

West Seattle and Ballard Link Extensions

*Denny Station
status report*

Mercer Stakeholders

05/18/23



Why we're here today

- Board identified a preferred alternative for the Ballard Link Extension in March
- Requested staff return to the Board by May 25 with a Denny Station status report
- No Board action on May 25








March Board action

Motion No. M2023-18

While the previously-identified preferred alternative is not modified at this time, staff is directed to **carry forward both the Denny Station on Westlake** (DT1) Draft EIS Station alternative **and Denny Station on Terry** (i.e. South Lake Union Mix and Match) alternative as part of ongoing environmental review. Staff is directed to continue collaboration with City of Seattle and community partners to **further clarify the technical, financial, schedule and risk implications of both alternatives** and return to the Board with a **status report by May 25, 2023.**

***Denny Station
status report***

March Board meeting: Results comparison

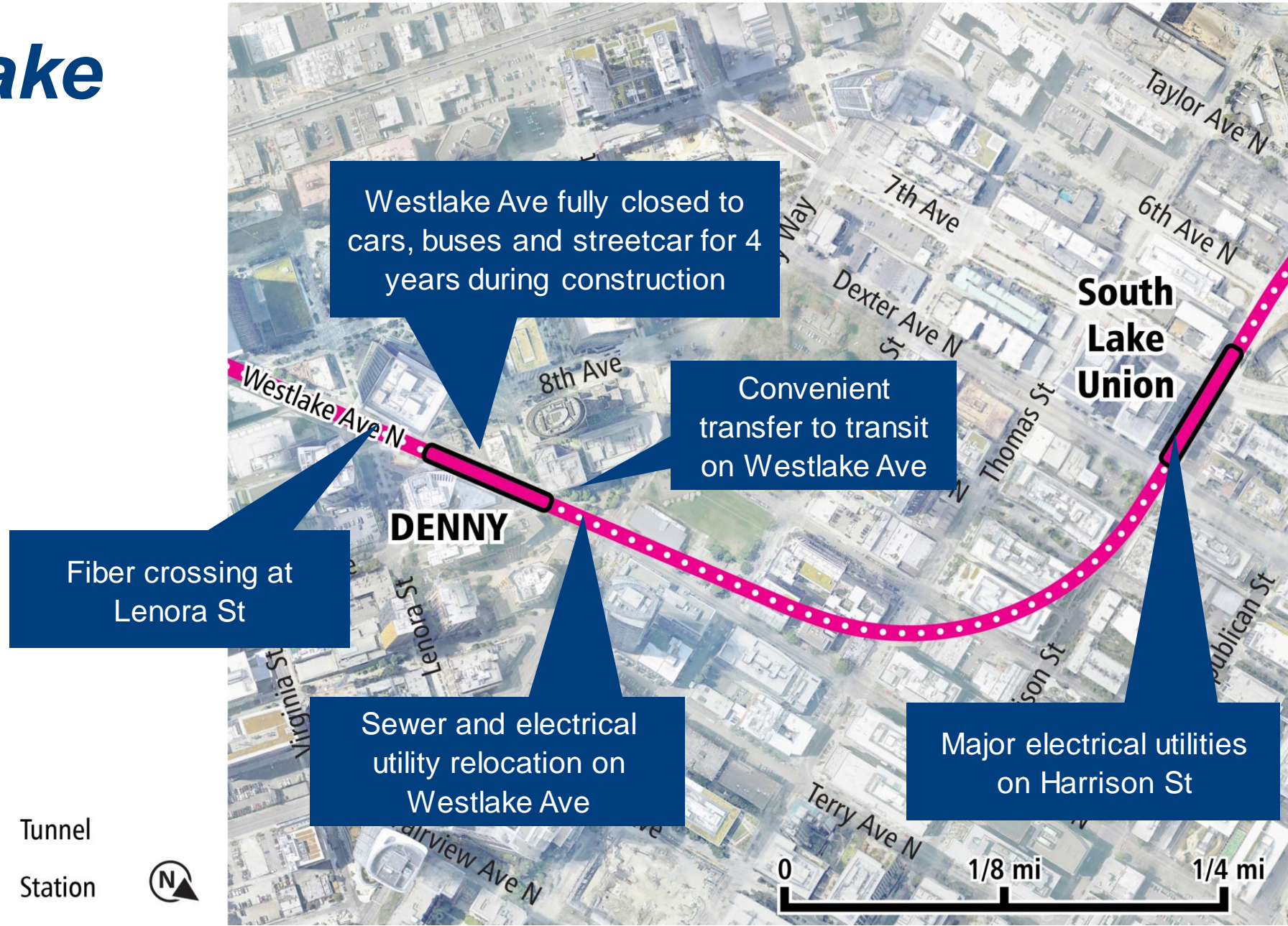
	Denny Station at Westlake Ave (DT-1)	Denny Station at Terry Ave (DT-2) with Mix-and-Match	Denny Station at Terry Ave (DT-2) with Mix-and Match and Entrance Refinements
Feasibility 	-	<ul style="list-style-type: none"> Construction and schedule risk 	<ul style="list-style-type: none"> Construction and 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

