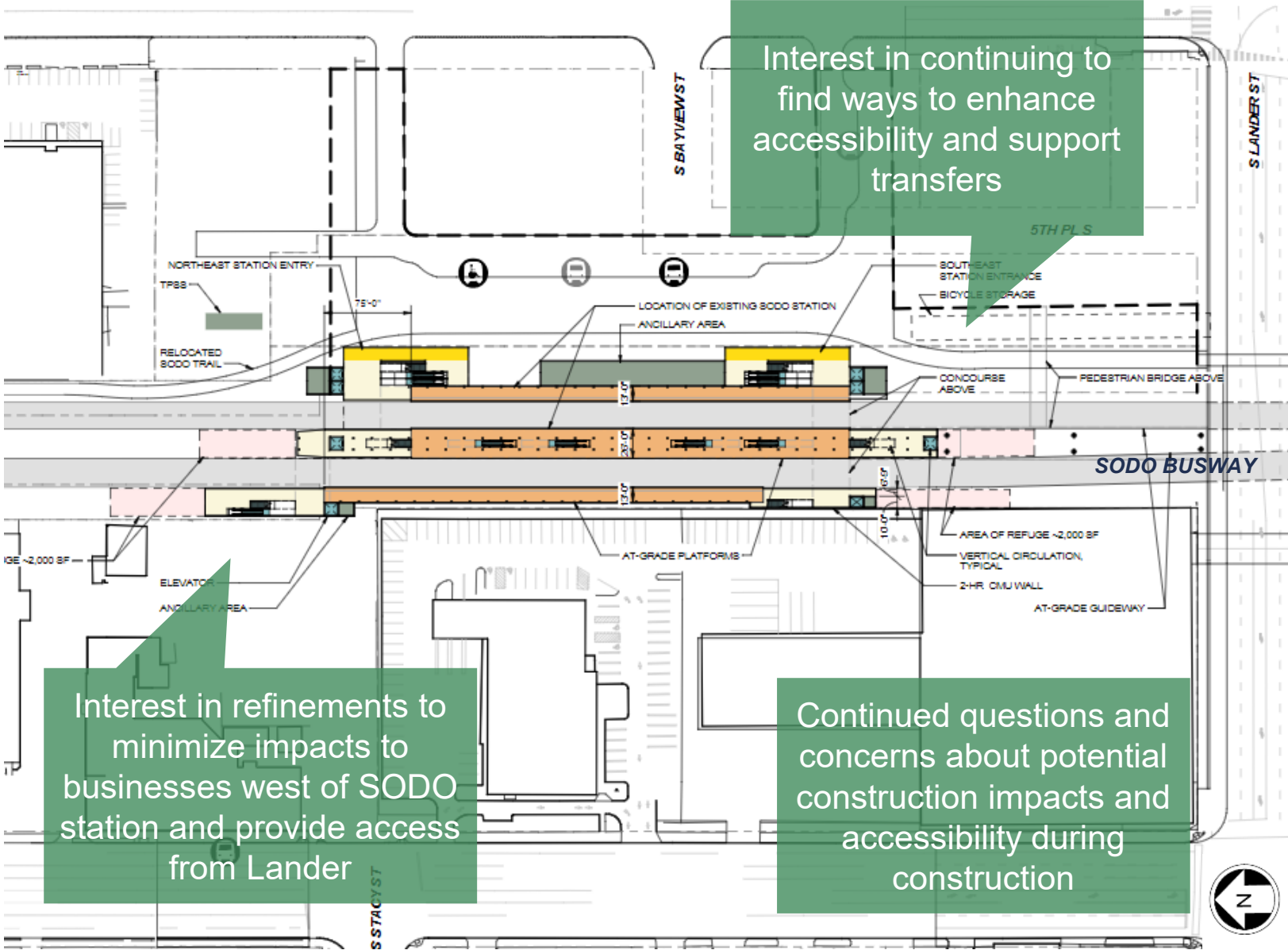


Delridge Access, Integration, and Alignment Refinement

Shift alignment south towards SW Yancy St



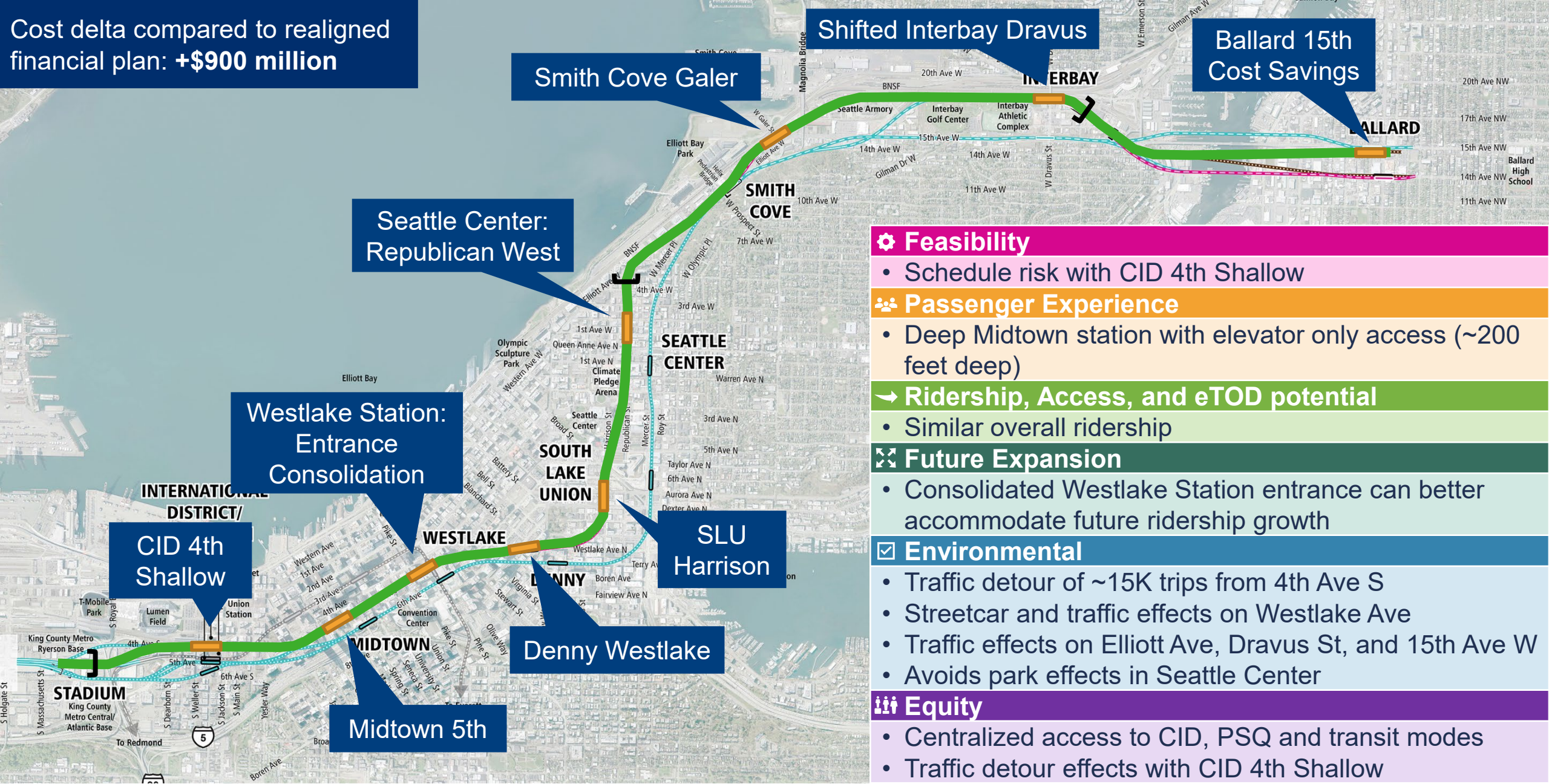
SODO Access to S Lander Street



Board discussion

***Ballard Link Extension
end-to-end scenarios***

Cost delta compared to realigned financial plan: **+\$900 million**



⚙️ Feasibility

- Schedule risk with CID 4th Shallow

👤 Passenger Experience

- Deep Midtown station with elevator only access (~200 feet deep)

➔ Ridership, Access, and eTOD potential

- Similar overall ridership

🚧 Future Expansion

- Consolidated Westlake Station entrance can better accommodate future ridership growth

