

# *West Seattle and Ballard Link Extensions*

*Mercer Stakeholders*

*11/30/2022*



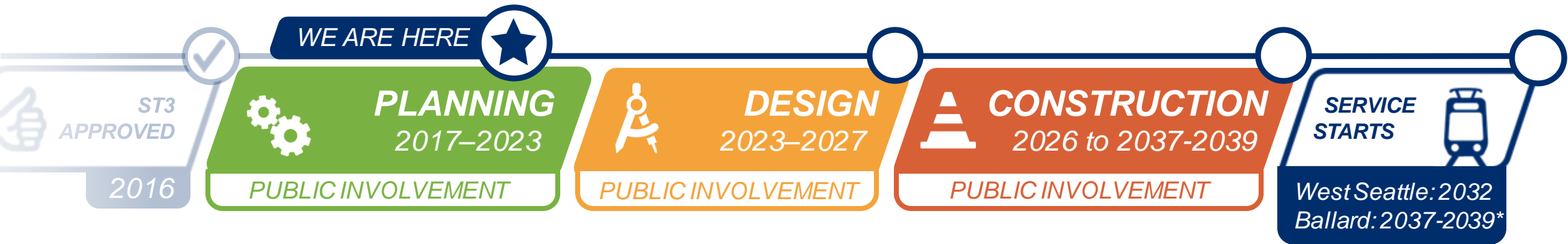
# *What we'll cover today*

- *Welcome and introductions*
- *Further Studies: Denny/SLU, Westlake/Midtown*
- *Discussion*
- *Next steps*

***Board Direction &  
Further Studies***

# West Seattle and Ballard Link Extensions

## Project timeline



 **ST3**  
**APPROVED**

**2016**



# PLANNING

 **DESIGN**

## 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

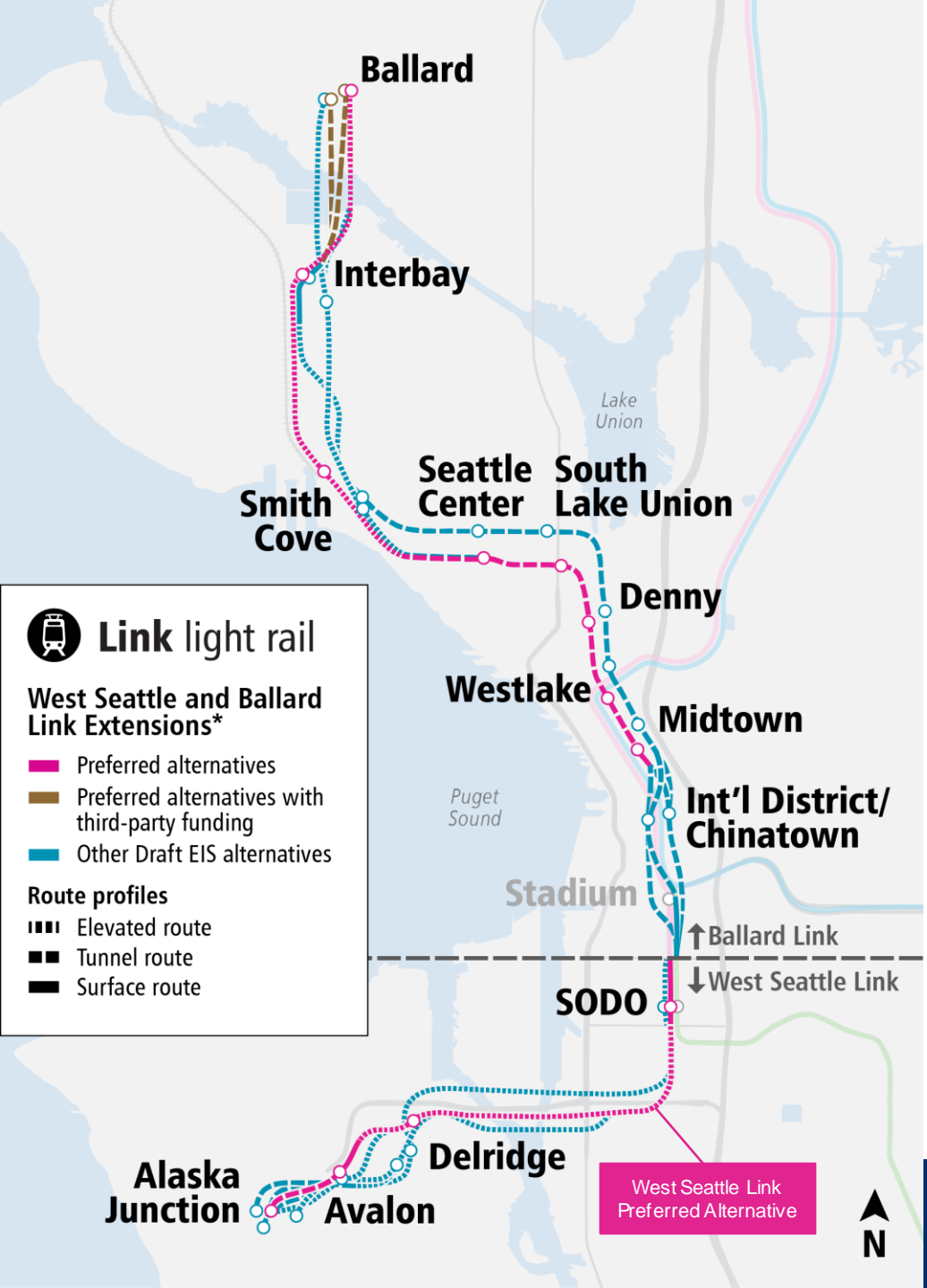
Board selects projects to be built  
Federal Record of Decision

## PUBLIC INVOLVEMENT

# Draft EIS alternatives

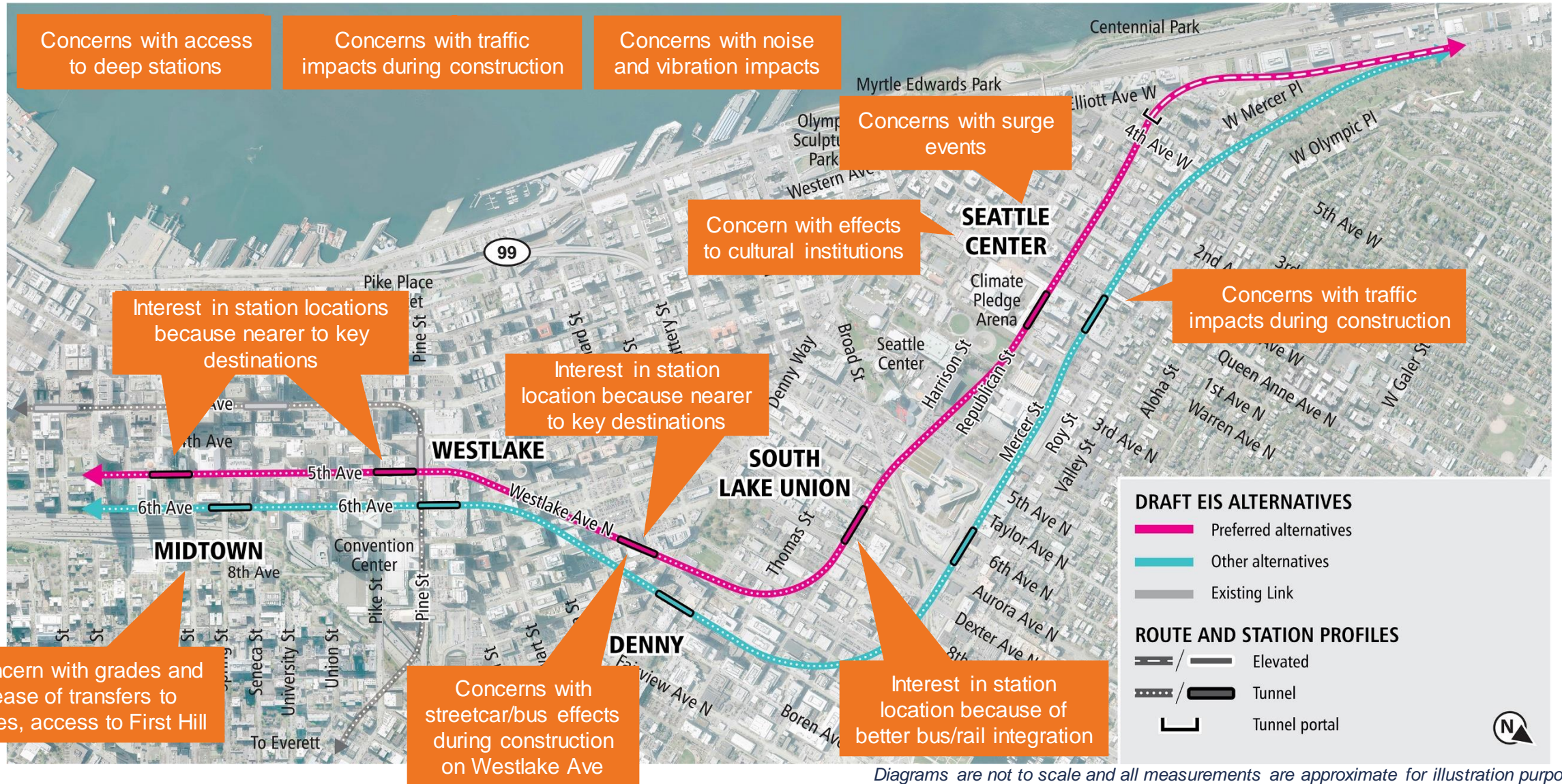
## What we're studying in this phase

- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives



\*July 2022: The Sound Transit Board identified the preferred alternative for the West Seattle Link Extension and will also consider the At-Grade South Station Option (SODO 1-b) as a possible Preferred Alternative. Further study and community input are required before the Board confirms or modifies the preferred alternative for the Ballard Link Extension.

