

West Seattle and Ballard Link Extensions (WSBLE) Project

Transit Advisory Board

March 23, 2022

Overview

- I. Vertical circulation
- II. Station entrances
- III. Impacts to transit pathways
 - <https://oohwsblink.blob.core.windows.net/media/Default/images/AE%200036-17%20Community%20Advisory%20Group%20Meeting%20PDF%2020220303.pdf>
 - <https://oohwsblink.blob.core.windows.net/media/Default/images/Updated%20CID%20SODO%20Community%20Advisory%20Group%20Presentation%2020220310.pdf>
- IV. Transit integration
 - <https://www.soundtransit.org/sites/default/files/documents/14b-wsble-drafteis-appendixn1-transportationtechreport-attachments-202201.pdf>
- V. South Lake Union tradeoffs

Vertical circulation

- I. Covered by The Urbanist and Seattle Times:
 - <https://www.theurbanist.org/2022/01/14/deep-seattle-light-rail-stations-other-st3-details-emerging-ahead-of-january-28-draft-plan-release/>
 - <https://www.seattletimes.com/seattle-news/transportation/rolling-in-the-deep-sound-transit-riders-would-descend-nine-levels-downtown/>
- II. Highlights need for elevator focus (capacity, redundancy, nonstop service)

Station entrances

- I. Stations located adjacent to busy arterials:
 - 15th Ave NW
 - NW Market Street
 - Elliott Ave W
 - W Mercer St
 - Denny Way
 - Delridge Way SW
 - Fauntleroy Way SW
- II. Highlights need for station entrances on both sides of busy streets

Impacts to transit pathways

For all segments, please refer to:



Ballard: <https://oohwsblink.blob.core.windows.net/media/Default/images/AE%200036-17%20Community%20Advisory%20Group%20Meeting%20PDF%2020220301.pdf>

Downtown: <https://oohwsblink.blob.core.windows.net/media/Default/images/AE%200036-17%20Community%20Advisory%20Group%20Meeting%20PDF%2020220303.pdf>



West Seattle: <https://oohwsblink.blob.core.windows.net/media/Default/images/AE%200036-17%20CAG%20Meeting%20Presentation%2020220308.pdf>

CID/SODO:



<https://oohwsblink.blob.core.windows.net/media/Default/images/Updated%20CID%20SODO%20Community%20Advisory%20Group%20Presentation%2020220310.pdf>

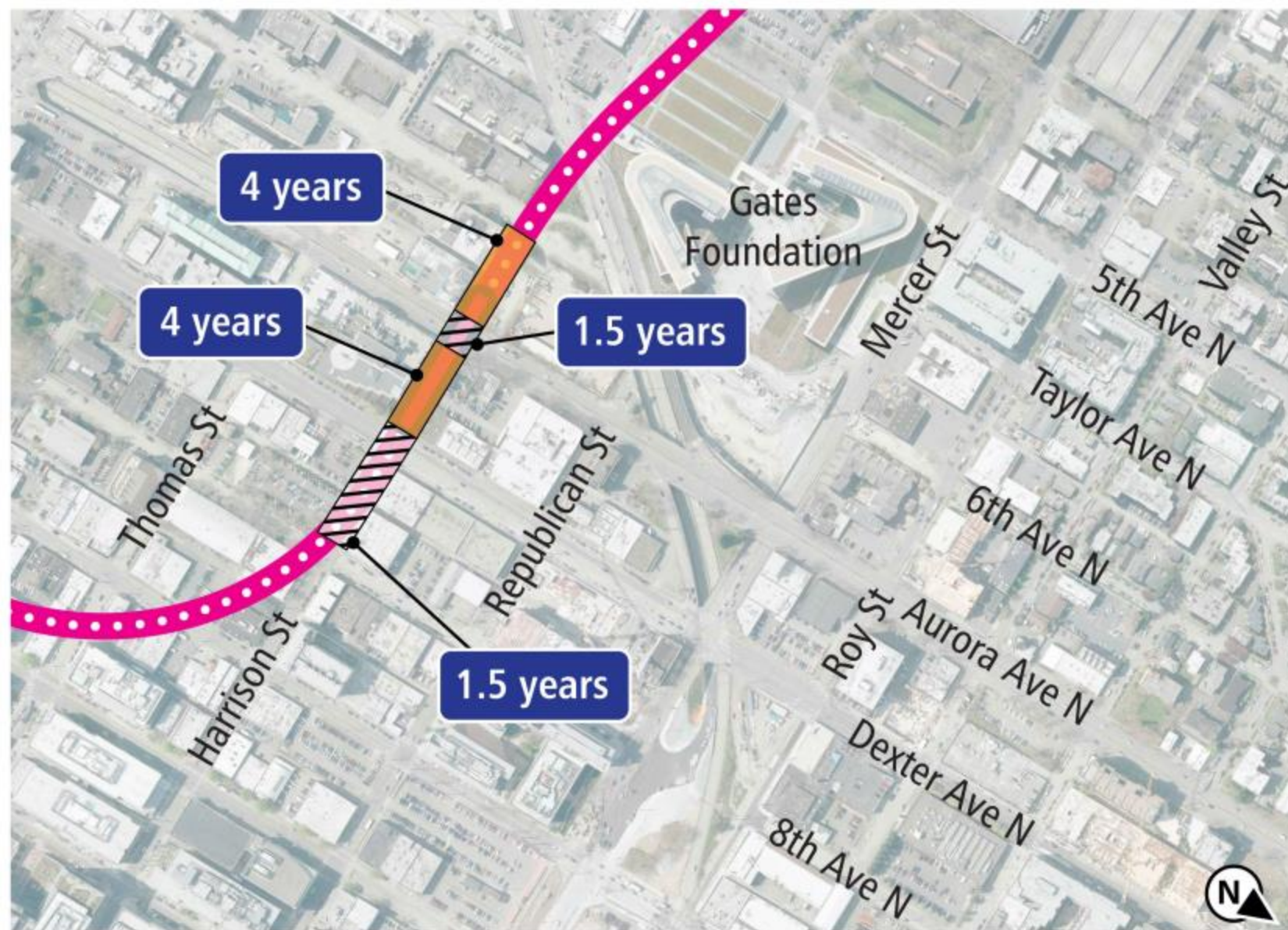
-  Roadway full closure
-  Roadway partial closure