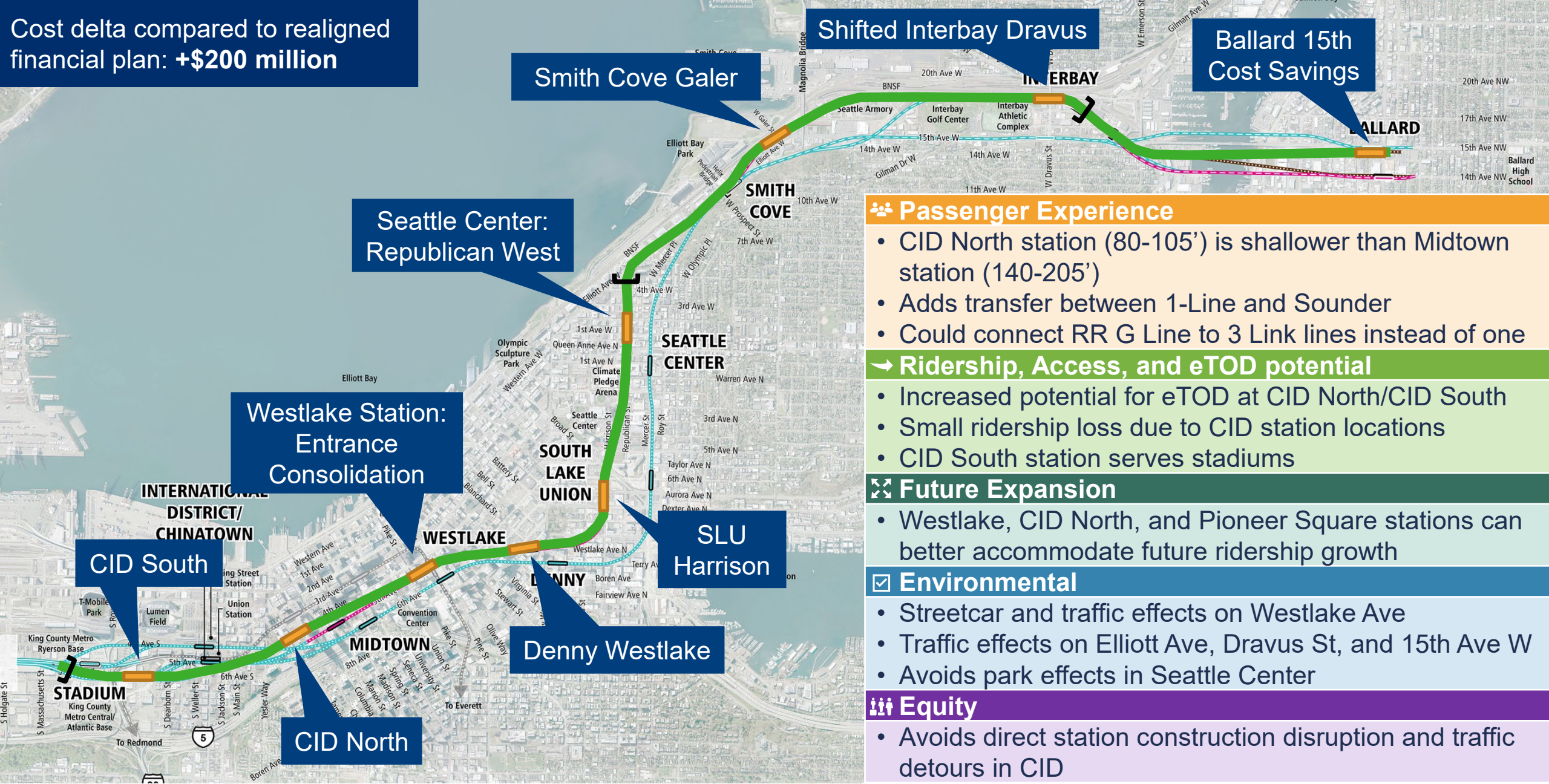
☑️ Environmental

- Traffic detour of ~15K trips from 4th Ave S
- Streetcar and traffic effects on Westlake Ave
- Traffic effects on Elliott Ave, Dravus St, and 15th Ave W
- Avoids park effects in Seattle Center

👥 Equity

- Centralized access to CID, PSQ and transit modes
- Traffic detour effects with CID 4th Shallow

Cost delta compared to realigned financial plan: **+\$200 million**



Passenger Experience

- CID North station (80-105') is shallower than Midtown station (140-205')
- Adds transfer between 1-Line and Sounder
- Could connect RR G Line to 3 Link lines instead of one

Ridership, Access, and eTOD potential

- Increased potential for eTOD at CID North/CID South
- Small ridership loss due to CID station locations
- CID South station serves stadiums

Future Expansion

- Westlake, CID North, and Pioneer Square stations can better accommodate future ridership growth

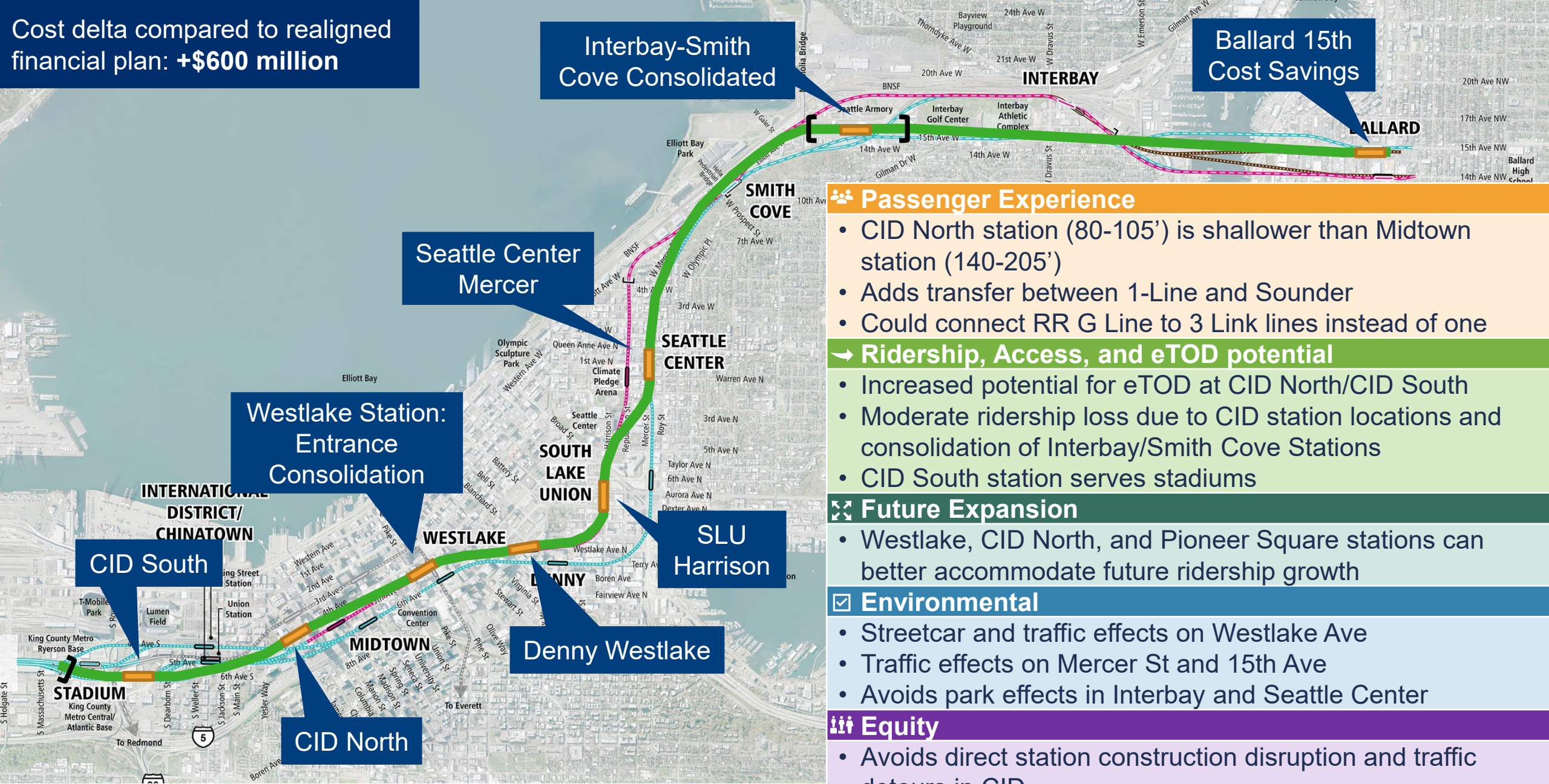
Environmental

- Streetcar and traffic effects on Westlake Ave
- Traffic effects on Elliott Ave, Dravus St, and 15th Ave W
- Avoids park effects in Seattle Center

Equity

- Avoids direct station construction disruption and traffic detours in CID

Cost delta compared to realigned financial plan: **+\$600 million**



Passenger Experience

- CID North station (80-105') is shallower than Midtown station (140-205')
- Adds transfer between 1-Line and Sounder
- Could connect RR G Line to 3 Link lines instead of one

Ridership, Access, and eTOD potential

- Increased potential for eTOD at CID North/CID South
- Moderate ridership loss due to CID station locations and consolidation of Interbay/Smith Cove Stations
- CID South station serves stadiums

Future Expansion

- Westlake, CID North, and Pioneer Square stations can better accommodate future ridership growth

