West Seattle and Ballard Link Extensions
Further Studies Results Deeper Dive

System Expansion Committee
02/09/23
Why we’re here today

• Further Studies results deeper dive
• No action today
Cost and schedule risks

Cost Risks
- Potential for additional costs associated with alternatives that cost more than anticipated in current financial plan.
- Potential for additional costs associated with permitting requirements.
- Potential impacts from higher real estate and construction costs.
- Potential that design or construction challenges could emerge as work progresses.

Schedule Risks
- Delays in identifying preferred alternatives and potential additional environmental process requirements.
- Potential permitting challenges and other necessary coordination/approvals associated with water crossings.
- Potential schedule risks associated with real estate acquisition process.
- Potential risk in processing reviews/approvals with permitting authorities in a timely manner.
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.
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: Board identifies preferred alternative
Areas of Further Study

- Shift station entrance to 42nd Ave SW
- Eliminate Avalon station
- Shifting Seattle Center Republican station west
- Connecting Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station
- Potential station entrance refinements
- Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location
- Opportunities to provide station access from both sides of Denny St
- Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance
- Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations
- Station access and safety, including north and south of Market St with Tunnel 15th Station, cost savings, and third party funding
- Pedestrian access improvements across 15th Ave with Tunnel 14th Station
- Shifting Tunnel 14th Ave alignment
- Shifting tunnel portal south (Mercer)
- DRAFT EIS ALTERNATIVES
  - Preferred alternatives
  - Preferred alternatives with Third-Party Funding
  - Other alternatives
- ROUTE AND STATION PROFILES
  - Elevated
  - At-grade
  - Retained cut
  - Tunnel

Further study and engagement between community and agency partners

Ped bridge across Andover St or shift alignment south towards SW Yancy St

Enhance access from platform to S. Lander Street S Lander Street

Sound Transit
Today’s discussion

Further Studies

• Ballard Link Extension
  - End-to-end scenarios
  - By segment (CID, Downtown, Interbay-Smith Cove, Ballard)

• West Seattle Link Extension
Ballard Link Extension
end-to-end scenarios
Cost delta compared to realigned financial plan: +$900 million

Feasibility
- Schedule risk with CID 4th Shallow

Passenger Experience
- Deep Midtown station with elevator only access (~200 feet deep)

Ridership, Access, and eTOD potential
- Similar overall ridership

Future Expansion
- Consolidated Westlake Station entrance can accommodate growth

Environmental
- Traffic detour of ~15K trips from 4th Ave S
- Streetcar effects on Westlake Ave
- Traffic effects on Elliott Ave, Dravus St, and 15th Ave W
- Avoids park effects in Seattle Center

Equity
- Centralized access to CID, PSQ and transit modes
- Traffic detour effects with CID 4th Shallow
Cost delta compared to realigned financial plan: **+$200 million**

**Passenger Experience**
- CID North shallower than Midtown (by 50-80 feet)
- Increased travel time for East Link, Sounder, and Streetcar passengers to 1 Line
- Potential reroute of RR G Line to connect to 3 Link lines

**Ridership, Access, and eTOD potential**
- Increased potential for eTOD at CID North/CID South
- Small ridership loss due to CID station locations
- CID South station serves stadiums

**Future Expansion**
- Westlake, CID North, and PSQ station entrances can accommodate growth

**Environmental**
- Streetcar effects on Westlake Ave
- Traffic effects on Elliott Ave, Dravus St, and 15th Ave W
- Avoids park effects in Seattle Center

**Equity**
- Avoids direct displacements in CID from construction

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**Scenario D**

Seattle Center: Republican West

Westlake Station: Entrance Consolidation

Smith Cove Galer

Shifted Interbay Dravus

Ballard 15th Cost Savings

CID North

CID South

SLU Harrison

Denny Westlake

Ballard 15th

Cost Savings

Seattle Center

Passenger Experience

RIDERSHIP, ACCESS, AND eTOD POTENTIAL

FUTURE EXPANSION

ENVIRONMENTAL

EQUITY

Sound Transit
Cost delta compared to realigned financial plan: +$600 million

- **Passenger Experience**
  - CID North shallower than Midtown (by 50-80 feet)
  - Increased travel time for East Link, Sounder, and Streetcar passengers to 1 Line
  - Potential reroute of RR G Line to connect to 3 Link lines

- **Ridership, Access, and eTOD potential**
  - Increased potential for eTOD at CID North/CID South
  - Moderate ridership loss due to CID station locations and consolidation of Interbay/Smith Cove Stations
  - CID South station serves stadiums

- **Future Expansion**
  - Westlake, CID North, and PSQ station entrances can accommodate growth

- **Environmental**
  - Streetcar effects on Westlake Ave
  - Traffic effects on Mercer St and 15th Ave
  - Avoids park effects in Interbay and Seattle Center

- **Equity**
  - Avoids direct displacements in CID from construction
Cost delta compared to realigned financial plan: +$400 million

Feasibility
• Fiber relocation schedule risk with Denny Station (+1 yr)

Passenger Experience
• CID North shallower than Midtown (by 50-80 feet)
• Increased travel time for East Link, Sounder, and Streetcar passengers to 1 Line
• Potential reroute of RR G Line to connect to 3 Link lines

Ridership, Access, and eTOD potential
• Increased potential for eTOD at CID North/CID South
• Small ridership loss due to CID station locations
• CID South station serves stadiums
• Poor transit integration at Denny Station

Future Expansion
• Westlake, CID North, and PSQ station entrances can accommodate growth

Environmental
• Traffic effects on Elliott Ave, Dravus St, and 15th Ave
• Avoids park effects in Seattle Center

Equity
• Avoids direct displacements in CID due to construction

Scenario F
Board discussion
Chinatown-International District (CID) Further Studies
DRAFT EIS ALTERNATIVES