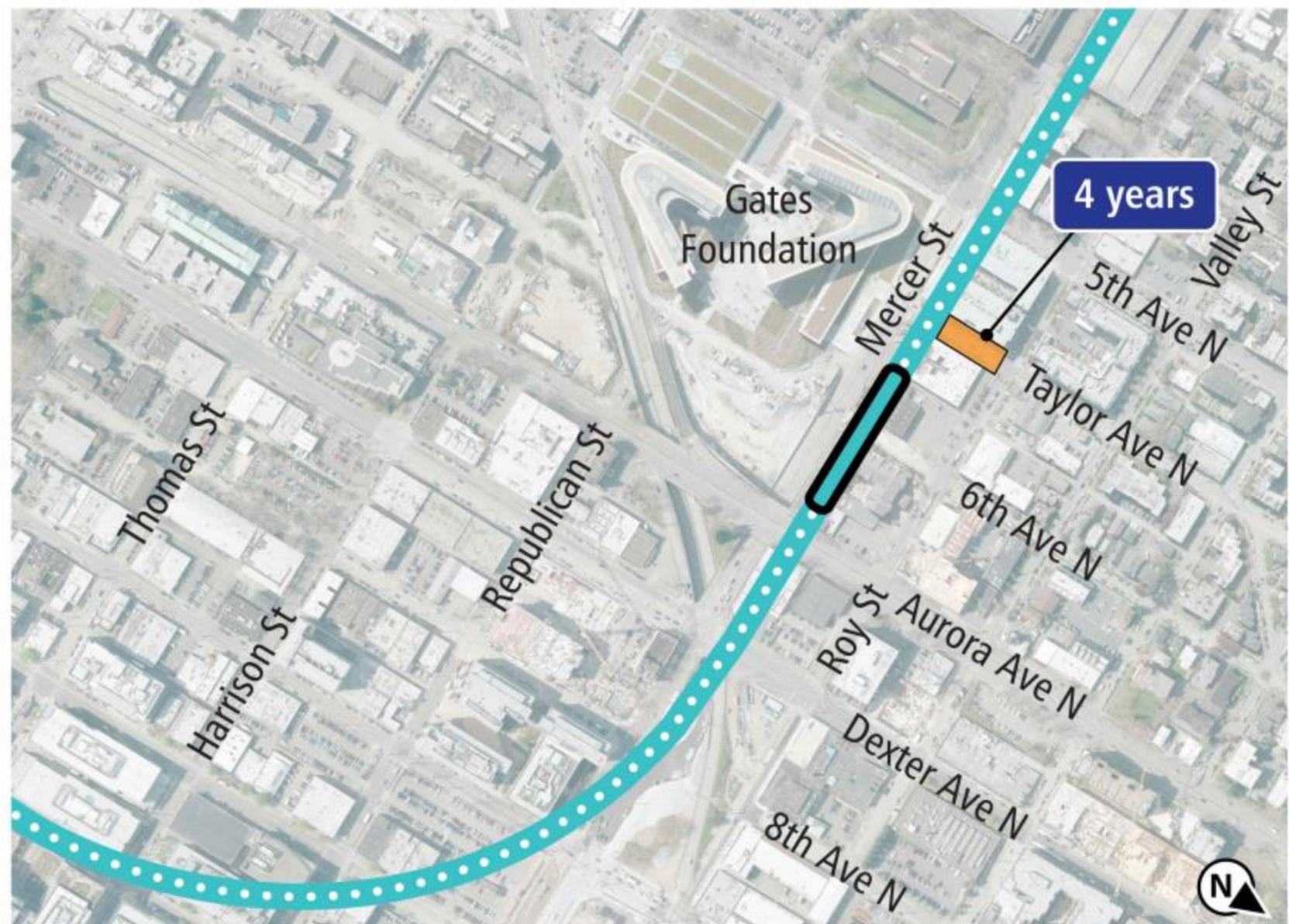
-  Roadway full closure
-  Roadway partial closure