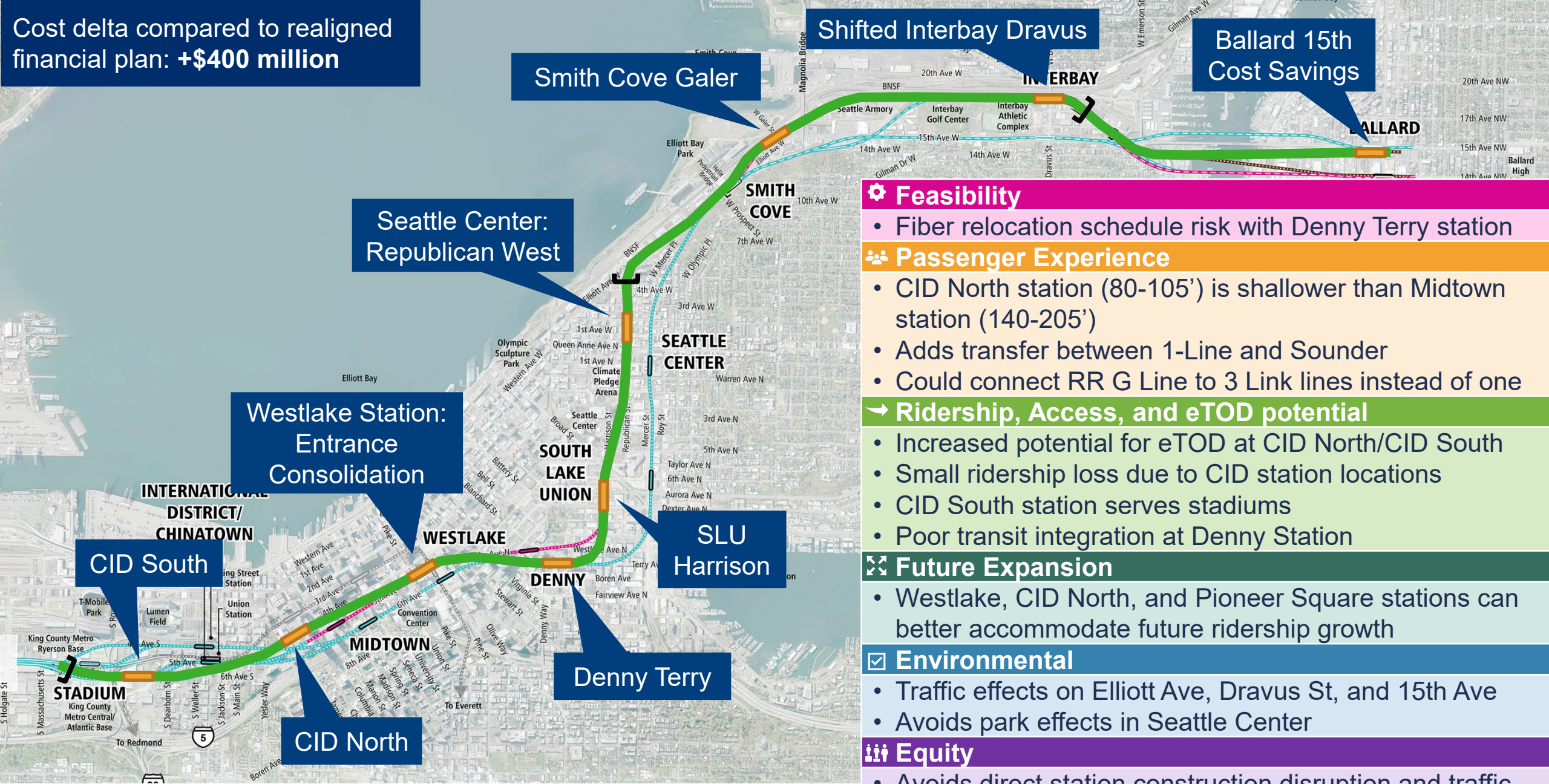
Environmental

- Streetcar and traffic effects on Westlake Ave
- Traffic effects on Mercer St and 15th Ave
- Avoids park effects in Interbay and Seattle Center

Equity

- Avoids direct station construction disruption and traffic detours in CID

Cost delta compared to realigned financial plan: **+\$400 million**



Feasibility

- Fiber relocation schedule risk with Denny Terry station

Passenger Experience

- CID North station (80-105') is shallower than Midtown station (140-205')
- Adds transfer between 1-Line and Sounder
- Could connect RR G Line to 3 Link lines instead of one

Ridership, Access, and eTOD potential

- Increased potential for eTOD at CID North/CID South
- Small ridership loss due to CID station locations
- CID South station serves stadiums
- Poor transit integration at Denny Station

Future Expansion

- Westlake, CID North, and Pioneer Square stations can better accommodate future ridership growth

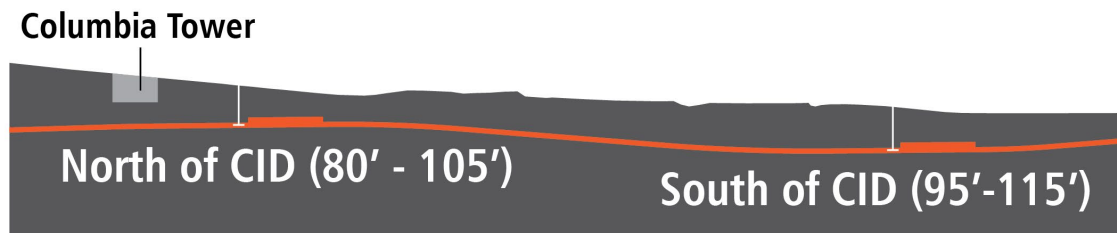
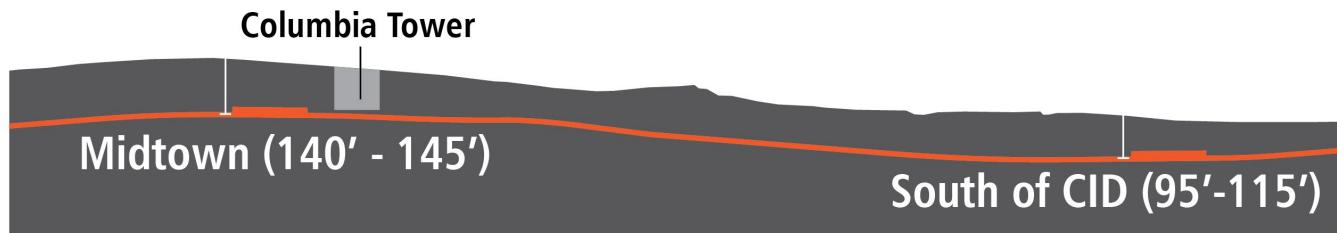
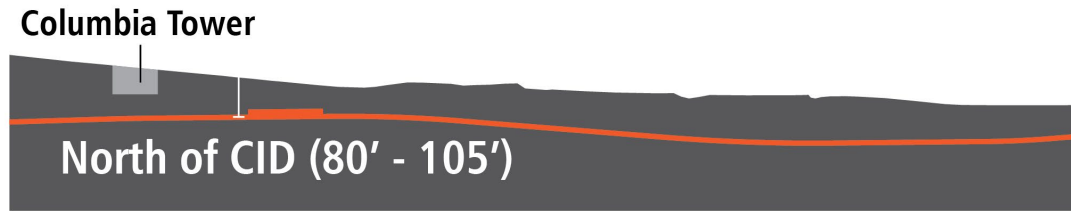
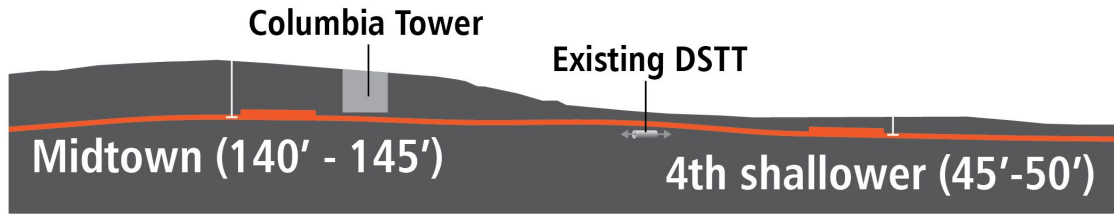
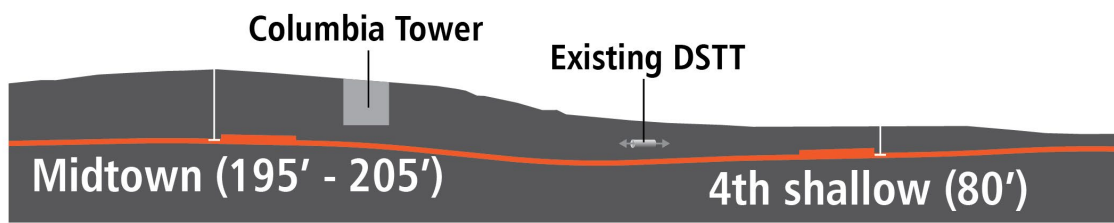
Environmental

- Traffic effects on Elliott Ave, Dravus St, and 15th Ave
- Avoids park effects in Seattle Center

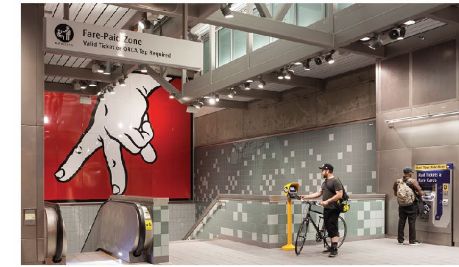
Equity

- Avoids direct station construction disruption and traffic detours in CID

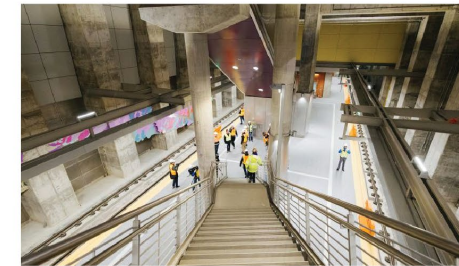
***Ballard Link Extension
results comparisons***



Existing Station depth in the system:



Capitol Hill Station
(65')



Roosevelt Station
(80')

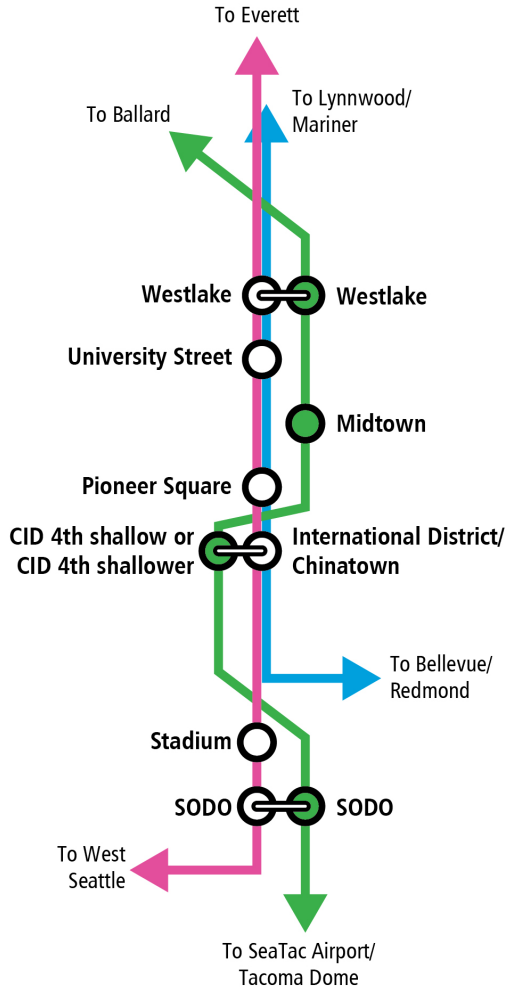


UW Station
(95')