ROUTE AND STATION PROFILES

Other alternatives
Existing Link
At-grade
Tunnel
Retained cut
Tunnel portal
CID Further Studies Focus

Based on the Board Motion, the following study elements guided the further studies in CID:

• Seek to address remaining questions, minimize potential impacts, and maximize community benefits
• Explore how to create an integrated, well-connected hub for all modes, opportunities to enhance ridership and access, activate or modify use of Union Station and plaza, as well as funding and cost savings opportunities
• Include study concepts requested by community and agency partners, including but not limited to work to define a 4th Avenue shallow tunnel option with the goal to maximize benefits while minimizing costs and impacts
CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

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<tbody>
<tr>
<td>Open House</td>
<td>Workshop 1: Options</td>
<td>Workshop 2: Tradeoffs</td>
<td>Workshop 3: Key Issues</td>
<td>Workshop 4: Summary</td>
<td>Sound Transit Board: Status Report</td>
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<tr>
<td>• Context and Value</td>
<td>• Bring forward and evaluate</td>
<td>• Discuss tradeoffs and refine options</td>
<td>• Problem solving around key issues for each option</td>
<td>• Bring it all together and get feedback on direction for Sound Transit Board</td>
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<tr>
<td>• How we got here</td>
<td>• Breakout groups</td>
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<td>• Discussion of mitigation measures</td>
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<tr>
<td>• Community informs engagement process and scope of studies</td>
<td>• Explore challenges and opportunities and identify refinements</td>
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SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.
Refinements to 4th Ave Shallow (CID-1a)

Maximize community benefits while minimizing costs and impacts

- ICON apartment displacements can be reduced from 4 years to two 2-month periods
- Reduction in noise and air quality construction effects through a range of strategies
- Reduction in duration of partial closure on 4th Avenue by 1 year (to 5 years)
- Reduction in potential impacts to BNSF, but lengthens construction duration by 1 year (to up to 12 years)

Further Studies Results

Cost (Pike to Holgate): $3.1 billion
Cost delta compared to realigned financial plan: +$700 million
改良的第四大道浅层站 + Midtown 站
Refined 4th Ave Shallow + Midtown

 Sentence 1: 为 2019 年 $ (Pike 街至南 Holgate 街)
Cost in 2019 $ (Pike Street to S Holgate Street)
* 可能需要额外的资金
* May require additional funding

Sentence 2: 总成本
Total Cost
$3,100M*

Sentence 3: 初步研究结果。分析仍在进行中，可能会作出变更。
Preliminary findings. Analysis is ongoing and is subject to change.
4th Ave Shallow: station layout

Preliminary concept. Design is ongoing and is subject to change.
第四大道浅层方案: 车站布局
4th Ave Shallow: station layout

Preliminary concept. Design is ongoing and is subject to change.
4th Ave Shallow: transfer pathways and times

Preliminary concept. Design is ongoing and is subject to change.

- 2 minutes 20 seconds to existing station southbound platform
- 4 minutes 10 seconds to Sounder transfer time
- 3 minutes 10 seconds average Link transfer time

King Street Station
Weller Street Pedestrian Bridge
4th Avenue South
Union Station
Existing station entrance
5th Avenue South

Sounder Station entrance
Weller Street station entrance
Link Station entrance
Preliminary concept. Design is ongoing and is subject to change.
第四大道更淺層方案: 轉乘通道和時間

4th Ave Shallower: transfer pathways and times

2 分鐘 25 秒平均Link換乘時間
2 min 25 s average Link transfer time
由過去的規劃研究和最近的社區和機構意見提供的初步概念。需要進一步的工程設計。

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

具有公園空間，Sounder 車站入口和活動空間的潛在上蓋
Potential lid with park space, Sounder access, and space for activities

改善和激活廣場空間，創造充滿活力的空間，將社區成員聚集在一起
Improve and activate plaza space, to create lively space with uses to bring community members together

車站大堂出入口將有助於激活
Station entrance in the concourse would help to activate Union Station
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

Visible and well-lit pedestrian connection to and across 4th Ave S at S King St

Improve neighborhood linkage with green connection/festival street

Improve intersection to facilitate pedestrian crossings and connection to Pioneer Square
1. Key finding
   - ICON displacements can be reduced from 4 years to two 2 months periods
   **Supporting Strategies**
   **1a** Install temporary decking on 4th Avenue to allow construction below grade to continue

2. Key finding
   - Reduction in noise and air quality construction effects through a range of strategies
   **Supporting Strategies**
   **2a** Measures to minimize air quality impact (cover truck loads, truck idling restrictions, wheel washing, etc.)
   **2b** Measures to minimize noise impact (noise barriers, keep noisy equipment and activities away from noise-sensitive locations as much as possible, etc.)

3. Key finding
   - Reduction in duration of partial closure on 4th Avenue by 1 year
   **Supporting Strategies**
   **3a** Stage construction without temporary decking. Build permanent structure for 4th Ave viaduct

4. Key finding
   - Reduction in potential impacts to BNSF, but lengthens construction duration by 1 year
   **Supporting Strategies**
   **4a** Use different construction method for support of excavation walls (such as secant pile walls instead of slurry walls)


Preliminary findings. Analysis is ongoing and is subject to change.
Preliminary findings. Analysis is ongoing and is subject to change.

Refined 4th Ave shallow – partial closure (east) and detour routes
Preliminary findings. Analysis is ongoing and is subject to change.

Refined 4th Ave shallow – partial closure (west) and detour routes
### 4th Avenue S Roadway Closure Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 6</th>
<th>Year 7</th>
<th>Year 8</th>
<th>Year 9</th>
</tr>
</thead>
</table>

#### Preliminary findings

Analysis is ongoing and is subject to change.

