West Seattle and Ballard Links Extensions
System Expansion Committee Workshop
May 20, 2022
Why we’re here today

• Learn about project alternatives, benefits, key differentiators and cost savings and refinement ideas

• No action today
Presentation

1) Project context and overview
2) Segment alternatives, benefits, and key differentiators
3) Cost saving and refinement concepts
4) Next Steps
Project context
**Current system (2022)**

**Link light rail**
- Two lines
- 25 miles
- 26 stations
- Connecting Northgate–Angle Lake, Tacoma Dome–Theater District

**Sounder trains**
- Two lines
- 83 miles
- 12 stations
- Connecting Everett–Seattle and Lakewood–Seattle

**ST Express buses**
- 24 express routes on regional freeway corridors
System expansion

**Link light rail**  
- Five lines  
- 116 miles  
- 83 stations

**Sounder trains**  
- Two lines  
- 91 miles  
- 14 stations

**Stride bus rapid transit**  
- Three lines  
- 45 miles on I-405 and SR 522.  
- Serving 12 cities and connecting to light rail in Shoreline, Lynnwood, Bellevue and Tukwila.
ST3 operating plan

Spine segmentation

- Reduces longest line run-time to < 90 minutes
- Increases regional reliability and capacity
- Utilizes 2nd downtown Seattle tunnel, which ST3 funds regionally
Board-adopted realigned program

Work toward initial Target Schedule with the Affordable Schedule as safety net

Projects with affordability gaps:

- West Seattle and Ballard Link Extensions
- Everett Link Extension
- Tacoma Community College Link Extension
- South Kirkland-Issaquah Link Extension

Collaborate to tackle funding gaps through project cost savings and seeking additional financial capacity.
Realignment plan for West Seattle and Ballard Link Extensions

- Smith Cove to Ballard: Target schedule 2037; affordable schedule 2039
- WSBLE share of the regional affordability gap was $1.8B (2019$) based on 2021 cost estimates and financial projections
- Affordable schedule finance plan based on Draft EIS cost estimates for the project’s preferred alternative
M2019-51: Preferred and other alternatives

Preferred Alternative

• Basis of Finance Plan

Preferred Alternative with 3rd party funding

• Establishes basis of cost comparison and timing for identifying funding
• Rise in real estate costs impact comparisons to preferred alternative

Other DEIS alternatives

• May be considered as the Board confirms or modifies the preferred alternative
Project overview
West Seattle and Ballard Link Extensions project (WSBLE)

- Included in Sound Transit 3 (ST3) plan
- Two light rail extensions and new, light rail-only downtown tunnel
- 12 miles of light rail service that will serve 14 stations
West Seattle and Ballard Link Extensions

Project timeline

*Smith Cove to Ballard: Target delivery 2037 / affordable delivery 2039
Learn more at soundtransit.org/realignment
Project timeline

**PLANNING**
2017 to 2023

- Alternatives development 2017-2019
  - Early scoping
  - Scoping
  - Board identifies preferred alternatives and other EIS alts

- Environmental review 2019-2023

- Draft EIS
  - Board confirms/modifies preferred alternatives

- Final EIS
  - Preliminary engineering
  - Early property acquisition
  - Board selects project to be built
  - Federal Record of Decision

**DESIGN**
2023 to 2027

- Final route design
- Final station designs
- Construction contract procurement
- Permitting

**CONSTRUCTION**
2026 to 2037-2039*

- Groundbreaking
- Frequent construction updates
- Safety education
- Testing and pre-operations

*Smith Cove to Ballard: Target delivery 2037 / affordable delivery 2039
Learn more at soundtransit.org/realignment

**SERVICE STARTS**
West Seattle: 2032
Ballard: 2037-2039*

**PUBLIC INVOLVEMENT**
PLANNING

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
Alternatives development screening process

1. Broad range of initial alternatives
2. Refine remaining alternatives
3. Further evaluation

Preferred alternative(s) and other EIS alternatives
Draft EIS alternatives

What we’re studying in this phase

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

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.
### PLANNING

**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 comment period

Published Draft EIS
January 28, 2022

Comment period ended April 28, 2022
External engagement snapshot (1/28-4/28)

- 5,000+ Draft EIS comments
- 5 Draft EIS public meetings
- 1 online open house engaging more than 19,500 online visitors
- 82 community briefings, office hours and workshops
- 74 property owner webinars, office hours and meetings
- 12 Community Advisory Group meetings
- Ads featured on 30 unique radio, digital and print publications
- 38 posts on social media platforms, with 140K+ impressions
- 34 Fairs, festivals and other tabling events
- 8 email updates and blog posts engaging more than 10,900 subscribers
- 1,200+ posters delivered along the corridor
- 11 Community liaisons engaging more than 280 businesses
Community engagement and collaboration
Draft Environmental Impact Statement (EIS)

<table>
<thead>
<tr>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOV</td>
<td>DEC</td>
</tr>
<tr>
<td>Draft EIS Public Meetings</td>
<td>Community Advisory Groups</td>
</tr>
<tr>
<td>Process overview</td>
<td>Station Planning</td>
</tr>
</tbody>
</table>

PUBLIC COMMENT PERIOD

Updated May 2022. Meeting dates/topics subject to change.
Racial Equity Toolkit (RET) Report
Environmental review

✔ Released as a Draft

✔ Sets forth RET Outcomes, for RET focus areas and corridor-wide

✔ Will be updated based on comments received on the Draft EIS
RET focus area outcomes

Chinatown / ID Station area

- Limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm
- Maximize connections for all users, and
- Community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations.

