

West Seattle and Ballard Link Extensions

Mercer Stakeholders

1/25/2023



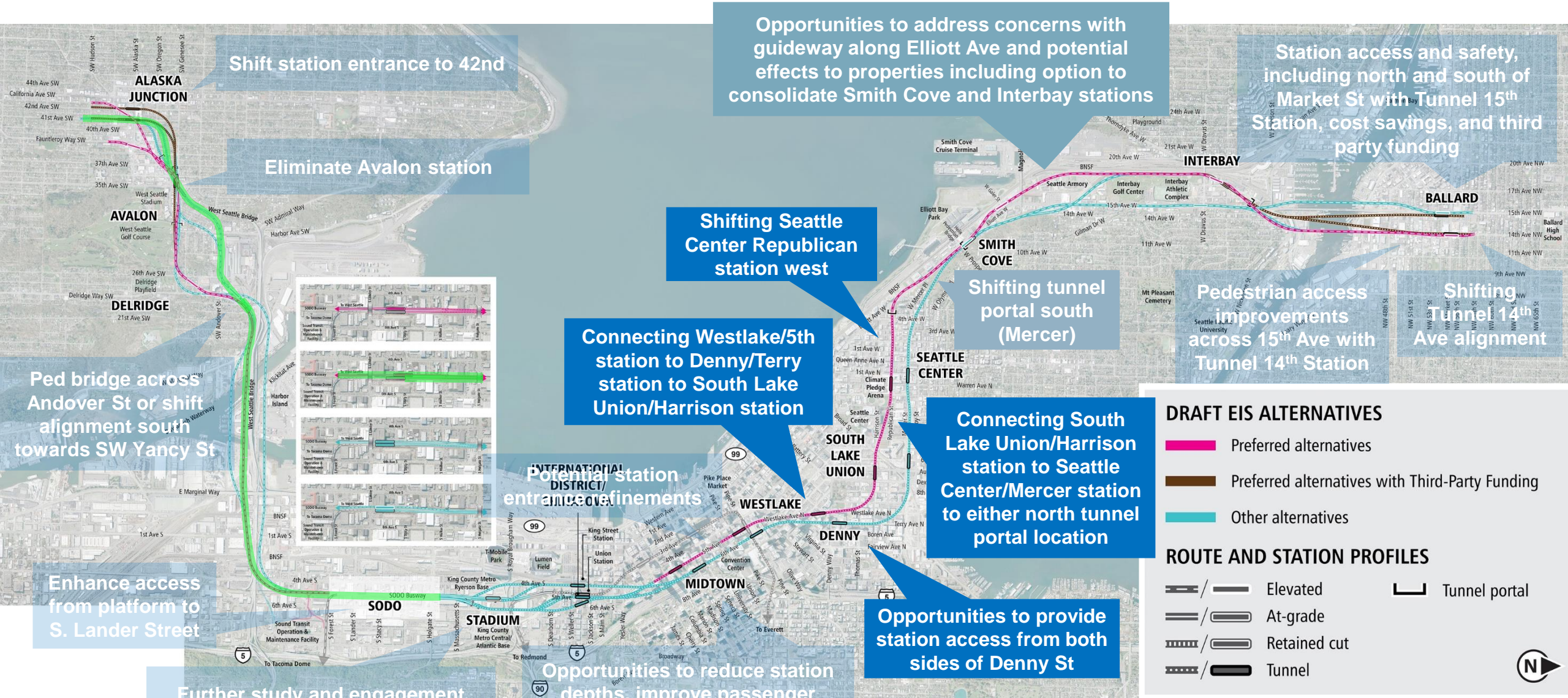
Agenda

- ***Further Study Results:***
 - SLU Mix-and-Match
 - Seattle Center: Republican West & Mix-and-Match
- ***Discussion***
- ***Next Steps***

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.

Areas of Further Study



SLU Mix-and-Match

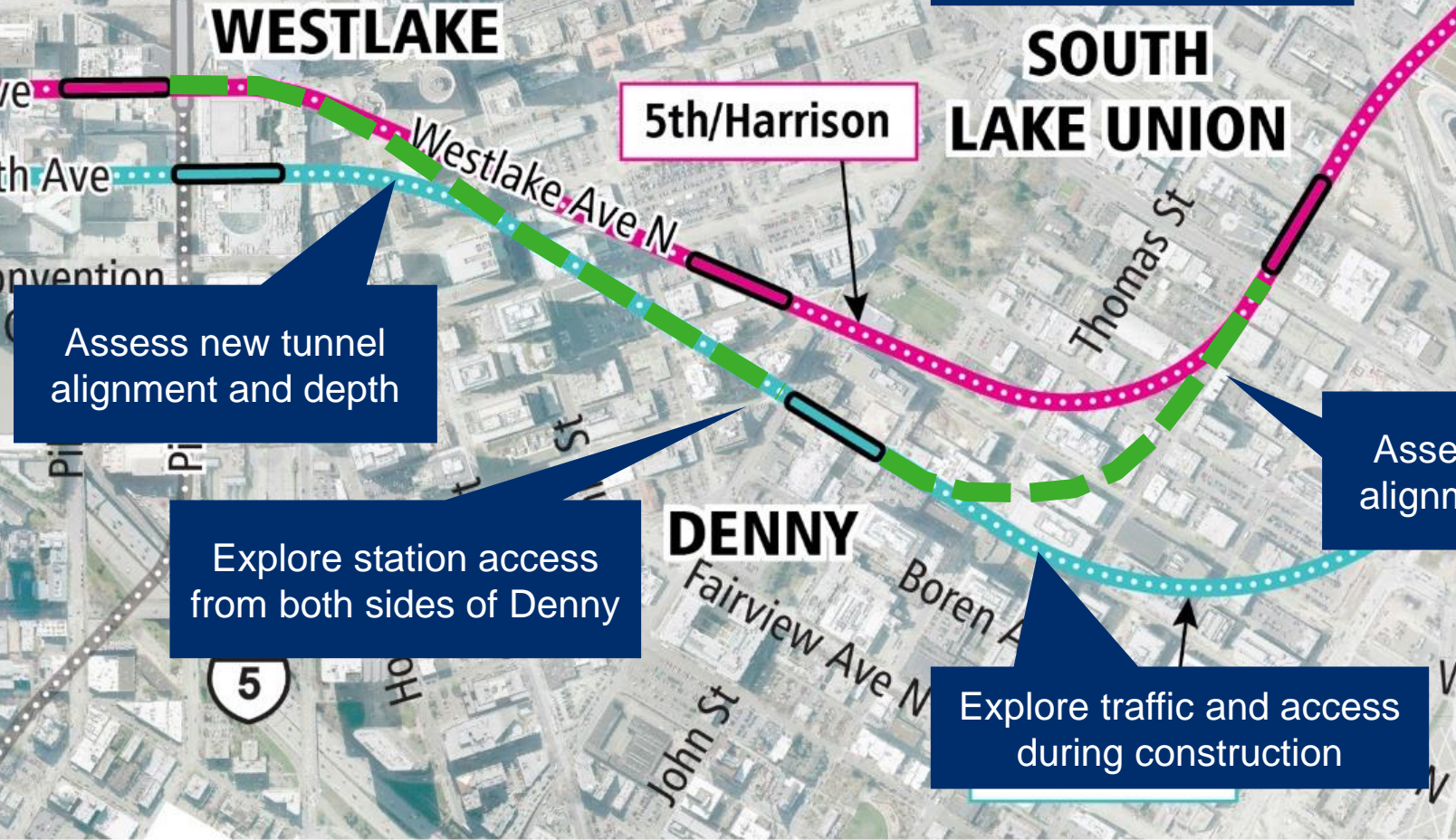
Elements of further study

Evaluate environmental implications – roadway closure, utilities, noise & vibration, properties

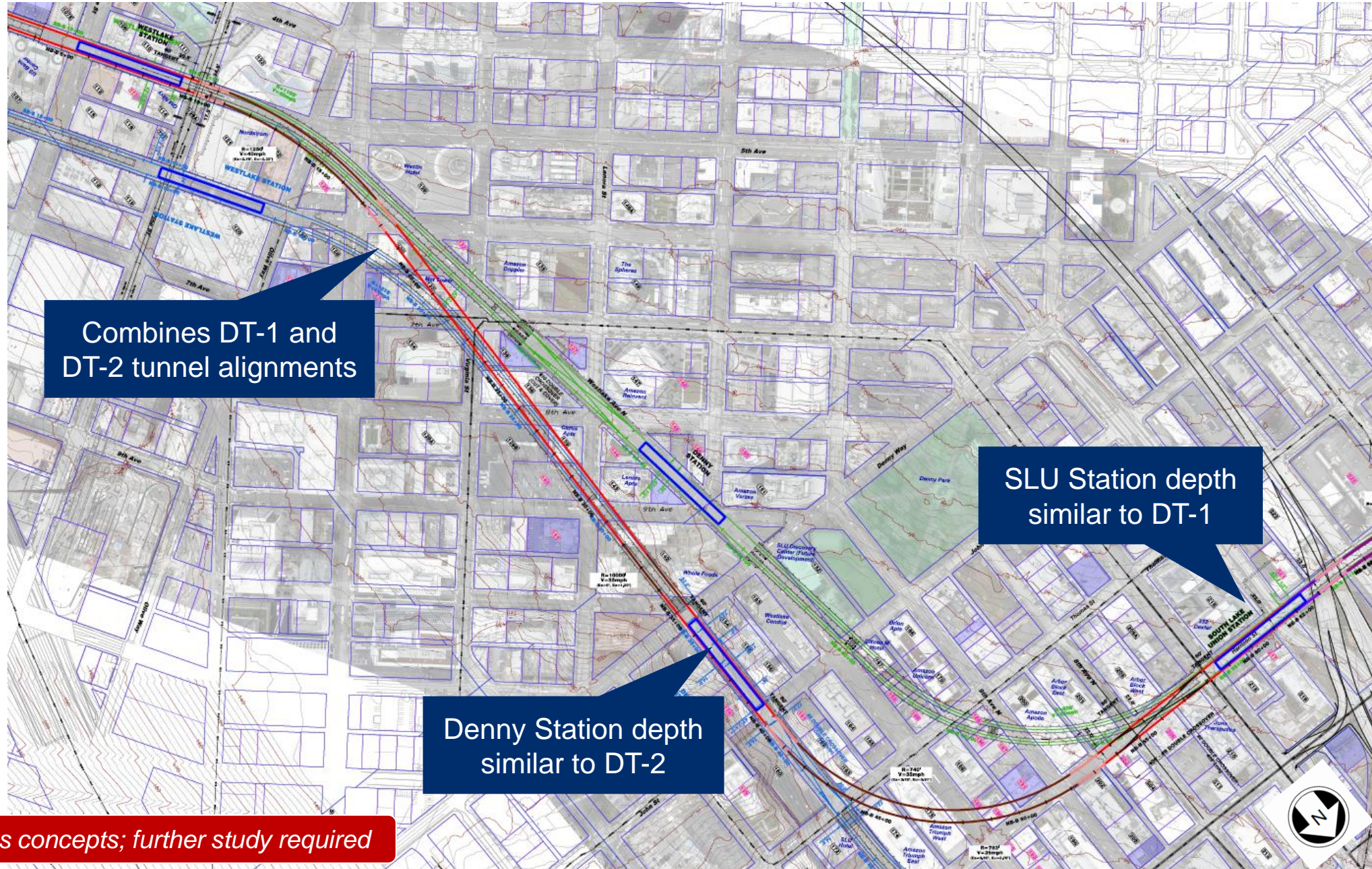
Evaluate cost & schedule implications

Evaluate system implications, rider experience

Station construction method



Tunnel alignment and depth

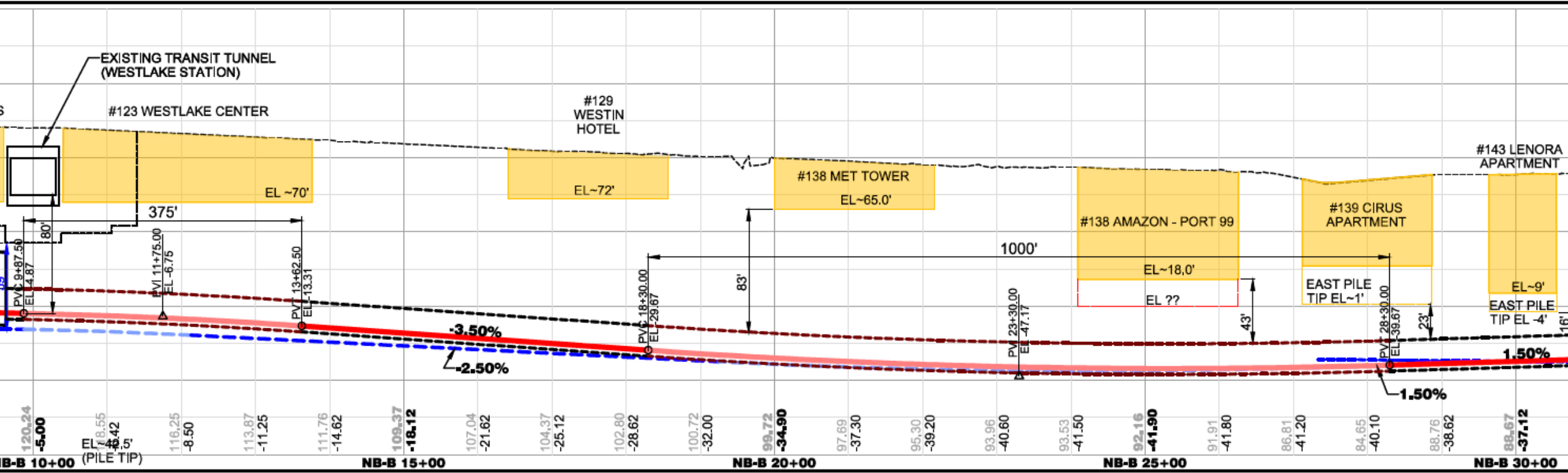


Combines DT-1 and DT-2 tunnel alignments

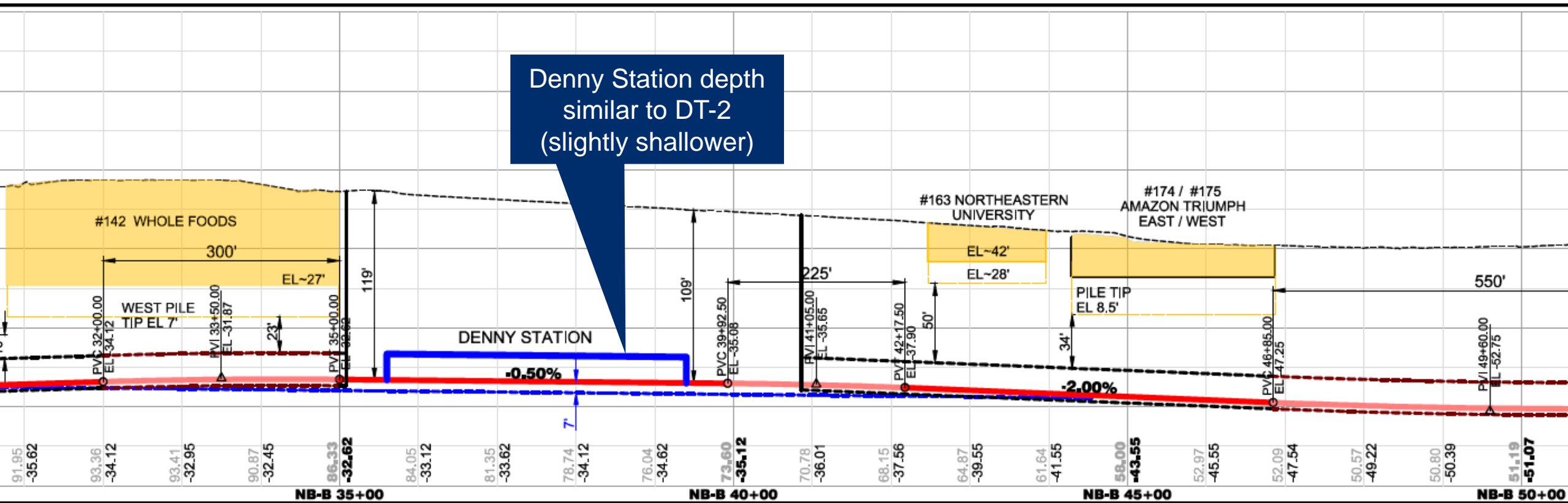
SLU Station depth similar to DT-1

Denny Station depth similar to DT-2

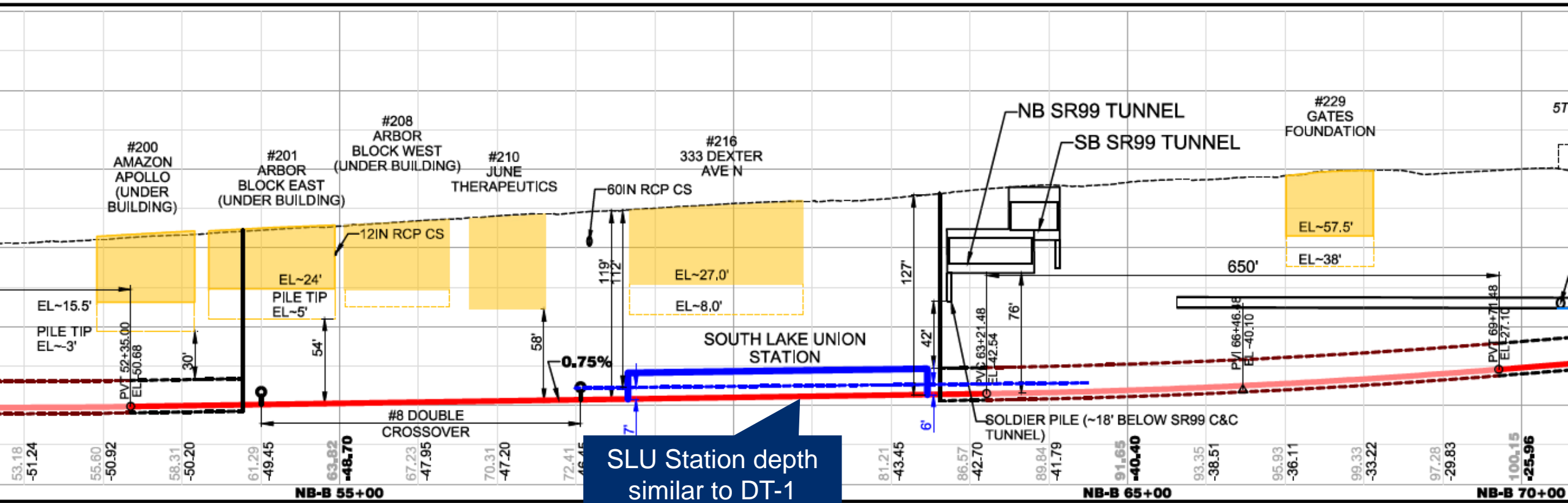
In-Progress concepts; further study required