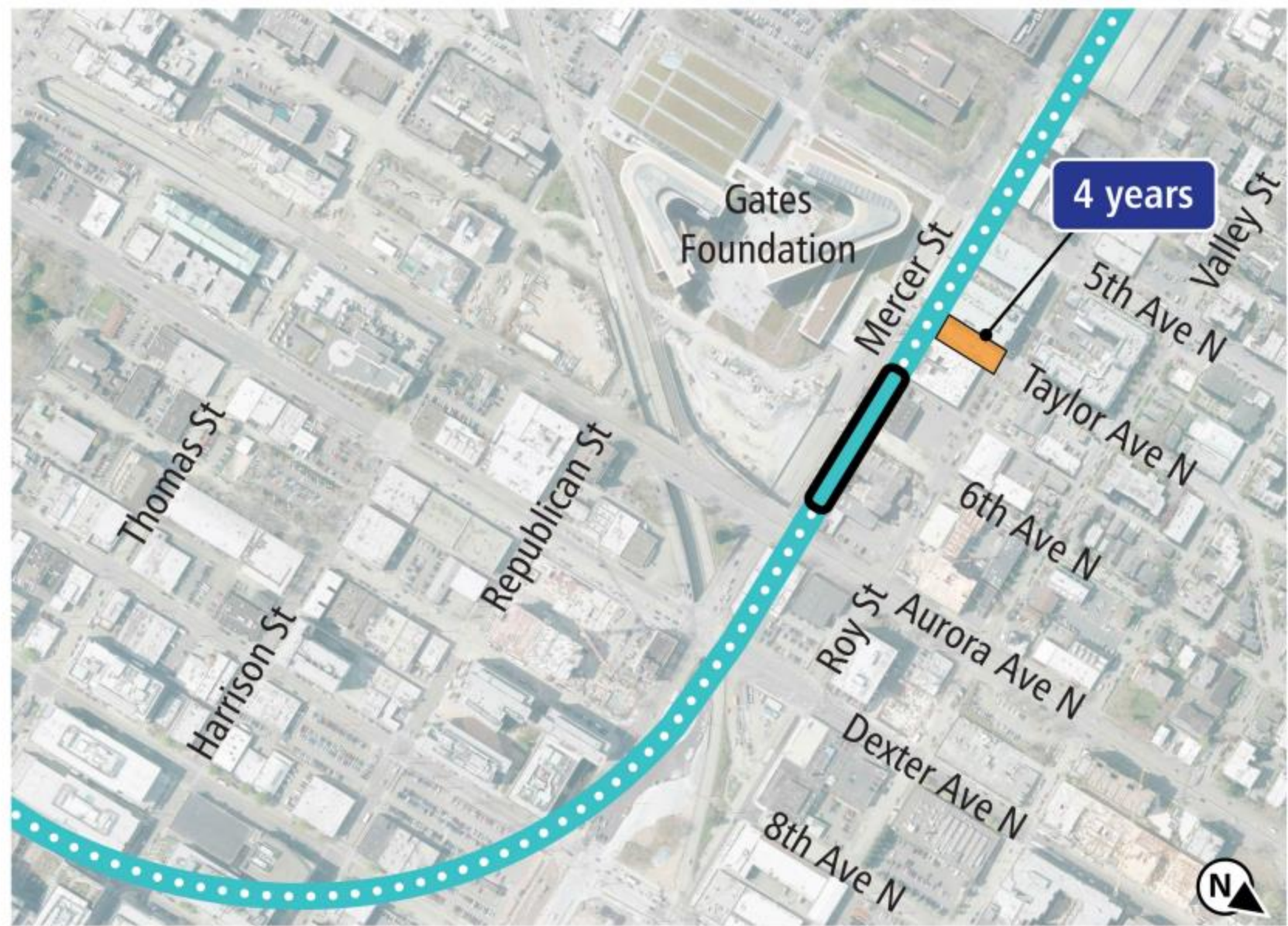
-  Roadway full closure
-  Roadway partial closure