Refined 4th Ave shallow – full closure and detour routes

In 12.14.22 workshop.

Preliminary findings. Analysis is ongoing and is subject to change.
Station North of CID

Other ideas from community and agency partners

- Consolidates Midtown and CID Stations
- Displaces King County Admin building and social services
- Accommodates direct transfers at Pioneer Square Station
- Could facilitate transit integration with Madison BRT
- Avoids direct station construction disruption in CID
- Temporarily closure of James St for 4 years
- eTOD opportunity
- Within 10-minute walk to CID, Pioneer Square, Colman Dock, and south end of Downtown/Midtown

Cost (Pike to Holgate): $2.05 billion
Cost delta compared to realigned financial plan: -$360 million

Further Studies Results
CID 唐人街/國際區以北 (沒有Midtown站)
North of CID (No Midtown)

載客量和乘客體驗
Ridership and passenger experience

一號線在兩個車站上的每日登
車人次總和
Total 1 Line daily boardings at 2 stations

51,200 乘客
51,200 passengers

CID 唐人街/國際區以北站換乘
時間
Transfer time at North of CID

3 分 15 秒
3m 15s

車站深度
Station Depth

CID 唐人街/國際區以北站
North of CID

80-105 英尺
80-105 feet

社區和區域交通連接
Community and regional access

慶喜公園往SeaTac/機場站
Hing Hay Park to
SeaTac/Airport Station

44 分鐘
44 minutes

西方廣場往SeaTac/機場站
Occidental Square to
SeaTac/Airport Station

45 分鐘
45 minutes

Bellevue 市中心站往
Columbia City站
Downtown Bellevue to
Columbia City

44 分鐘
44 minutes

總成本
Total Cost

$2,050M

為 2019 年 $ (Pike街至南Holgate 街)
Cost in 2019 $ (Pike Street to S Holgate Street)

為 2019 年 $ (Pike街至南Holgate 街)
Cost in 2019 $ (Pike Street to S Holgate Street)

初步研究結果。分析仍在進行中，可能會作出變更。
Preliminary findings. Analysis is ongoing and is subject to change.
North of CID: station layout

Preliminary concept. Design is ongoing and is subject to change.
3 minutes 10 seconds to existing station northbound platform

3 minutes 20 seconds to existing station southbound platform

12 minutes to Sounder transfer time

3 minutes 15 seconds average Link transfer time
Transfer Difference for 2 Line (WB) to 1 Line (SB)

Transfer at CID
Transfer at PSQ/ North of CID

+3-3.5 minutes
CID 唐人街/國際區以北車站: 施工時的影響
North of CID: construction effects

1. 搬遷金縣行政大樓和其他提供社會服務的建築物，包括 Hotel Reynolds (工作釋放設施) 和團體護理之家/公寓
Displaces King County Administration Building and other buildings that house social services, including Hotel Reynolds (Work Release Facility) & Group Care Home/Apartments

2. 未發展物業的潛在車站入口機遇，需要與發展計劃協調
Opportunity for a potential station entrance at undeveloped property, requires coordination with development plans

3. 可以暫時將無軌電車從 James St 轉移到附近的走廊 (取決於車站格局設計)
Could temporarily relocate trolley wire buses from James St to nearby corridor (depending on configuration)

初步研究結果。分析仍在進行中，可能會作出變更。
Preliminary findings. Analysis is ongoing and is subject to change.

在 12.14.22 研討會上分享
Shared at 12.14.22 workshop
CID唐人街/國際區以北車站: 交通影響
North of CID: traffic effects

與現有Pioneer Square站的地下連接走廊建設可能需要關閉第3和第四大道之間的James街，具體取決於車站格局設計
Construction of underground connection to existing Pioneer Square station could require closure of James St between 3rd and 4th Aves depending on configuration

通過將地下連接走廊移動到私人物業來減少James街關閉的機會
Opportunity to reduce James Street closure by moving underground connection onto private property

初步研究結果。分析仍在進行中，可能會作出變更。
Preliminary findings. Analysis is ongoing and is subject to change.

在12.14.22研討會上分享
Shared at 12.14.22 workshop
North of CID: opportunities and issues

1. Collaborate with King County on campus planning, focus on creating a vibrant neighborhood.

2. Additional connections across I-5 to Harborview to help address the freeway as a barrier.

3. Improve connection to CID and the historic station hub along 4th Ave.

4. eTOD at station site, incorporating retail, offices, and housing.

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
North of CID: opportunities and issues

5 改善Pioneer Square車站出入口和車站之間連接的合作夥伴機遇，可支持改善該地區公共安全
Partnership opportunity to improve Pioneer Square station entrance and connection between stations, potentially supporting efforts to improve public safety in the area.

6 於Yesler Way和第四大道交界的支持多層車站出入口有助於解決車站以東的陡坡地形
Multi-level station entrance serving Yesler Way and 4th Ave to help address steep terrain to the east of the station.

7 市政廳和市政廳公園額外車站出入口的合作夥伴機遇
Partnership opportunity for additional entrances at City Hall and City Hall Park.