In-Progress concepts; further study required



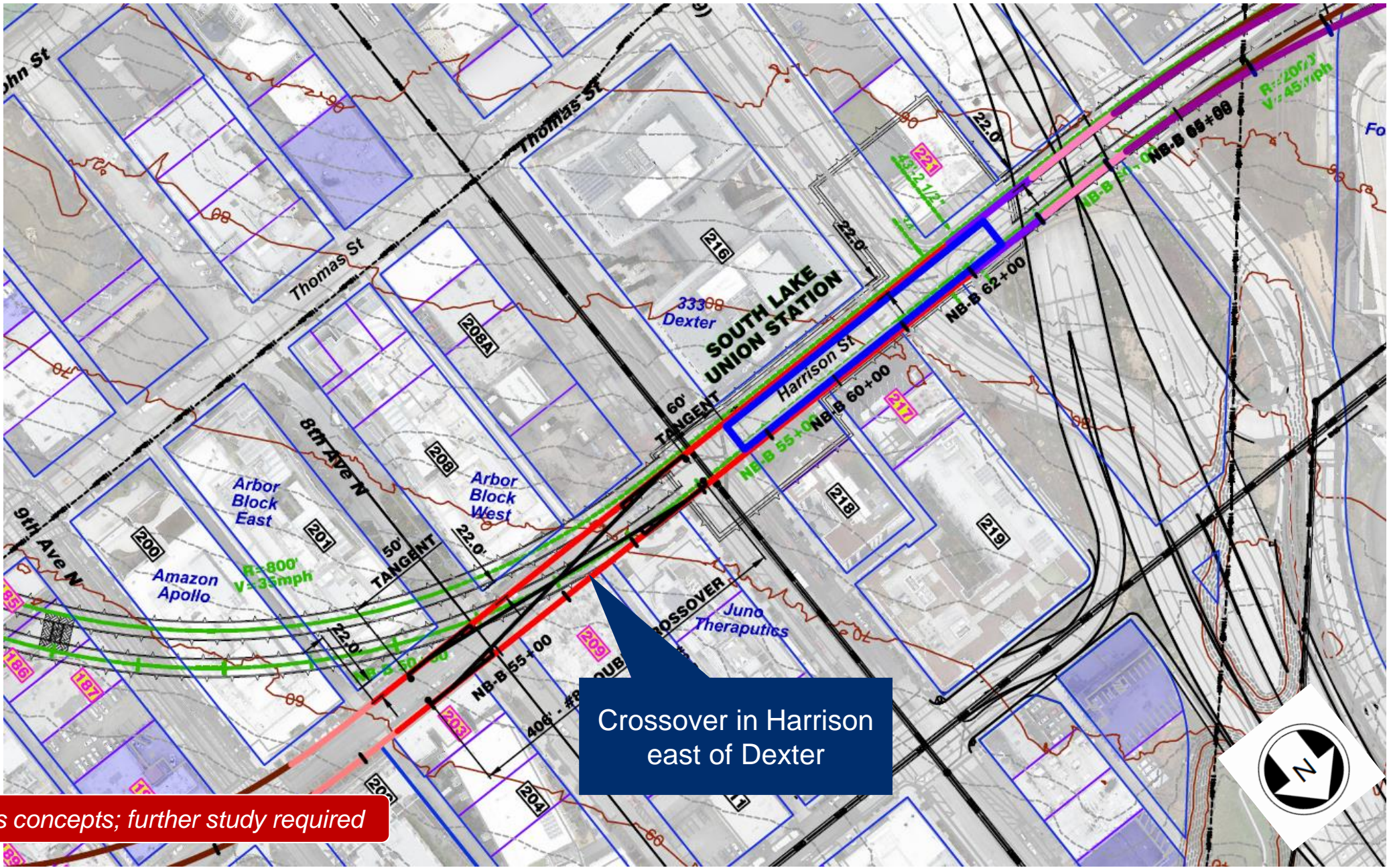
In-Progress concepts; further study required



SLU Station depth similar to DT-1 (slightly deeper)

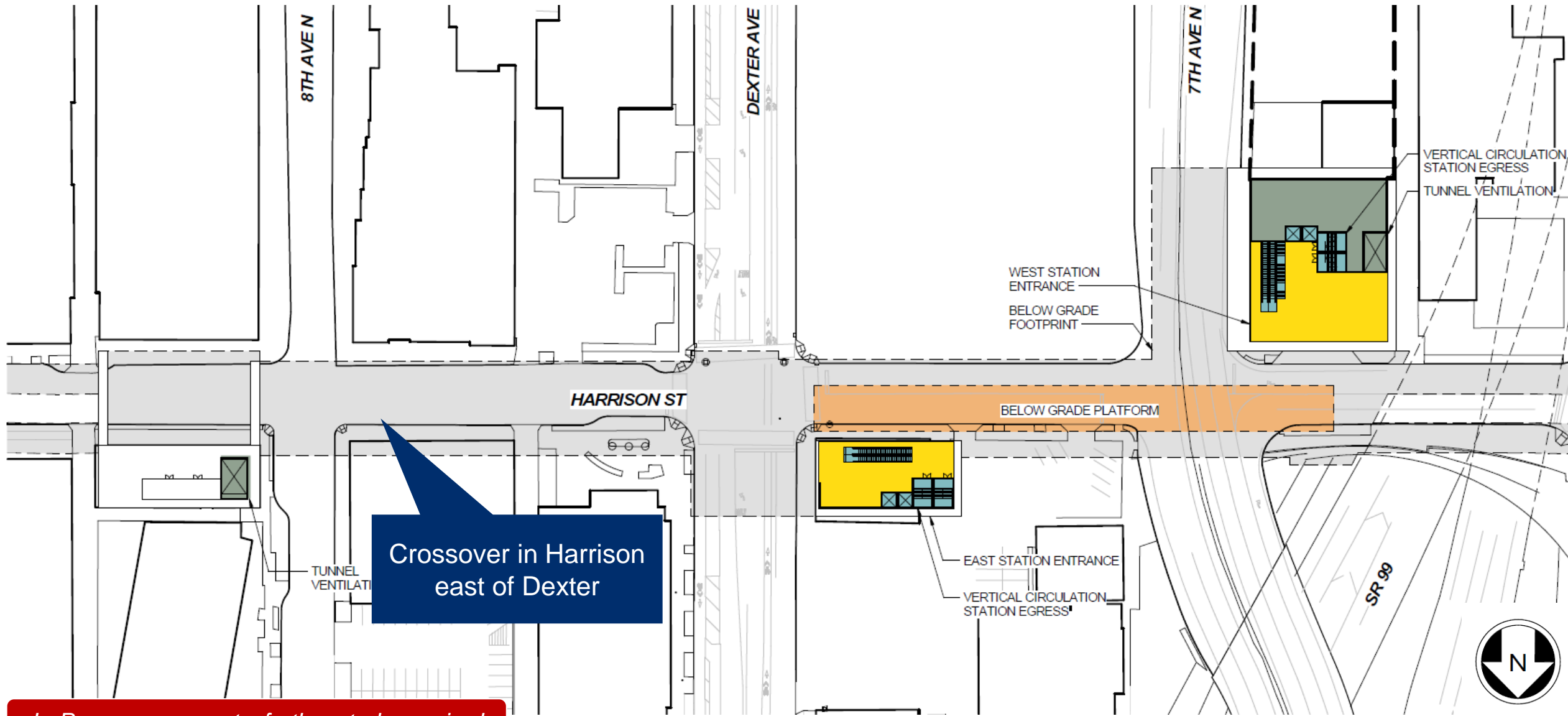
In-Progress concepts; further study required

SLU Station

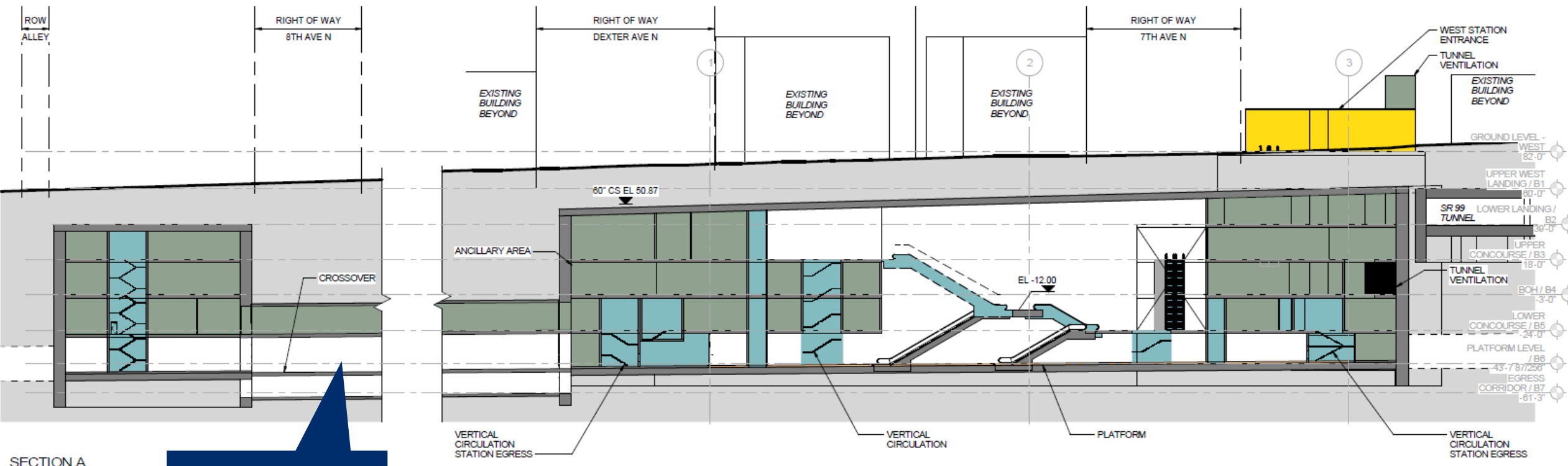


Crossover in Harrison east of Dexter

In-Progress concepts; further study required

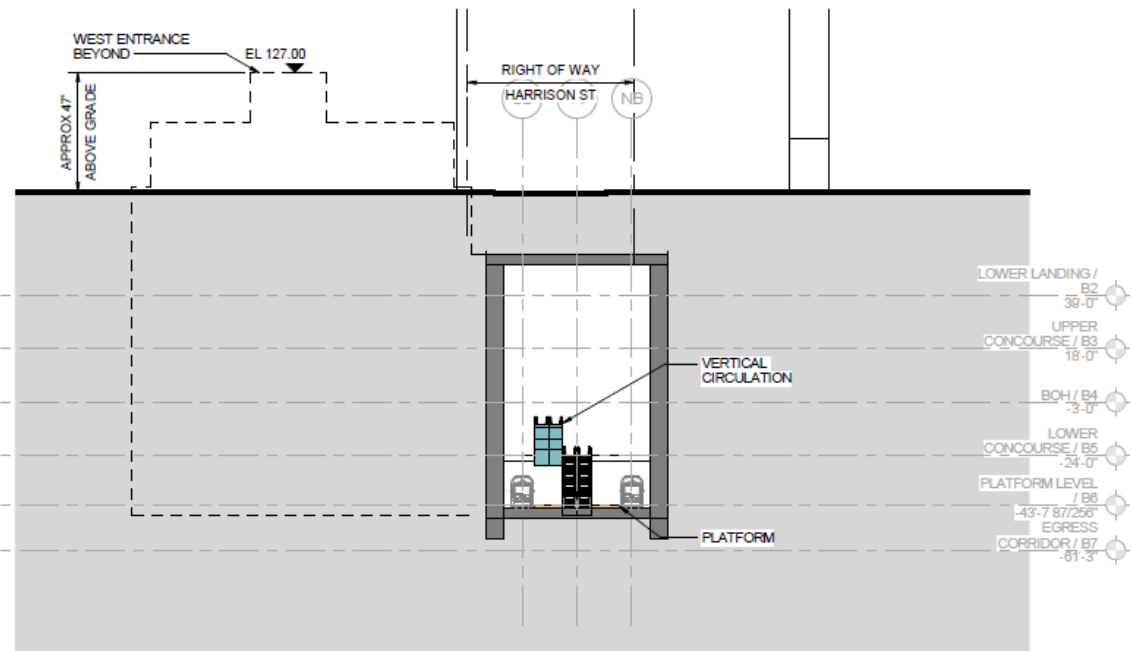
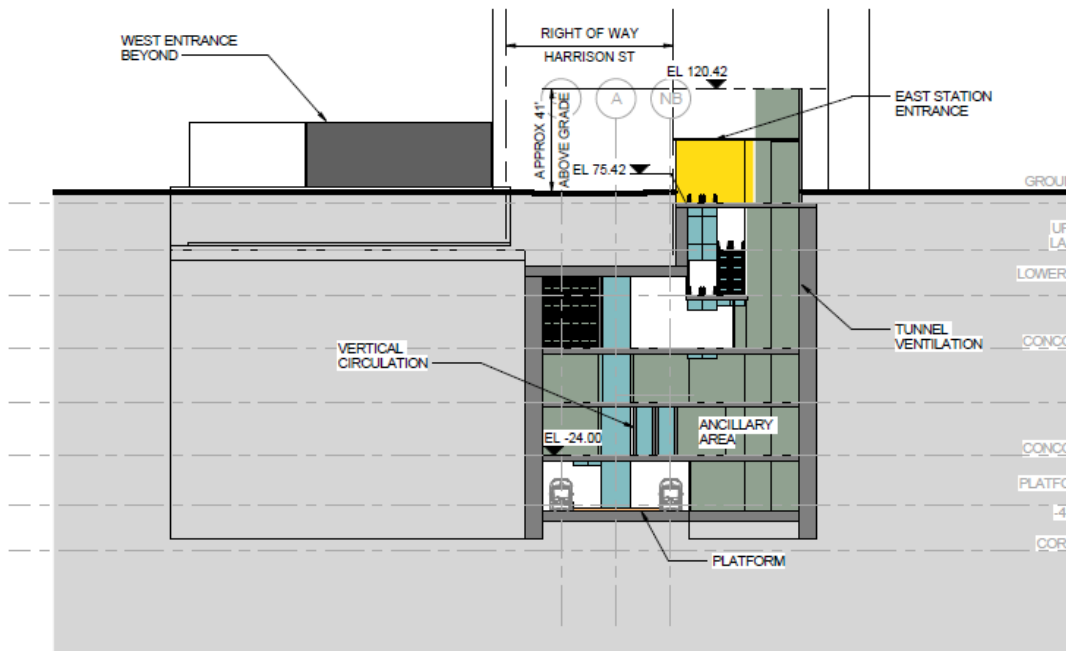