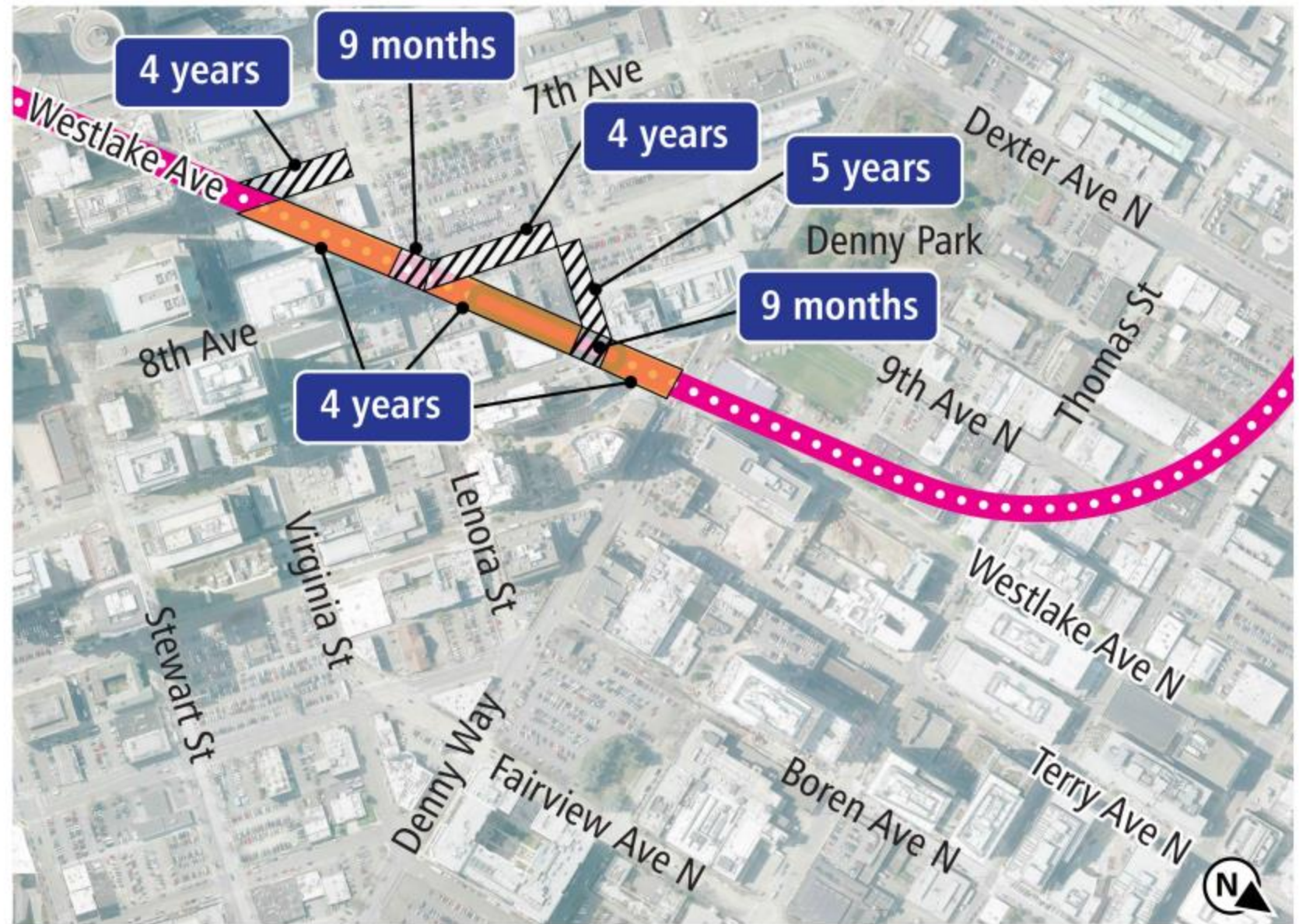
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