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
Station South of CID

Other ideas from community and agency partners

- Does not accommodate direct transfers
- Avoids direct station construction disruption in CID
- Limited detours; closure of 6th Ave, south of Seattle Blvd
- Further Studies Results
- Within 10-minute walk to CID and Stadiums
- eTOD opportunity
- Cost (Pike to Holgate): $2.5 billion
- Cost delta compared to realigned financial plan: +$80 million
**Total Cost**

$2,500M*

* May require additional funding

**Ridership and passenger experience**

**Total 1 Line daily boardings at 3 stations**

51,200 passengers

**Transfer/access to existing station in CID from South of CID**

5-6 minutes

**Station Depth**

Midtown Station: 140-145 feet

CID South of CID: 95-115 feet

**Community and regional access**

- **Hing Hay Park to SeaTac/Airport Station:** 41 minutes
- **Occidental Square to SeaTac/Airport Station:** 47 minutes
- **Downtown Bellevue to Columbia City:** 44-50 minutes

**Preliminary findings. Analysis is ongoing and is subject to change.**
South of CID: station layout

5 minutes to potential Sounder station access

8 minutes to existing CID station access

2 minutes to existing Stadium station

Preliminary concept. Design is ongoing and is subject to change.
South of CID: construction effects

Station entrances and staging areas would need to be coordinated with any future development plans.

Potential conflict with 16" high pressure gas line and planned SCL high voltage power line on 6th Ave S.

Preliminary findings. Analysis is ongoing and is subject to change.
South of CID: traffic effects

Construction requires full closure of 6th Ave S between Seattle Boulevard S and S Royal Brougham, which has fewer overall traffic and road closure implications.

Preliminary findings. Analysis is ongoing and is subject to change.
South of CID: opportunities and issues

1. Connection to potential Sounder Station entrance and potential pedestrian bridge over BNSF (partnership)

2. Station entrance closer to CID with new public space

3. Reconfigure street/intersection to improve circulation and pedestrian access

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
South of CID: opportunities and issues

4. Incorporate station entrance into potential future eTOD with affordable housing and retail.

5. Activate pedestrian route connecting public spaces, station entrance, and potential future development (partnership and potential eTOD opportunity).

6. Improve stadium connection with ample sidewalks and lighting.

Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.
Station North of CID and Station South of CID

Other ideas from community and agency partners

Further Studies Results

Cost (Pike to Holgate): $2.55 billion
Cost delta compared to realigned financial plan: +$160 million
CID 唐人街/國際區以北站 + 以南站 (沒有Midtown站)
North + South of CID (No Midtown)

總成本
Total Cost
$2,550M*

為 2019 年 $ (Pike街至南Holgate 街)
Cost in 2019$ (Pike Street to S Holgate Street)
* 可能需要額外的資金
* May require additional funding

初步研究結果。分析仍在進行中，可能會作出變更。
Preliminary findings. Analysis is ongoing and is subject to change.
CID 唐人街/國際區以北站 + 以南站：主要特點概述
North + South of CID: key features overview

初步設計概念。設計仍在進行中，可能會作出變更。
Preliminary concept. Design is ongoing and is subject to change.
# Hing Hay Park to SeaTac/Airport Station

## 4th Avenue Shallow + Midtown

<table>
<thead>
<tr>
<th>Time Event</th>
<th>Time</th>
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<tbody>
<tr>
<td>Walk to 4th Shallow</td>
<td>3 min</td>
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<tr>
<td>Walk to platform</td>
<td>2 min</td>
</tr>
<tr>
<td>Travel to SeaTac</td>
<td>34 min</td>
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<tr>
<td>Total travel time</td>
<td>39 min</td>
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## North of CID (No Midtown)

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<tr>
<td>Walk to existing IDS</td>
<td>3 min</td>
</tr>
<tr>
<td>Walk to platform</td>
<td>1 min</td>
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<tr>
<td>Travel to SODO</td>
<td>7.5 min</td>
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<tr>
<td>Transfer</td>
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<tr>
<td>Travel to SeaTac</td>
<td>30.5 min</td>
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<td>Total travel time</td>
<td>44 min</td>
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## South of CID + Midtown

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<td>Walk to platform</td>
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<tr>
<td>Travel to SeaTac</td>
<td>32 min</td>
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<tr>
<td>Total travel time</td>
<td>41 min</td>
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## North + South of CID (No Midtown)

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<td>41 min</td>
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*All rail travel times include median wait time per planned Link peak hour headways*
Occidental Square to SeaTac/Airport Station

4th Avenue Shallow + Midtown

10 min walk to 4th Shallow
+ 2 min to platform
+ 34 min travel to SeaTac
= 46 min total travel time

North of CID (No Midtown)

9 min walk to North of CID
+ 1.5 min to platform
+ 34.5 min travel to SeaTac
= 45 min total travel time

South of CID + Midtown

5 min walk to existing PSQ
+ 1.5 min to platform
+ 8 min travel to SODO
+ 2 min transfer
+ 30.5 min travel to SeaTac
= 47 min total travel time

North + South of CID (No Midtown)

9 min walk to North of CID
+ 1.5 min to platform
+ 35.5 min travel to SeaTac
= 46 min total travel time

*all rail travel times include median wait time per planned Link peak hour headways
Union Station Activation
Activate and/or modify uses of Union Station and the adjacent plaza

Further Studies Results
現有車站廣場
Existing Station Plaza
新車站廣場構思
Station plaza concept

1. 更換車站出入口簷篷
Replace station entry canopies

2. 打通廣場並連接到聯合車站建築物東面表面
Open up plaza and connect into Union Station east facade

3. 安裝新的統一路面和照明格式
Install new unified paving and lighting scheme
Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.
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Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.
Historic station hub and neighborhood connections

Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.
Board discussion
Downtown
Further Studies
Midtown Station (DT-1): Columbia St Right-of-Way

Shift station entrance into public right-of-way

Study focus:
• Reduce costs and schedule risk
• Improve passenger experience

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

Permanently narrows Columbia St with minimal traffic effects

Adds escalator access, improves passenger experience*

Reduces risk of modifying existing building

Cost delta compared to realigned financial plan: +$30 million

Further Studies Results

*when connected to shallower CID station
Midtown Station: Columbia Street

Conceptual Layout
Midtown Station (DT-1): 4th Ave Right-of-Way

Shift station entrance into public right-of-way

Study focus:
Reduce costs and schedule risk

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

Temporarily narrows 4th Ave to one lane during construction with substantial traffic and transit effects