Delridge Corridor

- An excellent transfer experience including bus and rail integration and options for RET community-desired amenities provided at the station; and
- Equitable transit-oriented development serving the community.
The goal: integrated station areas

- Public spaces
- Integration with development
- Accessible and visible entries
- Transit integration
- Convenient walking and biking connections
Co-planning focus: the “Station Context”

- 1-3 blocks surrounding the **station**, which will see the most direct physical change from station construction and operations

- **Area of shared responsibility**: geography encompasses Sound Transit, City, and others’ investments

- Work to **align existing and planned investments** in service of community priorities and accessibility needs
Station Planning Progress Report

Available at: wsblink.participate.online

- Viewable and downloadable as full document or individual chapters on “Stations” tab
- **Summary of Draft EIS station concepts**
- Presents ideas developed by agency partners for communities to provide feedback on in future station area planning
- Focuses on access to stations by foot, bike, and bus; potential transit-oriented development areas; and opportunities for public space and streets around the stations
Passenger experience workshops

Inform design through review of passenger experience

Station area
Station access
Station entrance
Fare payment
Station layout to transit
Transit trip
Station egress
Exit platform
Station area
You are the passenger

Victor is a retired veteran who lives alone in Lynnwood. Victor has a disability, uses a wheelchair and cannot drive. He owns a reduced fare ORCA card and relies on public transportation. Today he is scheduled to see a specialist at a hospital in Beacon Hill in the morning. He has not been to this hospital in Beacon Hill before and this will be his first transportation. Today he is scheduled to see a specialist at a hospital in Beacon Hill in the morning. He has not been to this hospital in Beacon Hill before and this will be his first time using public transportation for this trip. On his way home, one of the elevators at a station along his journey has “just” gone out of service. There is no signage.
## Persona characteristics

<table>
<thead>
<tr>
<th>Regular Riders</th>
<th>Occasional Riders</th>
<th>First-time Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Persona Characteristics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limited English Proficiency</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tourist</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family &amp; Children with strollers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Persons traveling with belongings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Women who are pregnant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Youth</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Personas have at least one blue characteristic.

Personas may have none, few or many orange characteristics, further framing their rider needs.
PASSENGER FOCUS:
We always start with our passengers' needs and work back from there. They are the focus of everything we do.
Segment alternatives, benefits, and key differentiators
What is typically studied in an EIS?

**Transportation**
- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight

**Natural environment**
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

**Built environment**
- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities
Draft EIS alternatives

DRAFT EIS ALTERNATIVES
-Preferred alternatives
-Preferred alternatives with Third-Party Funding
-Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel portal
- Tunnel
Travel Times/Reliability (2042) Interbay/Ballard

PM Peak Travel Times (in 2042)
NIW Market St/15th Ave NW to Westlake
38 mins without Link
11 mins with Link

PM Peak Transit Reliability (in 2042)
Ballard Link Project Corridor
E/F rating without Link
A rating with Link

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Discussed
- At-grade
- Elevated
- Tunneled portal

35
All Smith Cove Alternatives
2,600 Daily Boardings
65% Walk

All Interbay Alternatives
4,200 Daily Boardings
67% Bus

All Ballard Alternatives
13,100 Daily Boardings
51% Bus

Ridership (2042) Interbay/Ballard
Transit Integration: Interbay/Ballard

- **Elevated Galer St**: 10 Bus routes, 70% Direct access to entrances*
- **17th Ave Alternatives**: 3 Bus routes, 66% Direct access to entrances*
- **15th Ave Alternatives**: 5 Bus routes, 63% Direct access to entrances*
- **Elevated 15th Ave**: 3 Bus routes, 50% Direct access to entrances*
- **Prospect St Alternatives**: 10 Bus routes, 70% Direct access to entrances*
- **14th Ave Alternatives**: 5 Bus routes, 100% Direct access to entrances*

Note: Assumes MetroConnects 2040 vision network and service designations.

*Measured by number of peak hour trips served by stops on the same block, not requiring street crossings and within 100 feet of a primary station entrance.
Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy.
Draft EIS alternatives

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel
 Draft EIS alternatives Interbay/Ballard
<table>
<thead>
<tr>
<th></th>
<th>Elevated 14th Avenue</th>
<th>Tunnel 14th Avenue</th>
<th>Tunnel 15th Avenue Option</th>
<th>Elevated 14th Avenue Option (from Prospect/15th)</th>
<th>Elevated 15th Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project cost</strong> (2019$ in billions)</td>
<td>$1.5-1.6B</td>
<td>$1.5B</td>
<td>$1.7B</td>
<td>$1.6B</td>
<td>$1.5B</td>
</tr>
<tr>
<td>Residential displacements</td>
<td>105 units</td>
<td>14 units</td>
<td>21 units</td>
<td>151 units</td>
<td>25 units</td>
</tr>
<tr>
<td>Historic property effects</td>
<td>7</td>
<td>4</td>
<td>3</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>Employee displacements</td>
<td>610</td>
<td>380</td>
<td>370</td>
<td>400</td>
<td>620</td>
</tr>
<tr>
<td>In-water effects (Permanent)</td>
<td>1.2 acre</td>
<td>none</td>
<td>none</td>
<td>1.2 acre</td>
<td>0.8 acre</td>
</tr>
<tr>
<td><strong>Other considerations</strong></td>
<td>Maritime business displacements</td>
<td>Construction closures on 15th</td>
<td>Maritime business displacements</td>
<td>Maritime business displacements</td>
<td>Maritime business displacements</td>
</tr>
<tr>
<td></td>
<td>Boat ramp and stormwater outfall relocation</td>
<td></td>
<td>Boat ramp and stormwater outfall relocation</td>
<td></td>
<td>Delays from bridge opening</td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
### Summary

*The above information is for illustration only. Please refer to DEIS for further detail.*