# Comments



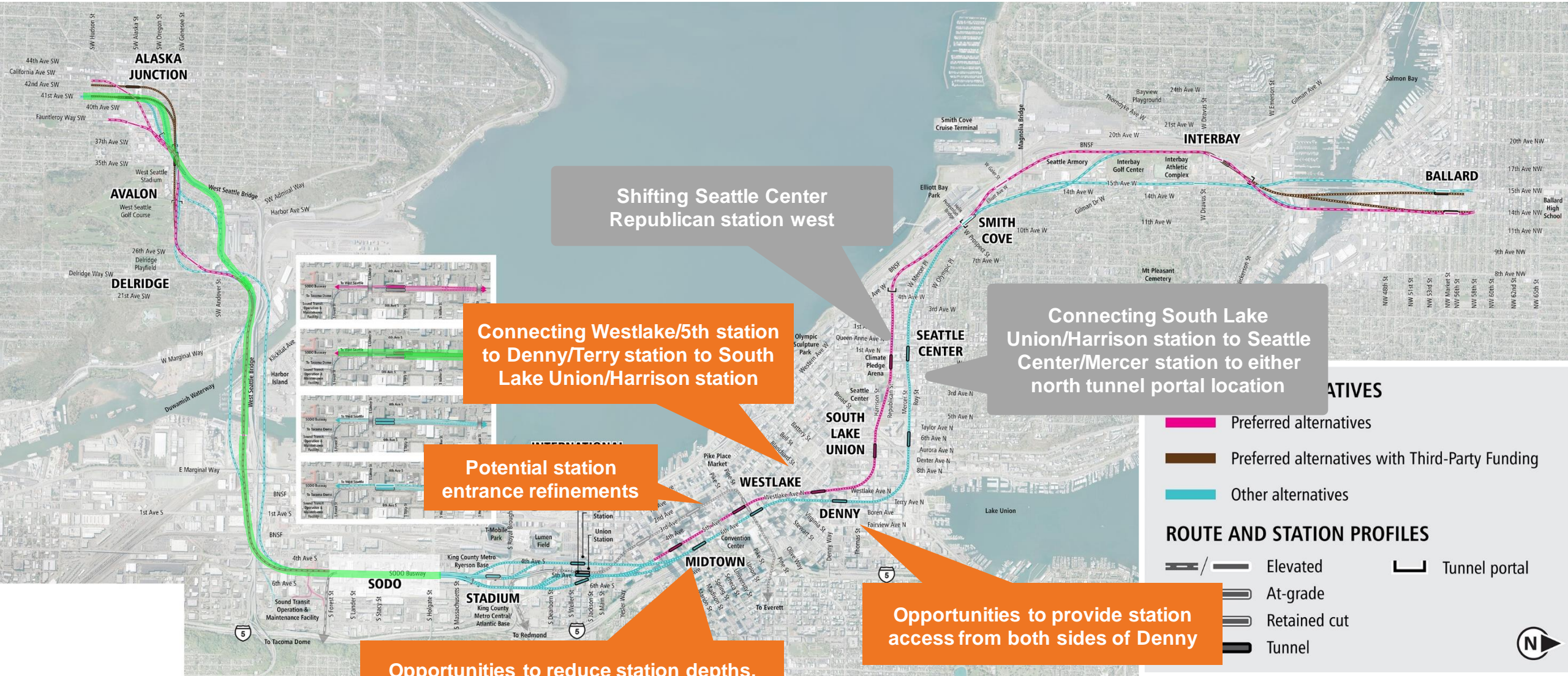
Diagrams are not to scale and all measurements are approximate for illustration purposes only.