Permanently narrows 4th Ave to two lanes with minor traffic effects

Cost delta compared to realigned financial plan: -$20 million
Westlake Station (DT-1): Entrance Consolidation

Consolidate station entrances

Study focus:
- Reduce costs
- Improve passenger experience

Further Studies Results

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

- Adds redundancy with vertical circulation
- Provides opportunity for integrated joint development
- Eliminates 4th Ave roadway closure
- 4 fewer business displacements

Cost delta compared to realigned financial plan: -$50 million
Westlake Station – consolidated headhouse

Eliminate headhouse

Consolidated headhouse
Westlake Station – consolidated headhouse

- Multiple entrances
- Potential for additional passenger throughput capacity and redundancy
- Potential joint development opportunity
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

Further Studies Results

- Cost delta compared to realigned financial plan: +$200 million
- Avoids temporary shutdown of streetcar
- High-risk long-haul fiber relocation with minimum 1-year overall project delay
Combines DT-1 and DT-2 tunnel alignments

Denny Station depth similar to DT-2

SLU Station depth similar to DT-1
H5 Data Center
Denny Station: Entrance on Both Sides of Denny

Opportunities to provide station access from both sides of Denny Way

Study focus: Improve passenger access

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

- Avoids temporary shutdown of streetcar
- Shortens walk to streetcar and bus on Westlake Ave
- Permanently narrows Terry Ave, with minimal traffic effects
- Reduces property acquisition and relocation
- High-risk long-haul fiber relocation with minimum 1-year overall project delay

Cost delta compared to realigned financial plan: +$190 million (with SLU Mix-and-Match)
Denny Station: Terry Avenue (south of Denny)
Denny Station (DT-1): Lenora Street Right-of-Way

Shift station entrance into public right-of-way

Study focus: Reduce costs

Cost delta compared to realigned financial plan: -$20 million

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

Reduces development risk

Permanently closes Lenora St with minimal traffic effects

Further Studies Results
Denny Station (DT-1): 8th Ave Right-of-Way

*Shift station entrance into public right-of-way*

**Further Studies Results**

- **Study focus:**
  - Reduce costs

- **Compared to Preferred 5th / Harrison Alternative (DT-1):**
  - Permanently narrows 8th Ave with minimal traffic effects
  - Reduces development risk

- **Cost delta compared to realigned financial plan:**
  - $60 million
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

Further Studies Results

Cost delta compared to realigned financial plan: +$210 million

Connection to Republican Portal not practical due to operational issues

Partial closure of Mercer Street with traffic effects

15 additional residential and 24 additional business displacements

Avoids construction effects near NW Rooms Seattle Opera, KING FM, McCaw Hall (Link operations can be mitigated)

Noise and vibration effects to Seattle Opera, KING FM, McCaw Hall (Link operations can be mitigated)
Tunnel alignment and depth

SLU Station (cut-and-cover)

Seattle Center Station (cut-and-cover)

bored tunnel
Tunnel alignment and depth

- Depth from surface: 140' (below SR 99 Tunnel)
- Depth from surface: 105' (below Seattle Opera)
- Depth from surface: 105' (below McCaw Hall)
- Depth from surface: 90' (below PNB)
- 12' above sewer in Mercer Street ROW
Station construction at Seattle Rep would result in construction effects.

TBM at Seattle Opera, King FM, McCaw Hall, PNB, and Cornish Playhouse would result in short-term construction effects.

Coordinate further with Path with Art.
Noise and vibration: Link operations

Link effects to Seattle Opera, King FM and McCaw Hall can be mitigated

Coordinate further with Path with Art

82
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)

- Temporary closure of Republican St with minimal traffic effects
- Extended cut-and-cover construction on Republican
- Avoids construction effects near NW Rooms
- Noise and vibration effects to Uptown Cinema (Link operations can be mitigated)
- 8 additional business displacements

Cost delta compared to realigned financial plan: +$60 million

Further Studies Results
Republican West
Link effects to Cornish Playhouse, Seattle Rep, Northwest Rooms (KEXP, Vera, SIFF) can be mitigated with track treatments.

Predicted levels below impact criteria at Cinema Uptown.
Noise and Vibration: Construction Effects

TBM construction effects at Seattle Rep and Northwest Rooms (KEXP, Vera, SIFF, A/NT Gallery)

Station construction effects at Cinema Uptown
Board discussion
Modified SIB-1 Alignment

Shift Interbay Station south to straddle below Dravus St

Study focus:
Avoid Seattle City Light and Seattle Storm properties

Cost delta compared to realigned financial plan: -$30 million

Compared to Preferred Galer Street Station/Central Interbay Alternative (SIB-1) to Preferred Tunnel 14th/15th Avenue (IBB-2a/b)

Add station entrance on both sides of Dravus Street

20 fewer business displacements

Temporary lane closures of Dravus for 1.5 years
Potential access framework: Ideas for new or improved connections

- **Connection to Elliott Bay Trail via W Galer Street Flyover**
- **Upgraded and expanded facilities along 15th Ave W**
- **Planned bus route on 20th Ave W through Thorndyke Av W**
- **Connection to Ship Canal Trail via Thorndyke Ave W**
- **Planned bus route on Dravus Street**

**Modified SIB-1 Concept**
Potential Urban Framework: Ideas for new spaces and uses

- Potential relocated Interbay playfield
- Potential open space at Portal
- Enhanced public realm along Elliott Ave under guideway
- Upgrades to current informal Galer to Blaine (GTB) trail up Queen Anne Hill