<table>
<thead>
<tr>
<th></th>
<th>Elevated 14th Avenue</th>
<th>Tunnel 14th Avenue</th>
<th>Tunnel 15th Avenue Option</th>
<th>Elevated 14th Avenue Option (from Prospect/15th)</th>
<th>Elevated 15th Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project cost</strong> (2019$ in billions)</td>
<td>$1.5-1.6B</td>
<td>$1.5B</td>
<td>$1.7B</td>
<td>$1.6B</td>
<td>$1.5B</td>
</tr>
<tr>
<td><strong>Residential displacements</strong></td>
<td>105 units</td>
<td>14 units</td>
<td>21 units</td>
<td>151 units</td>
<td>25 units</td>
</tr>
<tr>
<td><strong>Historic property effects</strong></td>
<td>7</td>
<td>4</td>
<td>3</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td><strong>Employee displacements</strong></td>
<td>610</td>
<td>380</td>
<td>370</td>
<td>400</td>
<td>620</td>
</tr>
<tr>
<td><strong>In-water effects (Permanent)</strong></td>
<td>1.2 acre</td>
<td>none</td>
<td>none</td>
<td>1.2 acre</td>
<td>0.8 acre</td>
</tr>
<tr>
<td><strong>Other considerations</strong></td>
<td>Maritime business displacements</td>
<td>Construction closures on 15th</td>
<td>Maritime business displacements</td>
<td>Maritime business displacements</td>
<td>Maritime business displacements</td>
</tr>
<tr>
<td></td>
<td>Boat ramp and stormwater outfall relocation</td>
<td></td>
<td>Boat ramp and stormwater outfall relocation</td>
<td>Delays from bridge opening</td>
<td></td>
</tr>
</tbody>
</table>
Draft EIS alternatives
<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.3B</td>
<td>$1.4-1.5B</td>
<td>$1.5-1.6B</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential displacements</th>
<th>174 units</th>
<th>123 units</th>
<th>5 units</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Historic properties effects</th>
<th>7</th>
<th>8</th>
<th>2</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Park effects (Permanent)</th>
<th>3.1 acres</th>
<th>0.7 acres</th>
<th>4.0 acres</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Biodiversity effects (Permanent)</th>
<th>&lt;0.1 acre</th>
<th>3.8 acres</th>
<th>5.5 acres</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Roadway effects (Guideway)</th>
<th>0.4 mile</th>
<th>1.0 mile</th>
<th>0.1 mile</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Other considerations</th>
<th>Queen Anne hillside steep slopes</th>
<th>Queen Anne hillside steep slopes</th>
</tr>
</thead>
</table>

*The above information is for illustration only. Please refer to DEIS for further detail.*
<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.3B</td>
<td>$1.4-1.5B</td>
<td>$1.5-1.6B</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential displacements</th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
</tr>
</thead>
<tbody>
<tr>
<td>174 units</td>
<td></td>
<td>123 units</td>
<td>5 units</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic properties effects</th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td></td>
<td>8</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Park effects (Permanent)</th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1 acres</td>
<td></td>
<td>0.7 acres</td>
<td>4.0 acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Biodiversity effects (Permanent)</th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;0.1 acre</td>
<td></td>
<td>3.8 acres</td>
<td>5.5 acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Roadway effects (Guideway)</th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.4 mile</td>
<td></td>
<td>1.0 mile</td>
<td>0.1 mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other considerations</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Queen Anne hillside steep slopes</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
Board discussion of Interbay/Ballard segment
Draft EIS alternatives
Draft EIS alternatives

Downtown
Ridership (2042) Downtown

Tunnel Republican St
11,300 Daily Boardings
85% Walk

Tunnel Mercer St
11,500 Daily Boardings
85% Walk
Ridership (2042) Downtown

- **Tunnel Republican St**: 11,300 Daily Boardings, 85% Walk
- **Tunnel Harrison St**: 10,500 Daily Boardings, 64% Walk
- **Tunnel Westlake Ave**: 15,300 Daily Boardings, 83% Walk
- **Tunnel Mercer St**: 11,500 Daily Boardings, 85% Walk
- **Tunnel Terry Ave N**: 12,000 Daily Boardings, 78% Walk

Sounds Transit
Ridership (2042) Downtown
Ridership (2042) Downtown

- **Tunnel 5th Ave**
  - 15,500 Daily Boardings
  - 90% Walk

- **Tunnel 6th Ave**
  - 13,900 Daily Boardings
  - 90% Walk

- **Tunnel Republican St**
  - 11,300 Daily Boardings
  - 85% Walk

- **Tunnel Harrison St**
  - 10,500 Daily Boardings
  - 64% Walk

- **Tunnel Mercer St**
  - 11,500 Daily Boardings
  - 85% Walk

- **Tunnel Terry Ave N**
  - 12,000 Daily Boardings
  - 78% Walk

- **Tunnel Westlake Ave**
  - 15,300 Daily Boardings
  - 83% Walk

- **Tunnel 6th Ave**
  - 77,600 Daily Boardings
  - 67% Walk
Transit Integration Downtown

- **Tunnel Republican St**: 9 Bus routes. *Closer to SB routes on Queen Anne Ave N.
- **Tunnel Harrison St**: 9 Bus routes. *Direct connection to E Line and east-west routes on Harrison St.
- **Tunnel Mercer St**: 10 Bus routes. *Closer to east-west bus routes on Mercer Street.

Note: Assumes MetroConnects 2040 vision network and service designations.
*Key transit integration consideration.
Transit Integration Downtown

Note: Assumes MetroConnects 2040 vision network and service designations.
*Key transit integration consideration.