# ***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.



# Ballard Link Extension: Further studies – Downtown



Shifting Seattle Center Republican station west

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

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

Potential station entrance refinements

Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance

Opportunities to provide station access from both sides of Denny

**ALTERNATIVES**

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

**ROUTE AND STATION PROFILES**

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

***Denny/SLU Further Studies***

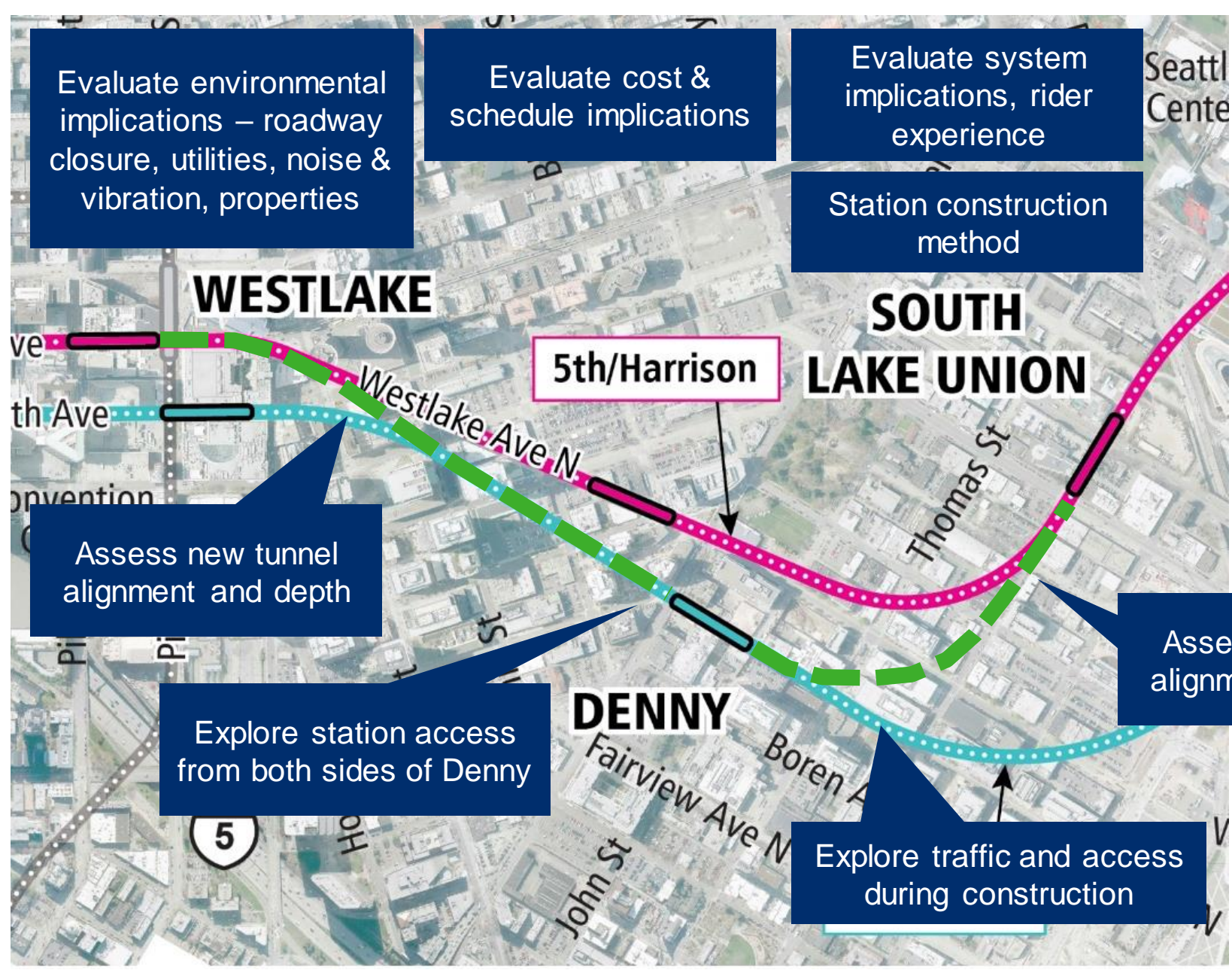
Elements of further study

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

Evaluate cost & schedule implications

Evaluate system implications, rider experience

Station construction method



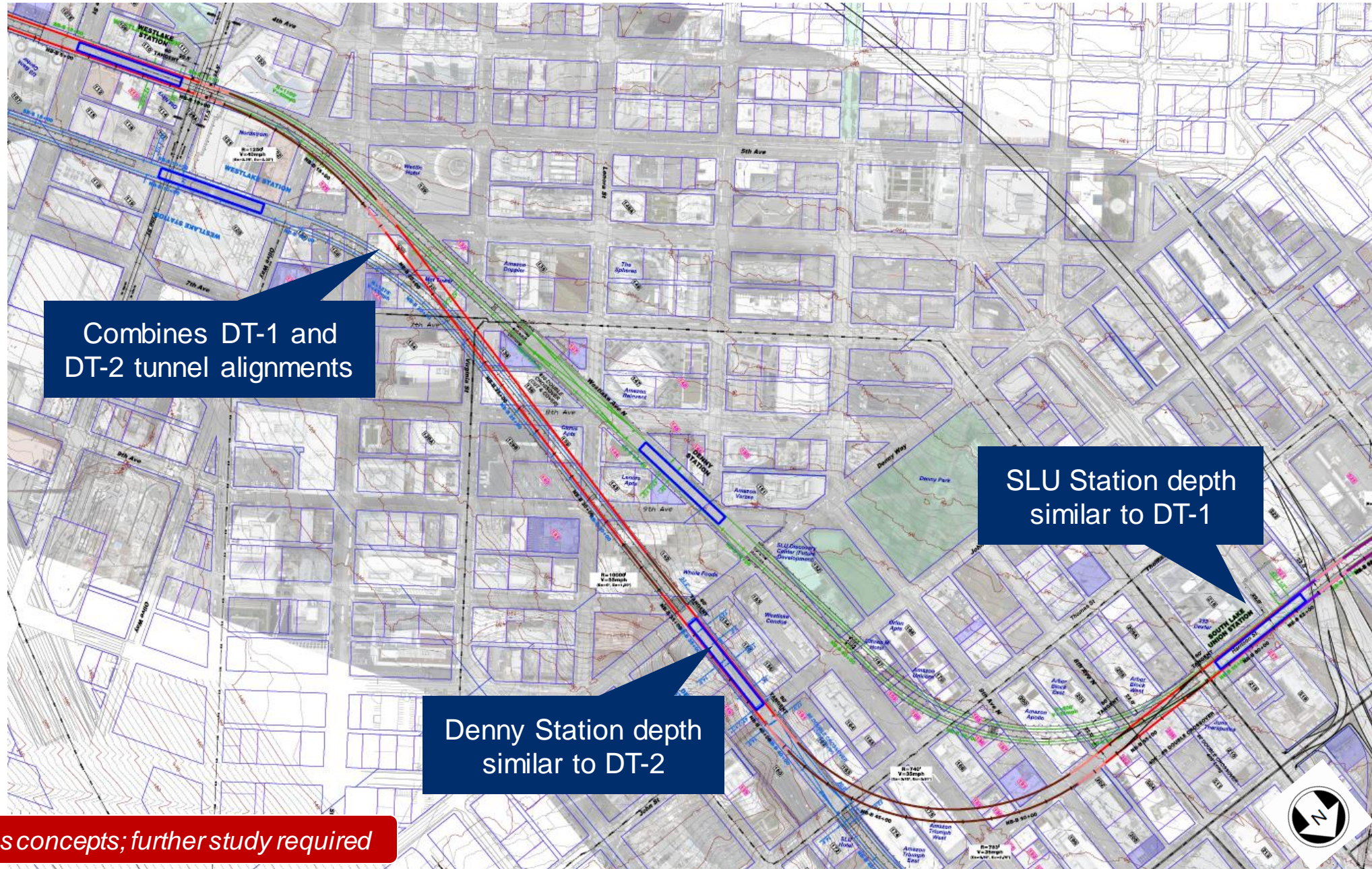
Assess new tunnel alignment and depth

Explore station access from both sides of Denny

Explore traffic and access during construction

Assess new tunnel alignment and depth

# ***Tunnel alignment and depth***

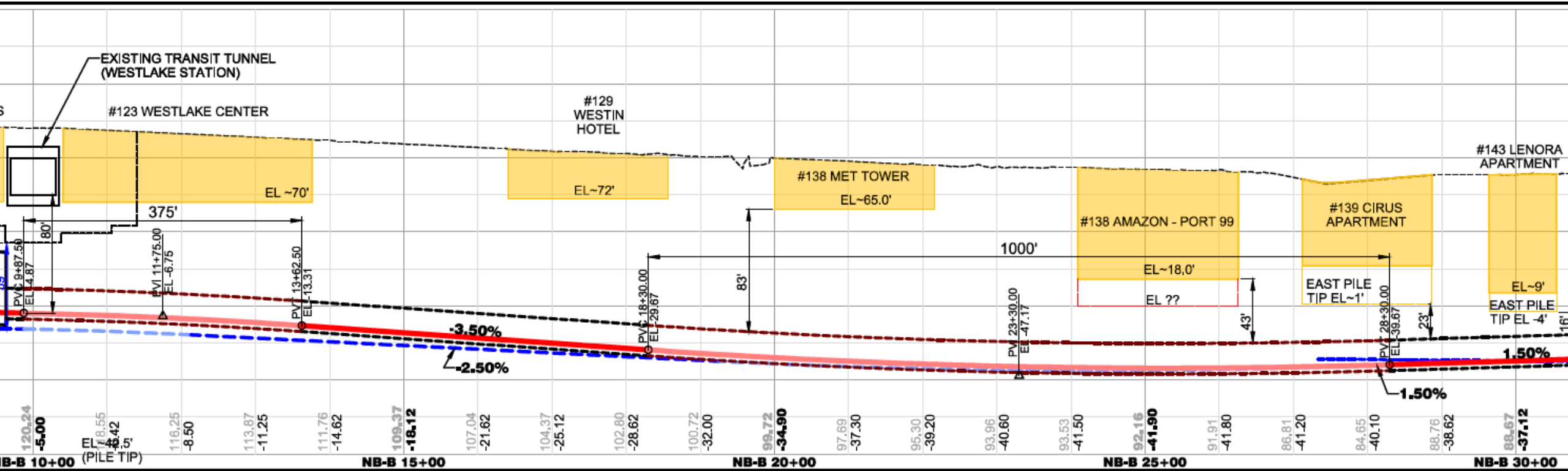


Combines DT-1 and DT-2 tunnel alignments

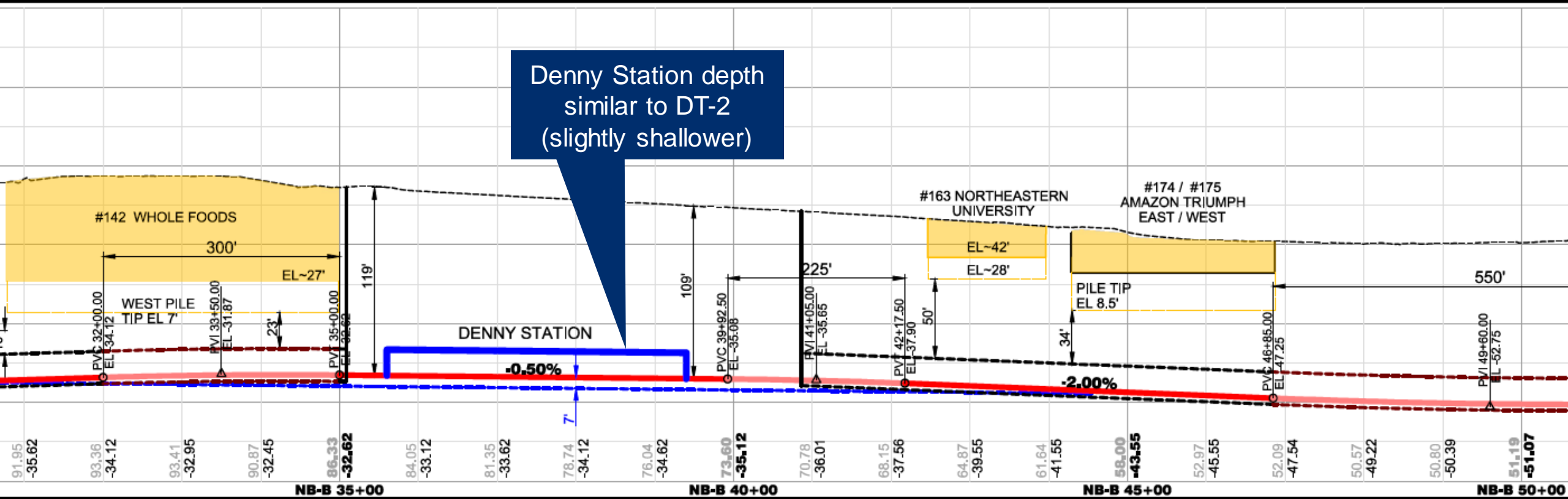
SLU Station depth similar to DT-1

Denny Station depth similar to DT-2

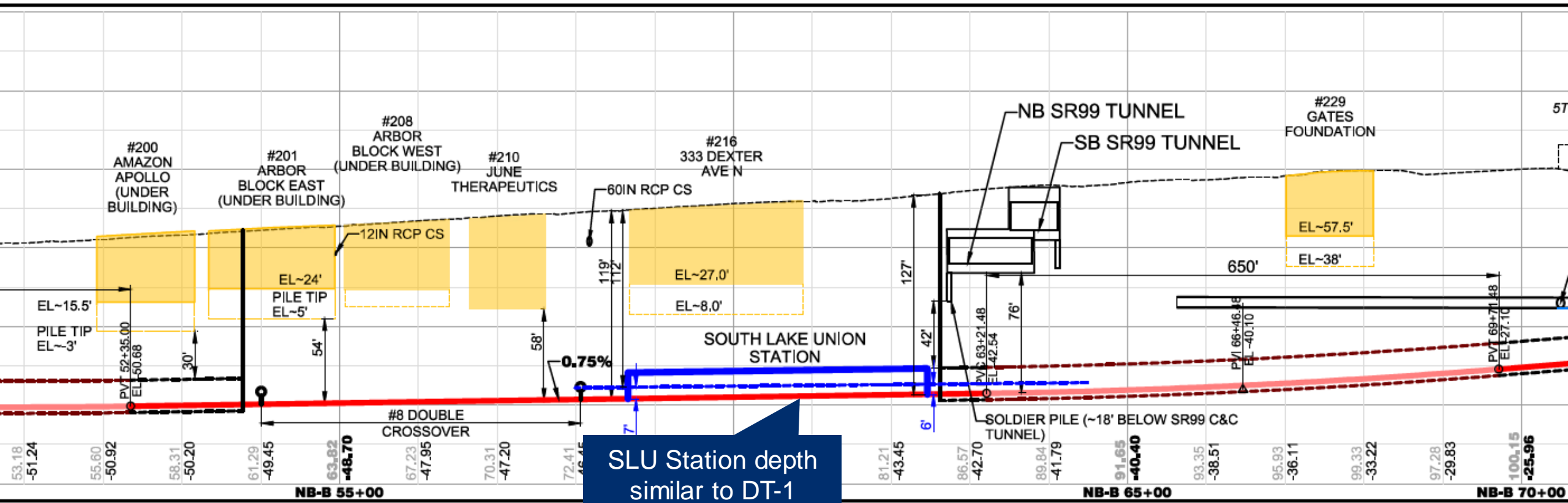
*In-Progress concepts; further study required*



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*In-Progress concepts; further study required*

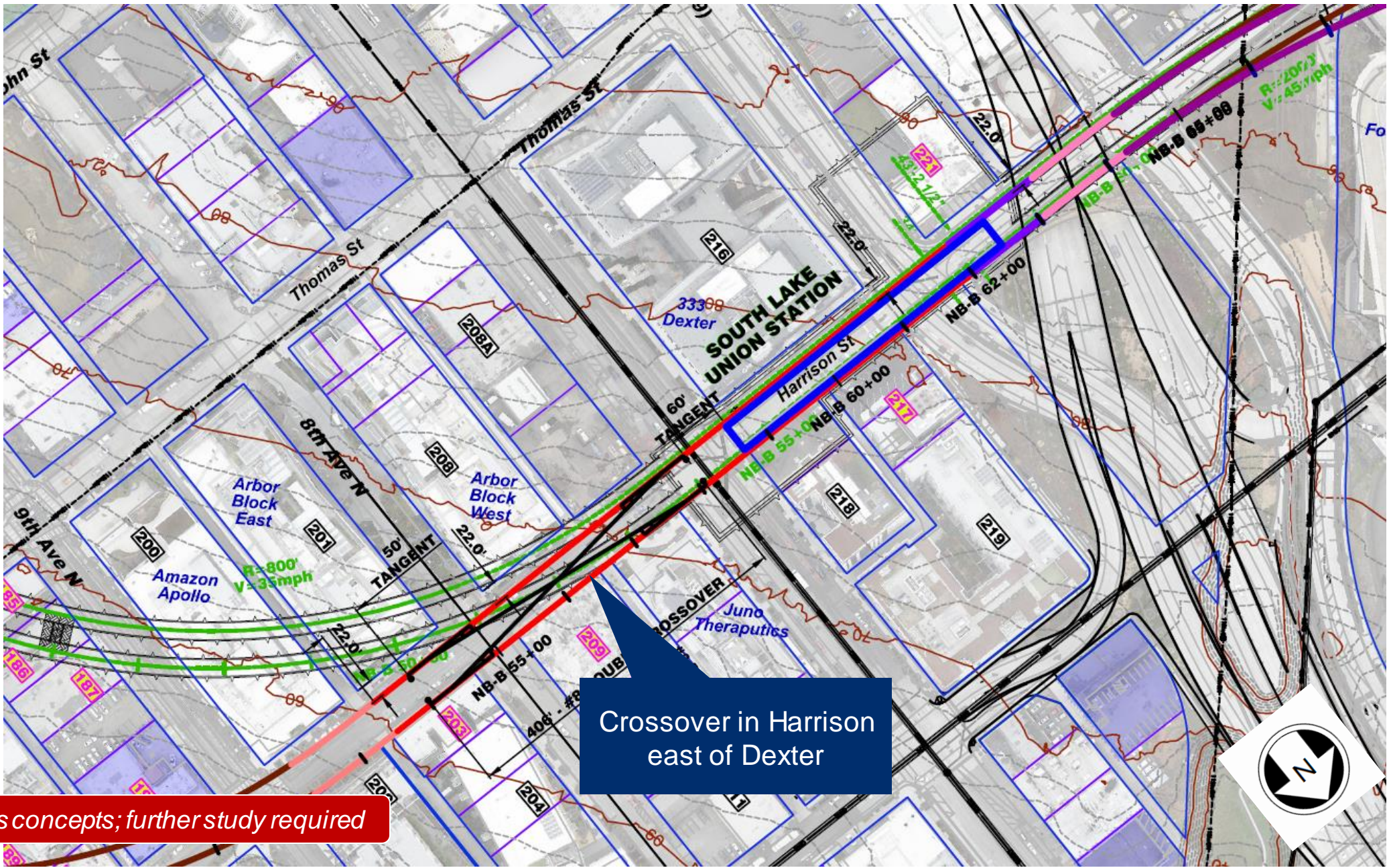


SLU Station depth similar to DT-1 (slightly deeper)

