

# ***Ballard Link Extension***

*Feasibility study of potential additional  
alternative in South Lake Union*

*System Expansion Committee*

*11/09/23*



# *Why we are here*

- Interest in potential additional alternative in South Lake Union area of Ballard Link Extension

# ***Prior board actions***

## ***Motion No. M2023-18 – approved March 23***



Confirms or modifies the preferred alternative light rail route and station locations for the Ballard Link Extension for additional environmental review, including preparation of a Final Environmental Impact Statement

## ***Motion No. M2023-57 – approved July 27***

Confirms or modifies the preferred station location for the Denny Station for the Ballard Link Extension Environmental Impact Statement

# Ballard Link Extension alternatives

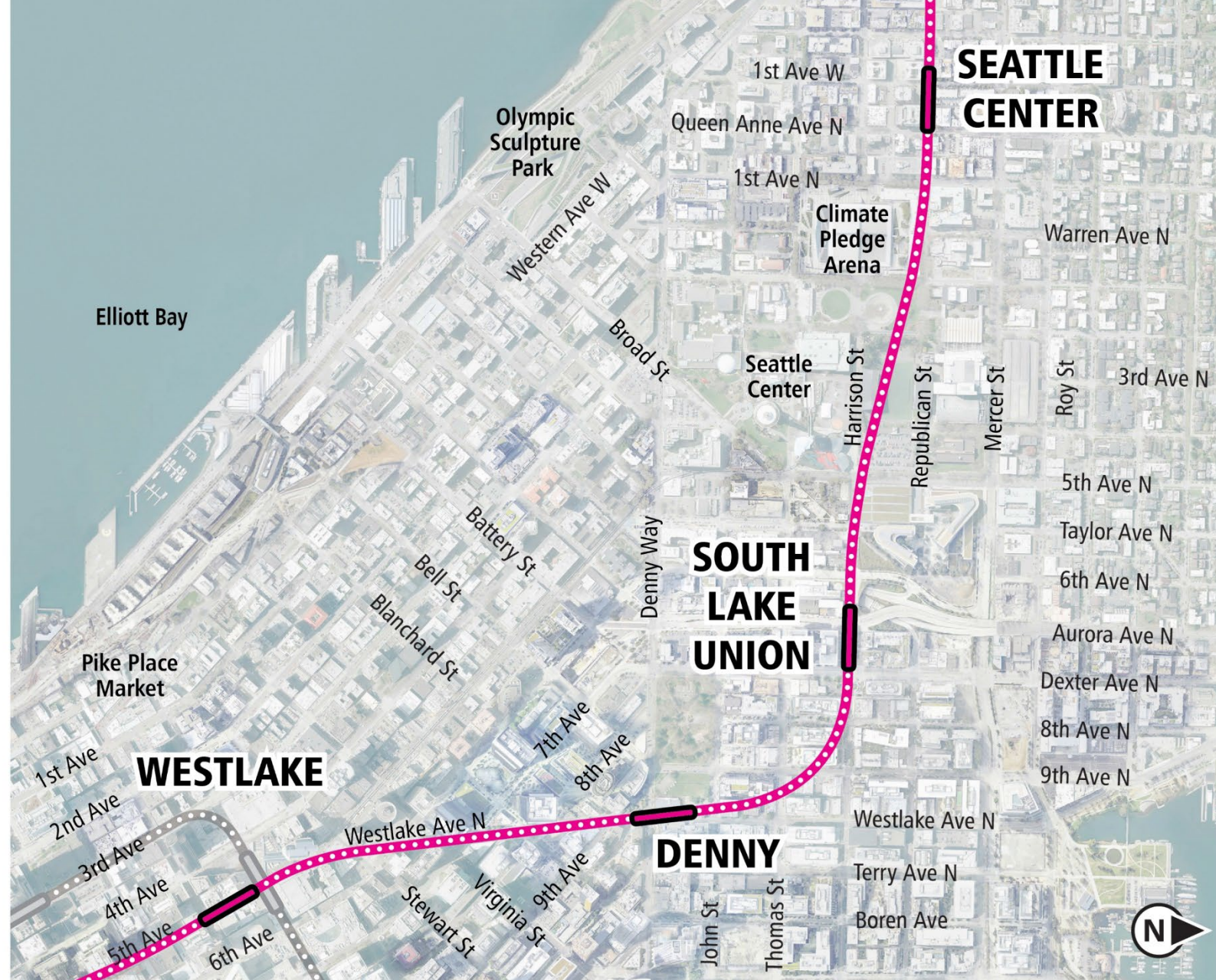
## What we're currently studying

-  Preferred alternative
-  Other EIS alternatives



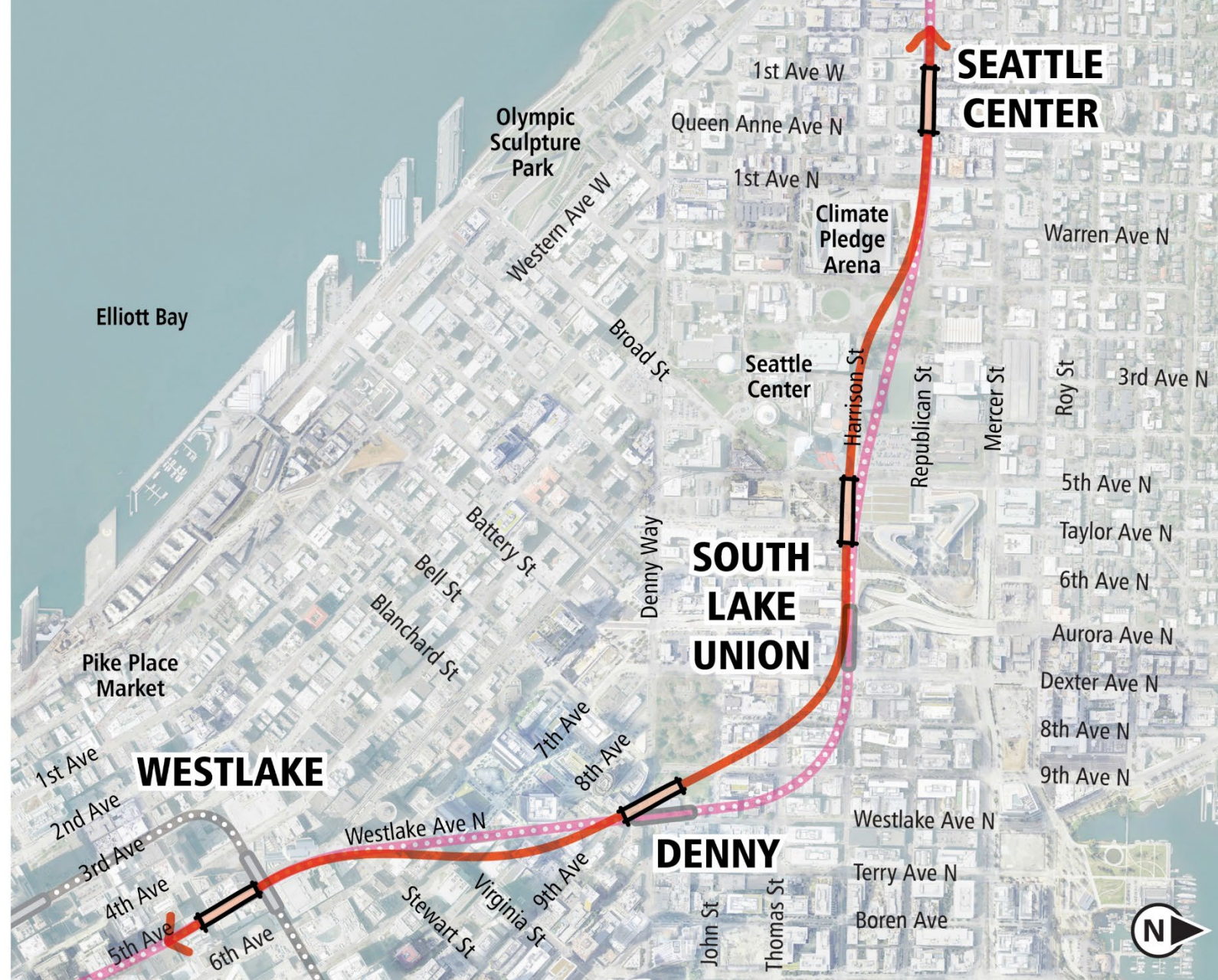
# Preferred alternative

Currently in preliminary engineering design



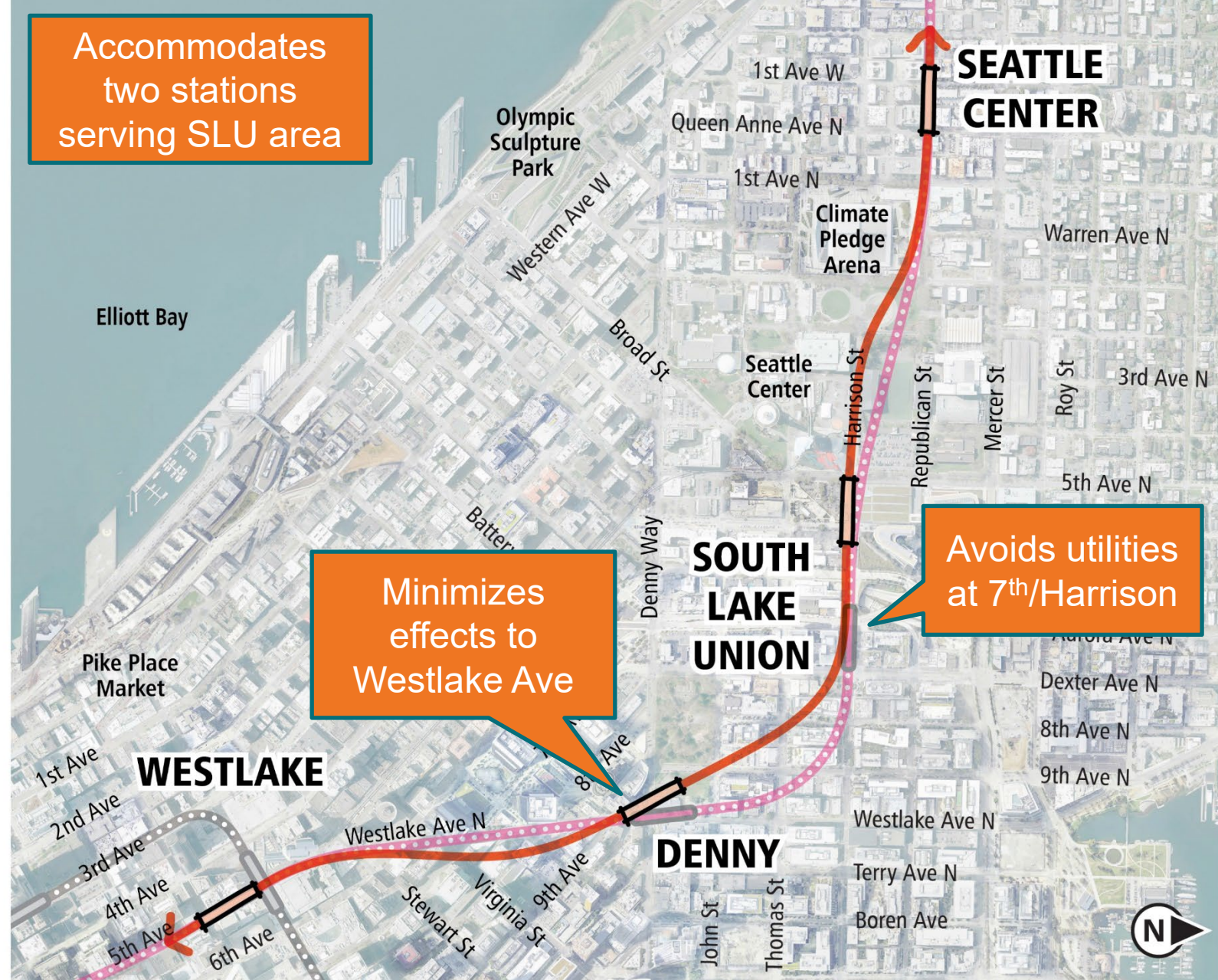
# Potential additional alternative

Sketch of newly suggested concept; has not yet been designed



# Potential additional alternative

## Opportunities



# Potential additional alternative Challenges





# *Schedule implications*

**Dec 2023:** If Board authorizes **feasibility study**, would not result in **any delay** to overall project schedule

**May 2024:** Board considers results of feasibility study

- If Board **does not direct further study**, **no delay** to overall project schedule (2039)
- If Board **includes the additional alternative in the Draft EIS**, projected to **cause 10-month delay** to overall project schedule (2040)
- If Board **modifies preferred alternative**, projected to cause **between 10-month and 2-year delay** to overall project schedule depending on when preferred alternative is modified (2040-2041)



# Operating Implications

Further delay to Ballard Link (and associated delay to opening of new downtown tunnel) extends the period during which:

- Trains from SW Everett, Tacoma and Redmond all need to operate through the existing downtown tunnel which will be constrained in capacity
- Trains from West Seattle operate as a shuttle to SODO

*Thank you.*



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