In-Progress concepts; further study required

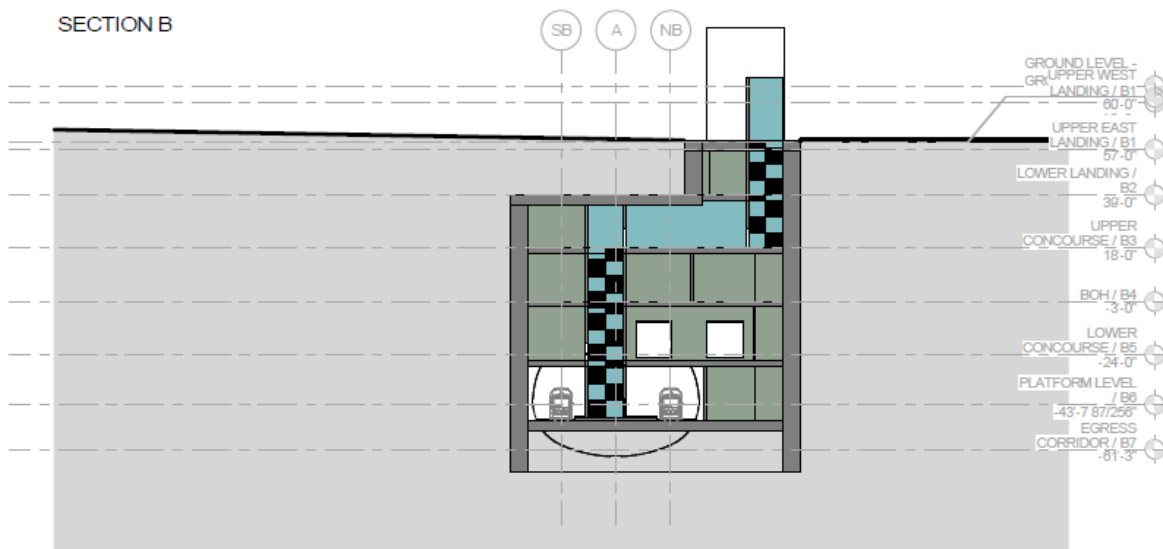


Crossover in mined cavern

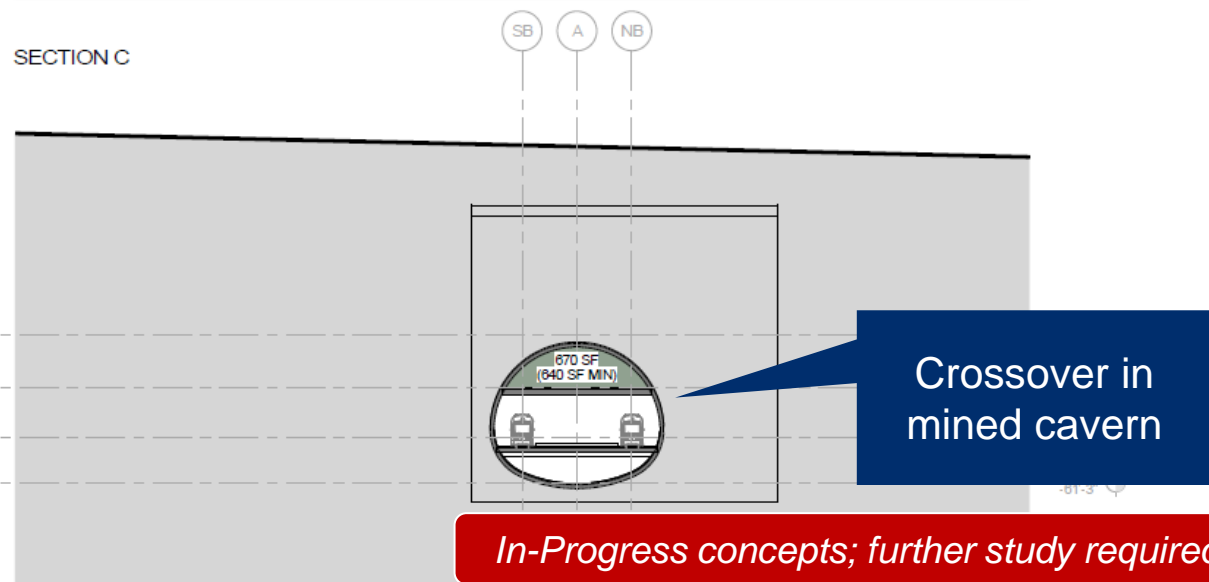
In-Progress concepts; further study required



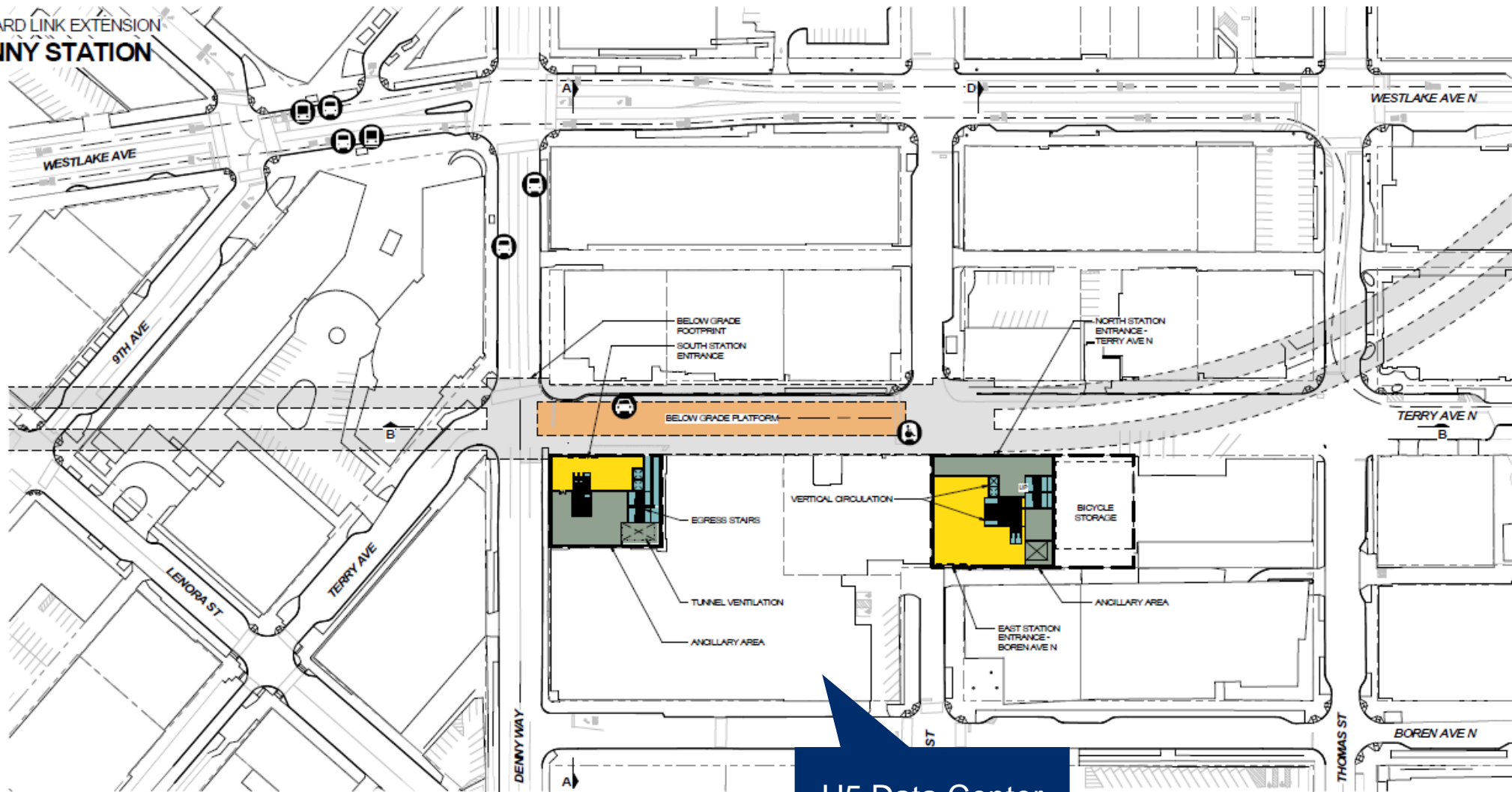
SECTION B









SECTION C



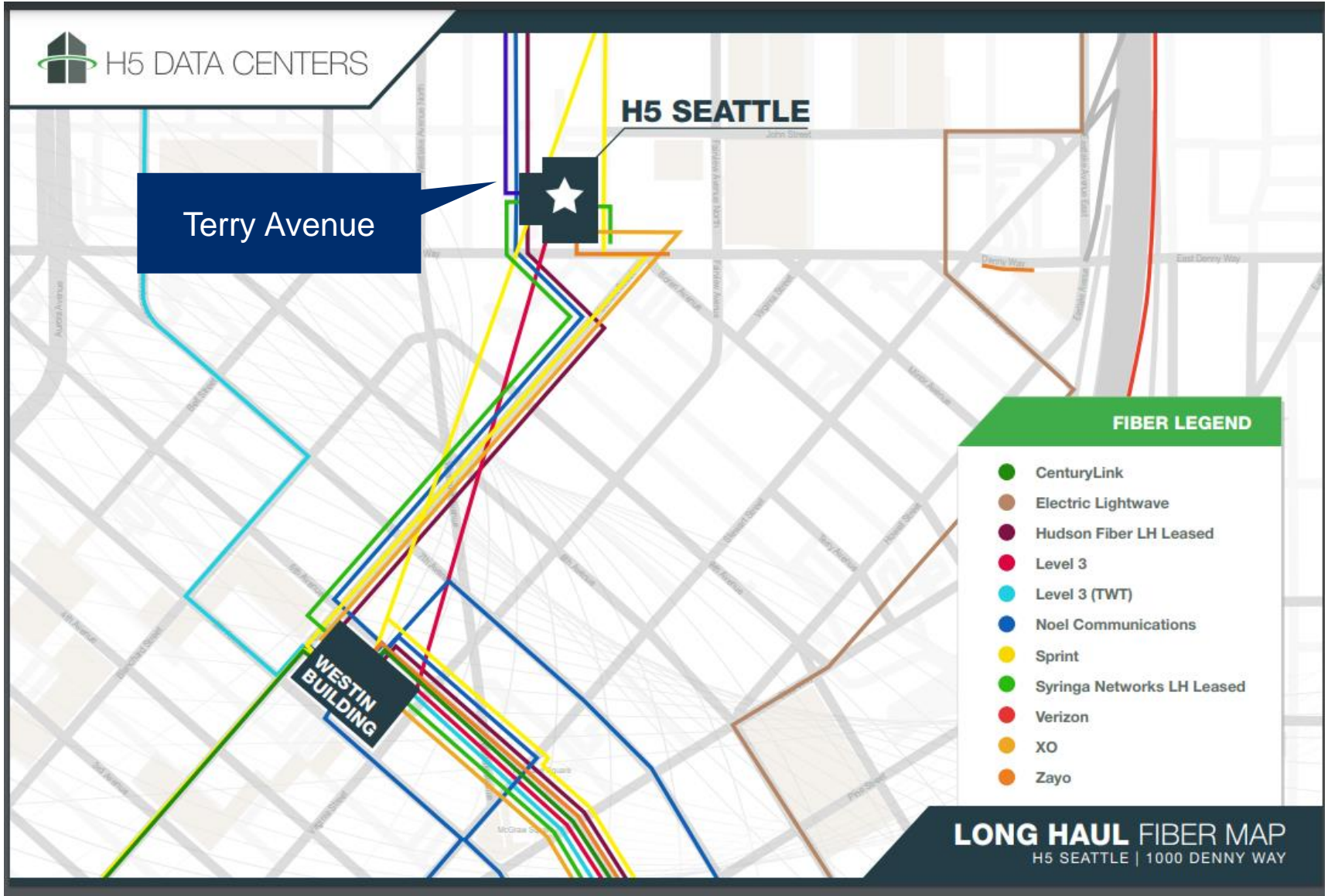
Terry Avenue Utilities



-  BUS LOADING AREA
-  PARATRANSIT LOADING AREA
-  STREETCAR LOADING AREA
-  BUS LAYOVER
-  PASSENGER LOADING AREA
-  STATION AREA FOOTPRINT

H5 Data Center

In-Progress concepts; further study required



In-Progress concepts; further study required

Denny Station Access

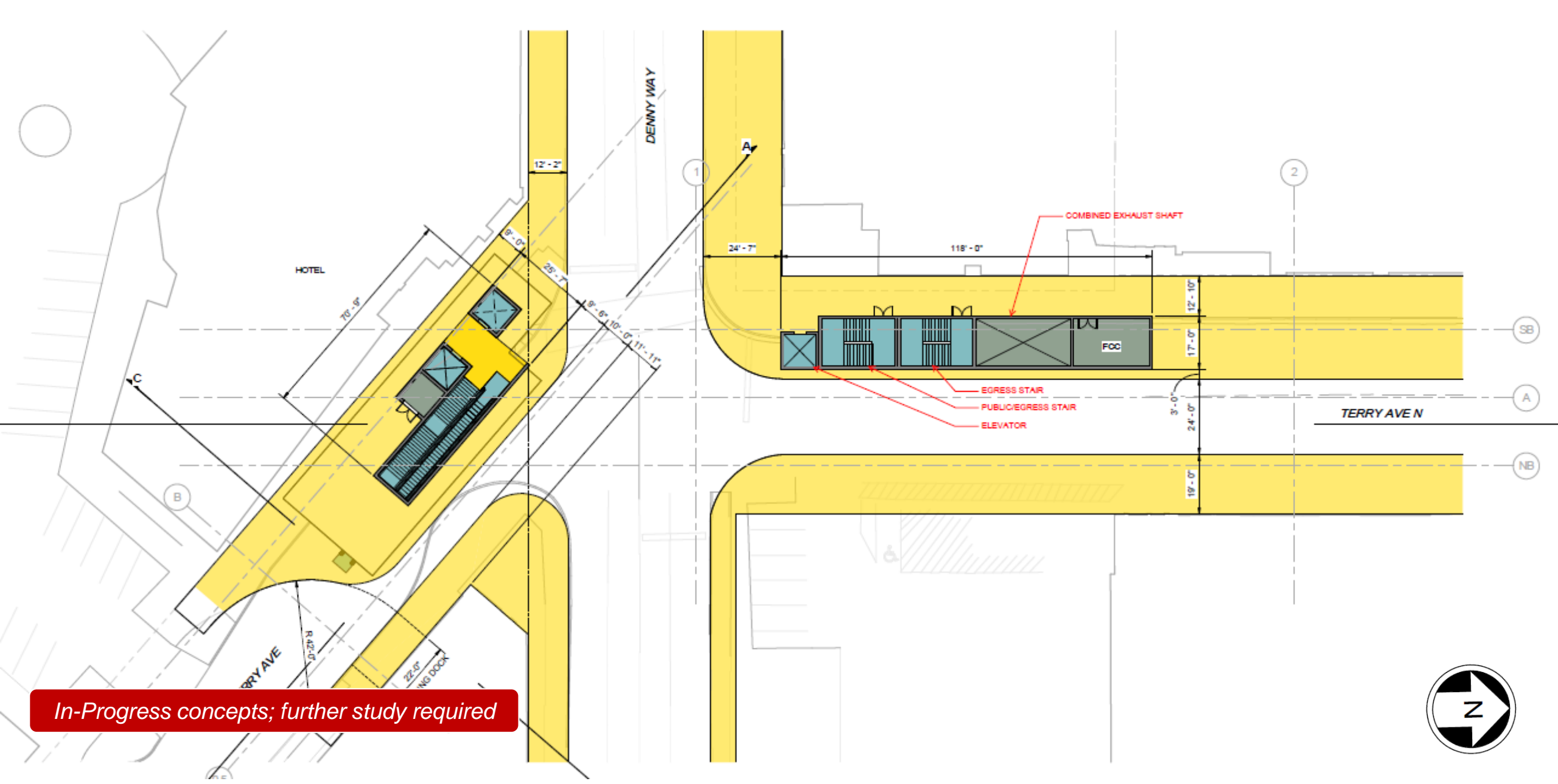
Access south of Denny in Terry ROW (escalator/stair/elevator)

Access north of Denny in Terry ROW (stair/elevator)