*In-Progress concepts; further study required*

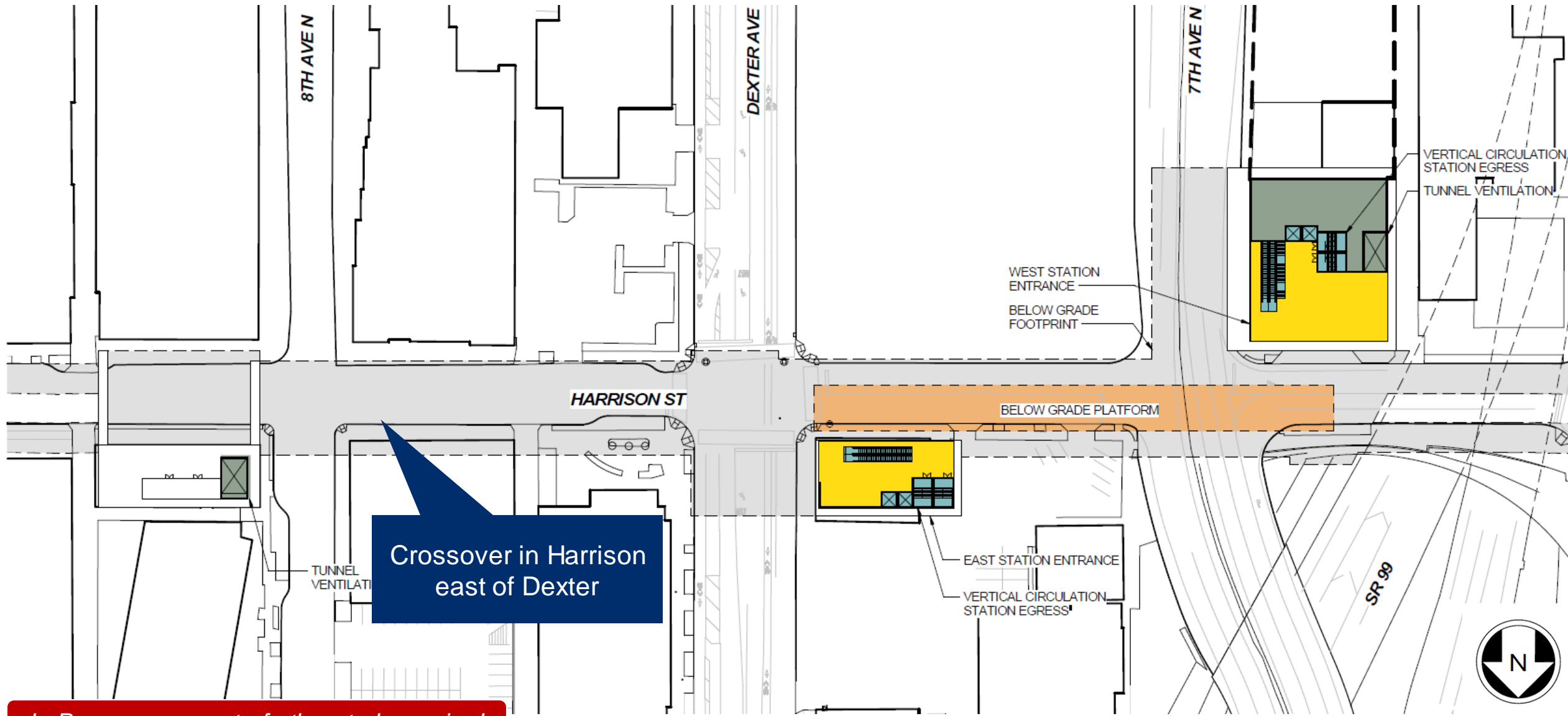


***SLU Station***

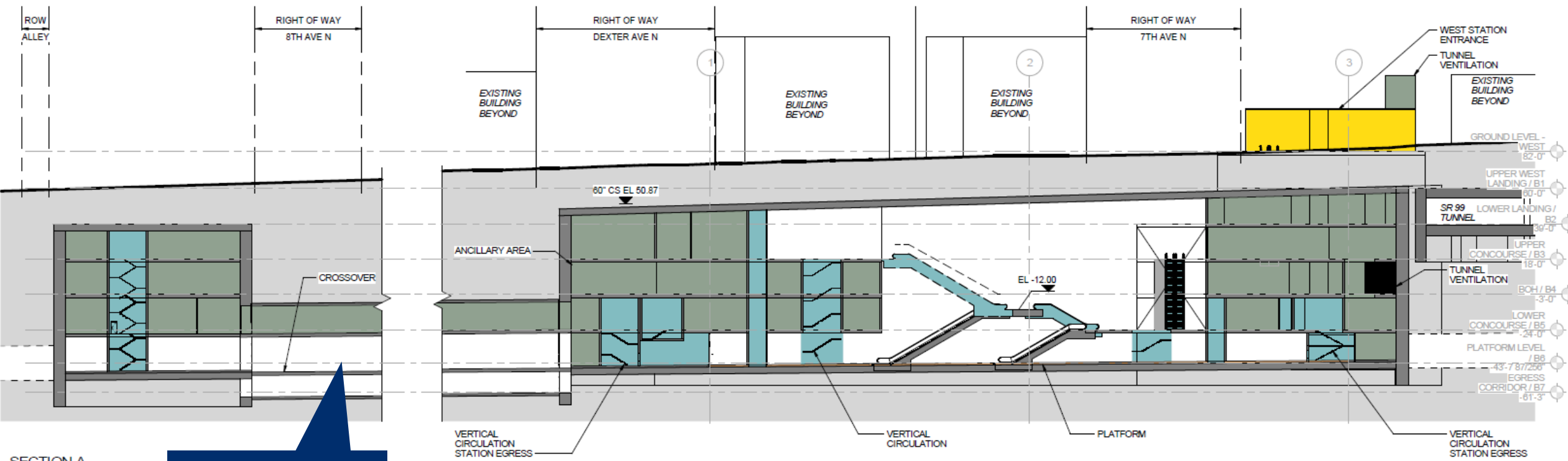


Crossover in Harrison east of Dexter

In-Progress concepts; further study required

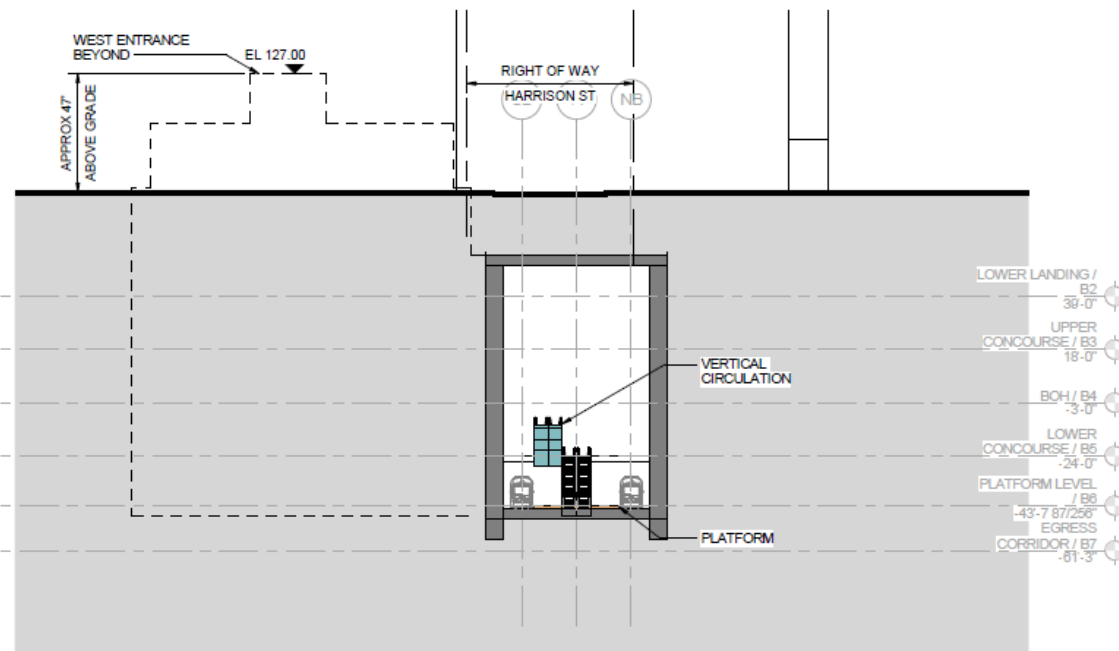
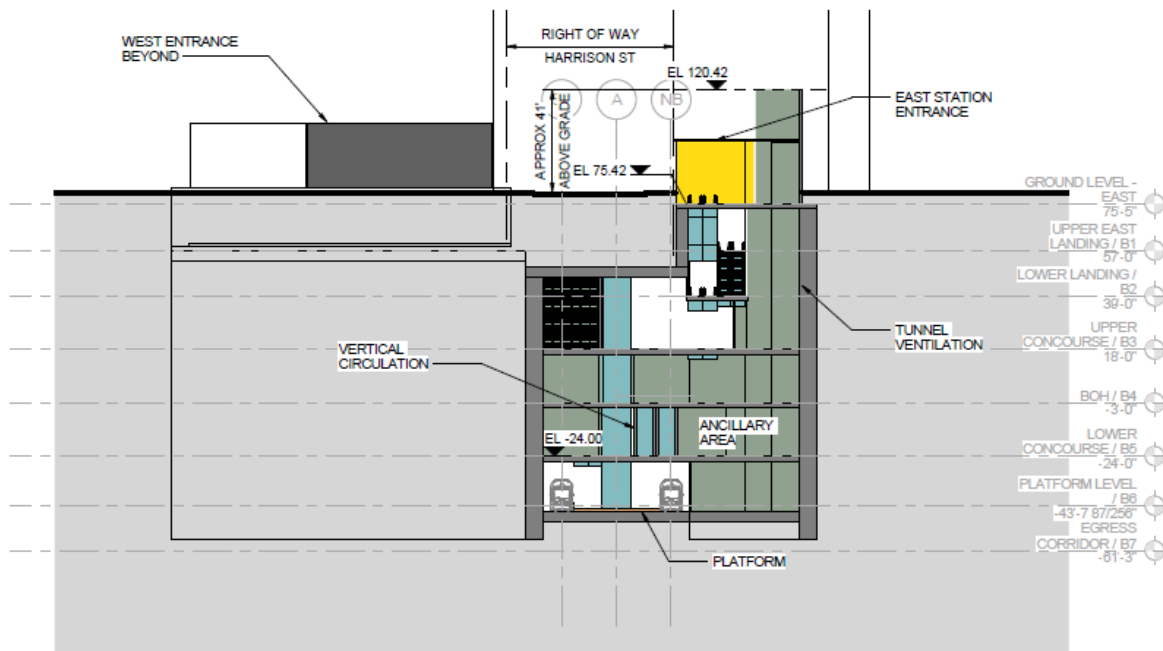