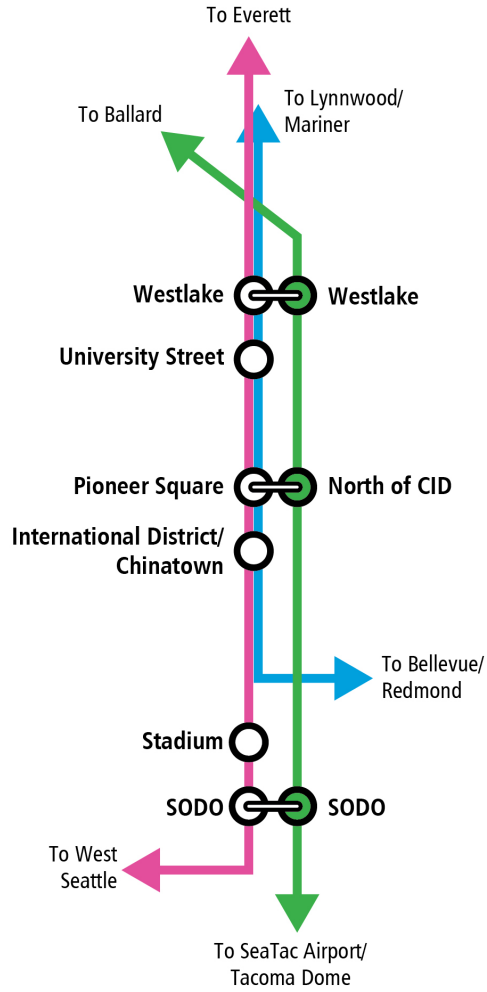


Beacon Hill Station
(160')

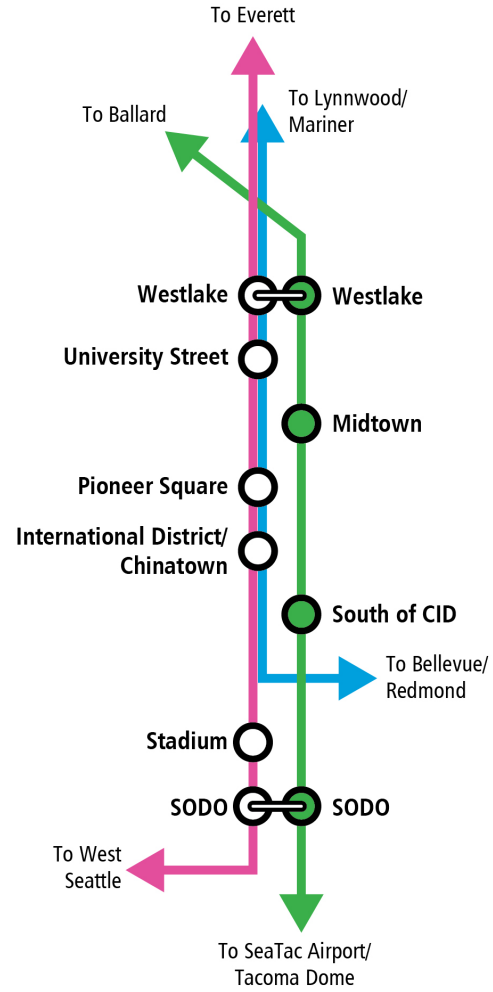
CID 4th shallow & CID 4th shallower



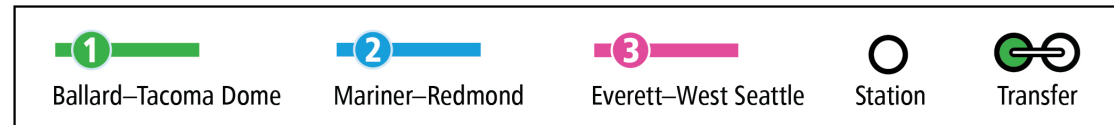
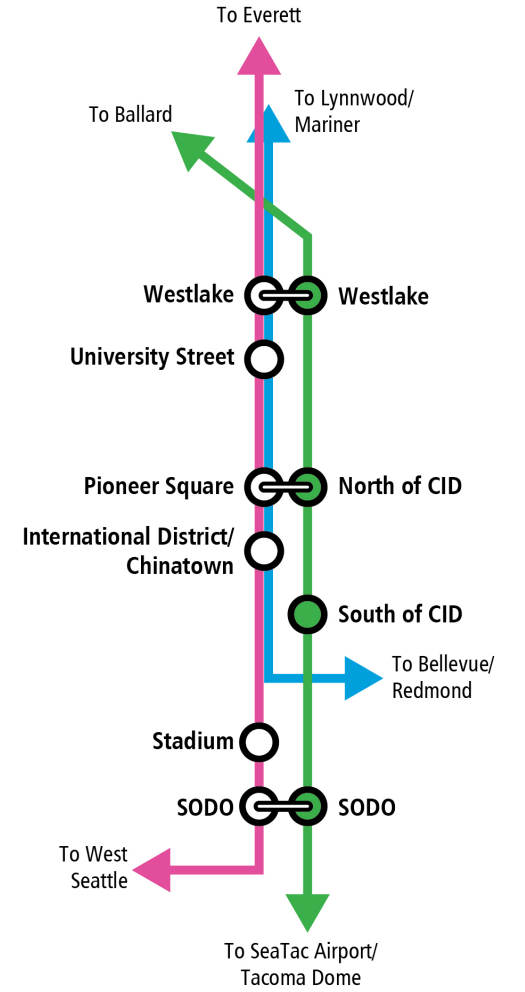
North of CID only



Midtown + South of CID



North of CID + South of CID










	Midtown + 4th Avenue Shallow/ 4th Avenue Shallower	North of CID Only	Midtown + South of CID	North of CID + South of CID	
Walk time to nearest 1-Line station*:			0-5 min	6-10 min	11+ min
Hing Hay Park	2 min	8 min	5 min	5 min	
Little Saigon	13 min	18 min	15 min	15 min	
Yesler Terrace	14 min	9 min	16 min	9 min	
Occidental Square	7 min	5 min	10 min	5 min	
Lumen Field	4 min	10 min	7 min	7 min	
T-Mobile Park	13 min	19 min	8 min	8 min	
Central Library	1 min	5 min	1 min	5 min	
Seattle City Hall	3 min	1 min	3 min	1 min	
Harborview	13 min	8 min	13 min	8 min	
Virginia Mason	10 min	13 min	10 min	13 min	
Frye Art Museum	10 min	10 min	10 min	10 min	
Souder Station	1 min	4 min	6 min	4 min	
Amtrak Station	3 min	7 min	7 min	7 min	
Colman Dock	9 min	8 min	9 min	8 min	








	Midtown + 4th Avenue Shallow/ 4th Avenue Shallower	North of CID Only	Midtown + South of CID	North of CID + South of CID
Travel time between regional destinations:			0-5 min difference	6-10 min difference
Hing Hay Park to SeaTac Airport	39 min	44 min	41 min	41 min
Occidental Square to SeaTac Airport	46 min	45 min	47 min	46 min
Bellevue Transit Center to Airport (via Link)	61 min*	64 min	66-69 min	64.5 min
Bellevue Transit Center to Airport (via STRIDE)	44-49 min	44-49 min	44-49 min	44-49 min

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

CID: Results comparison








	Refined 4th Avenue Shallow Station (CID-1a)	Station North of CID Only	Station North of CID and Station South of CID
Feasibility 	<ul style="list-style-type: none"> Construction and schedule risk 	-	-
Passenger Experience 	<ul style="list-style-type: none"> Shallow CID (80') and deep Midtown station (195-205') 3.2 min transfer time btw Link 	<ul style="list-style-type: none"> Shallower station (80-105') 3.3 min transfer time btw Link* Fully below-grade Link transfer Adds transfer btw 1 Line and Sounder 	<ul style="list-style-type: none"> Shallower stations (80-115') 3.3 min transfer time btw Link* Fully below-grade Link transfer Adds transfer btw 1 Line and Sounder
Ridership, Access, eTOD Potential 	<ul style="list-style-type: none"> No expected change in ridership Link light rail closure (6 to 7 weeks) 	<ul style="list-style-type: none"> Small reduction in ridership eTOD potential north of CID 	<ul style="list-style-type: none"> Small reduction in ridership eTOD potential north and south of CID
Future Expansion 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude
Environmental 	<ul style="list-style-type: none"> Construction duration of 10-12 years Full closure of major traffic spine 4th Ave S for 4 years plus partial closure for 5 years Reduces displacement of ICON apartments (to two 2-month periods) 	<ul style="list-style-type: none"> Construction duration of 6-7 years Full closure of James St for 4 years Displacement of KC Admin building and social service providers 	<ul style="list-style-type: none"> Construction duration of 6-7 years Full closure of James St for 4 years and closure of 6th Ave S (south of Seattle Blvd) for 5-6 years Displacement of KC Admin building and social service providers
Equity 	<ul style="list-style-type: none"> Centralized access to CID, PSQ, and transit modes 4th Ave S traffic detour effects 	<ul style="list-style-type: none"> Avoids direct station construction disruption and traffic detours in CID 	<ul style="list-style-type: none"> Avoids direct station construction disruption and traffic detours in CID
Cost  compared to realigned financial plan in \$2019 (Pike to Holgate)	+\$700M	-\$360M	+\$160M