Work sessions

- Over **20 technical work sessions** since Board action in March to clarify technical and other implications and look for ways to minimize impacts
- **Topics** included utilities (including electrical, fiber optic/telecom, sewer, etc.), constructability, construction schedule, roadway closures, cost
- For Denny/Terry, assessed potential to **detour fiber infrastructure off Terry Ave** and potential modifications to the carrier hotel in that area
- For Denny/Westlake, examined potential **refinements to the station location** to reduce effects to Westlake Ave including:
 - Shifting the station **north** to allow traffic to be maintained on Westlake Ave during construction
 - Shifting the station **west** onto private property to avoid Westlake Ave

Denny Westlake

Draft EIS DT-1



Denny Terry SLU Mix-Match

\$340m additional cost

Uncertainty of fiber relocation could delay overall schedule

Substantial disruption and litigation risk if inadvertently cut fiber lines

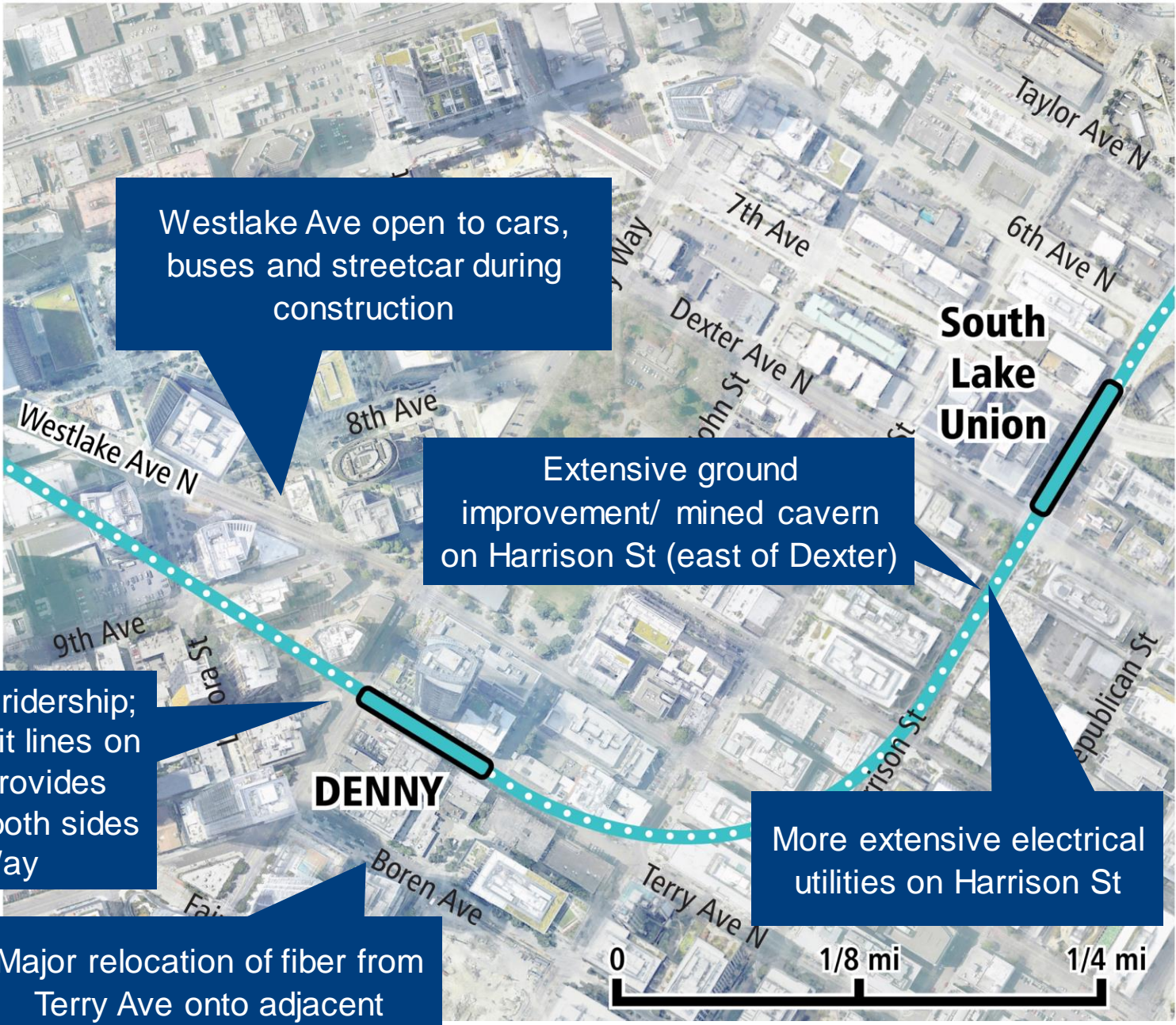
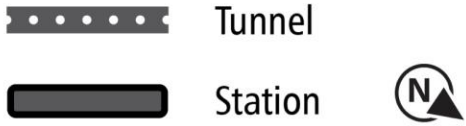
Minimal impact to ridership; short walk to transit lines on Westlake Ave; provides station access to both sides of Denny Way

Major relocation of fiber from Terry Ave onto adjacent streets (Boren, Denny)

Westlake Ave open to cars, buses and streetcar during construction

Extensive ground improvement/ mined cavern on Harrison St (east of Dexter)

More extensive electrical utilities on Harrison St



Denny Westlake Shifted North

\$170m additional cost*

Phased in-street construction to maintain traffic adds construction complexity and extends duration of street effects (8 years vs 4 years)

Westlake Ave temporarily decked during construction. Open to cars and buses but not streetcar. Reduced number of lanes for 3-4 years.