*In-Progress concepts; further study required*

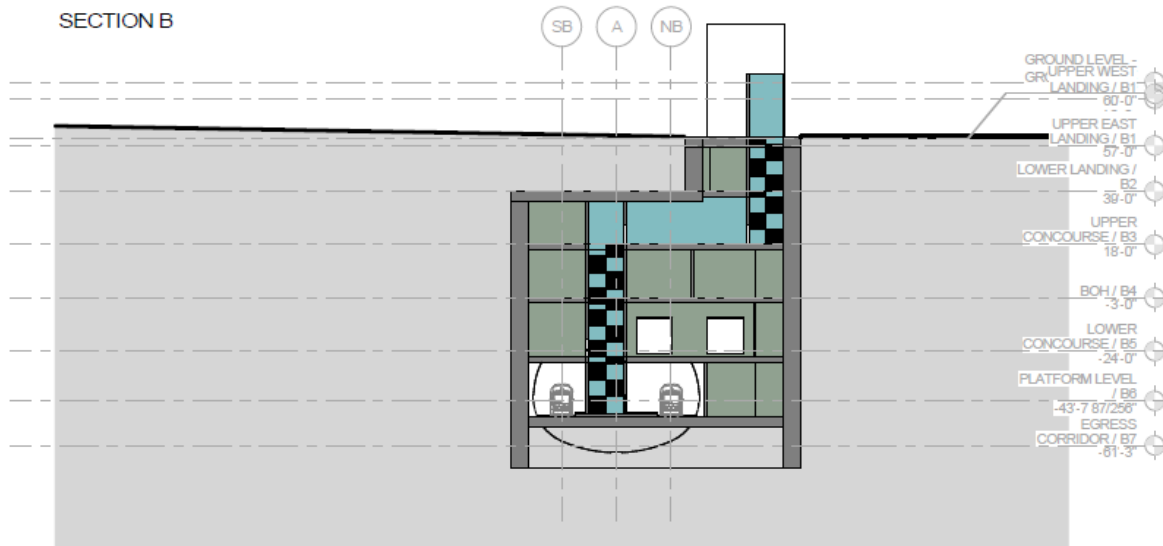


Crossover in mined cavern

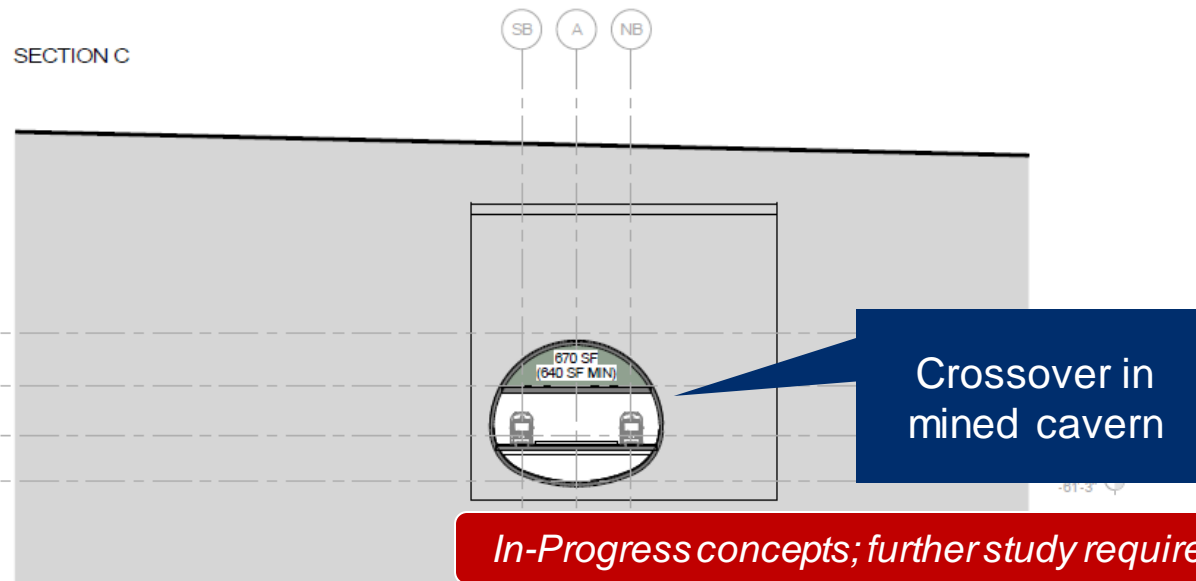
*In-Progress concepts; further study required*