- **Tunnel Republican St**: 9 Bus routes
  *Closer to SB routes on Queen Anne Ave N

- **Tunnel Harrison St**: 9 Bus routes
  *Direct connection to E Line and east-west routes on Harrison St

- **Tunnel Westlake Ave**: 3 Bus routes
  *More direct connections to transit routes on Westlake Ave and Denny Way

- **Tunnel Terry Ave N**: 3 Bus routes
  *Connection to transit routes on Westlake Ave and Denny Way a block away up/down hill
Transit Integration Downtown

- **Tunnel Republican St**: 9 Bus routes, closer to 5B routes on Queen Anne Ave N
- **Tunnel Harrison St**: 9 Bus routes, direct connection to E Line and east-west routes on Harrison St
- **Tunnel Westlake Ave**: 3 Bus routes, more direct connections to transit routes on Westlake Ave and Denny Way
- **Tunnel 5th Ave**: 5 Bus routes, closer to 3rd Ave and Pike St bus connections, less direct connection to Seattle Streetcar
- **Tunnel Mercer St**: 10 Bus routes, closer to east-west bus routes on Mercer Street
- **Tunnel Terry Ave N**: 3 Bus routes, connection to transit routes on Westlake Ave and Denny Way a block away up/down hill

Note: Assumes MetroConnects 2040 vision network and service designations.

*Key transit integration consideration.*
Transit Integration Downtown

- **Tunnel 5th Ave**
  - 2 Bus routes
  - More direct connection to RapidRide G Line, closer to 3rd Ave bus corridor

- **Tunnel Harrison St**
  - 9 Bus routes
  - Direct connection to E Line and east-west routes on Harrison St

- **Tunnel Republican St**
  - 9 Bus routes
  - Closer to SB routes on Queen Anne Ave N

- **Tunnel Mercer St**
  - 10 Bus routes
  - Closer to east-west bus routes on Mercer Street

- **Tunnel Westlake Ave**
  - 3 Bus routes
  - More direct connections to transit routes on Westlake Ave and Denny Way

- **Other Connections**
  - 2 Link 2 Line
  - 3 Link 3 Line
  - Streetcar
  - Monorail

- **Transit Integration**
  - Note: Assumes MetroConnects 2040 vision network and service designations.
  - Key transit integration consideration.
<table>
<thead>
<tr>
<th></th>
<th>5th/Harrison</th>
<th>6th/Mercer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project cost</strong></td>
<td>$4.7-4.9B</td>
<td>$4.9-5.0B</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td>26 units</td>
<td>167 units</td>
</tr>
<tr>
<td><strong>Business</strong></td>
<td>44 to 46</td>
<td>47</td>
</tr>
<tr>
<td><strong>Historic properties</strong></td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td><strong>Park effects</strong> (permanent)</td>
<td>1 park (0.4 acres)</td>
<td>2 parks (0.6 acres)</td>
</tr>
<tr>
<td><strong>Traffic effects</strong> (full closures)</td>
<td>5 to 8 roadways</td>
<td>4 roadways</td>
</tr>
<tr>
<td><strong>Construction groundborne noise/vibration effects</strong></td>
<td>- 2 sensitive uses in South Lake Union</td>
<td>- 4 sensitive uses in South Lake Union</td>
</tr>
<tr>
<td></td>
<td>- 5 sensitive uses in Seattle Center</td>
<td>- 4 sensitive uses in Seattle Center</td>
</tr>
<tr>
<td><strong>Disruption to Streetcar operation during construction</strong> (Westlake Ave)</td>
<td>connects all CID alternatives</td>
<td>connects only to CID shallow alternatives</td>
</tr>
<tr>
<td></td>
<td>connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay</td>
<td>connects to Prospect Street Station in South Interbay</td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
<table>
<thead>
<tr>
<th></th>
<th>5th/Harrison</th>
<th>6th/Mercer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project cost</td>
<td>$4.7-4.9B</td>
<td>$4.9-5.0B</td>
</tr>
<tr>
<td>Residential displacements</td>
<td>26 units</td>
<td>167 units</td>
</tr>
<tr>
<td>Business displacements</td>
<td>44 to 46</td>
<td>47</td>
</tr>
<tr>
<td>Historic properties effects</td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td>Park effects (permanent)</td>
<td>1 park (0.4 acres)</td>
<td>2 parks (0.6 acres)</td>
</tr>
<tr>
<td>Traffic effects (full closures)</td>
<td>5 to 8 roadways</td>
<td>4 roadways</td>
</tr>
</tbody>
</table>

Other considerations:

- Construction groundborne noise/vibration effects
  - 2 sensitive uses in South Lake Union
  - 5 sensitive uses in Seattle Center
- Disruption to Streetcar operation during construction (Westlake Ave)
- Connects to all CID alternatives
- Connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay

- Construction groundborne noise/vibration effects
  - 4 sensitive uses in South Lake Union
  - 4 sensitive uses in Seattle Center
- Disruption to Streetcar operation during construction (Terry/Thomas)
- Connects only to CID shallow alternatives
- Connects only to Prospect Street Station in South Interbay

The above information is for illustration only. Please refer to DEIS for further detail.
Board discussion of Downtown segment
Draft EIS alternatives
Note: *range reflects potential variation in where passengers might transfer between Link lines.