CID: Results comparison








	Refined 4th Avenue Shallow Station (CID-1a)	4th Avenue Shallower Station	Station North of CID and Station South of CID
Feasibility 	<ul style="list-style-type: none"> Construction and schedule risk 	<ul style="list-style-type: none"> In addition to impacts of CID-1a, added risk to DSTT and BNSF 	-
Passenger Experience 	<ul style="list-style-type: none"> Shallow CID (80') and deep Midtown station (195-205') 3.2 min transfer time btw Link 	<ul style="list-style-type: none"> Shallower CID (40-45') and Midtown stations (140-145') 2.5 min transfer time btw Link 	<ul style="list-style-type: none"> Shallower stations (80-115') 3.3 min transfer time btw Link* Fully below-grade Link transfer Adds transfer btw 1 Line and Sounder
Ridership, Access, eTOD Potential 	<ul style="list-style-type: none"> No expected change in ridership Link light rail closure (6 to 7 weeks) 	<ul style="list-style-type: none"> No expected change in ridership eTOD potential north of CID Link light rail closure (6 to 7 weeks) 	<ul style="list-style-type: none"> Small reduction in ridership eTOD potential north and south of CID
Future Expansion 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude
Environmental 	<ul style="list-style-type: none"> Construction duration of 10-12 years Full closure of major traffic spine 4th Ave S for 4 years plus partial closure for 5 years Reduces displacement of ICON apartments (to two 2-month periods) 	<p>In addition to impacts of CID-1a:</p> <ul style="list-style-type: none"> Extends 4th Ave S closure further north Adds closures of Yesler Way and Washington St for two years Adds reconstruction of Yesler Bridge Adds displacement of KC Admin building and social service providers 	<ul style="list-style-type: none"> Construction duration of 6-7 years Full closure of James St for 4 years and closure of 6th Ave S (south of Seattle Blvd) for 5-6 years Displacement of KC Admin building and social service providers
Equity 	<ul style="list-style-type: none"> Centralized access to CID, PSQ, and transit modes 4th Ave S traffic detour effects 	<ul style="list-style-type: none"> Centralized access to CID, PSQ, and transit modes 4th Ave S traffic detour effects 	<ul style="list-style-type: none"> Avoids direct station construction disruption and traffic detours in CID
Cost compared to realigned financial plan in \$2019 (Pike to Holgate) 	+\$700M	+\$800M	+\$160M

*Note: Does not include out-of-direction travel for passengers transferring between the 2 Line from areas to the east and areas south on the 1 Line







South Lake Union: Results comparison

	Denny Station at Westlake Ave (DT-1)	Denny Station at Terry Ave (DT-2) with Mix-and-Match	Denny Station at Terry Ave (DT-2) with Mix-and Match and Entrance Refinements
Feasibility 	-	<ul style="list-style-type: none"> Construction and schedule risk 	<ul style="list-style-type: none"> Construction and schedule risk
Passenger Experience 	<ul style="list-style-type: none"> Convenient transfer to transit on Westlake Avenue 	<ul style="list-style-type: none"> Less convenient transfer to transit on Westlake Avenue 	<ul style="list-style-type: none"> Shortens walk to transit lines on Westlake Avenue Adds station access to both sides of Denny Way
Ridership, Access, eTOD Potential 	-	<ul style="list-style-type: none"> Minimal impact to ridership 	<ul style="list-style-type: none"> Minimal impact to ridership
Future Expansion 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude
Environmental 	<ul style="list-style-type: none"> Full closure of Westlake Ave between 7th Ave and Denny Way for 4 years Streetcar effects 	<ul style="list-style-type: none"> Full closure of Terry Ave between Denny Way and Thomas St for 4 years Avoids streetcar effects 	<ul style="list-style-type: none"> Full closure of Terry Ave between Denny Way and Thomas St for 4 years Avoids streetcar effects
Equity 	-	-	-
Cost compared to realigned financial plan in \$2019 	-	+\$200M	+\$190M








Seattle Center: Results comparison

	Seattle Center Station at Republican (DT-1)	Seattle Center Station Shifted West on Republican	Seattle Center Station at Mercer (DT-2) with Mix-and-Match
Feasibility 	-	-	-
Passenger Experience 	-	-	-
Ridership, Access, eTOD Potential 	-	-	-
Future Expansion 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude
Environmental 	<ul style="list-style-type: none"> Full closure of Republican St between Queen Anne N and Warren Ave N for 5 years Affects Seattle Center/ NW Rooms during construction 	<ul style="list-style-type: none"> Full closure of Republican St between 3rd Ave W and Queen Anne Ave N for up to 5 years Avoids effects to Seattle Center Affects Uptown Cinema during construction 	<ul style="list-style-type: none"> Partial closure of Mercer St between Warren Ave N and 1st Ave W for 3.5 years Avoids effects to Seattle Center Fewer residential and more business displacements than DT-1
Equity 	-	-	-
Cost compared to realigned financial plan in \$2019 	-	+\$60M	+\$210M

Interbay-Smith Cove: Results comparison

	Smith Cove Station at Galer Street (SIB-1)	Modified SIB-1 Alignment	Consolidated Alignment
Feasibility 	-	-	<ul style="list-style-type: none"> Ongoing analysis of unstable slope risk on Queen Anne hillside
Passenger Experience 	-	<ul style="list-style-type: none"> Adds entrances on both sides of Dravus St at Interbay Station 	-
Ridership, Access, eTOD Potential 	<ul style="list-style-type: none"> Allows some development adjacent to station 	<ul style="list-style-type: none"> Allows some development adjacent to station 	<ul style="list-style-type: none"> Reduces access due to single consolidated station in Interbay Allows development adjacent to station
Future Expansion 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude
Environmental 	<ul style="list-style-type: none"> Affects SCL, Seattle Storm, and KCWTD properties Permanent columns within Elliott Ave and park effects in Interbay 	<ul style="list-style-type: none"> Avoids SCL and Seattle Storm properties Permanent columns within Elliott Ave and park effects in Interbay Partial closure of Dravus Street for 18 months 	<ul style="list-style-type: none"> Avoids SCL, Seattle Storm, and KCWTD properties Avoids columns within Elliott Ave and park effects in Interbay Fewer residential and more business displacements than SIB-1 Partial closure of major traffic spine 15th Ave W for 18 months
Equity 	-	-	-
Cost  compared to realigned financial plan in \$2019	-	-\$30M	+\$210M

Ballard Tunnel 15th Ave: Results comparison

	Tunnel 14th Ave (IBB-2a)	Tunnel 15th Ave (IBB-2b)	Tunnel 15th Ave Cost Savings
Feasibility 	-	-	-
Passenger Experience 	<ul style="list-style-type: none"> Convenient bus transfer 	<ul style="list-style-type: none"> Less convenient bus transfer 	<ul style="list-style-type: none"> Less convenient bus transfer Optional smaller west entrance could limit vertical circulation capacity
Ridership, Access, eTOD Potential 	<ul style="list-style-type: none"> 15-min walk to Ballard core with crossing of 15th Ave W eTOD potential on Safeway and other sites 	<ul style="list-style-type: none"> 10-min walk to Ballard core eTOD potential on Safeway and other sites 	<ul style="list-style-type: none"> 10-min walk to Ballard core Reduces access from southeast Reduces eTOD opportunity
Future Expansion 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Does not preclude 	<ul style="list-style-type: none"> Optional smaller west entrance may not accommodate future ridership growth
Environmental 	<ul style="list-style-type: none"> Displaces Safeway store Full closure of 14th Ave NW btw 52nd and 58th for 3 years Partial closure of NW Market St at 14th Ave NW for 9 mo. 	<ul style="list-style-type: none"> 7 more residential and 2 more business displacements than IBB-2a Partial closure of NW Market St at 15th Ave NW for 3 years 	<ul style="list-style-type: none"> 7 more residential displacements than IBB-2a Partial closure of NW Market St at 15th Ave NW for 3 years Avoids Safeway store displacement
Equity 	-	-	-
Cost compared to realigned financial plan in \$2019 	+\$0M	+\$200M	+\$70M (or +\$30m with optional smaller west entrance)

Comparative estimates

- To *inform comparison* of further study concepts and end-to-end scenarios
- Consistent methodology to Draft EIS (2019\$), based on limited design
- *Project budget* established during realignment: \$12.2 billion

Schedule implications

Environmental phase:

- Additional environmental review is likely under any end-to-end scenario (~1 yr on top of already-incurred 10-month further studies delay)

Design phase:

- Scenarios including South Lake Union mix-and-match and CID 4th Shallow(er) will require additional time for coordination with third parties

Construction phase:

- Scenarios including CID 4th Shallow(er) will require additional time for construction (~2 yrs) due to 4th Ave viaduct reconstruction, traffic detour phasing, etc.
- Potential risk of additional delay for CID 4th Shallow(er) due to poor ground conditions, deep Midtown station, proximity to BNSF and existing downtown transit tunnel, phasing of Link closures

Board discussion

***Example Modified Preferred
Alternative***

Station North of CID and Station South of CID

Compared to Refined 4th Avenue Shallow Station (CID-1a)

Could connect RapidRide G Line to three Link lines instead of only one

Construction duration of 6-7 years is less than 10-12 years and avoids disruption of major traffic spine 4th Ave