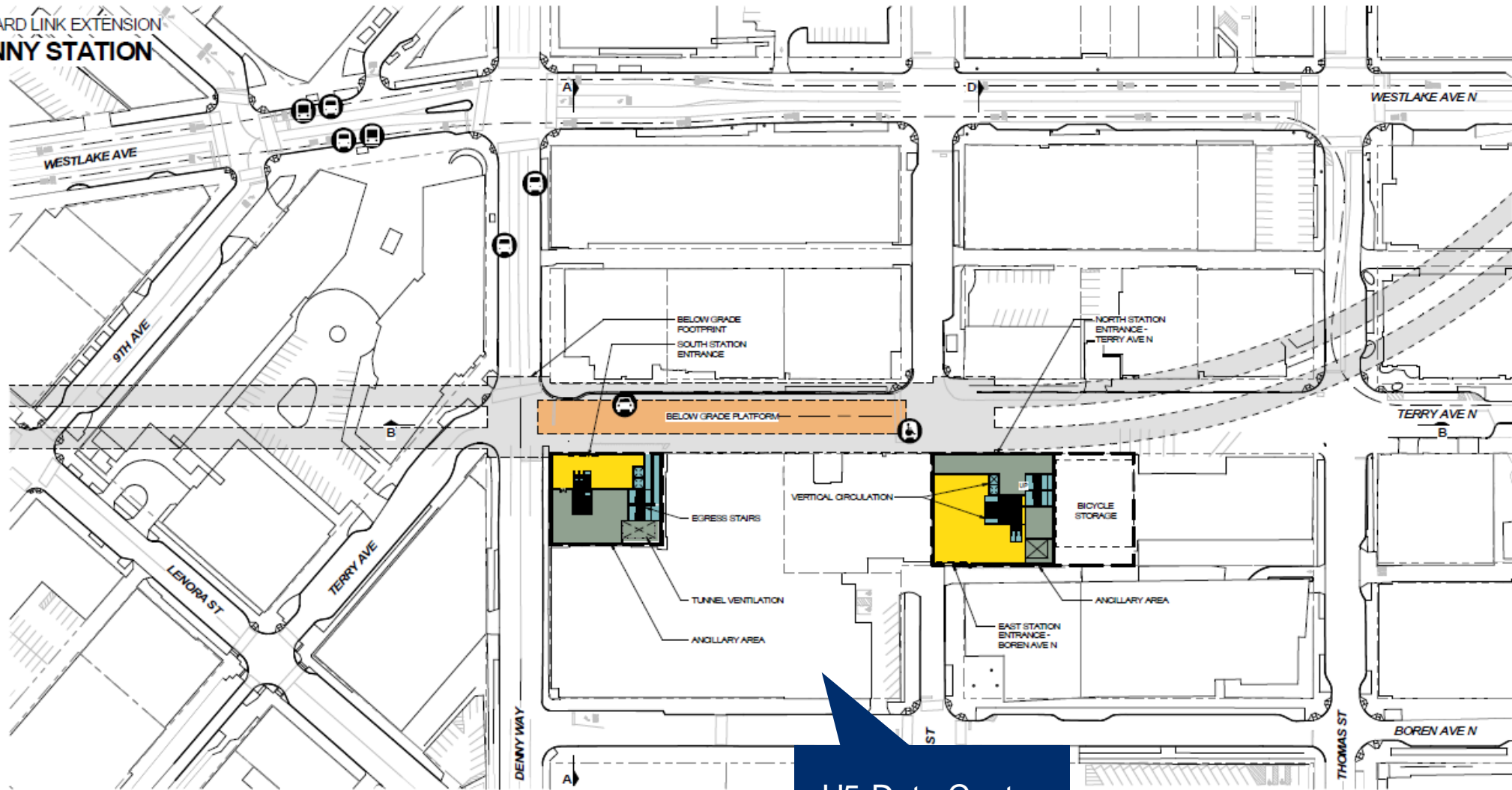
SECTION B









SECTION C



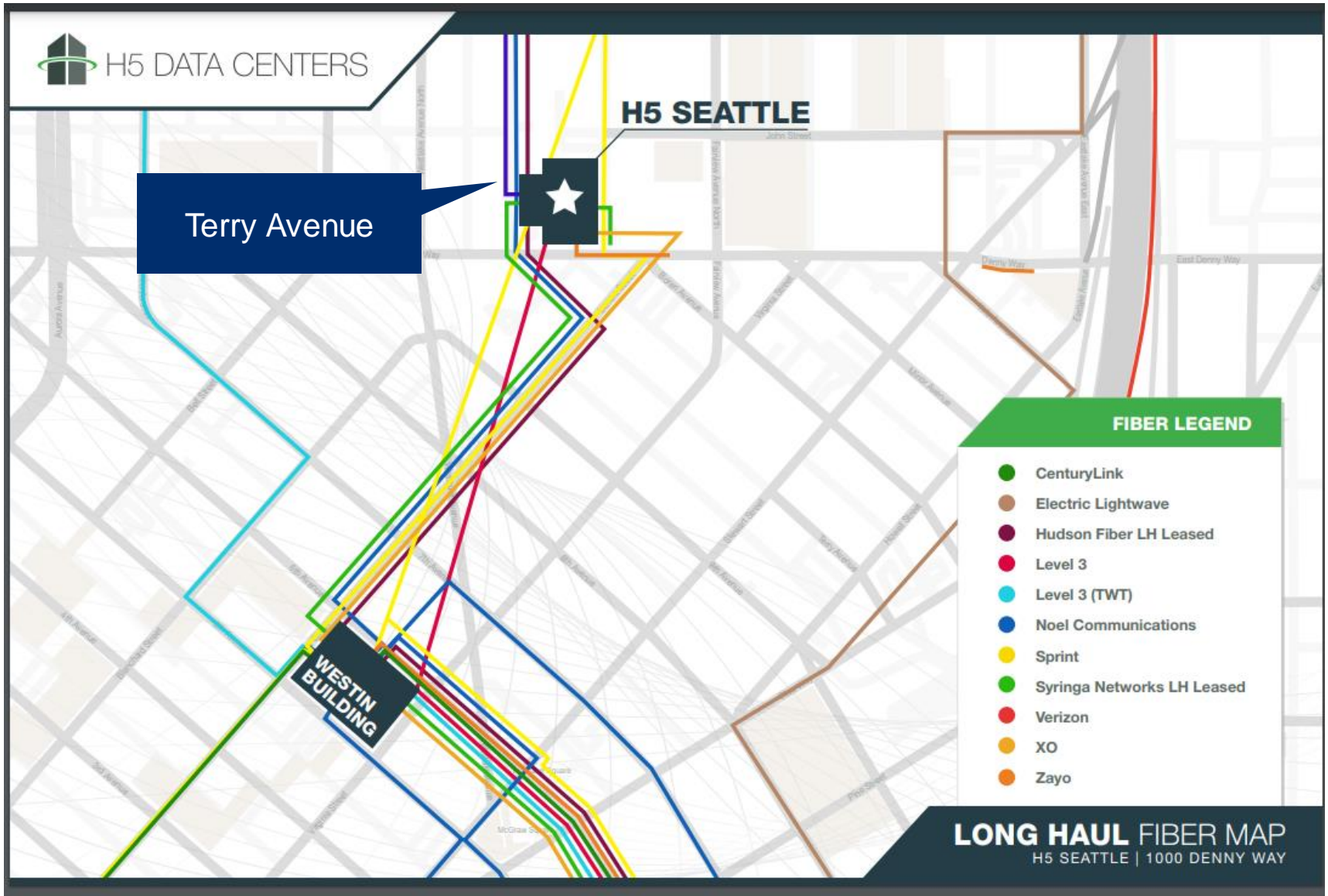
# *Terry Avenue Utilities*



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



*In-Progress concepts; further study required*



*In-Progress concepts; further study required*



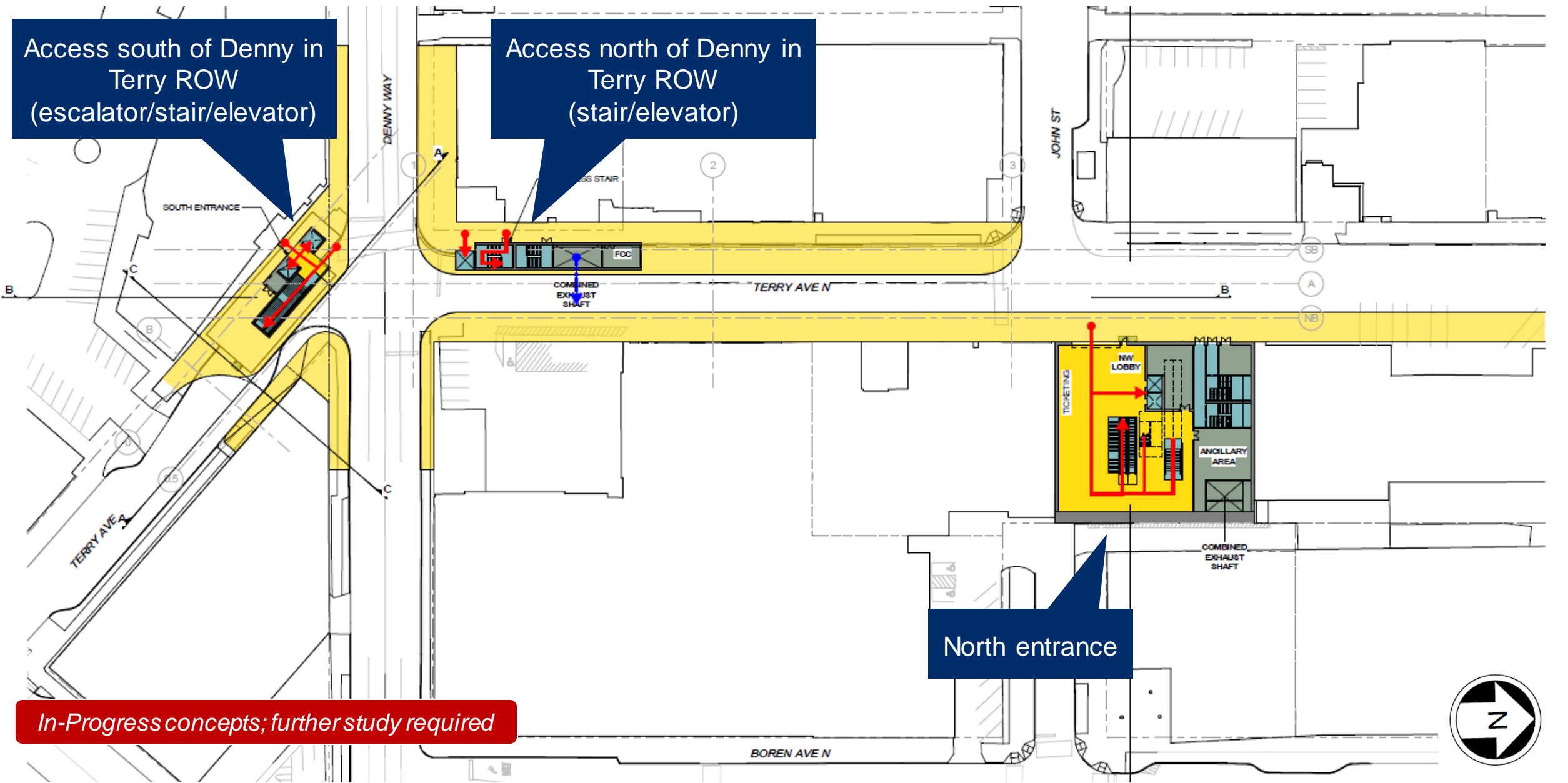
# *Denny Station Access*

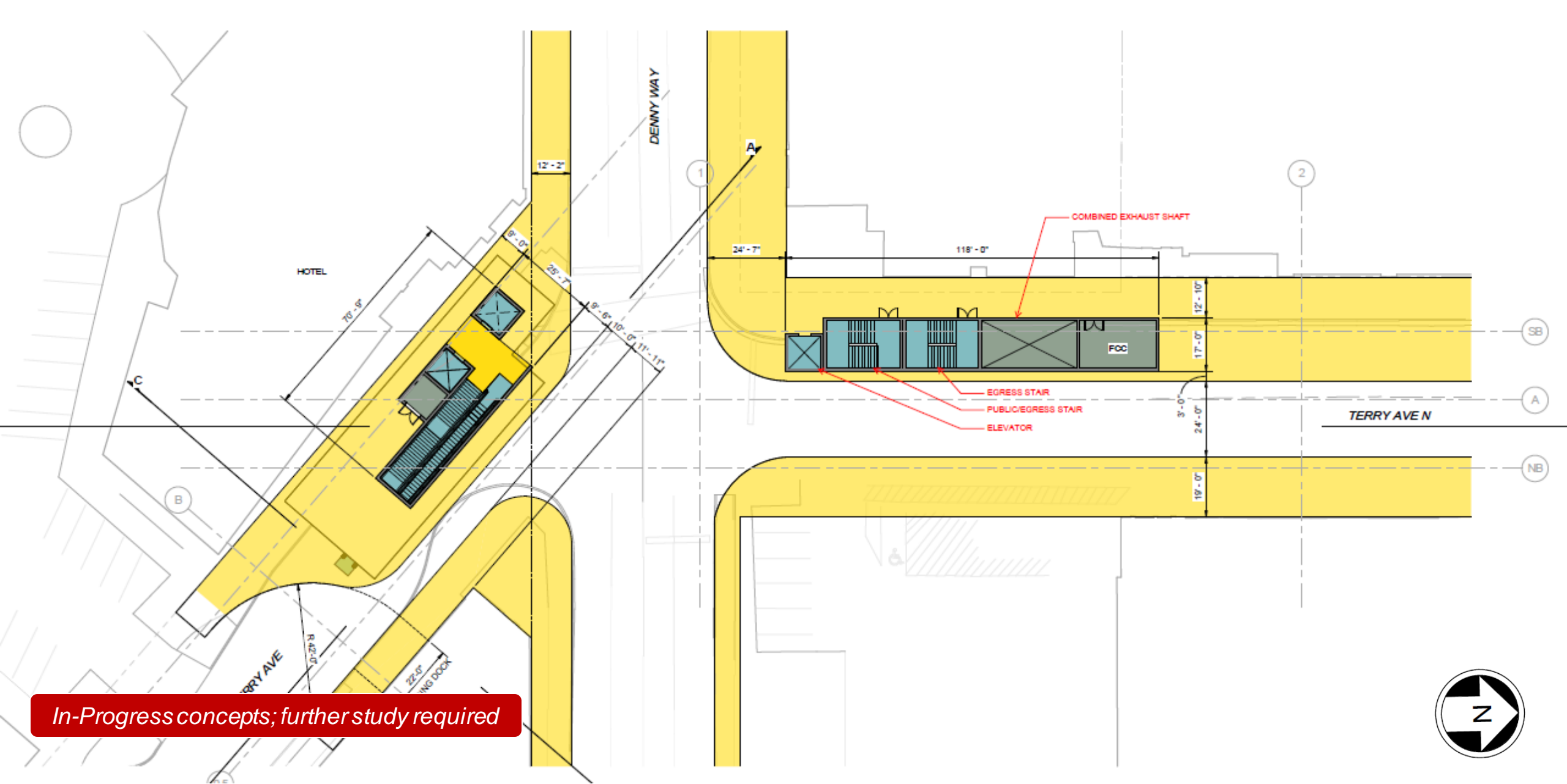
Access south of Denny in Terry ROW (escalator/stair/elevator)