All International District/Chinatown Alternatives

30,100 - 34,200 Daily Boardings*
53% Walk

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.
Tunnel 4th Ave (Shallow and Deep)

7 Bus routes
*Closer to bus service to Georgetown and South Park, Closer to Sounder

Tunnel 5th Ave (Shallow, Diagonal, and Deep)

7 Bus routes
*Closer to bus service to Little Saigon, Beacon Hill, and Central District, Closer to Seattle Streetcar

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.
Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.
<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
<th>4th Shallow</th>
<th>4th Deep</th>
<th>5th Shallow</th>
<th>5th Shallow Diagonal Station Configuration</th>
<th>5th Deep</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.8B (+$100M)*</td>
<td>$1.7B (+200M)*</td>
<td>$1.2-1.3B</td>
<td>$1.2-1.3B</td>
<td>$1.3B (+200M)*</td>
<td></td>
</tr>
<tr>
<td>Residential displacements</td>
<td>120 units</td>
<td>none</td>
<td>none</td>
<td>none</td>
<td>none</td>
</tr>
<tr>
<td>Business displacements</td>
<td>5 to 8</td>
<td>5</td>
<td>19</td>
<td>19</td>
<td>18</td>
</tr>
<tr>
<td>Platform access</td>
<td>Elevator only</td>
<td>Elevator only</td>
<td>Elevator only</td>
<td>Elevator only</td>
<td></td>
</tr>
<tr>
<td>Construction effects</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station construction duration</td>
<td>(9 to 11 years)</td>
<td>(8 to 10 years)</td>
<td>(8 to 9 years)</td>
<td>(5 to 6 years)</td>
<td>(6.5 to 7.5 years)</td>
</tr>
<tr>
<td>Detours 15,000 vehicles per day</td>
<td>6 years</td>
<td>6 years</td>
<td>6 months</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Disrupts streetcar operations</td>
<td>2 years</td>
<td>2 years</td>
<td>6 months</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Relocates major utilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Closes Stadium Station</td>
<td>(up to 2 years)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Link light rail closure **</td>
<td>(6 to 7 weeks)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connects to all Downtown</td>
<td></td>
<td></td>
<td></td>
<td>Connects to all Downtown</td>
<td></td>
</tr>
<tr>
<td>alternatives</td>
<td></td>
<td></td>
<td></td>
<td>alternatives</td>
<td></td>
</tr>
<tr>
<td>Connects to all SODO Alternatives</td>
<td></td>
<td></td>
<td></td>
<td>Connects to all SODO alternatives</td>
<td></td>
</tr>
<tr>
<td>Affects Ryerson Bus Base</td>
<td></td>
<td></td>
<td></td>
<td>Connects to all SODO alternatives</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Displaces Ryerson Bus Base</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Between SODO and International District/Chinatown stations</strong></td>
<td></td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
<table>
<thead>
<tr>
<th></th>
<th>4th Shallow</th>
<th>4th Deep</th>
<th>5th Shallow</th>
<th>5th Shallow Diagonal Station Configuration</th>
<th>5th Deep</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project cost</strong></td>
<td>$1.8B (+$100M)*</td>
<td>$1.7B (+200M)*</td>
<td><strong>$1.2-1.3B</strong></td>
<td>$1.2-1.3B</td>
<td>$1.3B (+200M)*</td>
</tr>
<tr>
<td>Residential displacements</td>
<td>120 units</td>
<td>none</td>
<td>none</td>
<td>none</td>
<td>none</td>
</tr>
<tr>
<td>Business displacements</td>
<td>5 to 8</td>
<td>5</td>
<td>none</td>
<td>none</td>
<td>none</td>
</tr>
<tr>
<td><strong>Platform access</strong></td>
<td>Elevator only</td>
<td>Elevator only</td>
<td>Elevator only</td>
<td>Elevator only</td>
<td>Elevator only</td>
</tr>
<tr>
<td>Station construction duration</td>
<td>(9 to 11 years)</td>
<td>(8 to 10 years)</td>
<td>(8 to 9 years)</td>
<td>(5 to 6 years)</td>
<td>(6.5 to 7.5 years)</td>
</tr>
<tr>
<td>Detours 15,000 vehicles per day (6 years)</td>
<td>Detours 30,000 vehicles per day (6.5 years)</td>
<td>Detours 5,000 vehicles per day (9 months)</td>
<td>—</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>Disrupts streetcar operations (2 years)</td>
<td>Disrupts streetcar operations (2 years)</td>
<td>Disrupts streetcar operations (6 months)</td>
<td>—</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>Relocates major utilities</td>
<td>Relocates major utilities</td>
<td>Relocates major utilities and utility corridor</td>
<td>—</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>Closes Stadium Station (up to 2 years)</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>Link light rail closure ** (6 to 7 weeks)</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>Connects to all Downtown alternatives</td>
<td>Connects only to Downtown 5th Ave/ Harrison St.</td>
<td>Connects to all Downtown alternatives</td>
<td>Connects to all Downtown alternatives</td>
<td>Connects only to Downtown 5th Ave/ Harrison St.</td>
<td></td>
</tr>
<tr>
<td>Connects to all SODO Alternatives</td>
<td>Connects only to SODO At-Grade South Station Option</td>
<td>Connects to all SODO alternatives</td>
<td>Connects to all SODO alternatives</td>
<td>Connects to SODO At-Grade, SODO At-Grade Staggered Station Configuration and SODO At-Grade South Station Option</td>
<td></td>
</tr>
<tr>
<td>Affects Ryerson Bus Base</td>
<td>Displaces Ryerson Bus Base</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td></td>
</tr>
</tbody>
</table>

*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection
** Between SODO and International District/Chinatown stations

The above information is for illustration only. Please refer to DEIS for further detail.
Draft EIS alternatives

Downtown

West Seattle Junction

Delridge

Duwamish

Chinatown/ID

SODO

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel portal
- Tunnel
Draft EIS alternatives SODO
Ridership (2042) SODO

**At-Grade South Station Option**

- **All SODO Alternatives**
- **14,600 Daily Boardings**
- **79% Transit transfers**
  (Ridership includes existing & new platforms)

**At-Grade Staggered**

**Mixed Profile**

---

**Ridership (2042) SODO**
Transit Integration SODO

At-Grade

At-Grade South Station Option

At-Grade and At Grade Staggered

4 Bus routes

*Closer to routes serving Georgetown, South Park

Mixed Profile

4 Bus routes

*Closest to stops serving all routes

Note: Assumes MetroConnects 2040 vision network and service designations.