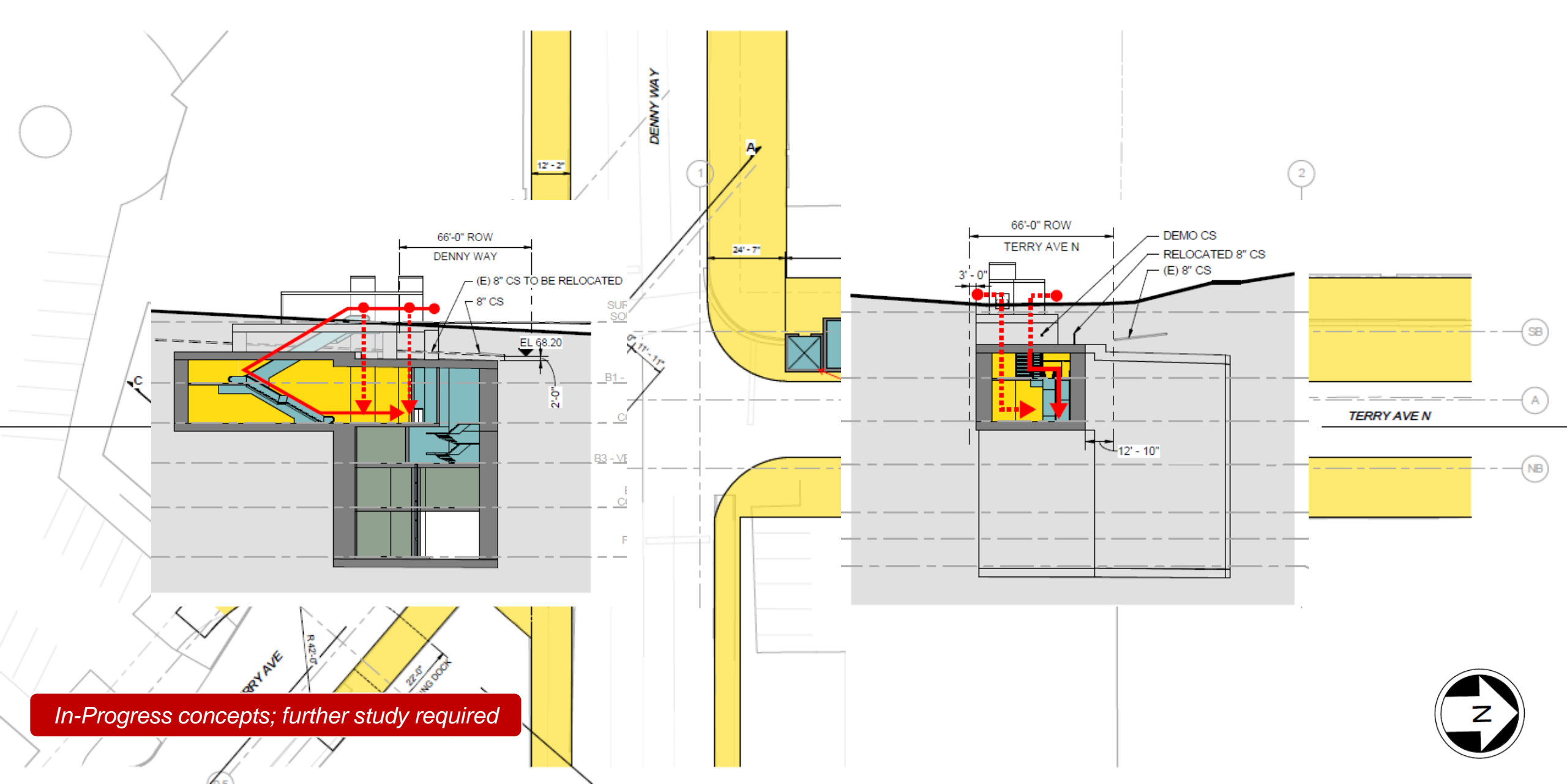
North entrance

In-Progress concepts; further study required

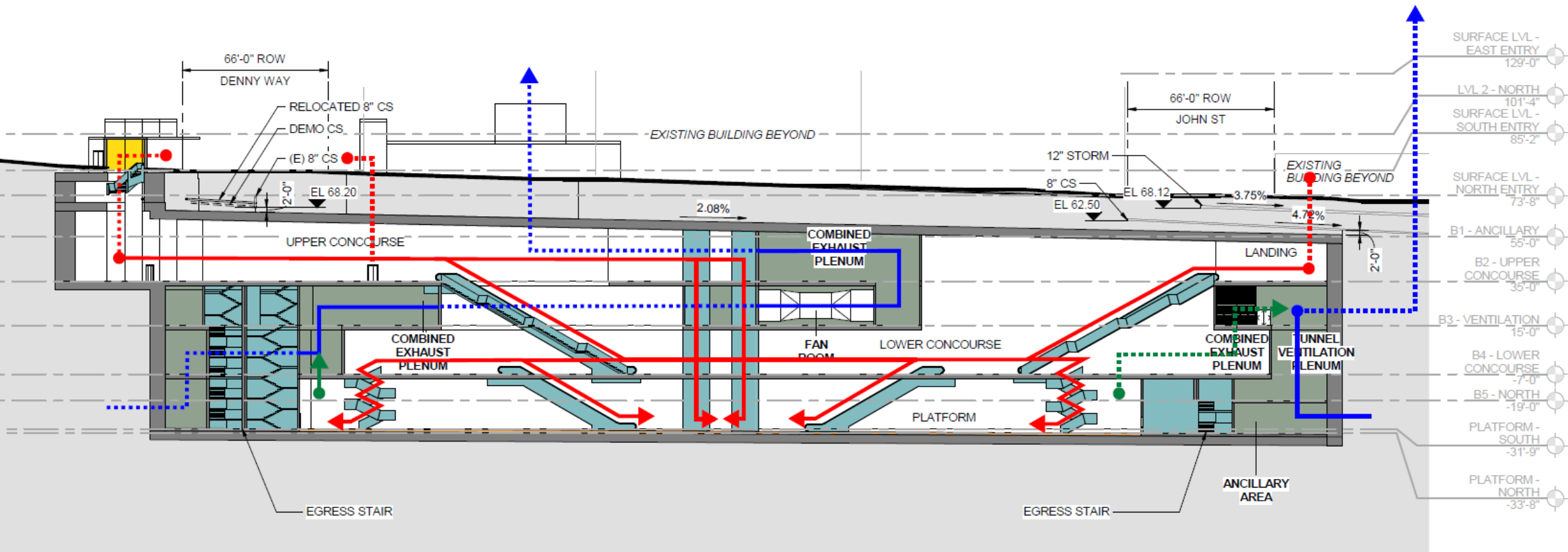




In-Progress concepts; further study required



In-Progress concepts; further study required

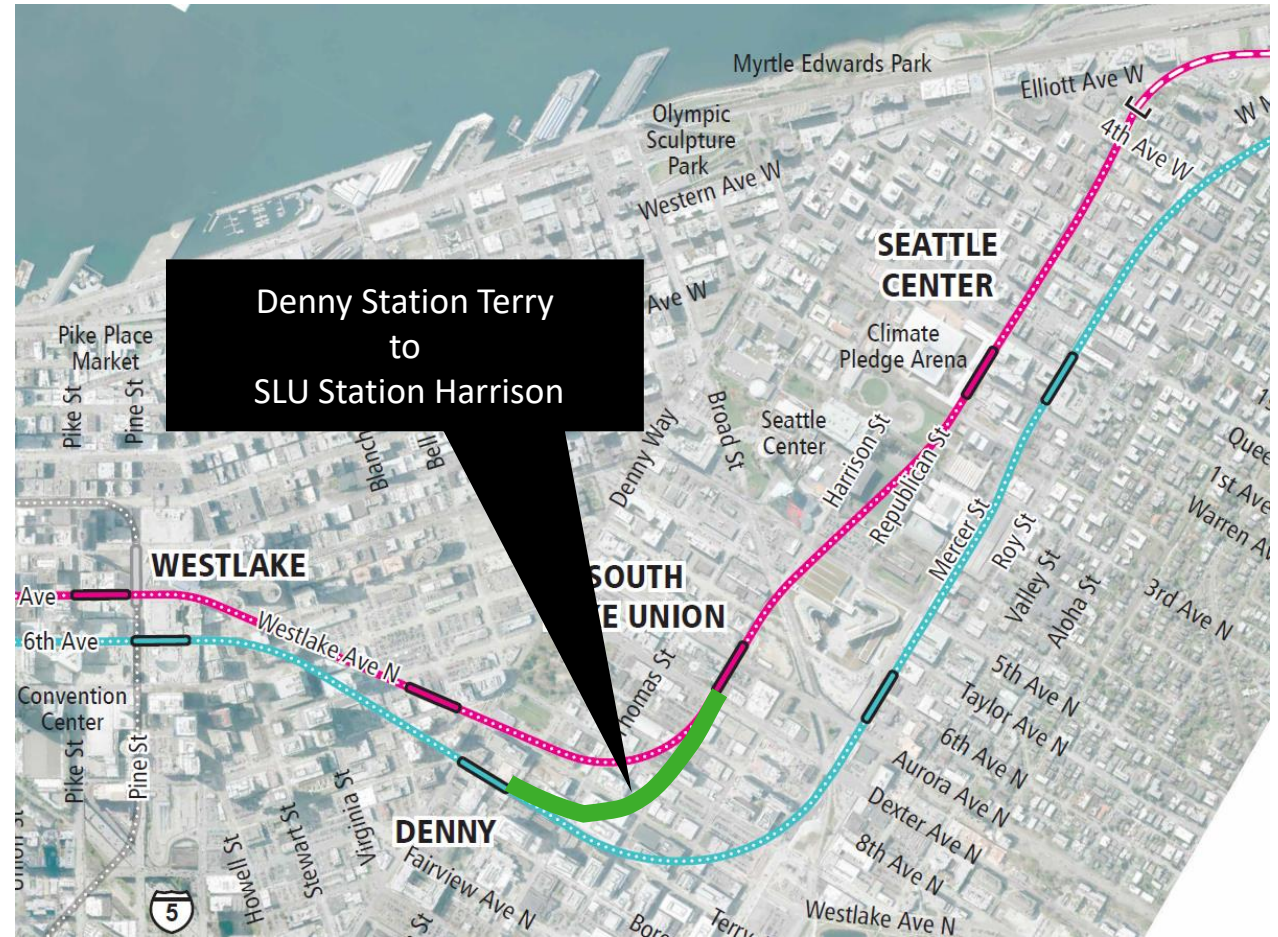


In-Progress concepts; further study required

Traffic Study Results

Qualitative Analysis of Construction Transportation

- Focus is on Denny Station (DT-2 Alternative and variation) paired with South Lake Union Station (DT-1 Alternative)
- Evaluate traffic circulation, transit pathways, bicycle routes, and freight routes



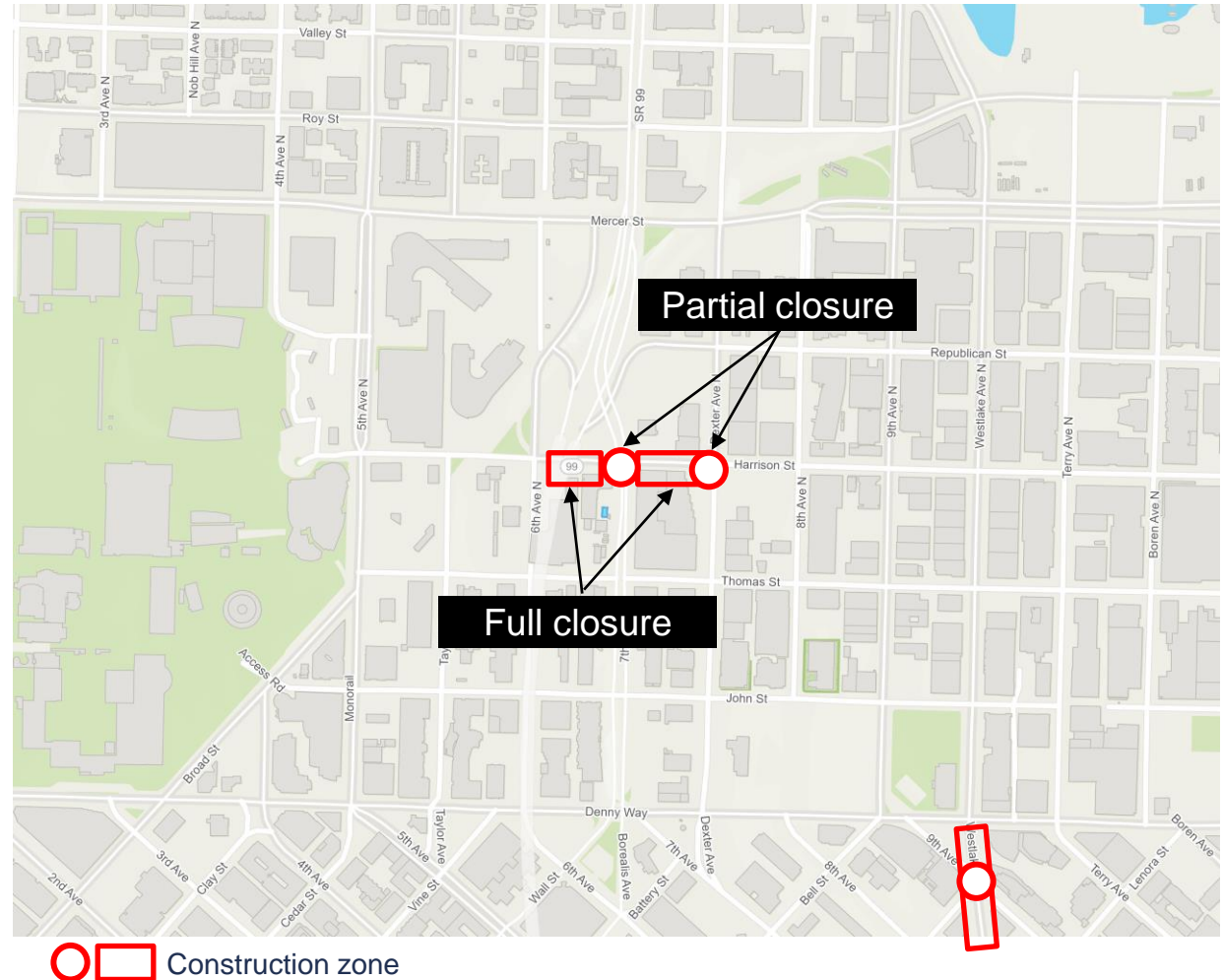
DT-1 Construction Closures

South Lake Union Station

- Harrison Street between 6th Avenue and Dexter Avenue (up to 4 years)
- Intersections at 7th Avenue and Dexter Avenue remain open (except for partial closures)

Denny Station

- Westlake Avenue between Lenora Street and Denny Way (up to 4 years)
- Intersections at Blanchard Street, Lenora Street remain open (except for partial closures)



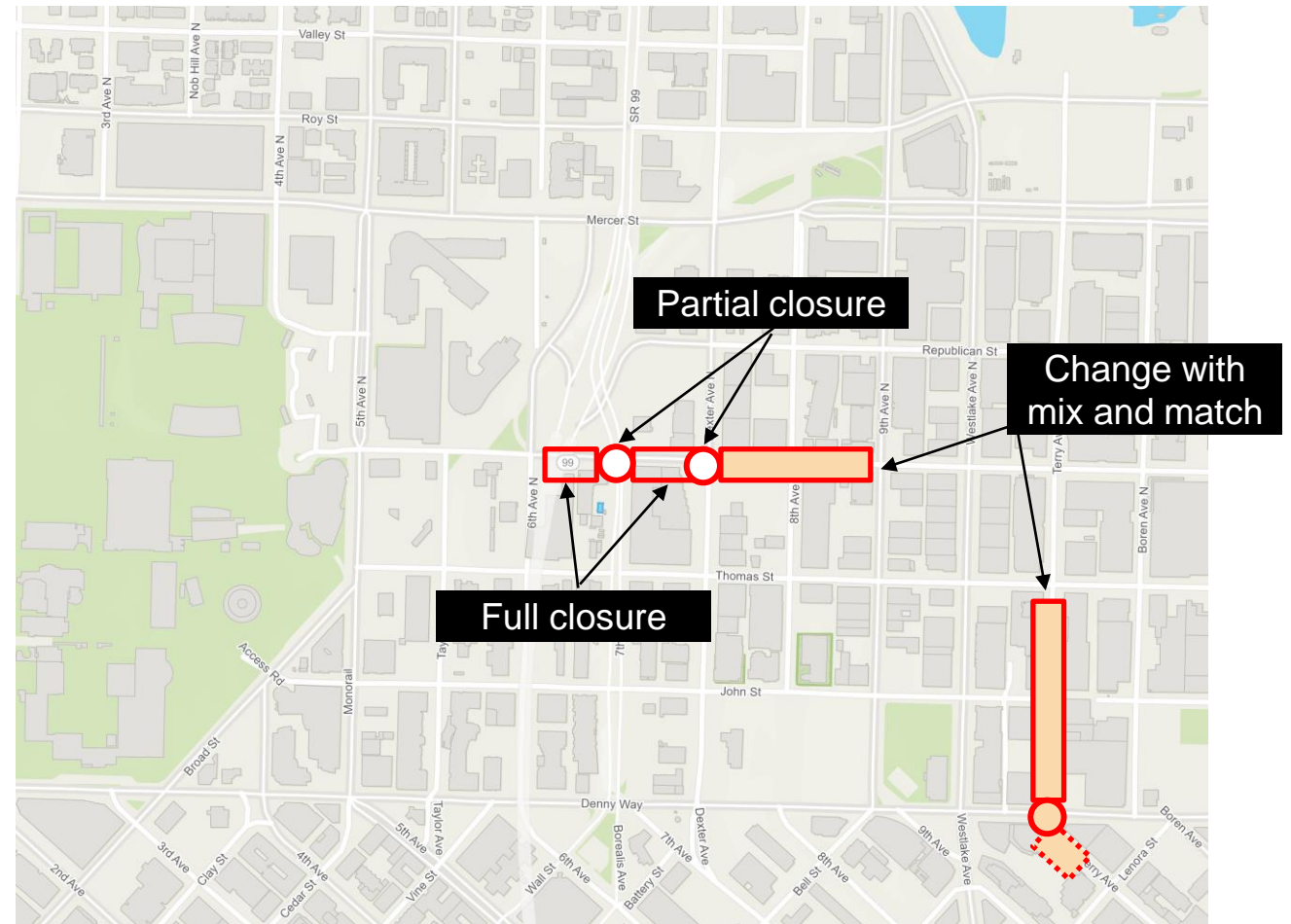
Harrison St Station paired with Terry Ave Station