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

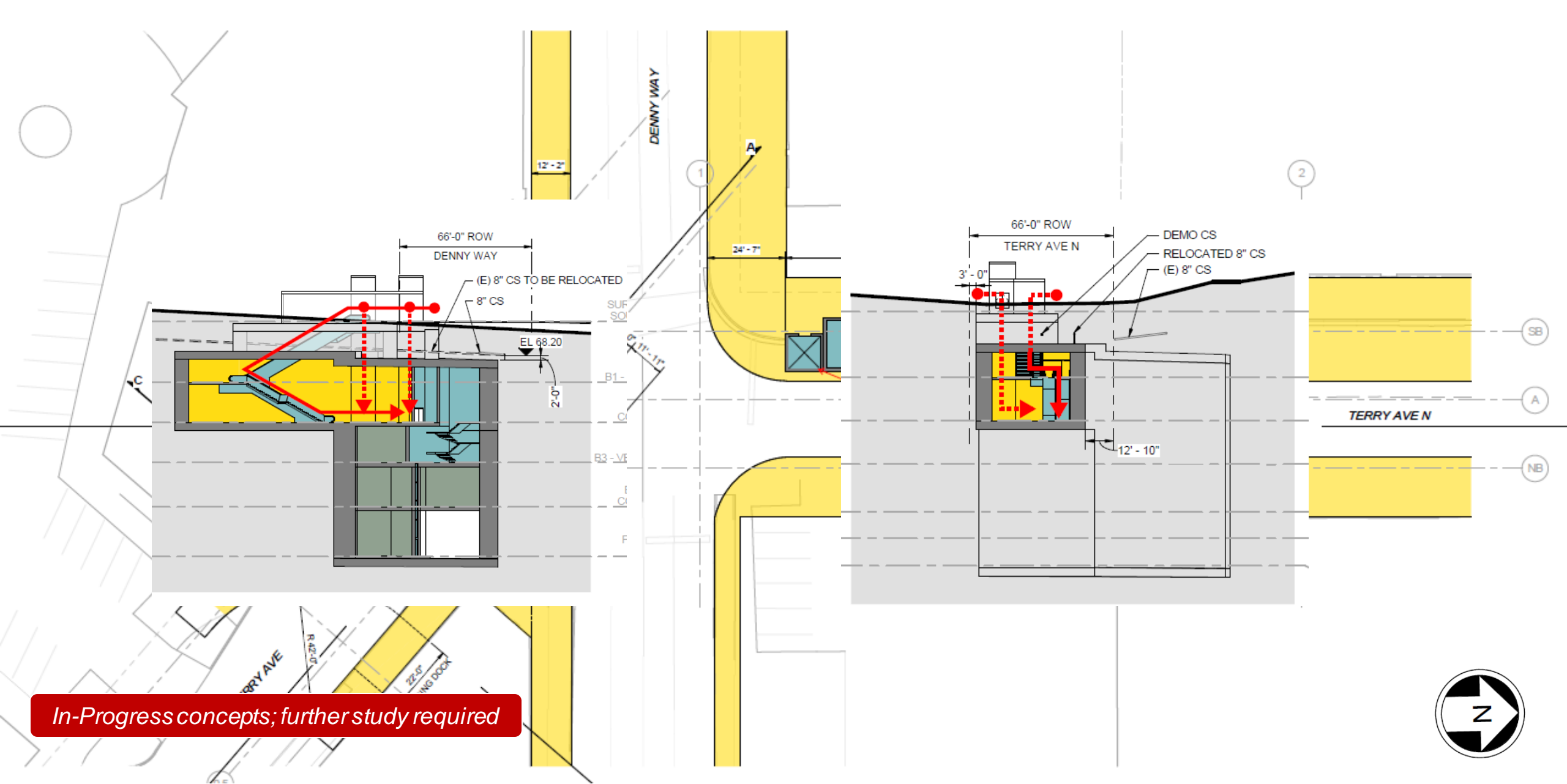
North entrance

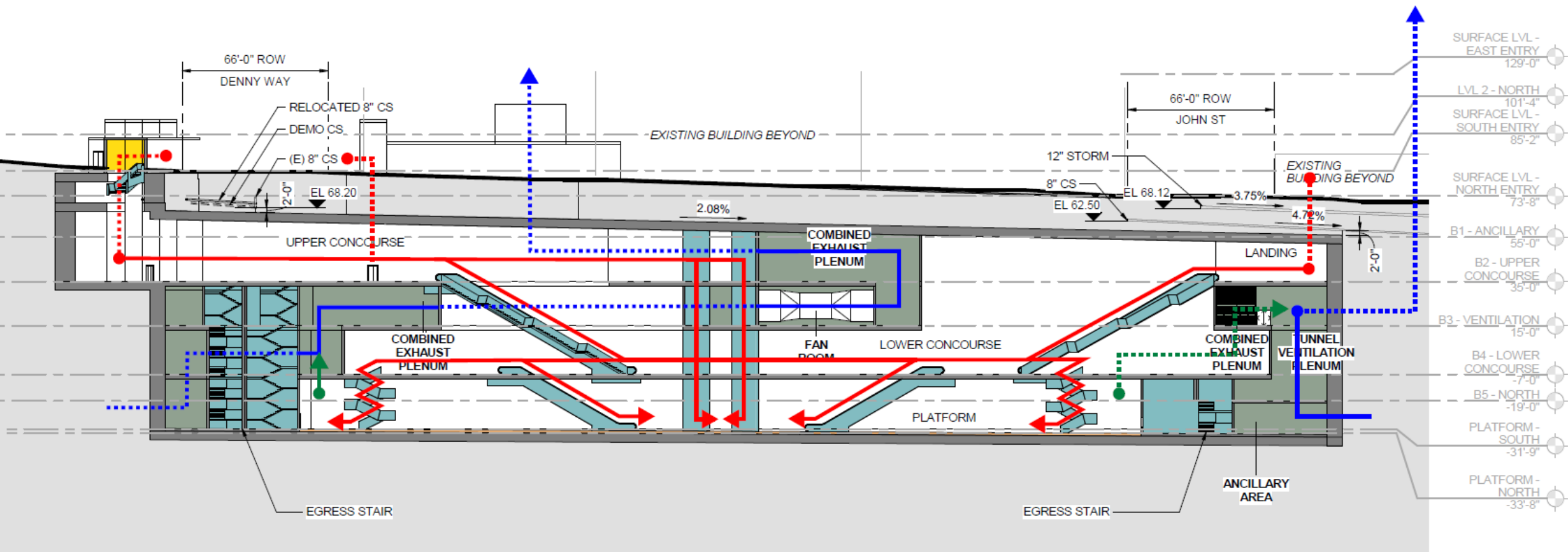
*In-Progress concepts; further study required*





*In-Progress concepts; further study required*

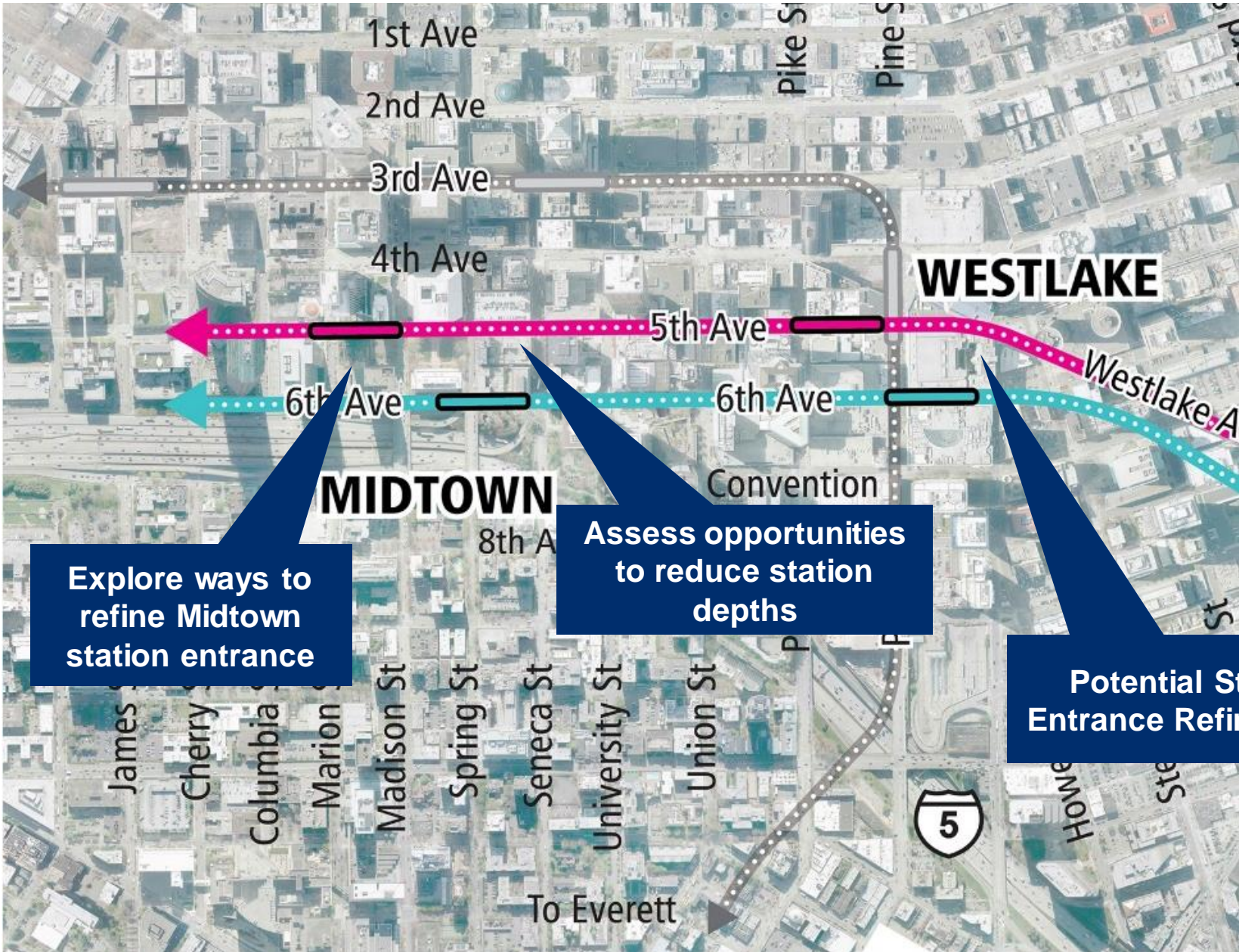




*In-Progress concepts; further study required*

***Westlake/Midtown Further  
Studies***

Elements of further study



Explore ways to refine Midtown station entrance

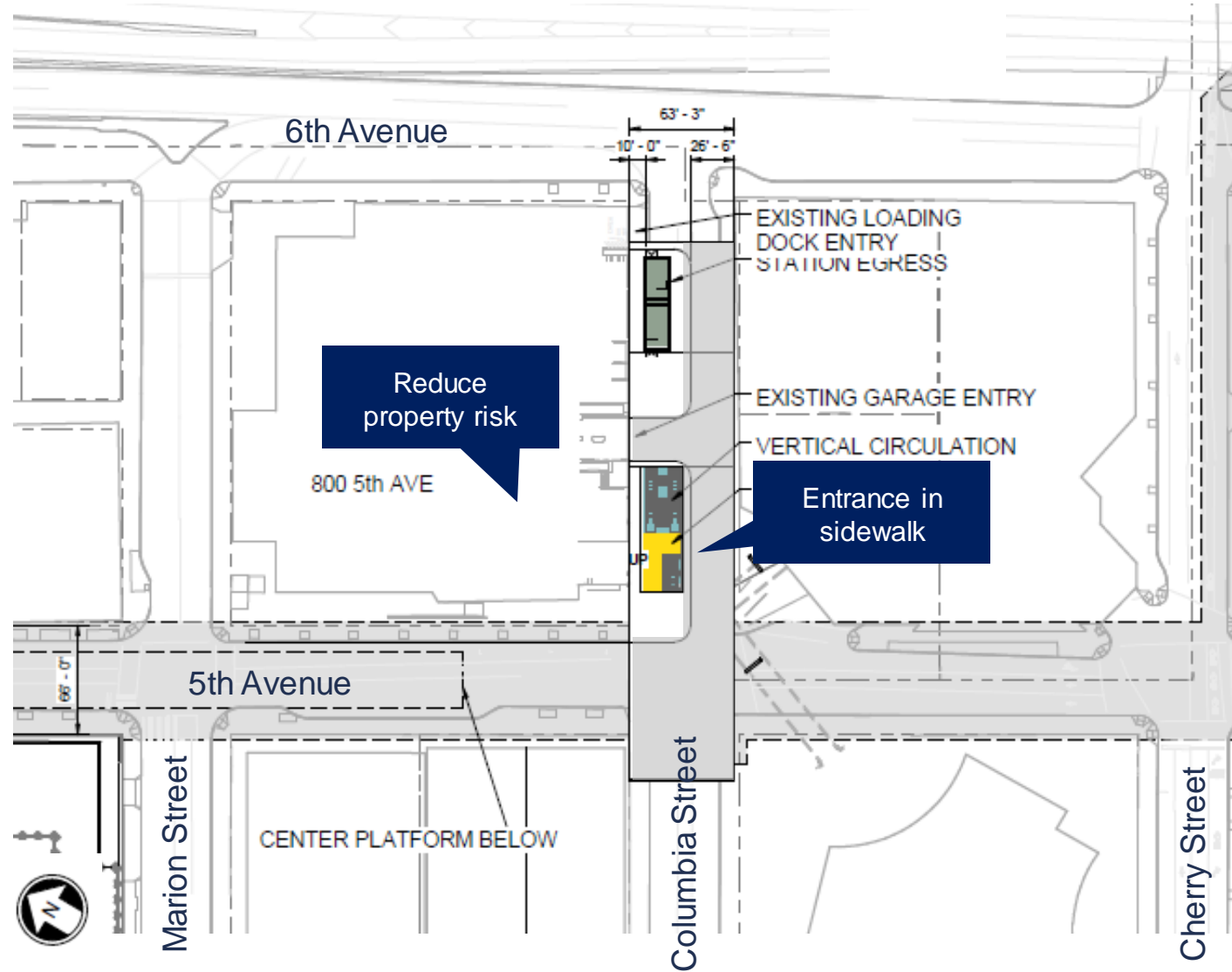
Assess opportunities to reduce station depths