*Key transit integration consideration.
Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.
## Project Summary

### At-Grade

- **Configuration**: Staggered Station
- **Business Displacements**: 20 to 32
- **Transportation Effects**: SODO Busway (permanent closure)
- **Construction Effects**: S. Lander Street closure (2 years)
- **Other Considerations**: Two new grade separated crossings connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep, Avoids USPS relocation

### At-Grade South Station Option

- **Business Displacements**: 17 to 29
- **Transportation Effects**: SODO Busway (permanent closure)
- **Construction Effects**: S. Lander Street closure (3 years)
- **Other Considerations**: Two new grade separated crossings connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep

### Mixed Profile

- **Business Displacements**: 23
- **Construction Effects**: S. Lander Street closure (nights/weekends)
- **Other Considerations**: One new grade separated crossing connects to CID 4th Shallow, 5th Shallow and 5th Shallow Diagonal

---

### Performance

The above information is for illustration only. Please refer to DEIS for further detail.
<table>
<thead>
<tr>
<th></th>
<th>At-Grade</th>
<th>At-Grade Staggered Station Configuration</th>
<th>At-Grade South Station Option</th>
<th>Mixed Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project cost</strong> (2019$ in billions)</td>
<td>$0.6-0.7B</td>
<td>$0.5-0.6B</td>
<td>$0.6-0.7B</td>
<td>$0.8B</td>
</tr>
<tr>
<td><strong>Business displacements</strong></td>
<td>20 to 32</td>
<td>19 to 31</td>
<td>17 to 29</td>
<td>23</td>
</tr>
<tr>
<td><strong>Transportation effects</strong></td>
<td>SODO Busway (permanent closure)</td>
<td>SODO Busway (permanent closure)</td>
<td>SODO Busway (permanent closure)</td>
<td>SODO Busway (temporary closure 10 years)</td>
</tr>
<tr>
<td><strong>Construction effects</strong></td>
<td>S. Lander Street closure (2 years)</td>
<td>S. Lander Street closure (2 years)</td>
<td>S. Lander Street closure (3 years)</td>
<td>S. Lander Street closure (nights/weekends)</td>
</tr>
</tbody>
</table>
| **Other considerations**    | Two new grade separated crossings
Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep | Two new grade separated crossings
Connects to CID 4th Shallow, 5th Shallow, 5th Shallow Diagonal and 5th Deep | Two new grade separated crossings
Connects to all CID alternatives | One new grade separated crossing
Connects to CID 4th Shallow, 5th Shallow and 5th Shallow Diagonal |

*Summary*

Performance Lower performing ←→ Higher performing

*The above information is for illustration only. Please refer to DEIS for further detail.*
Board discussion of CID/SODO segment
Draft EIS alternatives
Travel Times and Reliability (2042) West Seattle

PM Peak Travel Times (in 2042)
- Westlake to Alaska Junction
  - 30 mins without Link
  - 16 mins with Link

PM Peak Transit Reliability (in 2042)
- West Seattle Link Project Corridor
  - D/E/F rating without Link
  - A rating with Link
Ridership (2042) West Seattle

- **All Other Alaska Junction Alternatives**
  - 6,400 Daily Boardings
  - 52% Bus

- **All Avalon Alternatives**
  - 6,500 Daily Boardings
  - 56% Bus

- **Elevated Fauntleroy Way**
  - 6,500 Daily Boardings
  - 56% Bus

- **Elevated Andover St**
  - 5,600 Daily Boardings
  - 91% Bus

- **All Other Delridge Alternatives**
  - 5,800 Daily Boardings
  - 88% Bus

---

**DRAFT EIS ALTERNATIVES**
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

**ROUTE AND STATION PROFILES**
- / Elevated
- / Tunnel portal
- / At-grade
- / Retained cut
- / Tunnel
Transit Integration
West Seattle – Delridge

**Elevated Andover St**
- 3 Bus routes
- Farther from local routes and longer RapidRide deviation from Delridge Way

**Elevated Delridge Way**
- 3 Bus routes
- Close to all routes and no RapidRide deviation from Delridge Way

**Elevated Dakota St Station Lower Height**
- 3 Bus routes
- Close to all routes and longer RapidRide deviation from Delridge Way

**Elevated Dakota St**
- 3 Bus routes
- Close to all routes and shorter RapidRide deviation from Delridge Way

*Note: Assumes MetroConnects 2040 vision network and service designations.*
*Key transit integration consideration.*
Transit Integration: West Seattle – Avalon

3 Bus routes
* More direct connection to buses on 35th Ave SW

3 Bus routes
* Less direct connection to buses headed toward High Point, Westwood

Note: Assumes MetroConnects 2040 vision network and service designations. *Key transit integration consideration.

DRAFT EIS ALTERNATIVES

ROUTE AND STATION PROFILES

- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives
- Elevated
- At-grade
- Tunnel portal
- Retained cut
- Tunnel
Transit Integration

West Seattle – Alaska Junction

4 Bus routes
*Less direct connection to routes coming from High Point, Westwood and heading toward Admiral

Tunnel 41st Ave and
Short Tunnel 41st Ave
and Medium Tunnel 41st Ave

4 Bus routes
*Most direct connection to all buses

Elevated Fauntleroy Way

5 Bus routes
*More direct connection to all buses

Elevated 41st/42nd Ave

4 Bus routes
*Less direct connection to routes coming from High Point, Westwood and heading toward Admiral

Note: Assumes MetroConnects 2040 vision network and service designations. *Key transit integration consideration.