Modified SIB-1 Concept
Modified SIB-1 Concept: Refined Interbay Station
**Modified SIB-3 Alignment**

**Shift north portal location south and shift Smith Cove Station north of Magnolia Bridge**

Study focus:
- Avoid unstable slope risk on Queen Anne hillside
- Avoid Seattle City Light and Seattle Storm properties

Compared to Prospect Street Station/Central Interbay Alternative (SIB-3) to Preferred Tunnel 14th/15th Avenue (IBB-2a/b)

- Public partnership opportunity for eTOD
- Adds station entrance on both sides of Dravus Street
- Shifted portal location not practical

Temporary lane closures of Dravus for 1.5 years

Cost delta compared to realigned financial plan: N/A

Further Studies Results
Consolidated Alignment

Consolidate Smith Cove and Interbay Stations with below grade alignment

Study focus:
- Avoid concerns with guideway along Elliott Ave
- Avoid unstable slope risk on Queen Anne hillside
- Avoid Seattle City Light and Seattle Storm properties

Further Studies Results

Compared to Preferred Galer Street Station/Central Interbay Alternative (SIB-1) to Preferred Elevated 14th Ave Alternative (IBB-1a)

Consolidation to one station reduces access with minor ridership loss

Extended tunnel alignment

Temporary lane closures of 15th Ave of 1.5 years

Ongoing analysis of unstable slope risk on Queen Anne hillside

Cost delta compared to realigned financial plan: +$210 million
Potential access framework: Ideas for new or improved connections

- Potential to upgrade ped connection to Armory site
- Potential bike connection on 15th Ave W
- Potential Connection to Ship Canal Trail via Thorndyke Ave W
Potential Urban Framework: Ideas for new spaces and uses

Improved public realm along 15th Ave

Consolidated Station Concept
Potential Urban Design Framework

Potential R&D innovation campus (by others)

Potential industrial innovation district (by others)

Potential district parking/mobility hub

Potential live-work "makerhood" (by others)

District gateway/commercial hub (Agency TOD)

Consolidated Station Concept: Station area
Board discussion
Ballard
Further Studies
Tunnel 15th Ave Cost Savings: Draft EIS Station Entrance Refinements

Reduce size of east station entrance and eliminate south entrance

Study focus:
Reduce costs

Compared to Preferred Tunnel 15th Avenue Station Option (IBB-2b)

Reduces access from the South
Potential to also reduce size of west entrance

Reduces construction staging area

Avoids displacement of Safeway store but reduces opportunities for eTOD

Cost delta compared to realigned financial plan:
+$70 million (or +$30 million with optional smaller west entrance)
Tunnel 15th Cost Savings: Entrance refinements

Draft EIS section, looking north

Refined section with minimized west entrance, looking north
Tunnel 15th Ave Cost Savings: Station in Right-of-Way

Shift station construction into 15th Ave NW and eliminate south entrance

Study focus: Reduce costs

Compared to Preferred Tunnel 15th Avenue Station Option (IBB-2b)

- Partial closure of 15th Ave for 4 years
- Potential to also reduce size of west entrance
- Temporary closure of intersection during construction
- Avoids displacement of Safeway store but reduces opportunities for eTOD

Cost delta compared to realigned financial plan:
+$70 million (or +$30 million with optional smaller west entrance)
Tunnel 15th Ave: Station in Right-of-Way

Construction Traffic Analysis Summary:

• During the most-constrained construction period, northbound travel times could increase 10 to 25 minutes on 14th Ave NW and 15th Ave NW; southbound travel times remain similar on 15th Ave NW and could increase by up to 6 minutes on 14th Ave NW

• Transit, freight, and bicycles can remain on their pathways; consider management strategies for transit and freight movements as well as overall travel demand and routing

• Pedestrian routes generally remain open except for short-term detours
Tunnel 15th Ave Entrance North of Market

Add station entrance to NW corner in public right-of-way

Study focus: Improve passenger access to the north

Compared to Preferred Tunnel 15th Avenue Station Option (IBB-2b)

- Temporary partial closure of 15th Ave for up to 2 years
- Reduces 15th Ave from 7 to 5 lanes

Cost delta compared to realigned financial plan: +$200 million

Further Studies Results
Tunnel 15th Ave Entrance North of Market

15th Avenue NW – Existing Cross-section
Tunnel 15th Ave Entrance North of Market

15th Avenue NW – Potential Cross-section
Tunnel 14th Ave Station Access

*Pedestrian access improvements across 15th Ave with Tunnel 14th Station*

At-grade improvements may reduce pedestrian travel time, but have minor effects on traffic and transit operations.

Grade-separated improvements may add travel time, but reduce passenger-vehicle interactions.

Study focus:
*Improve passenger access to the west*

Cost delta compared to realigned financial plan:
+$0.5-1$ million for at-grade improvements
+$20-100$ million for grade-separated improvements (+ O&M costs)

Compared to Preferred Tunnel 14th Avenue Alternative (IBB-2a)
Shifted Tunnel 14th Ave Station

Shift tunnel alignment to the east and eliminate western station entrance

Study focus:
Reduce costs

Cost delta compared to realigned financial plan:
-$140 million

Compared to Preferred Tunnel 14th Avenue Alternative (IBB-2a)
Board discussion
West Seattle Extension Further Studies
Alaska Junction Station Access Refinement

*Shift station entrance to 42nd Ave SW*

**Study focus:**
- Improve passenger access

**Cost delta compared to realigned financial plan:**
+$80 million

*Further Studies Results*

**Compared to Medium Tunnel 41st Avenue Station (WSJ-5)**

- 90 additional equitable TOD housing units
- Eliminates need for pedestrian crossing of 41st Ave SW
- 39 fewer residential and 32 additional business displacements
Implications