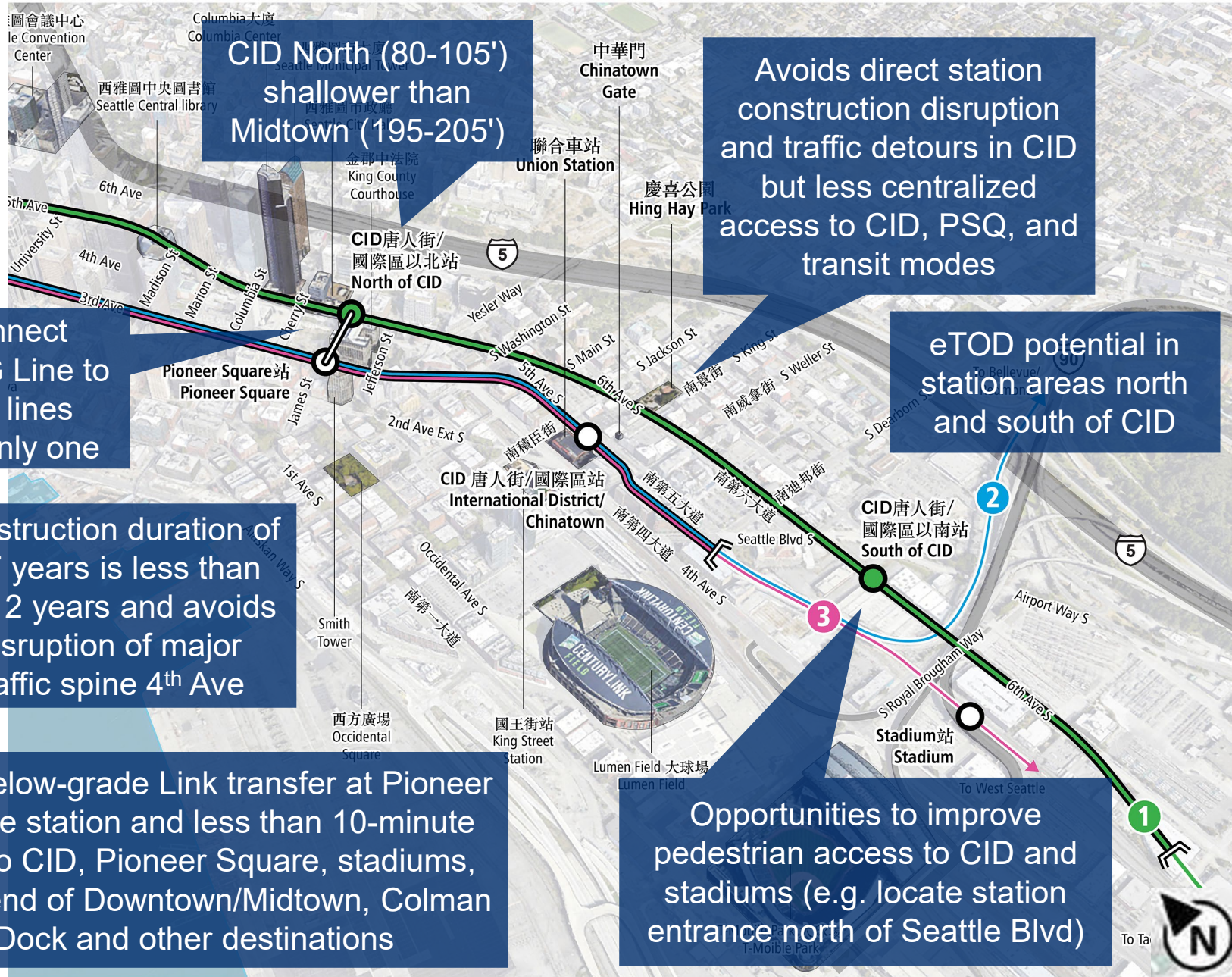
Fully below-grade Link transfer at Pioneer Square station and less than 10-minute walk to CID, Pioneer Square, stadiums, south end of Downtown/Midtown, Colman Dock and other destinations

CID North (80-105') shallower than Midtown (195-205')

Avoids direct station construction disruption and traffic detours in CID but less centralized access to CID, PSQ, and transit modes

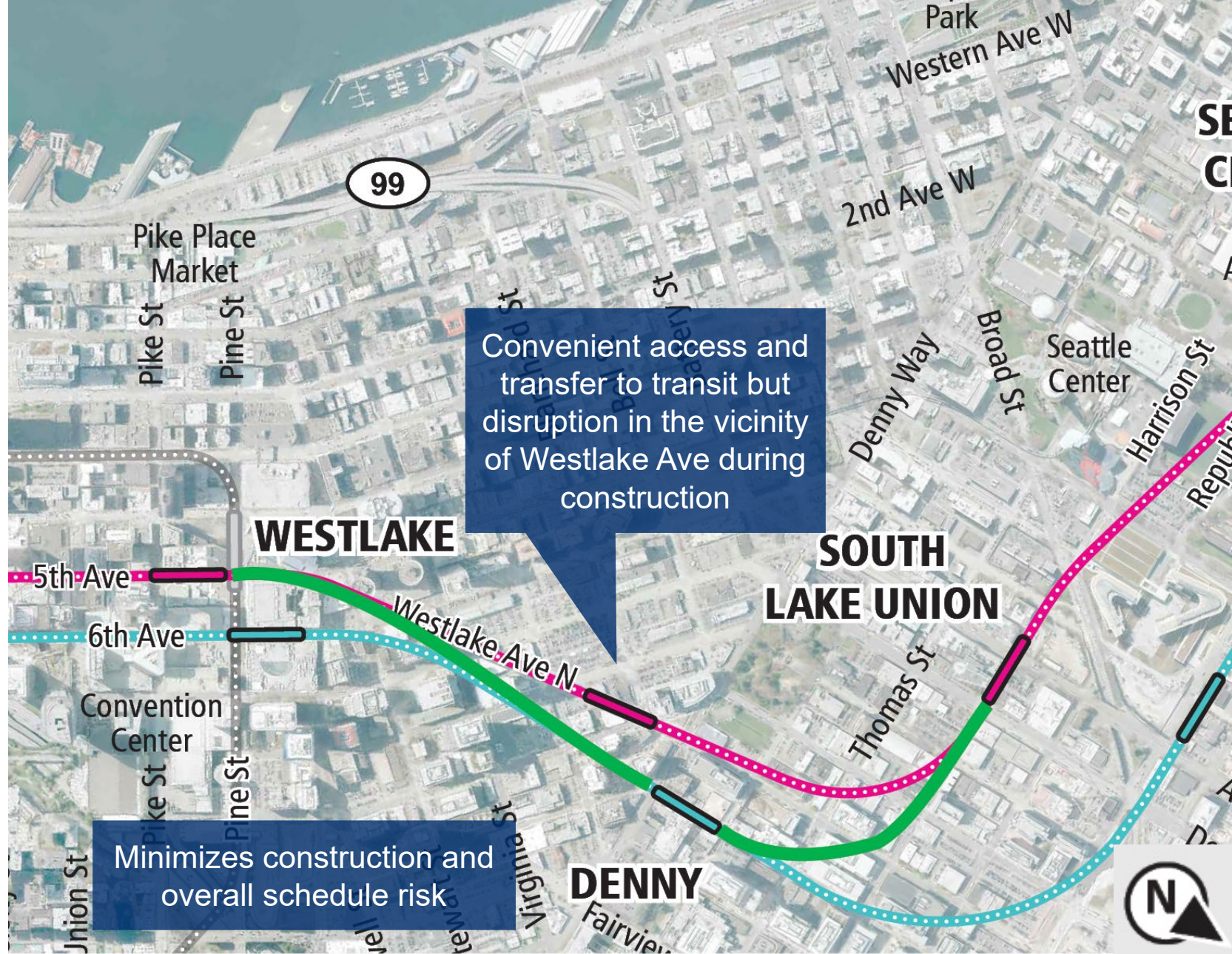
eTOD potential in station areas north and south of CID

Opportunities to improve pedestrian access to CID and stadiums (e.g. locate station entrance north of Seattle Blvd)



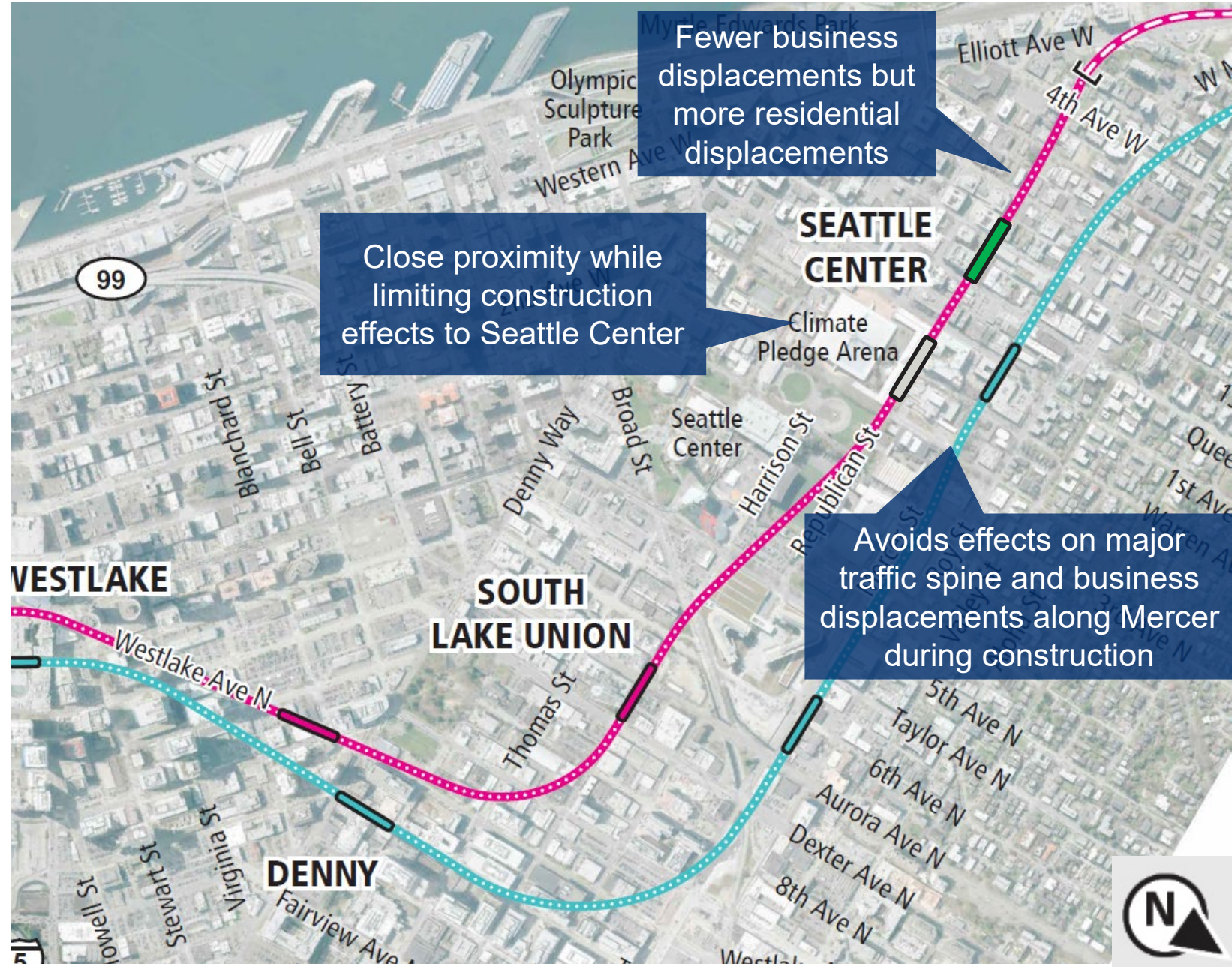
Denny Station at Westlake Ave (DT-1)