Convenient transfer to transit on Westlake Ave

Avoids fiber crossing at Lenora St

DENNY

Less extensive sewer and electrical utility relocation on Westlake Ave

Potential property development risk

Major electrical utilities on Harrison St

South Lake Union

 Tunnel
 Station

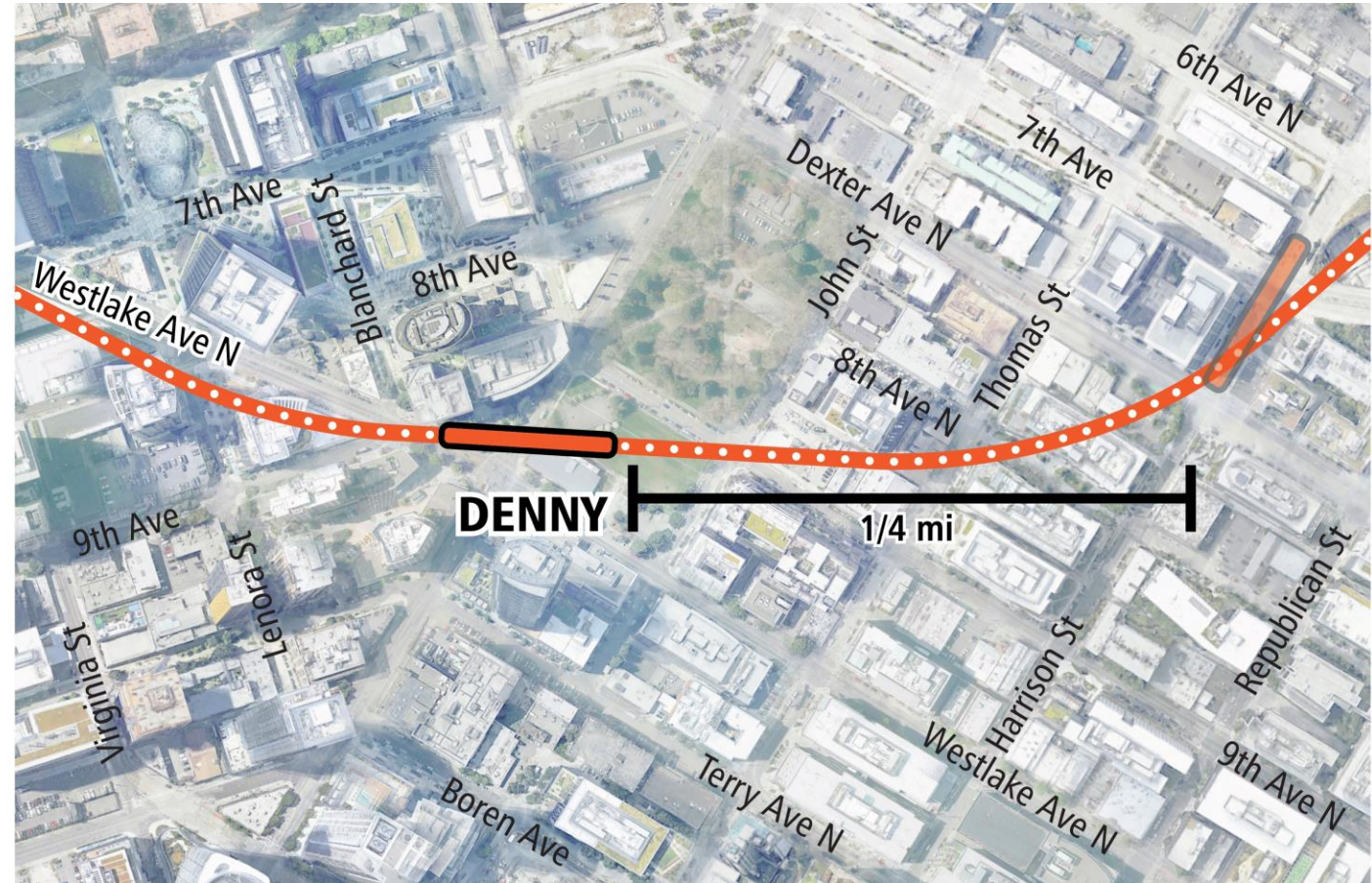


0 1/8 mi 1/4 mi

Denny Westlake

Shifted West

- To further avoid impacts to Westlake Ave, shifted station west out of street right of way onto private property
- Resulted in very close spacing to Harrison St station with geometric and technical constraints
- Hence, considered consolidated station concept instead of two closely spaced stations