- Reduced residential displacements -39 units
- Increase in business displacements +32

Comparison to Medium Tunnel 41st
Delridge Access, Integration, and Alignment Refinement

Shift alignment south towards SW Yancy St

Study focus:
- Improve passenger access and transit integration
- Reduce effects to organizations serving low-income and communities of color

Compared to Andover Street Station Lower Height Alternative (DEL-6)

- 14 fewer residential and 3 additional business displacements
- Eliminates potential passenger and freight conflicts
- Permanent closure of 32nd Ave SW

Cost delta compared to realigned financial plan: +$50 million

Further Studies Results
Updated access and circulation concept

- Consolidate Nucor and future TOD ingress/egress at new Delridge & Charlestown intersection
- Provide one-way transit-only road from Andover to Charlestown for northbound buses
- Study other street reconfigurations to divert station traffic from neighborhood
Andover Street Station
Lower Height Alternative
(DEL-6 refinement)

2988 Transitional Resources
(long-term supportive housing 16 beds)

2980 Transitional Resources
(supportive services and long-term supportive housing 15 beds)

2970 Transitional Resources
(assisted living facility, after-hours supportive services, offices)

TR Owned Potentially Affected by refinement

TR Owned Not Affected by refinement
Eliminate Avalon Station

Eliminate station and optimize alignment
(assumes shifting alignment south towards SW Yancy St)

Compared to Andover Street Station Lower Height Alternative (DEL-6) and Medium Tunnel 41st Avenue Station Alternative (WSJ-5)

- Reduces temporary and permanent roadway closures
- 48 fewer residential and 3 fewer business displacements
- Cost: -$80 million
- Longer travel times for passengers closer to DEIS Avalon Station
- No expected decrease in project ridership

Study focus:
Reduce costs

Cost delta compared to realigned financial plan:
-$80 million*

Further Studies Results

*Does not include additional cost of Delridge Station access, integration and alignment refinement
SODO Access to S Lander Street

Enhance access from platform to S Lander Street

Study focus:
- Minimize property effects on west side of station
- Add connection to Lander Street

Cost:
No change

Further Studies Results
West Seattle Link Extension
end-to-end scenario
Cost delta compared to realigned financial plan: +$130 million

Passenger Experience
- Improved access to California Ave from Alaska Junction Station
- Improves bus to rail connection at Delridge Station

Ridership, Access, and eTOD potential
- Additional eTOD opportunity in Alaska Junction

Environmental
- 53 fewer residential and 35 additional business displacements
- Additional effects to Longfellow Creek

Equity
- Reduces effects to Transitional Resources
Ballard Line Extension
results comparison
## CID: Results comparison

<table>
<thead>
<tr>
<th>Feasibility</th>
<th>Refined 4th Avenue Shallow Station</th>
<th>Station North of CID</th>
<th>Station North of CID and Station South of CID</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Construction and schedule risk</td>
<td>-</td>
<td>• Potential conflict with utility lines for South of CID station</td>
</tr>
</tbody>
</table>
| Passenger Experience | • Deep Midtown Station (~200’); could reduce to 145’ if connect to CID 4th Shallower station* | • Shallow station (~80-105’) | • Shallow North of CID station (~80’-105’)
|             | • Close to Sounder Station        | • Improved transfer experience at Pioneer Square Station | • Walking connections between 1, 2, and 3 Lines |
| Ridership, Access, eTOD Potential | • No expected change in ridership | • Consolidates CID and Midtown | • Additional eTOD potential north and south of CID |
|             | • Does not preclude               | • Small reduction in ridership | |
| Future Expansion | • Full closure of 4th Ave for 4 years plus partial closure for 5 years | • Full closure of James St for 4 years | • Full closure of James St for 4 years and closure of 6th Ave S (south of Seattle Blvd) for 5-6 years |
|             | • Displacement of ICON apartments (for two 2-month periods) | • Displacement of KC Admin building and social service providers | • Displacement of KC Admin building and social service providers |
| Environmental | • Centralized access to CID, PSQ and transit modes | • Avoids direct construction displacements in CID | • Avoids direct construction displacements in CID |
|             | • 4th Ave S traffic detour effects |                      | |
| Equity      |                                   |                      | |
| Cost compared to realigned financial plan in $2019 | +$700M | -$360M | +$160M |

*Additional cost and displacement implications

Further Studies Results
## South Lake Union: Results comparison

<table>
<thead>
<tr>
<th>Feature</th>
<th>Denny Station at Westlake Ave (DT-1)</th>
<th>Denny Station at Terry Ave (DT-2)</th>
<th>Denny Station at Terry Ave (DT-2) with Entrance Refinements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility</td>
<td>Feasible</td>
<td>Terry Avenue fiber relocation schedule risk (+1 year)</td>
<td>Terry Avenue fiber relocation schedule risk (+1 year)</td>
</tr>
<tr>
<td>Passenger Experience</td>
<td>Convenient transfer to transit on Westlake Avenue</td>
<td>Less convenient transfer to transit on Westlake Ave</td>
<td>Shortens walk to transit lines on Westlake Avenue</td>
</tr>
<tr>
<td>Ridership, Access, eTOD Potential</td>
<td></td>
<td>Minimal impact to ridership</td>
<td>Minimal impact to ridership</td>
</tr>
<tr>
<td>Future Expansion</td>
<td>Does not preclude</td>
<td>Does not preclude</td>
<td>Does not preclude</td>
</tr>
</tbody>
</table>
| Environmental                        | Streetcar effects on Westlake Avenue | Avoids streetcar effects                                              | Avoids streetcar effects  
|                                      |                                      |                                                                       | Reduces property acquisitions                               |
| Equity                               |                                      |                                                                       |                                                             |
| Cost compared to realigned           |                                      | +$200M                                                               | +$190M                                                      |
| financial plan in $2019              |                                      |                                                                       |                                                             |
# Seattle Center: Results comparison