Compared to Denny Station at Terry Ave (DT-2) with Mix-and-Match



Seattle Center Station shifted west on Republican

Compared to Seattle Center Station at Mercer (DT-2) with Mix-and-Match



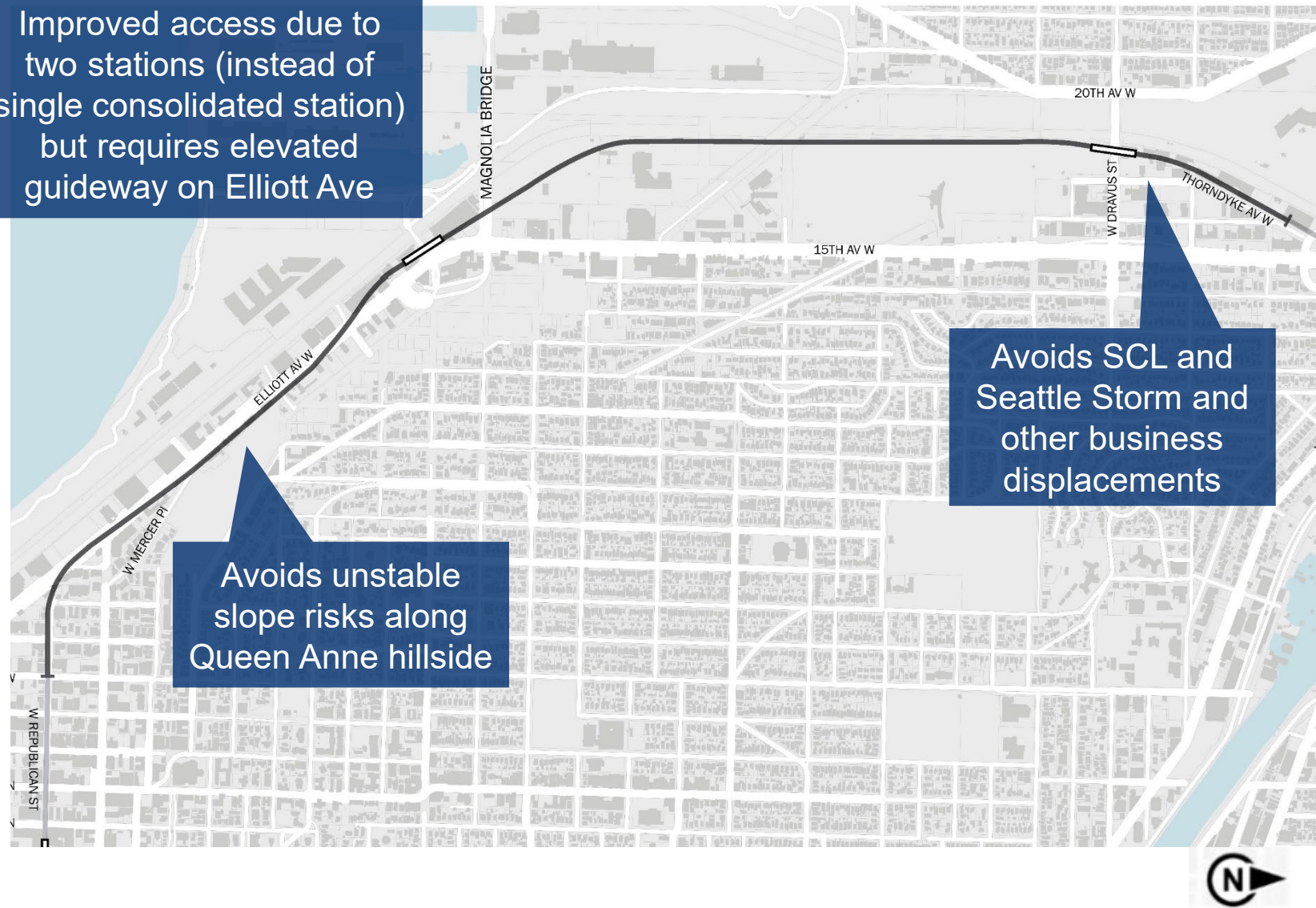
Modified SIB-1 Alignment

Compared to Consolidated Alignment

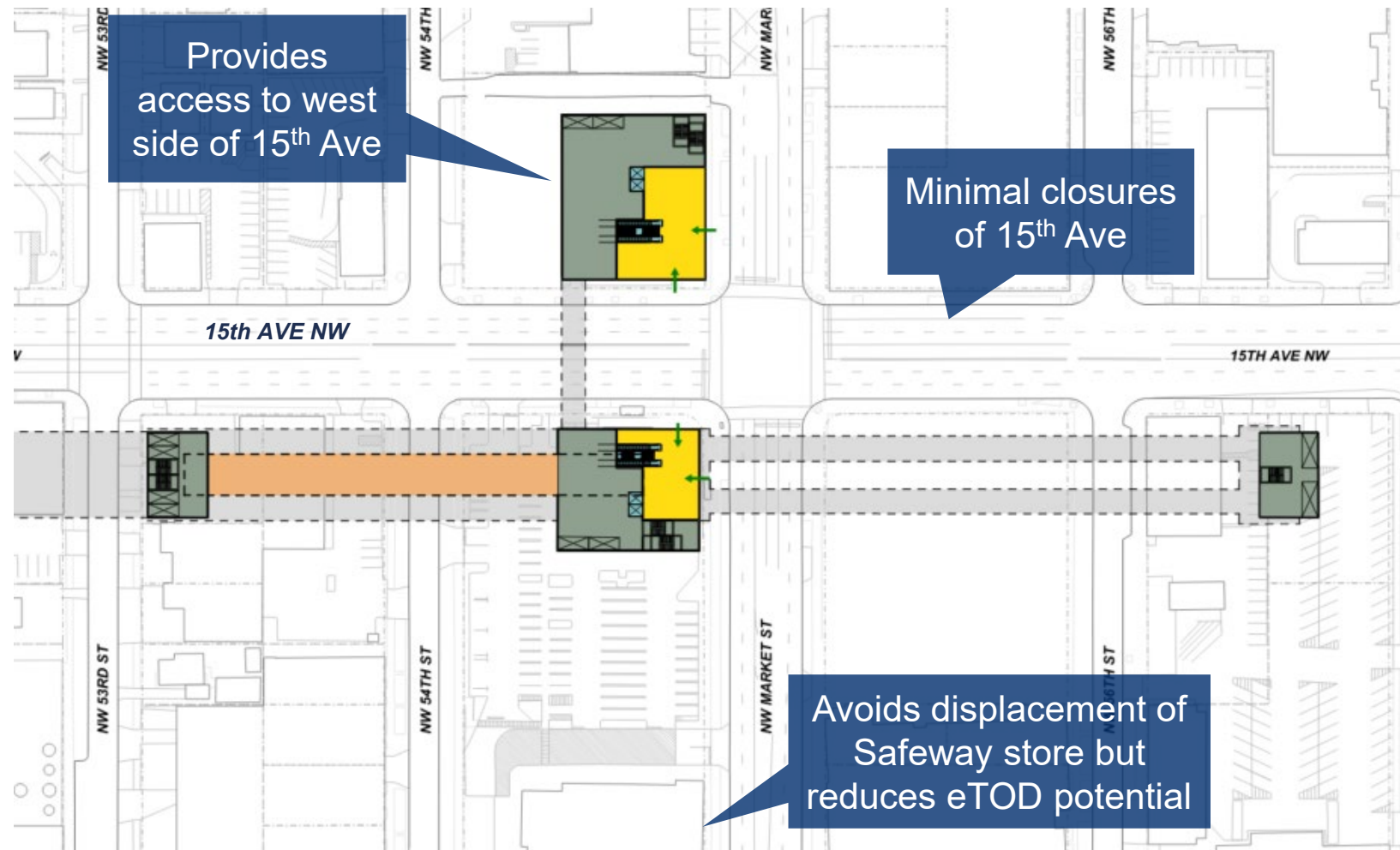
Improved access due to two stations (instead of single consolidated station) but requires elevated guideway on Elliott Ave