Potential Station Entrance Refinements

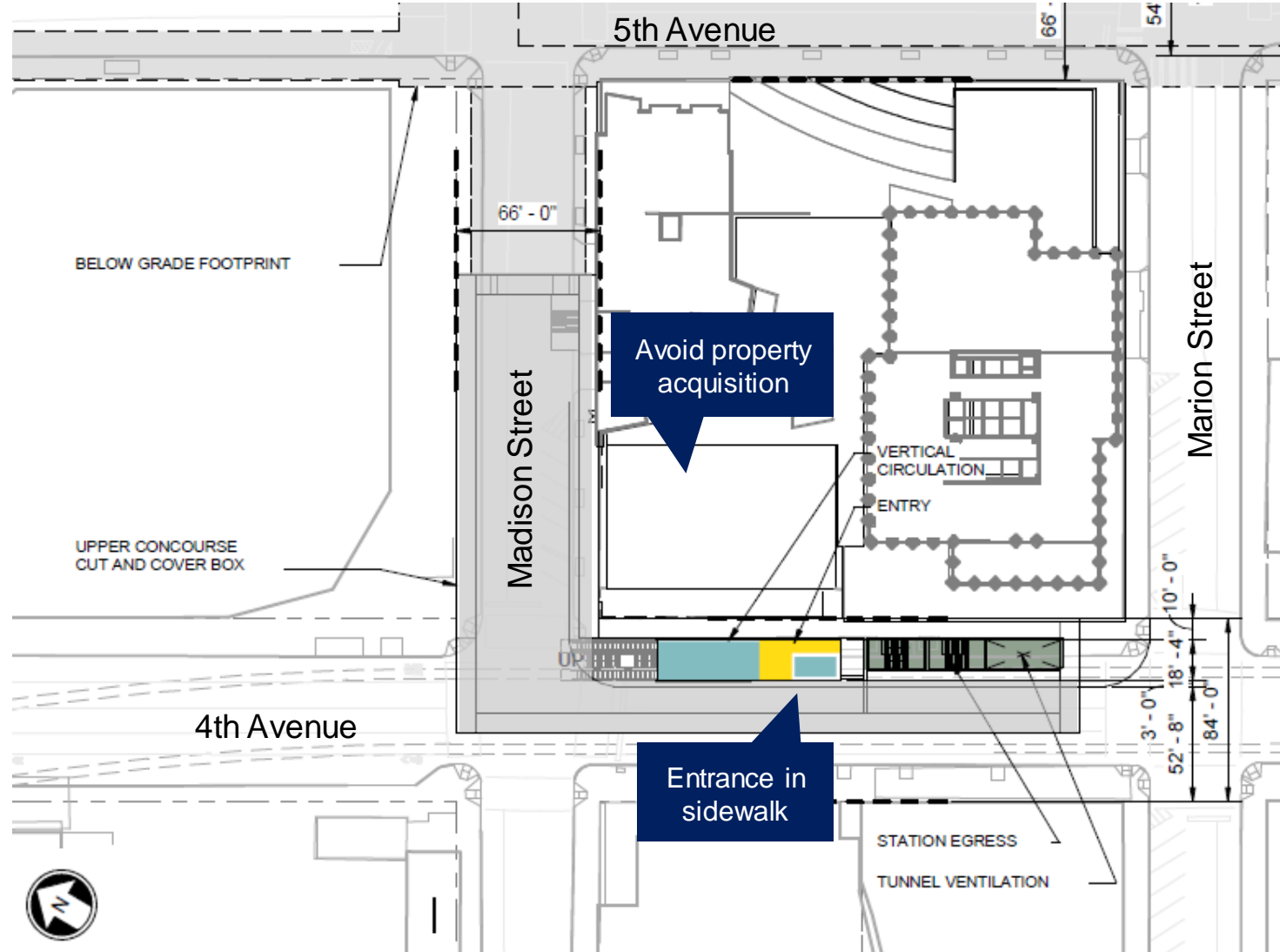
***Station Entrance  
Refinements***



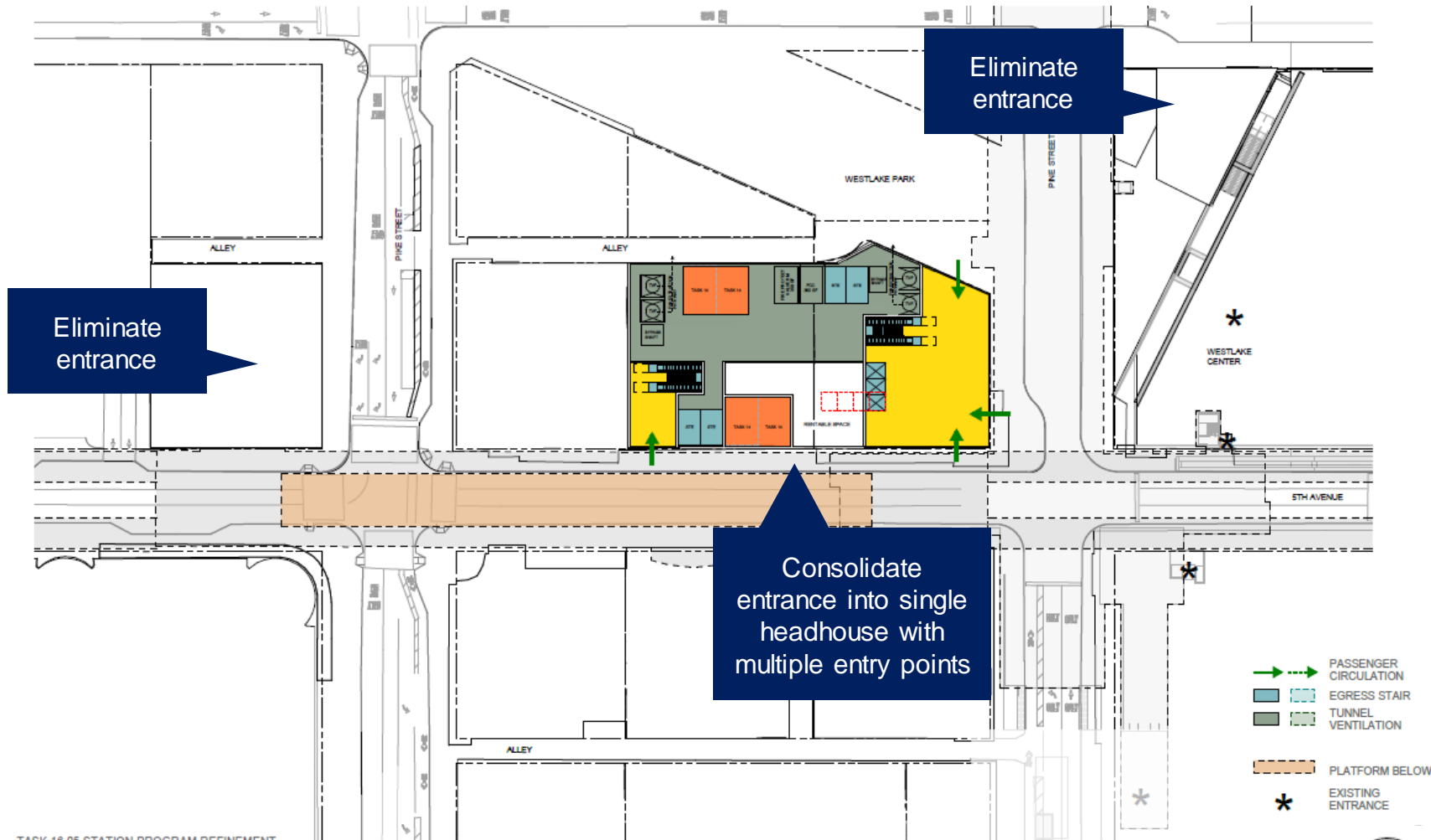
# Midtown station entrance refinement



# Midtown Station entrance refinement



# Westlake Station entrance refinement



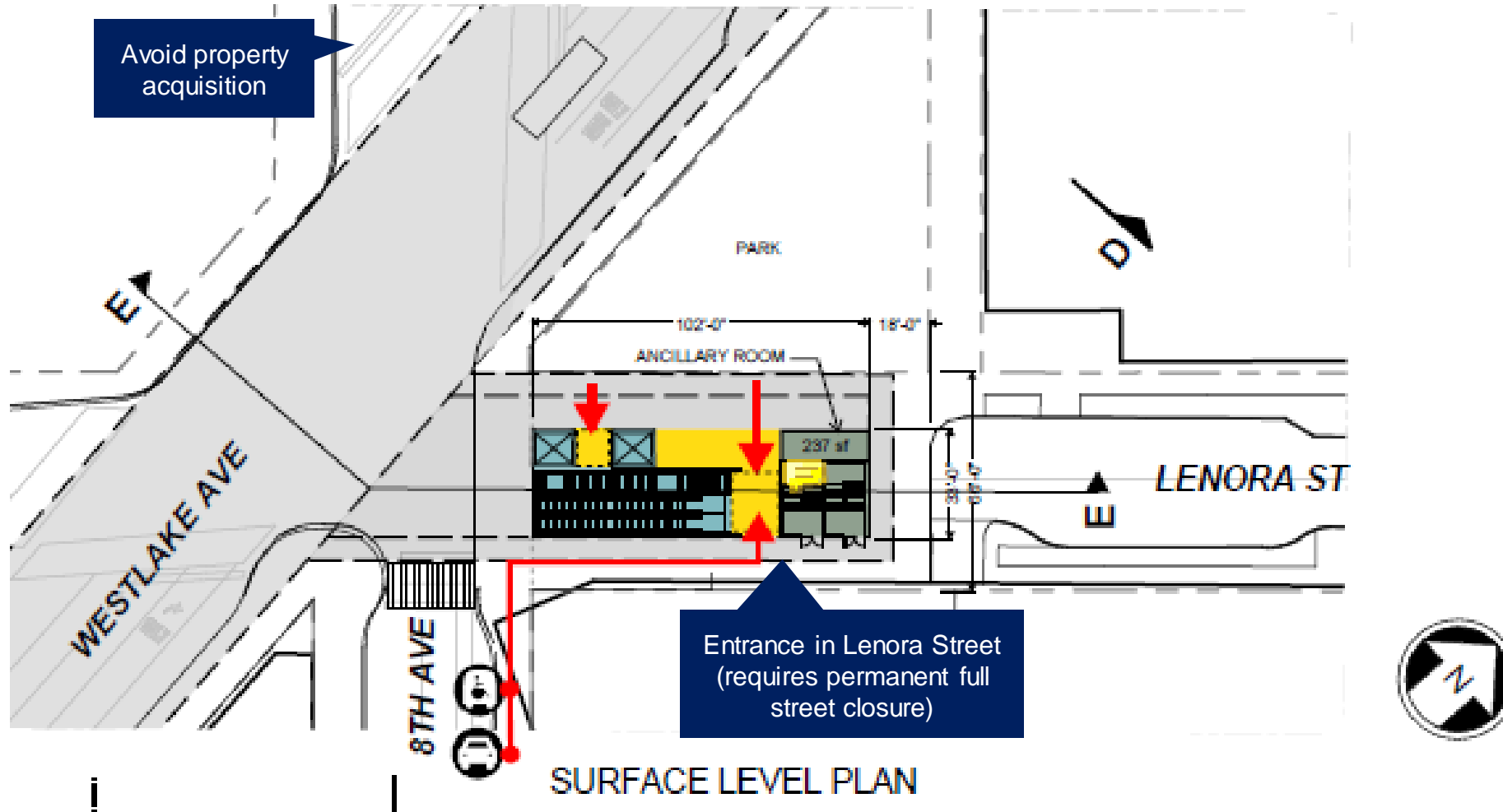
TASK 16.05 STATION PROGRAM REFINEMENT

DT-1 WESTLAKE STATION STUDY1 OPTION 3 - SITE PLAN

12/20/2021

DRAFT - FOR INTERNAL DISCUSSION ONLY. NOT REVIEWED OR APPROVED ON BEHALF OF ANY PARTY.

# Denny Station entrance refinement



# *Discussion*

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