<table>
<thead>
<tr>
<th></th>
<th>Seattle Center Station at Republican (DT-1)</th>
<th>Seattle Center Station Shifted West on Republican</th>
<th>Seattle Center Station at Mercer (DT-2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility</td>
<td>• Feasible</td>
<td>• Feasible</td>
<td>• Feasible</td>
</tr>
<tr>
<td>Passenger Experience</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Ridership, Access, eTOD Potential</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Future Expansion</td>
<td>• Does not preclude</td>
<td>• Does not preclude</td>
<td>• Does not preclude</td>
</tr>
<tr>
<td>Environmental</td>
<td>• Partial closure of Republican</td>
<td>• Partial closure of Republican</td>
<td>• Partial closure of Mercer</td>
</tr>
<tr>
<td></td>
<td>• Effects to Seattle Center/ NW Rooms during construction</td>
<td>• Avoids effects to Seattle Center</td>
<td>• Avoids effects to Seattle Center</td>
</tr>
<tr>
<td></td>
<td>• Effects to Uptown Cinema during construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equity</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cost</td>
<td>-</td>
<td>+$60M</td>
<td>+$210M</td>
</tr>
</tbody>
</table>

Further Studies Results
## Further Studies Results

### Interbay-Smith Cove: Results comparison

<table>
<thead>
<tr>
<th></th>
<th>Smith Cove Station at Galer Street (SIB-1)</th>
<th>Modified SIB-1 Alignment</th>
<th>Consolidated Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Feasibility</strong></td>
<td>• Feasible</td>
<td>• Feasible</td>
<td>• Potentially reduces risks along Queen Anne hillside</td>
</tr>
<tr>
<td><strong>Passenger Experience</strong></td>
<td>-</td>
<td>• Adds entrances on both sides of Dravus St at Interbay Station</td>
<td>• Results in a 2,000-2,200’ retained cut on west side of 15th Ave W</td>
</tr>
<tr>
<td><strong>Ridership, Access, eTOD Potential</strong></td>
<td>-</td>
<td>• Allows private development adjacent to station</td>
<td>• Allows private development adjacent to station</td>
</tr>
<tr>
<td><strong>Future Expansion</strong></td>
<td>• Does not preclude</td>
<td>• Does not preclude</td>
<td>• Does not preclude</td>
</tr>
</tbody>
</table>
| **Environmental**              | • Affects SCL, Seattle Storm, and KCWTD properties  
• Permanent columns within Elliott Ave and park effects in Interbay 
• Partial closure of Dravus Street for 18 months | • Avoids SCL and Seattle Storm properties  
• Permanent columns within Elliott Ave and park effects in Interbay 
• Partial closure of Dravus Street for 18 months | • Avoids SCL, Seattle Storm, and KCWTD properties  
• Avoids columns within Elliott Ave and park effects in Interbay  
• Fewer residential and more business displacements than SIB-1  
• Partial closure of 15th for 18 months |
| **Equity**                     | -                                         | -                        | -                      |
| **Cost**                       | -                                         | -$30M                    | +$210M                 |

**Further Studies Results**

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127
### Ballard Tunnel 15th Ave: Results comparison

<table>
<thead>
<tr>
<th>Tunnel 15th Ave Cost Savings</th>
<th>Tunnel 15th Ave Station Entrance North of Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility</td>
<td>Feasible</td>
</tr>
<tr>
<td>Passenger Experience</td>
<td></td>
</tr>
<tr>
<td>Feasible</td>
<td></td>
</tr>
<tr>
<td>Smaller west entrance could limit vertical circulation</td>
<td>-</td>
</tr>
<tr>
<td>Ridership, Access, eTOD Potential</td>
<td>Improves travel time to station</td>
</tr>
<tr>
<td>Reduces access from southeast</td>
<td>Reduces opportunity for eTOD</td>
</tr>
<tr>
<td>Reduces opportunity for eTOD</td>
<td>Allows independent private development adjacent to station</td>
</tr>
<tr>
<td>Future Expansion</td>
<td>Does not preclude</td>
</tr>
<tr>
<td>Does not preclude</td>
<td>Smaller entrance could limit growth</td>
</tr>
<tr>
<td>Environmental</td>
<td>Permanently reduces 15th Ave from 7 to 5 lanes</td>
</tr>
<tr>
<td>Avoids Safeway displacement</td>
<td>Partial closure of 15th Ave for 18-24 months</td>
</tr>
<tr>
<td>Equity</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Cost (compared to realigned financial plan in $2019)</td>
<td>+$200M*</td>
</tr>
<tr>
<td>+$70M (or +$30m with optional smaller west entrance)</td>
<td>-</td>
</tr>
</tbody>
</table>

*Does not include potential Tunnel 15th Ave Cost Savings
Board discussion
Next steps
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: Board identifies preferred alternative for Ballard Link Extension
Upcoming engagement opportunities

Further Studies online survey and open house

**Online Survey**
- Jan. 26 – Feb. 17, 2023
  [wsblink.participate.online/#further-studies](wsblink.participate.online/#further-studies)

**In-person Open House**
- Feb. 8, 2023, 3 - 7 p.m., Union Station (Corridor-wide)
  Stop by anytime to learn about the further studies, ask your questions and share your feedback.

In addition to updated online open house (wsblink.participate.online), ongoing community briefings, fairs/festivals/tabling events, flyering/postering and other engagement opportunities.
Upcoming Board Process

Jan 26, Board: Further Studies results overview

Jan 26 – Feb 17: Gather additional community feedback

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Thank you.

soundtransit.org