South Lake Union Station

- Harrison Street between 6th Avenue and Dexter Avenue (up to 4 years)
- Intersections at 7th Avenue and Dexter Avenue remain open (except for partial closures)
- Harrison Street between Dexter Avenue and 9th Avenue (up to 4 years)

Denny Station

- Terry Avenue between Denny Way and Thomas Street (up to 4 years)
- Terry Avenue between Lenora Street and Denny Way (if station entrance is in ROW)



○ □ Construction zone (orange shading denotes difference from DT-1)

Comparison of Street Closures

Street Affected	DT-1		Mix and Match	
Harrison Street	6 th Avenue N to Dexter Avenue N (full, 4 years), with partial intersection closures	Transit pathway	6 th Avenue N to 9 th Avenue N (full, 4 years), with partial intersection closures	Transit pathway
7 th Avenue N	@ Harrison Street (partial, 1.5 years)	Transit pathway	@ Harrison Street (partial, 1.5 years)	Transit pathway
Dexter Avenue N	@ Harrison Street (partial, 1.5 years)	Transit pathway Bicycle pathway	@ Harrison Street (partial, 1.5 years)	Transit pathway Bicycle pathway
Westlake Avenue N	Lenora Street to Denny Way (full, 4 years), with partial intersection closures	Transit pathway Streetcar pathway	N/A	N/A
Terry Avenue N	N/A	N/A	Lenora Street to Denny Way & Denny Way to Thomas Street (full, 4 years)*	Pedestrian pathway*
Denny Way	N/A	N/A	@ Terry Avenue N (partial, 9 months)*	Transit pathway

* Duration likely longer with utility relocation; may also affect adjacent streets (e.g., Boren Avenue)

** Streetcar not affected at Terry Ave & Thomas St because construction area is reduced

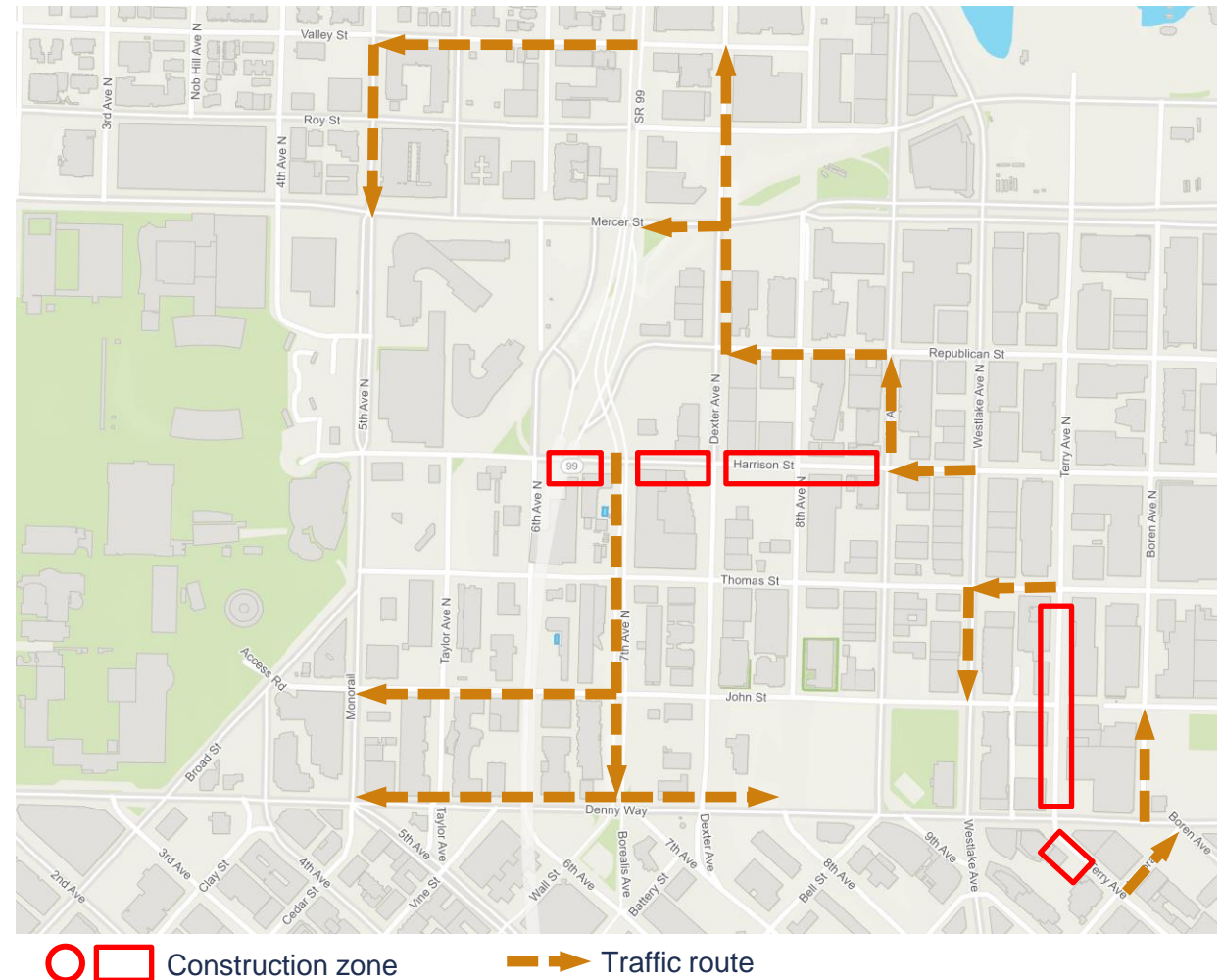
Harrison St Station paired with Terry Ave Station

Construction Closures (DT-1)

- Harrison Street between 6th Avenue and Dexter Avenue
- Intersections at 7th Avenue and Dexter Avenue remain open (except for partial closures)
- Harrison Street between Dexter Avenue and 9th Avenue

Potential routes for general traffic

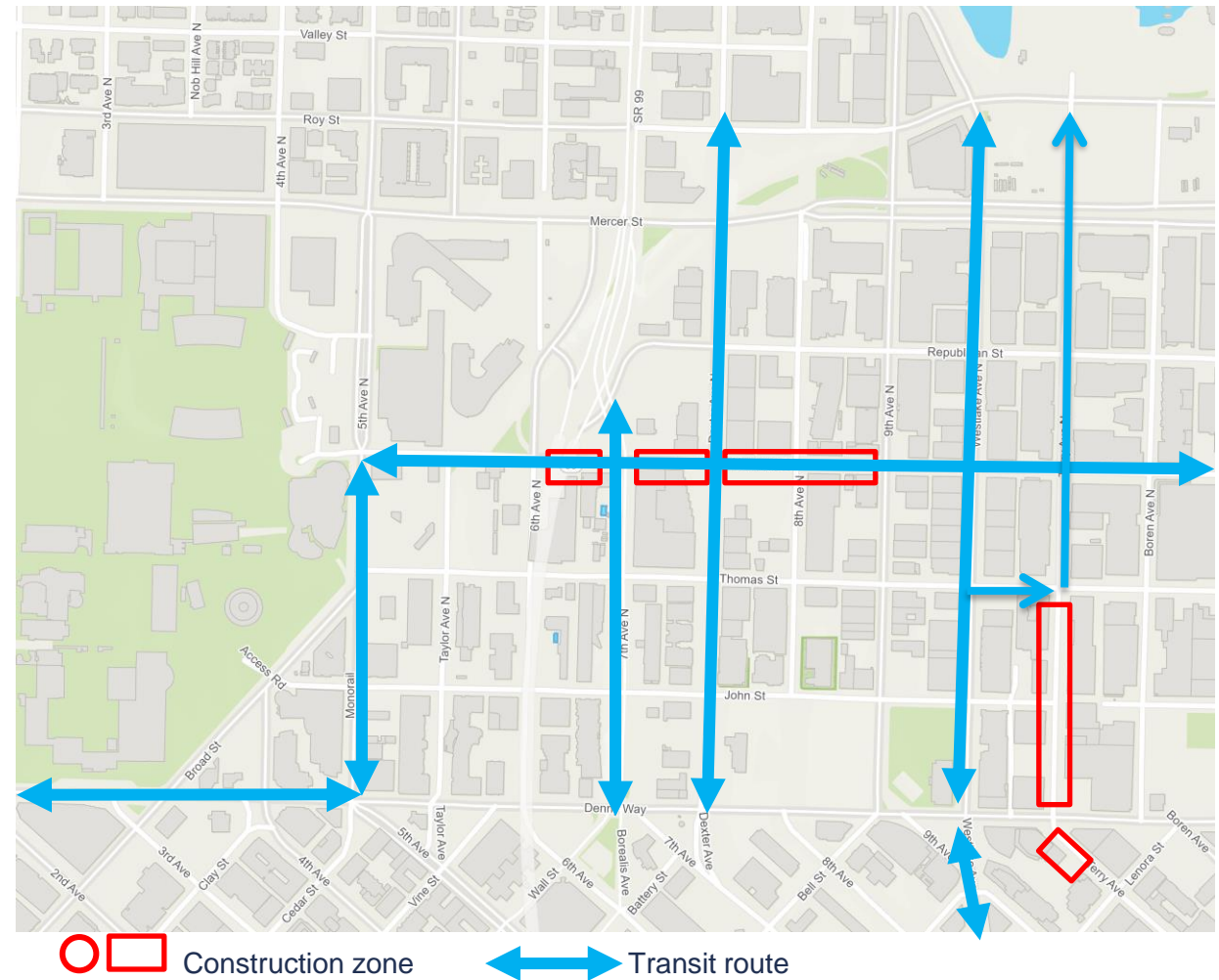
- Mercer Street and Denny Way between 5th Ave N and Dexter Ave N
- Republican Street between Dexter Ave N and 9th Ave N
- Denny Way and/or John Street between 5th Ave N and Westlake Ave N



Harrison St Station paired with Terry Ave Station

Transit Routes

- Future Harrison Street pathway is affected under both DT-1 and Mix and Match
- Geographic extent of reroute potentially longer with Mix and Match
- South Lake Union Streetcar operation unaffected under Mix and Match

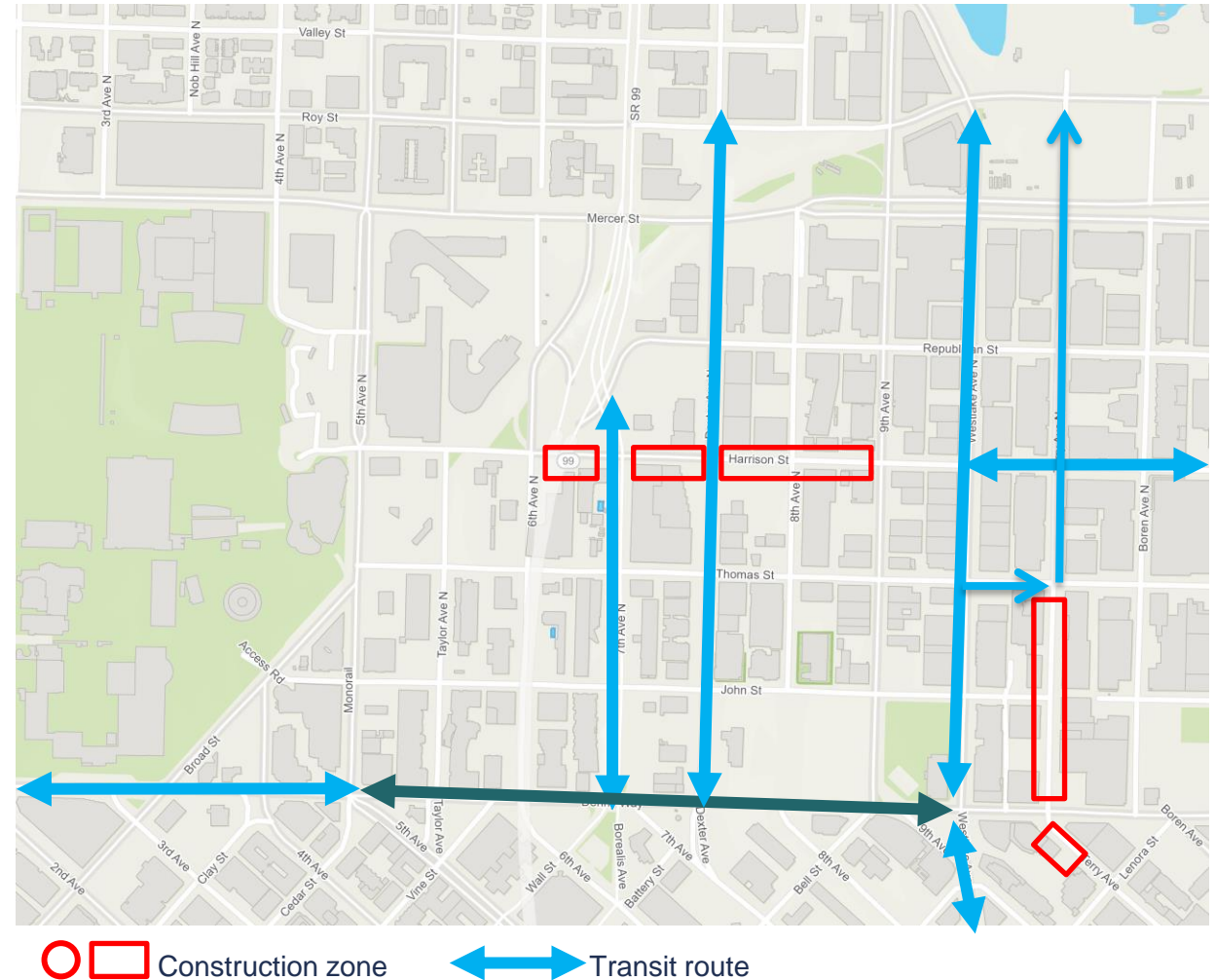


Harrison St Station paired with Terry Ave Station

Transit Routes

- Future Harrison Street pathway is affected under both DT-1 and Mix and Match with Terry Avenue Station
- Geographic extent of reroute potentially longer with Mix and Match