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Tunnel portal
- Retained cut
- Tunnel
**Elevated Andover St**
- Residential: **160 units**
- Retail/Office: **250,000 GSF**
- Commercial: **780,000 GSF**

**Elevated Dakota St and Elevated Dakota St Station Lower Height**
- Residential: **400 units**
- Retail: **34,000 GSF**

Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.
TOD Potential West Seattle – Avalon

- **Retained Cut Avalon**
  - Residential: 200 units
  - Retail: 3,000 GSF

- **Tunnel Avalon**
  - Residential: 280 units
  - Retail: 13,500 GSF

- **Elevated Avalon**
  - Residential: 325 units
  - Retail: 10,000 GSF

Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.
TOD Potential: West Seattle – Alaska Junction

Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.
Draft EIS alternatives
Draft EIS alternatives Duwamish
<table>
<thead>
<tr>
<th></th>
<th>South Crossing Alternative</th>
<th>South Edge Crossing Alignment Option</th>
<th>North Crossing Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project cost (2019$ in billions)</td>
<td>$1.2B</td>
<td>$1.3B</td>
<td>$1.5B</td>
</tr>
<tr>
<td>Residential displacements</td>
<td>26 units</td>
<td>26 units</td>
<td>none</td>
</tr>
<tr>
<td>Business displacements</td>
<td>36</td>
<td>29</td>
<td>38</td>
</tr>
<tr>
<td>Maritime Business displacements</td>
<td>3</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Park effects (permanent)</td>
<td>1.5 acres</td>
<td>1.9 acres</td>
<td>none</td>
</tr>
<tr>
<td>Other considerations</td>
<td>Pigeon Point constructability</td>
<td>Pigeon Point constructability</td>
<td>Port of Seattle T-5 &amp; T-18</td>
</tr>
<tr>
<td></td>
<td>BNSF bridge constructability</td>
<td>In-water columns necessary</td>
<td>T-25 restoration site</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Marinas</td>
<td>Fire Station 14 effects</td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
<table>
<thead>
<tr>
<th></th>
<th>South Crossing Alternative</th>
<th>South Edge Crossing Alignment Option</th>
<th>North Crossing Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project cost (2019$ in billions)</td>
<td>$1.2B</td>
<td>$1.3B</td>
<td>$1.5B</td>
</tr>
<tr>
<td>Residential displacements</td>
<td>26 units</td>
<td>26 units</td>
<td>none</td>
</tr>
<tr>
<td>Business displacements</td>
<td>36</td>
<td>29</td>
<td>38</td>
</tr>
<tr>
<td>Maritime Business displacements</td>
<td>3</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Park effects (permanent)</td>
<td>1.5 acres</td>
<td>1.9 acres</td>
<td>none</td>
</tr>
<tr>
<td>Other considerations</td>
<td>Pigeon Point constructability</td>
<td>Pigeon Point constructability</td>
<td>Port of Seattle T-5 &amp; T-18</td>
</tr>
<tr>
<td></td>
<td>BNSF bridge constructability</td>
<td>In-water columns necessary</td>
<td>T-25 restoration site</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Marinas</td>
<td>Fire Station 14 effects</td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
Draft EIS alternatives West Seattle Junction
<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
<th>Elevated Fauntleroy Dakota St</th>
<th>Elevated 41st /42nd Dakota St</th>
<th>Tunnel 41st Dakota St Lower Height</th>
<th>Tunnel 42nd Dakota St Lower Height</th>
<th>Short Tunnel 41st Dakota St</th>
<th>Medium Tunnel 41st Andover St Lower Height</th>
<th>Elevated Fauntleroy Andover St</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.6B</td>
<td>$2.0B</td>
<td>$2.1B</td>
<td>$2.2B</td>
<td>$1.9B</td>
<td>$1.6B</td>
<td>$1.5B</td>
<td>$1.6B</td>
</tr>
<tr>
<td>Residential displacements</td>
<td>607 units</td>
<td>551 units</td>
<td>364 units</td>
<td>321 units</td>
<td>410 units</td>
<td>201 units</td>
<td>487 units</td>
</tr>
<tr>
<td>Business displacements</td>
<td>32</td>
<td>77</td>
<td>31</td>
<td>60</td>
<td>34</td>
<td>35</td>
<td>34</td>
</tr>
<tr>
<td>Park effects (permanent)</td>
<td>0.6 acres</td>
<td>0.6 acres</td>
<td>1.4 acres</td>
<td>1.6 acres</td>
<td>0.5 acres</td>
<td>none</td>
<td>none</td>
</tr>
<tr>
<td>Other considerations</td>
<td>Taller guideway/ Delridge Station Social service provider</td>
<td>Taller guideway/ Delridge Station Social service provider</td>
<td>Lower guideway/ Delridge Station Social service provider</td>
<td>Lower guideway/ Delridge Station Social service provider</td>
<td>Taller guideway/ Delridge Station Social service provider</td>
<td>Lower guideway/ Avalon Station Social service provider</td>
<td>Taller guideway/ Delridge Station Social service provider</td>
</tr>
<tr>
<td></td>
<td>Lower guideway/ Avalon and Alaska Jnct. stations Social service provider</td>
<td>Tunnel Avalon and Alaska Jnct. stations Social service provider</td>
<td>Tunnel Avalon and Alaska Jnct. stations Social service provider</td>
<td>Tunnel Alaska Jnct. station Social service provider</td>
<td>Tunnel Alaska Jnct. Station Social service provider</td>
<td>Guideway follows West Seattle Bridge Delridge Station further north</td>
<td>Guideway follows Avalon Way SW Delridge Station further north</td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
<table>
<thead>
<tr>
<th></th>
<th>Elevated Fauntleroy Dakota St</th>
<th>Elevated 41st /42nd Dakota St</th>
<th>Tunnel 41st Dakota St Lower Height</th>
<th>Tunnel 42nd Dakota St Lower Height</th>
<th>Short Tunnel 41st Dakota St</th>
<th>Medium Tunnel 41st Andover St Lower Height</th>
<th>Elevated Fauntleroy Andover St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project cost (2019$ in billions)</td>
<td>$1.6B</td>
<td>$2.0B</td>
<td>$2.1B</td>
<td>$2.2B</td>
<td>$1.9B</td>
<td>$1.6B</td>
<td>$1.5B</td>
</tr>
<tr>
<td>Residential displacements</td>
<td>607 units</td>
<td>551 units</td>
<td>364 units</td>
<td>321 units</td>
<td>410 units</td>
<td>201 units</td>
<td>487 units</td>
</tr>
<tr>
<td>Business displacements</td>
<td>32</td>
<td>77</td>
<td>31</td>
<td>60</td>
<td>34</td>
<td>35</td>
<td>34</td>
</tr>
<tr>
<td>Park effects (permanent)</td>
<td>0.6 acres</td>
<td>0.6 acres</td>
<td>1.4 acres</td>
<td>1.6 acres</td>
<td>0.5 acres</td>
<td>none</td>
<td>none</td>
</tr>
<tr>
<td>Other considerations</td>
<td>Taller guideway/ Delridge Station Social service provider</td>
<td>Taller guideway/ Delridge Station Social service provider</td>
<td>Lower guideway/ Delridge Station Social service provider</td>
<td>Lower guideway/ Delridge Station Social service provider</td>
<td>Taller guideway/ Avalon Station Social service provider</td>
<td>Guideway follows West Seattle Bridge Delridge Station further north Tunnel Alaska Jnct. Station</td>
<td>Taller guideway/ Delridge Station Guideway follows Avalon Way SW Delridge Station further north</td>
</tr>
</tbody>
</table>