Avoids unstable slope risks along Queen Anne hillside

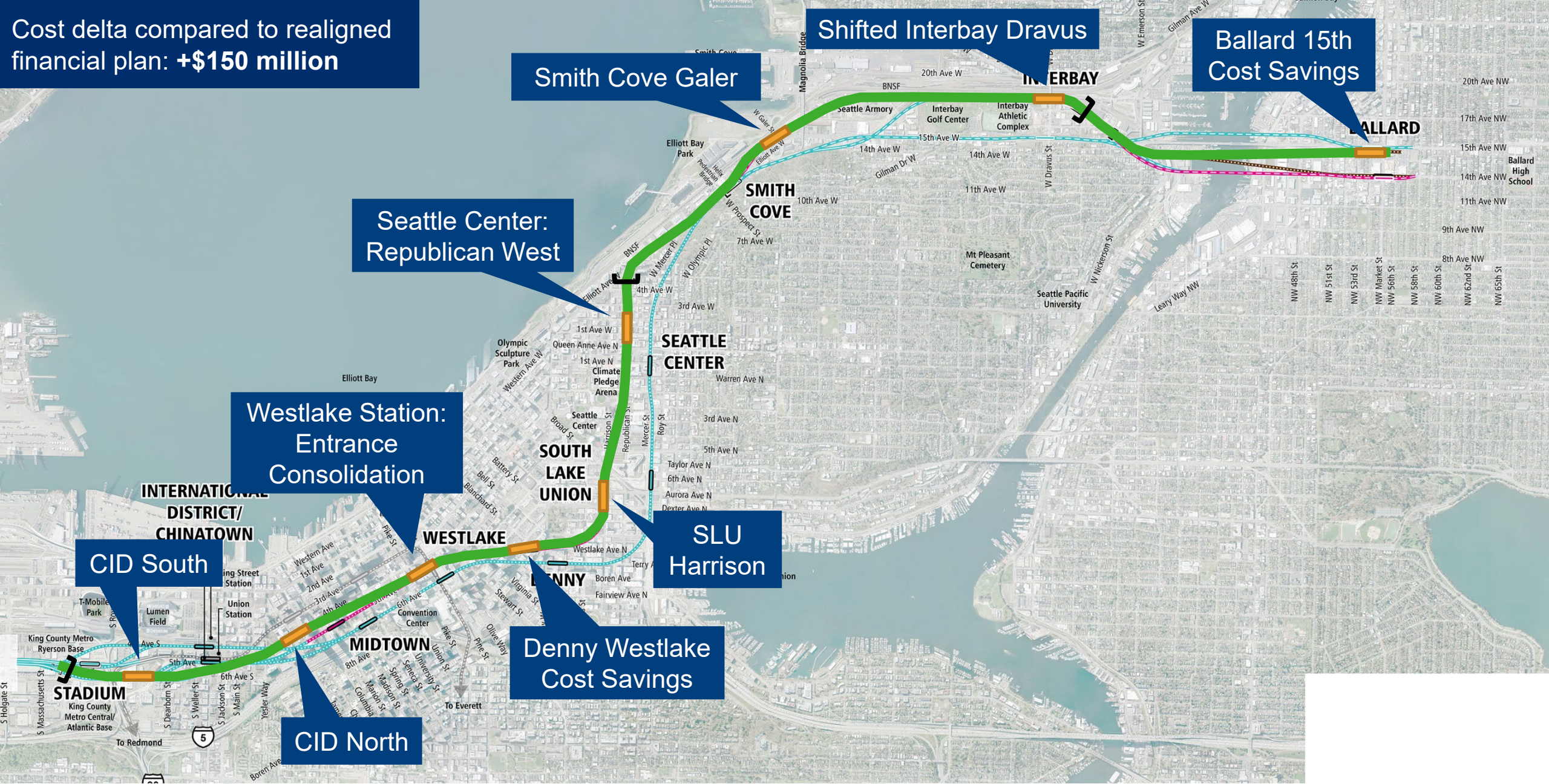
Avoids SCL and Seattle Storm and other business displacements



Tunnel 15th Ave Cost Savings



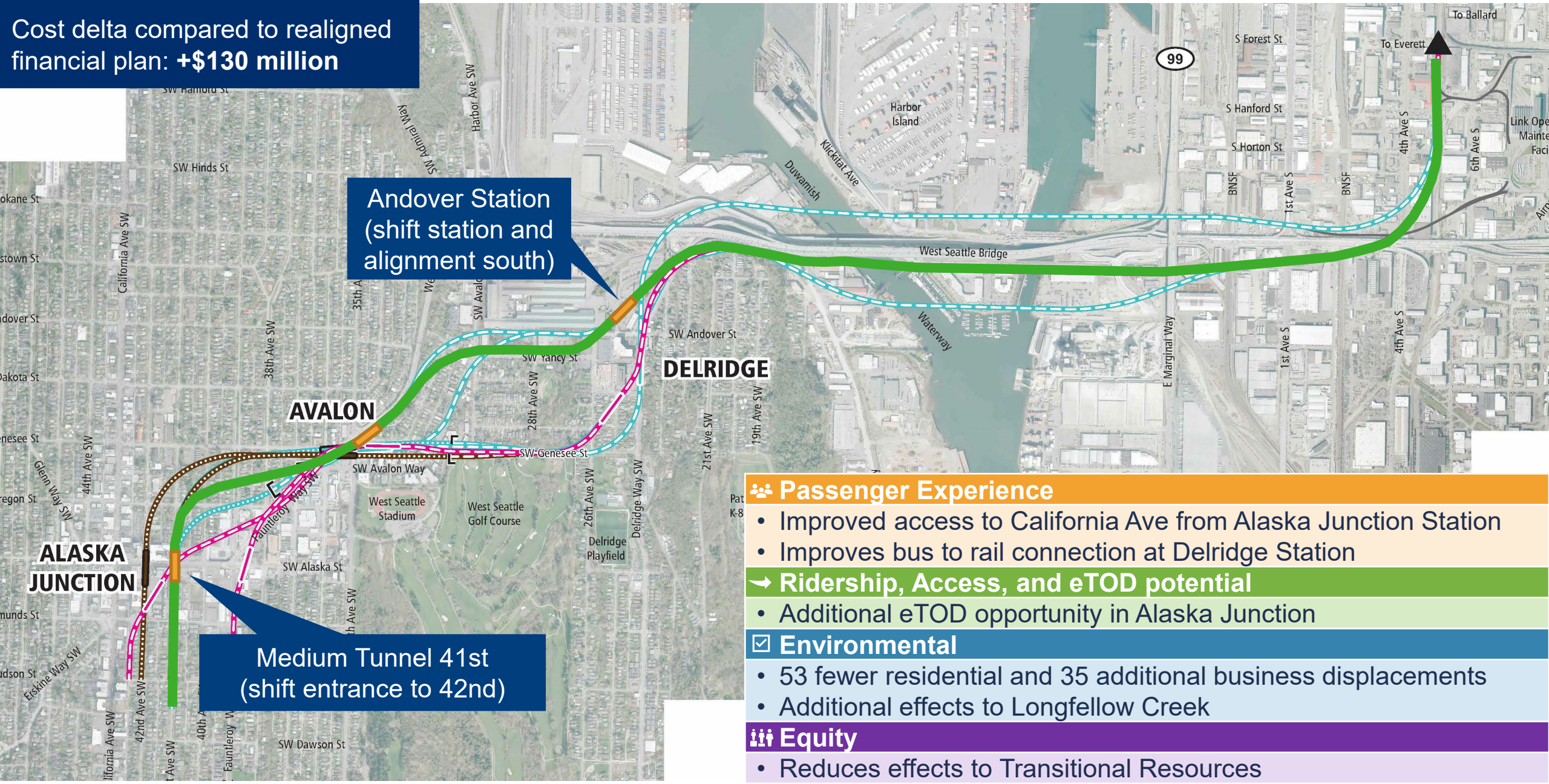
Cost delta compared to realigned financial plan: **+\$150 million**



Board discussion

***West Seattle Link Extension
end-to-end scenario***

Cost delta compared to realigned financial plan: **+\$130 million**



Andover Station (shift station and alignment south)

Medium Tunnel 41st (shift entrance to 42nd)

👤 Passenger Experience

- Improved access to California Ave from Alaska Junction Station
- Improves bus to rail connection at Delridge Station

➡ Ridership, Access, and eTOD potential

- Additional eTOD opportunity in Alaska Junction

☑ Environmental

- 53 fewer residential and 35 additional business displacements
- Additional effects to Longfellow Creek

👥 Equity

- Reduces effects to Transitional Resources

Funding

M2022-57: "These studies will also determine ... funding needs"

- Ballard example modified preferred alternative (\$150 million) + West Seattle preferred alternative refinements (\$130 million) = **+\$280 million**
- All CID options would benefit from Union Station activation / Jackson Hub improvements which would **require additional funding and partnerships**
- Through coordination with City and County, there is **up to \$400 million in potential funding** through various sources including publicly-owned property, value capture from increased development, and in-kind contributions. Anticipate receiving Letters of Intent before March board meeting.
- City and County to work with Sound Transit to further analyze costs and funding sources over the next year and develop a **funding agreement** in advance of Board action to select a project to be built

Next steps

Upcoming Board Process

Jan 26, Board:

Further Studies results overview

Jan 26 – Feb 17:

Gather additional community feedback

Feb 9, SEC:

Further Studies results deeper dive

Feb 23, Board:

Community feedback summary

Mar 9, SEC:

Recommendation to Board

Mar 23, Board:

Board identifies preferred alternative for Ballard Link Extension

Thank you.



 [soundtransit.org](https://www.soundtransit.org)