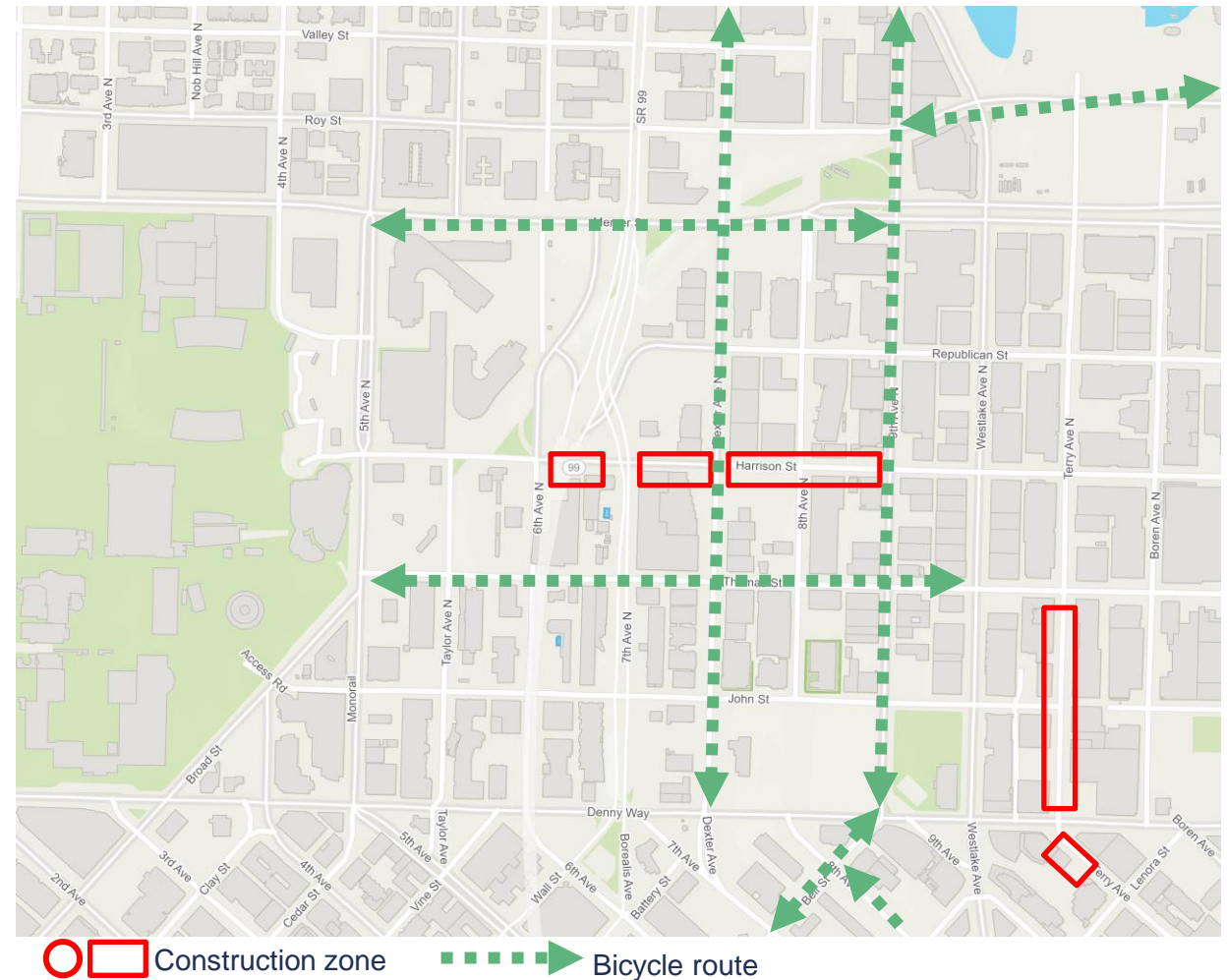
Potential reroute via Denny Way



Harrison St Station paired with Terry Ave Station

Bicycle Routes

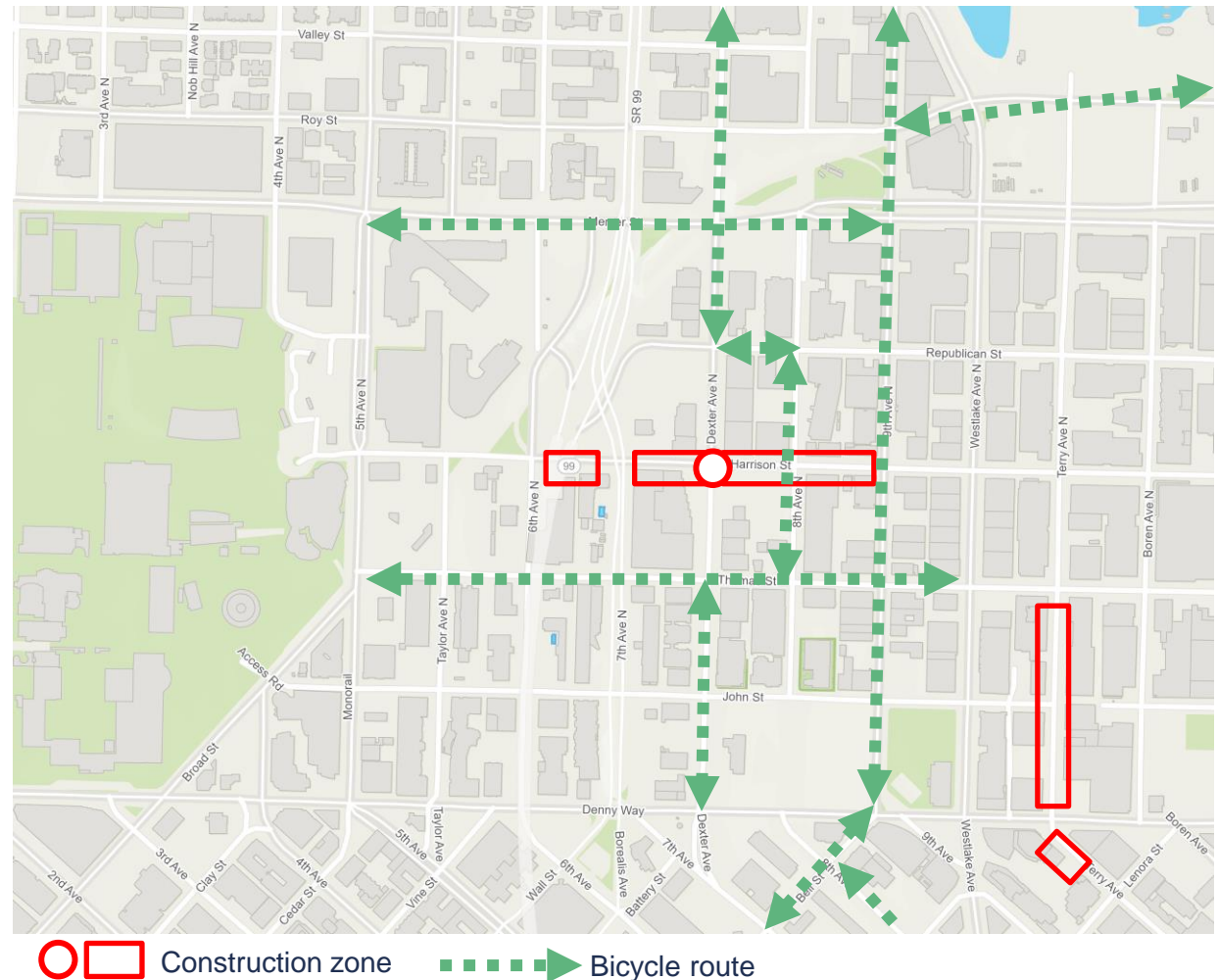
- Pathways remain open except for shorter-term partial closures at Harrison Street and Dexter Avenue intersection
- Primary difference is that 8th Avenue pathway would not be affected by construction



Harrison St Station paired with Terry Ave Station

Bicycle Routes

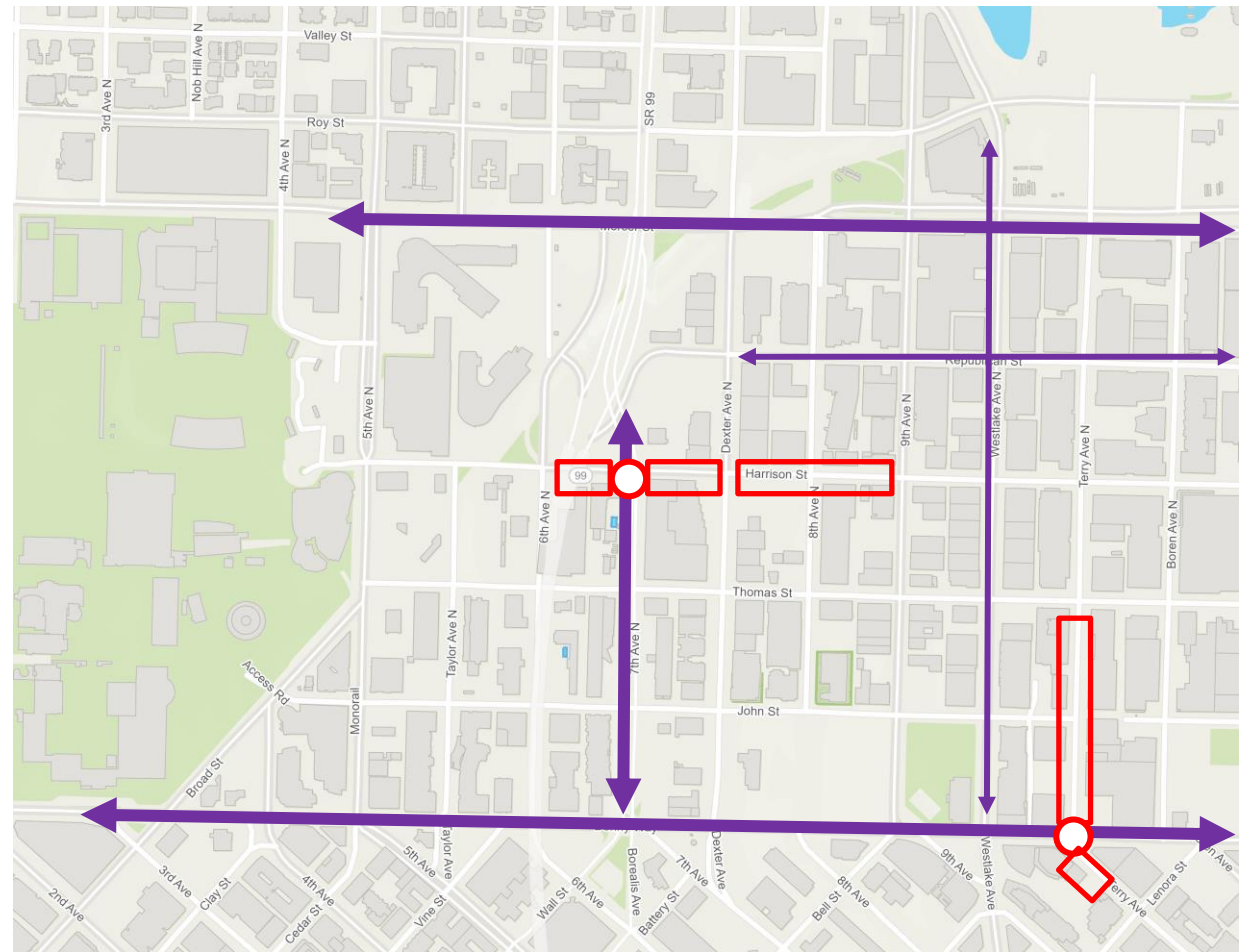
- Pathways remain open except for shorter-term partial closures at Harrison Street and Dexter Avenue intersection
- Primary difference is that 8th Avenue pathway would not be affected by construction
- Reroute Options (as-needed during intersection construction)
 - Temporary reroute via 8th Avenue
 - or
 - Reroute via established pathways (Mercer/9th/Thomas)



Harrison St Station paired with Terry Ave Station

Truck Routes

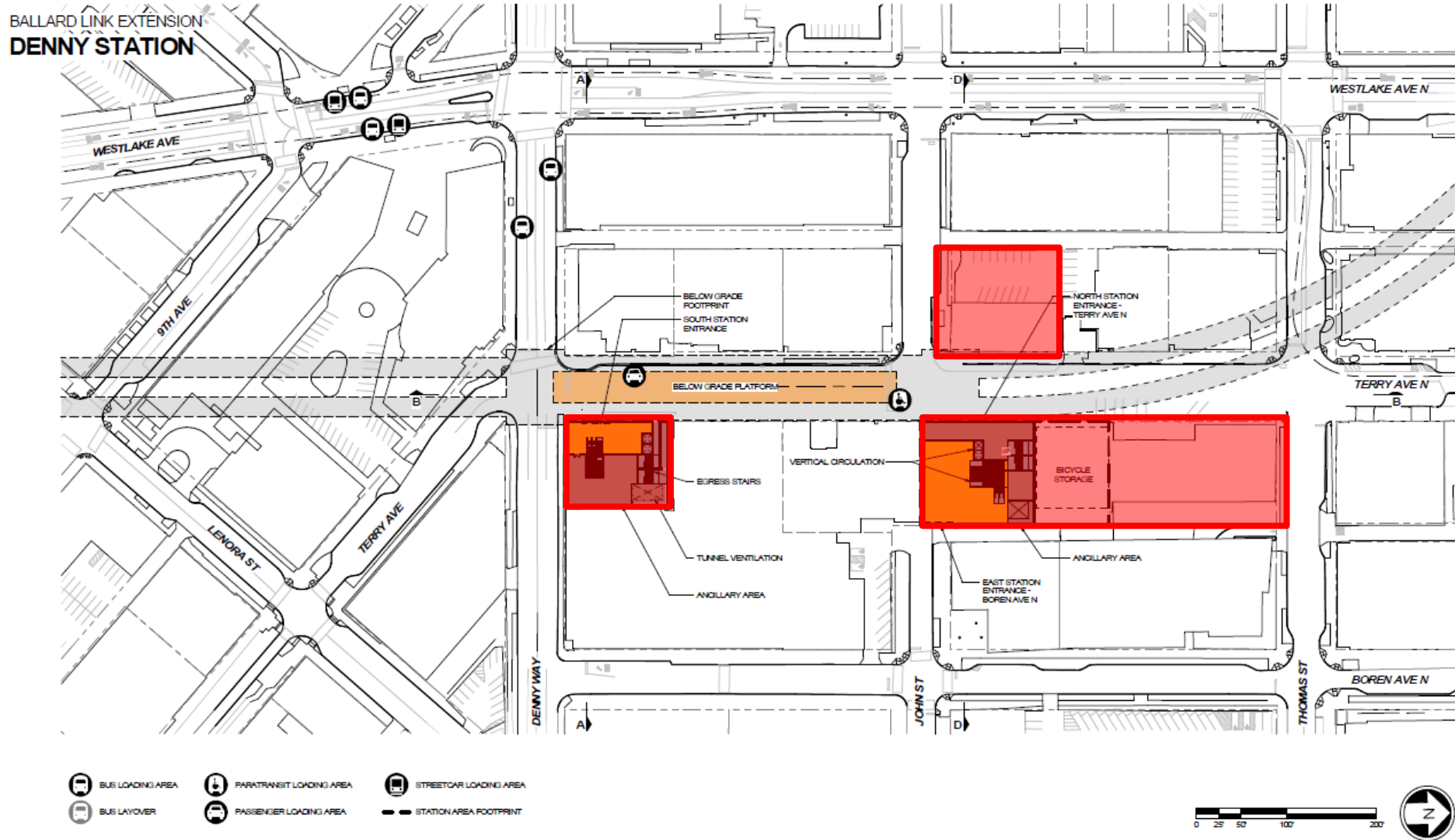
- Pathways remain open but would be affected during shorter-term partial closures at Harrison Street and 7th Avenue intersection and Denny Way and Terry Avenue intersection