The above information is for illustration only. Please refer to DEIS for further detail.
Board discussion of West Seattle/Duwamish segment
Capital cost saving and refinement concepts
Work purpose and limitations

• Initial assessment of feasibility and potential cost savings
• Based on limited engineering design
• Would require further study of environmental, passenger experience and other implications
Concepts we’ll discuss today

Capital cost savings
• Potentially help address affordability gap

Other refinements
• Potentially address other risks or opportunities
Desired feedback

• Seeking Board direction on **whether to study any of these ideas further**

• Not seeking Board direction to adopt these ideas now
Concepts we’ll discuss today

Capital cost savings
- Potentially help address **affordability gap**

Other refinements
- Potentially address **other risks or opportunities**
Capital cost savings concepts summary

1. Shift Elevated Fauntleroy Station - $200M

2. Eliminate Avalon Station
   And shift Elevated Fauntleroy Station: - $325M
   (With Medium Tunnel 41st: - $60M)

3. Consolidate Denny and South Lake Union stations - $575M

4. Potential station entrance refinements - $265M

5. Shift Tunnel 14th Ave alignment - $140M
Consolidate Denny and South Lake Union stations

Cost savings: - $575M

Connects to either Seattle Center station

Lower overall ridership

Avoids streetcar

Daily Trips on Project

DEIS Preferred Alternative

154,000

Refinement

144,000

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.
Westlake Station entrance refinement

Cost savings: - $190M

Eliminate entrance
Consolidate entrance into single headhouse with multiple entry points

Eliminate entrance (and 4th Ave traffic effects)

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.
Concepts we’ll discuss today

Capital cost savings

• Potentially help address affordability gap

Other refinements

• Potentially address other risks or opportunities
Other refinement concepts summary

- **a** Provide access north and south of Andover Street
- **b** Midtown station entrance refinement
- **c** Shift Seattle Center Republican station west
- **d** Connect South Lake Union Harrison to Seattle Center Mercer
- **e** Shift tunnel portal south (Mercer)
- **f** Consolidate Smith Cove and Interbay stations
Consolidate Smith Cove and Interbay stations

- Avoids traffic effects on Elliott
- Avoids steep slopes
- Avoids former landfill
- Avoids railroad and Interbay properties
- Minor reduction in overall ridership

Daily Trips on Project

- DEIS Preferred Alternative: 154,000
- Refinement: 152,000

Minor reduction in overall ridership

154,000

152,000
Next Steps
Upcoming Sound Transit Board Meetings

System Expansion Committee
Overview of Draft EIS comments
Thursday, June 9, 2022

System Expansion Committee
Confirm or Modify Preferred Alternative
Thursday, July 14, 2022

Sound Transit Board
Confirm or Modify Preferred Alternative
Thursday, July 28, 2022

Sound Transit Board and Committee meetings are livestreamed and recorded. For more information and meeting links, visit: https://www.soundtransit.org/get-to-know-us/board-directors/livestream-video

Updated May 2022. Meeting dates/topics subject to change.
Next steps

Comments
Public comments shared with Sound Transit Board.
June 2022

Board action
Sound Transit Board confirms or modifies the preferred alternative.
July 2022

Final EIS
Sound Transit staff prepares the Final EIS, which responds to comments received on the Draft EIS.
Mid 2022 - 2023

Board action
Sound Transit Board selects the project to be built.
Late 2023

Updated May 2022. Dates subject to change.