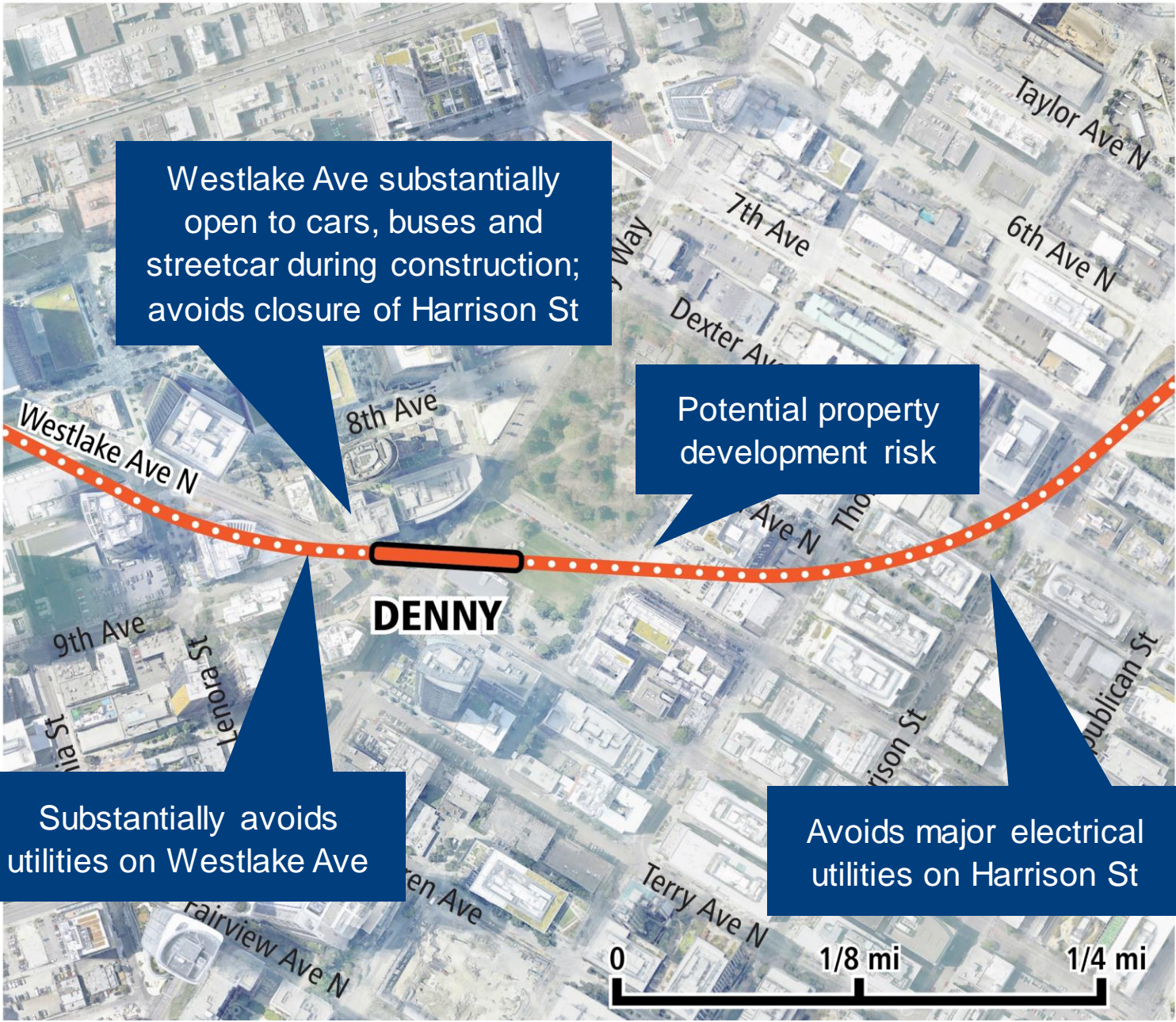
Denny Westlake

Shifted West

\$440m cost savings due to consolidation of Denny and Harrison St stations*

Potentially shorter station construction duration due to improved site access and mostly off-street construction

Ridership, transit integration and passenger experience implications of consolidated station to be further assessed



Potential next step

Potential next step

- Analyze joint development opportunities
- Assess ridership, passenger experience and transit integration implications and potential solutions

 *wsblink.participate.online*

 **SOUNDTRANSIT**