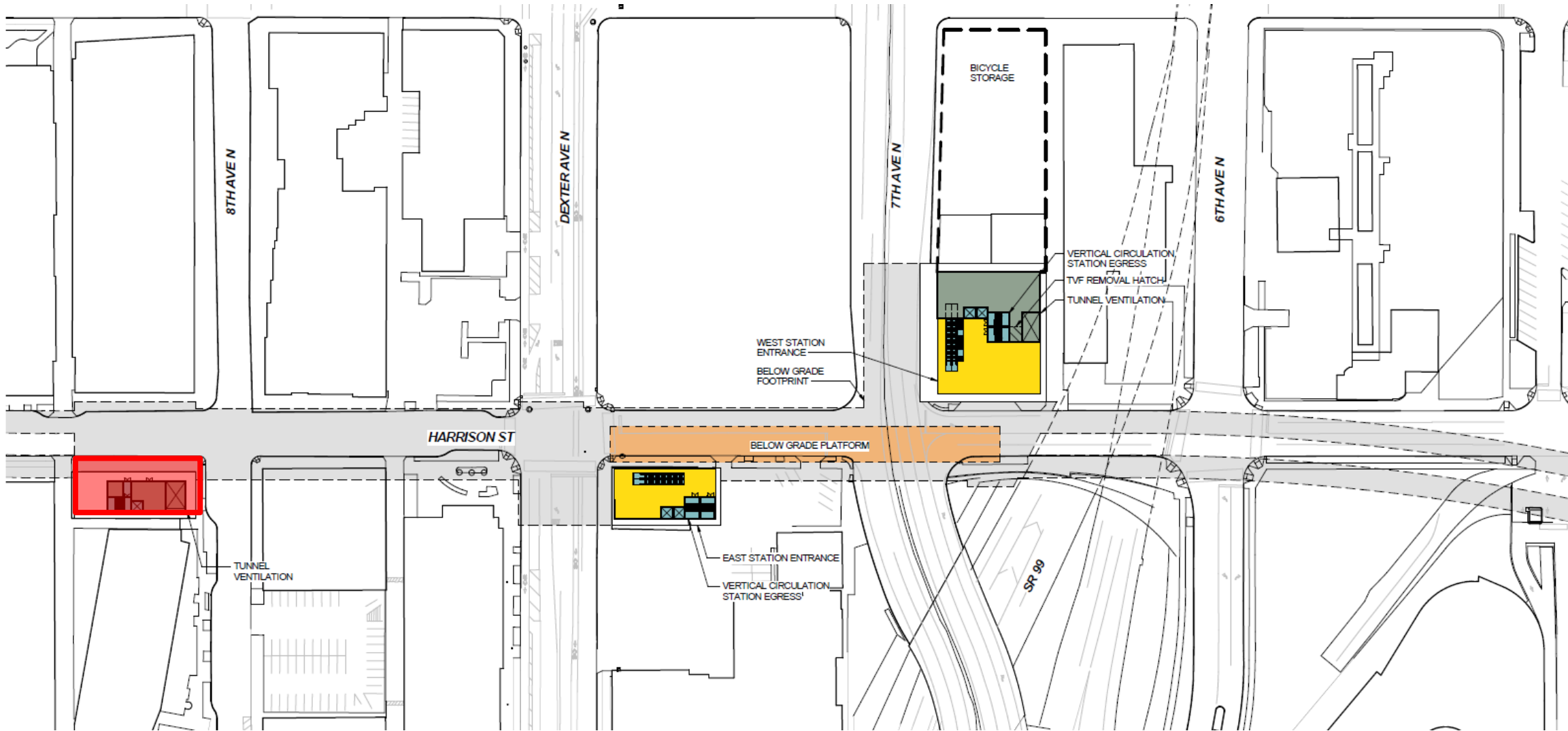
○ □ Construction zone ↔ Truck route

Property Effects

SLU Mix-Match – ROW



SLU Mix-Match – ROW



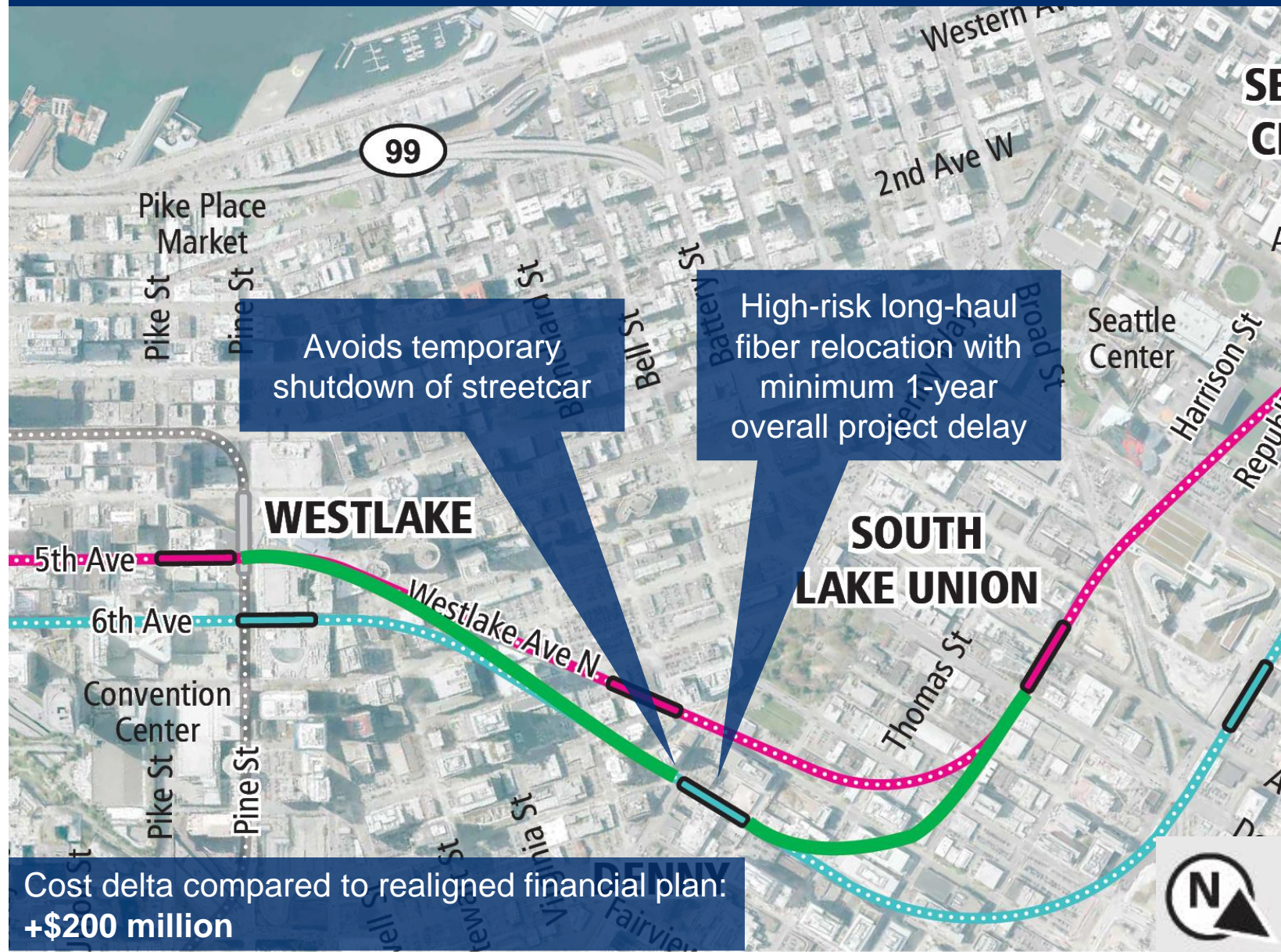
Summary

South Lake Union: Mix-and-Match

Connecting Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station

Study focus:
Feasibility of mix-and-match

Compared to Preferred 5th / Harrison Alternative (DT-1)



***Entrances on Both Sides of
Denny***

Evaluate environmental implications – roadway closure, utilities, noise & vibration, properties

Evaluate cost & schedule implications

Evaluate system implications, rider experience

Station construction method

Elements of further study

WESTLAKE

SOUTH LAKE UNION

5th/Harrison

DENNY

Assess new tunnel alignment and depth

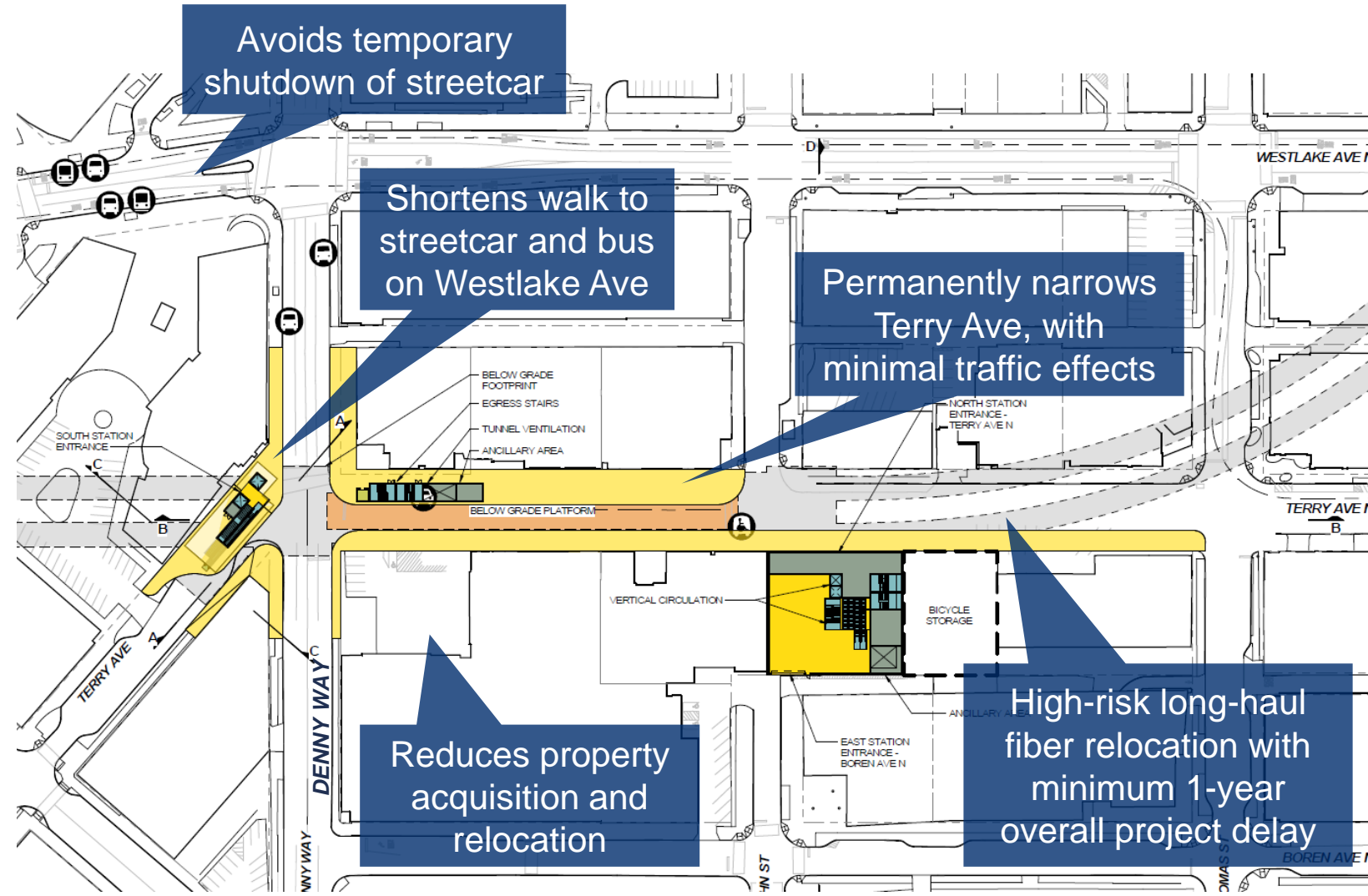
Explore station access from both sides of Denny

Assess new tunnel alignment and depth

Explore traffic and access during construction

Denny Station: Entrance on Both Sides of Denny

*Opportunities to
provide station
access from both
sides of Denny Way*



Study focus:
Improve passenger access

Cost delta compared to realigned financial plan:
+\$190 million (with SLU Mix-and-Match)

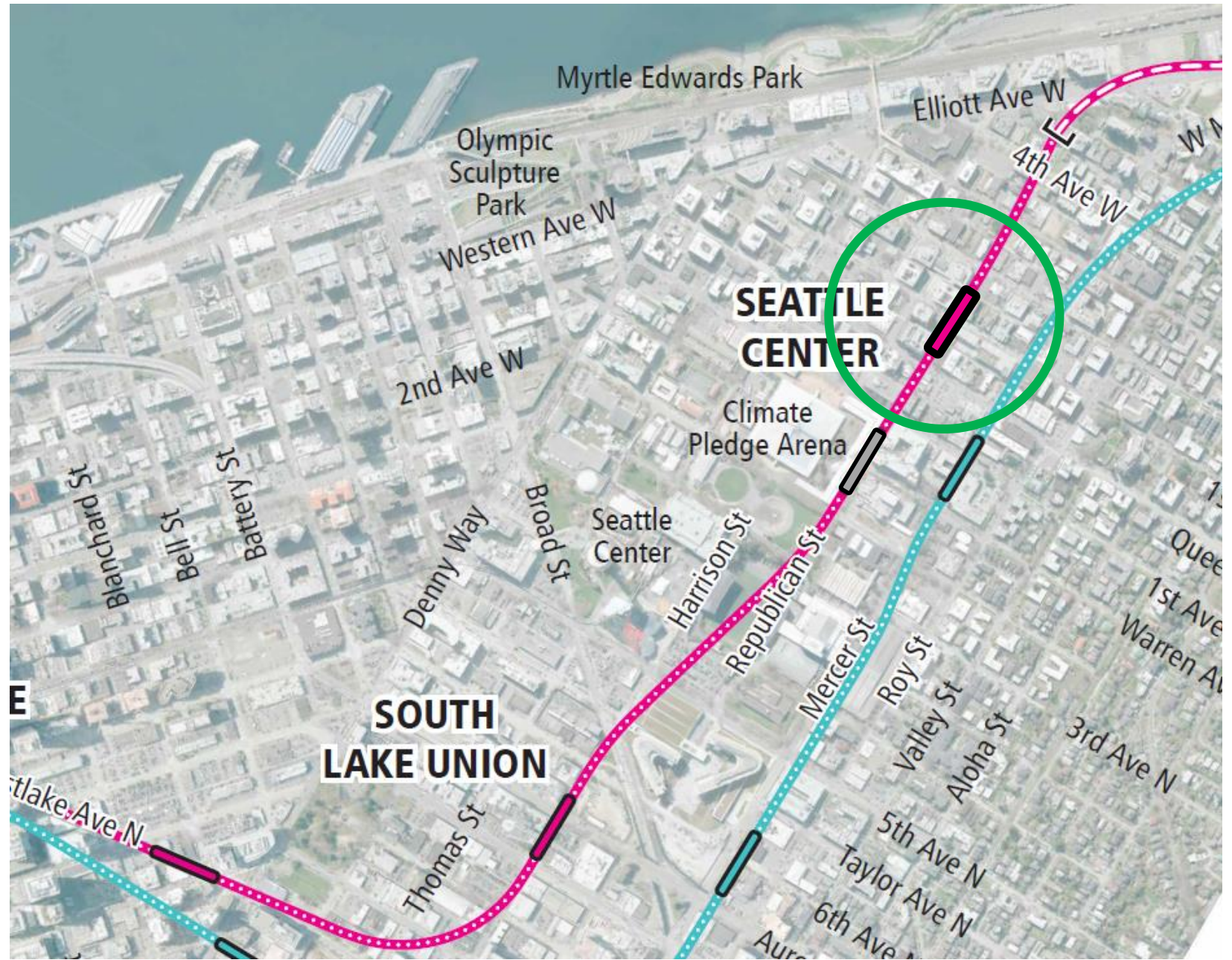
Seattle Center Station

Republican West

Republican West

Further study

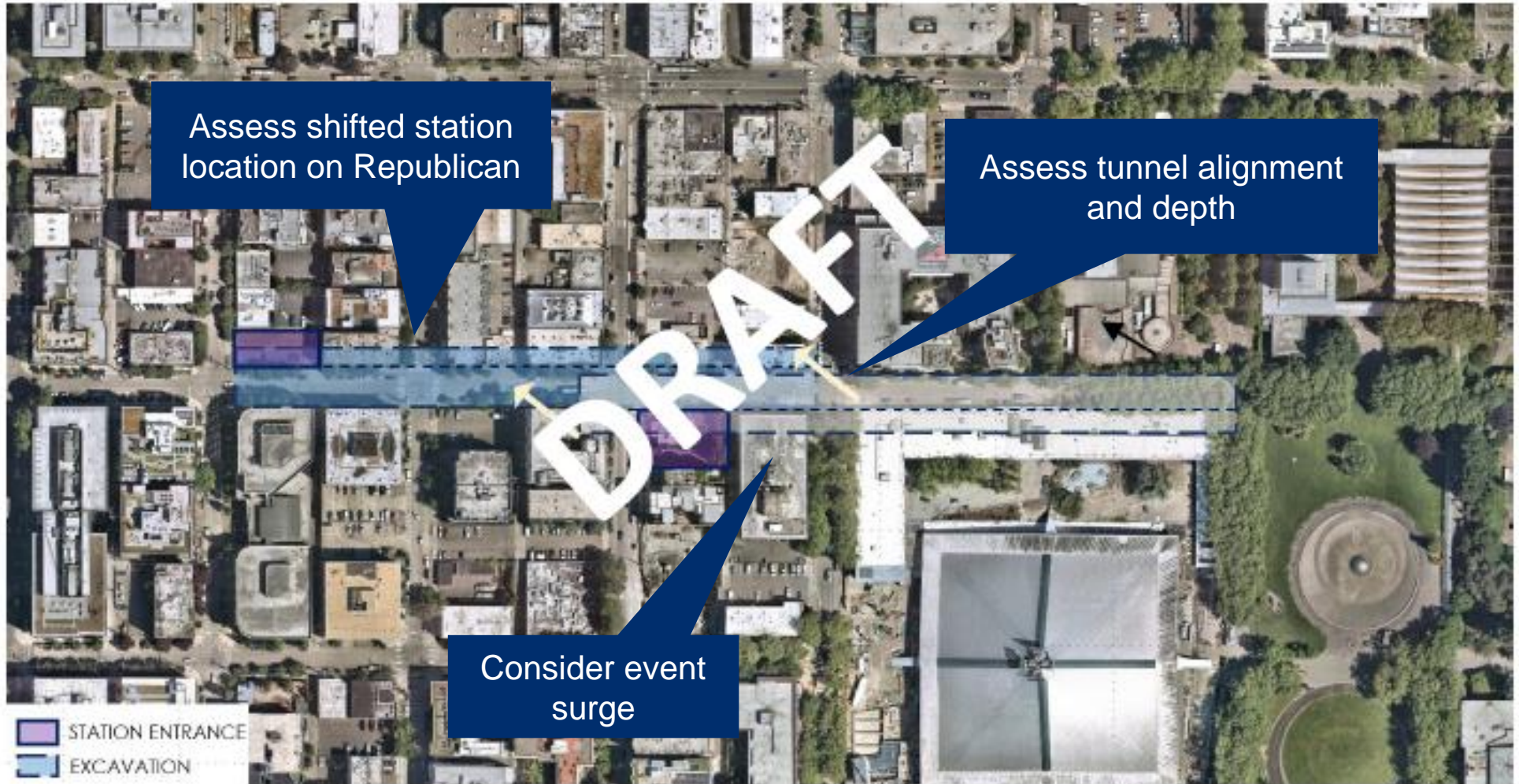
Comparison to DEIS
Preferred Alternative



Evaluate environmental implications – roadway closure, utilities, noise & vibration, properties

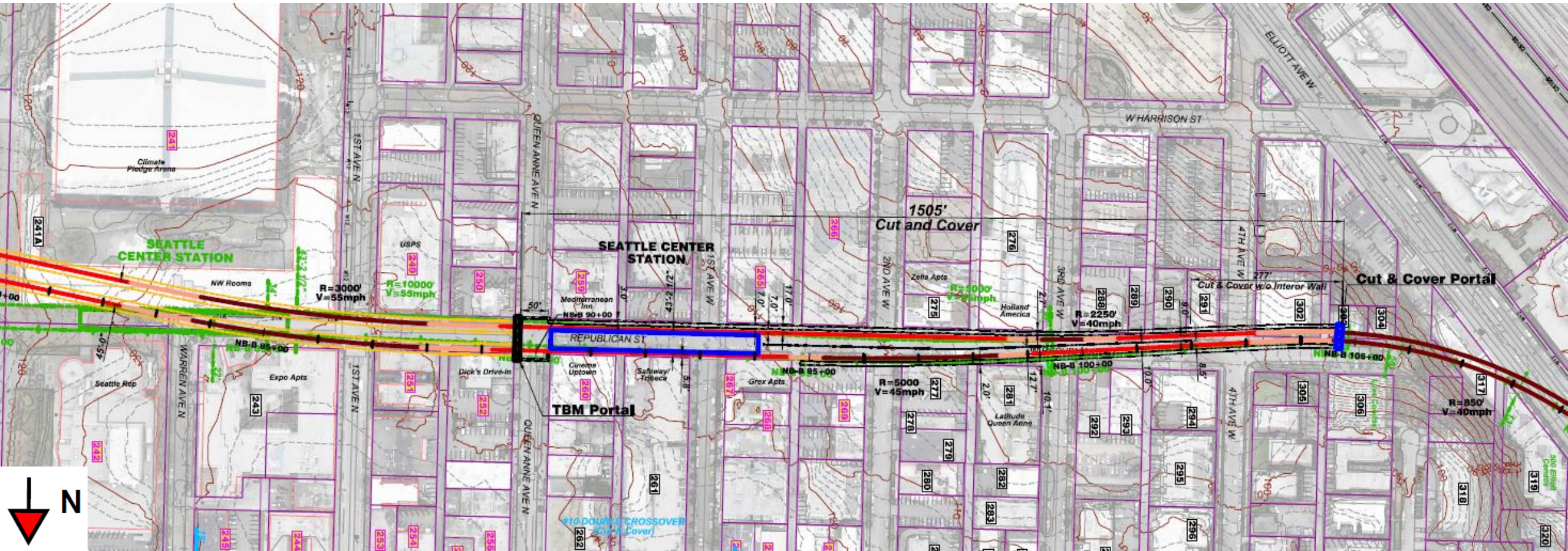
Evaluate cost & schedule implications

Evaluate system implications



8TH OCT 2021: SEATTLE CENTER DRAFT – NOT FOR DISTRIBUTION

VIA – A PERKINS EASTMAN STUDIO

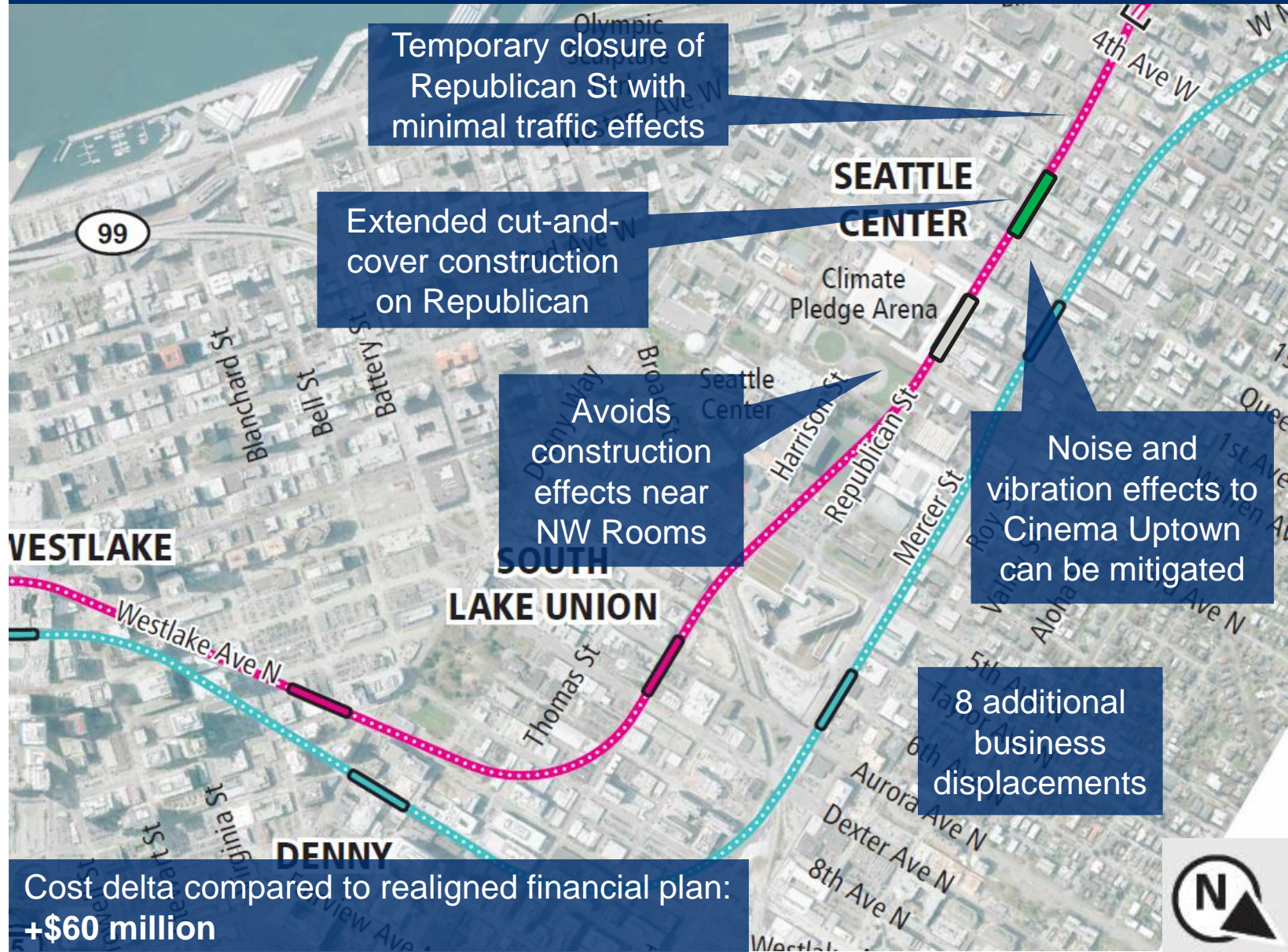


Seattle Center: Republican West

Shifting Seattle Center Republican station west

Study focus:
**Feasibility of shifting station
west**

Compared to Preferred 5th / Harrison Alternative (DT-1)

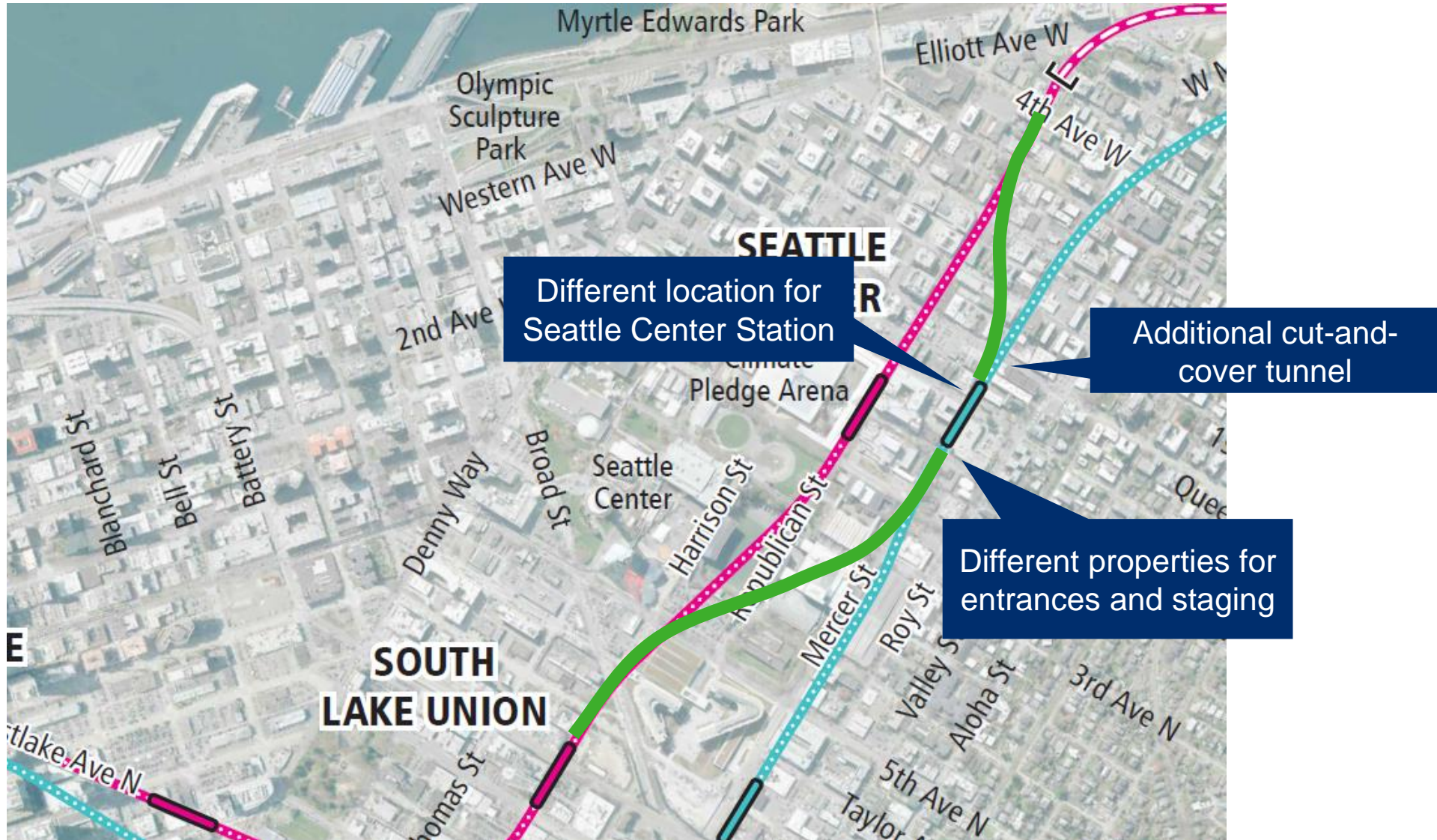


***Seattle Center Mix-and-
Match***

**November 4:
Seattle Center Mix & Match
Workshop Discussion Topics**



Seattle Center Mix-Match – Concept Elements

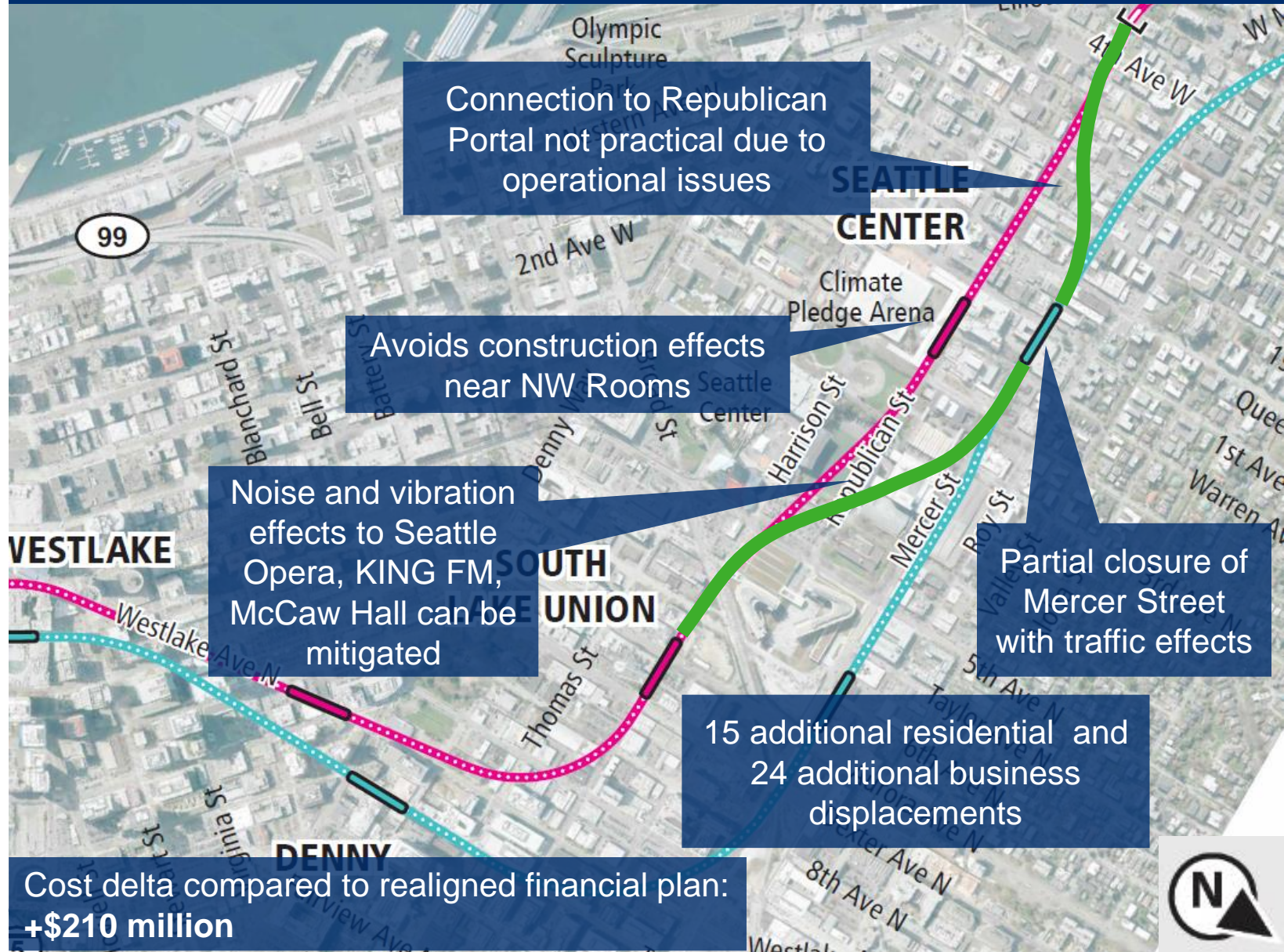


Seattle Center: Mix-and-Match

Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location

Study focus:
Feasibility of mix-and-match

Compared to Preferred 5th / Harrison Alternative (DT-1)



Discussion

Next steps

Further Studies: 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:** Potential Board action

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