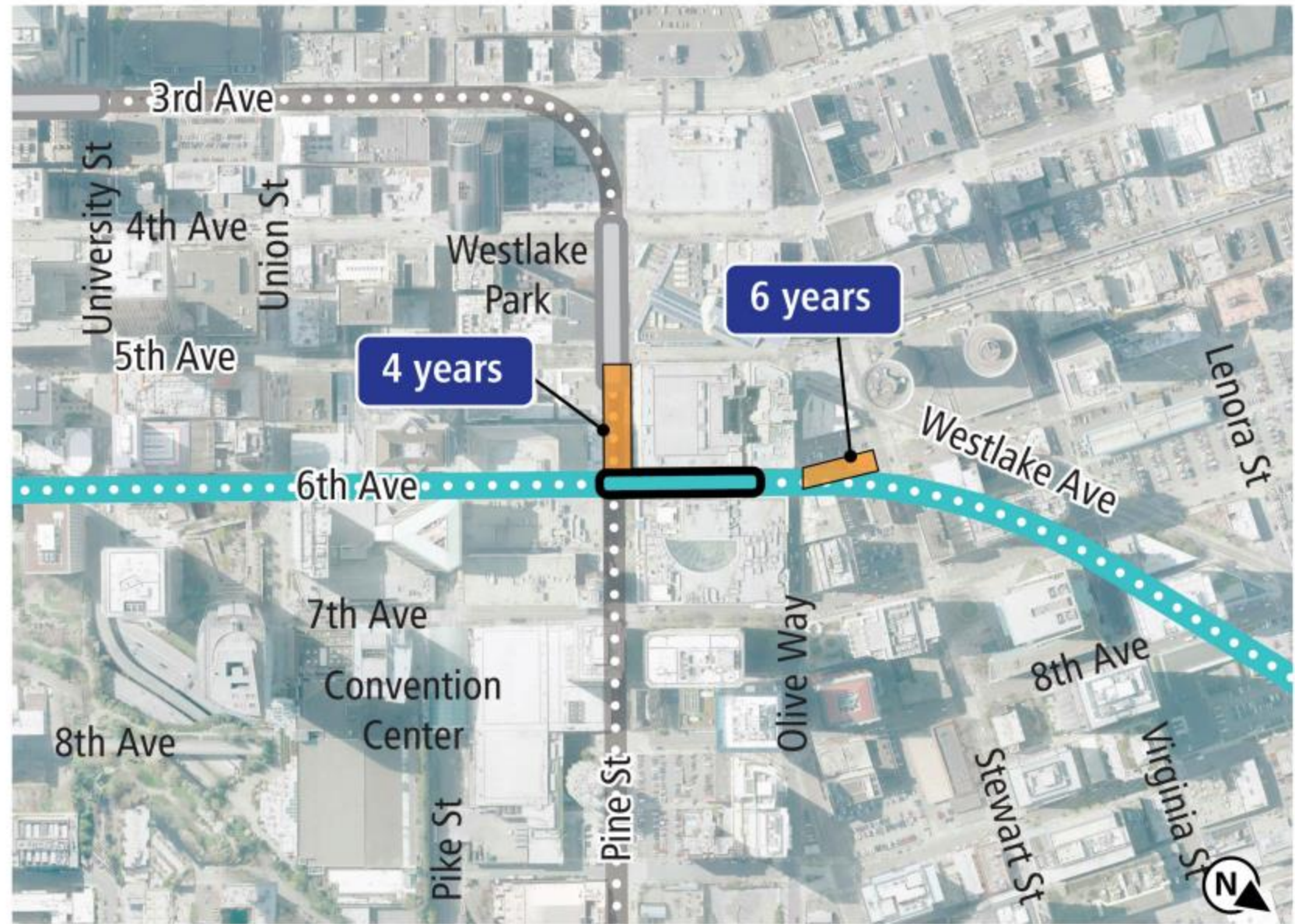
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-  Roadway partial closure





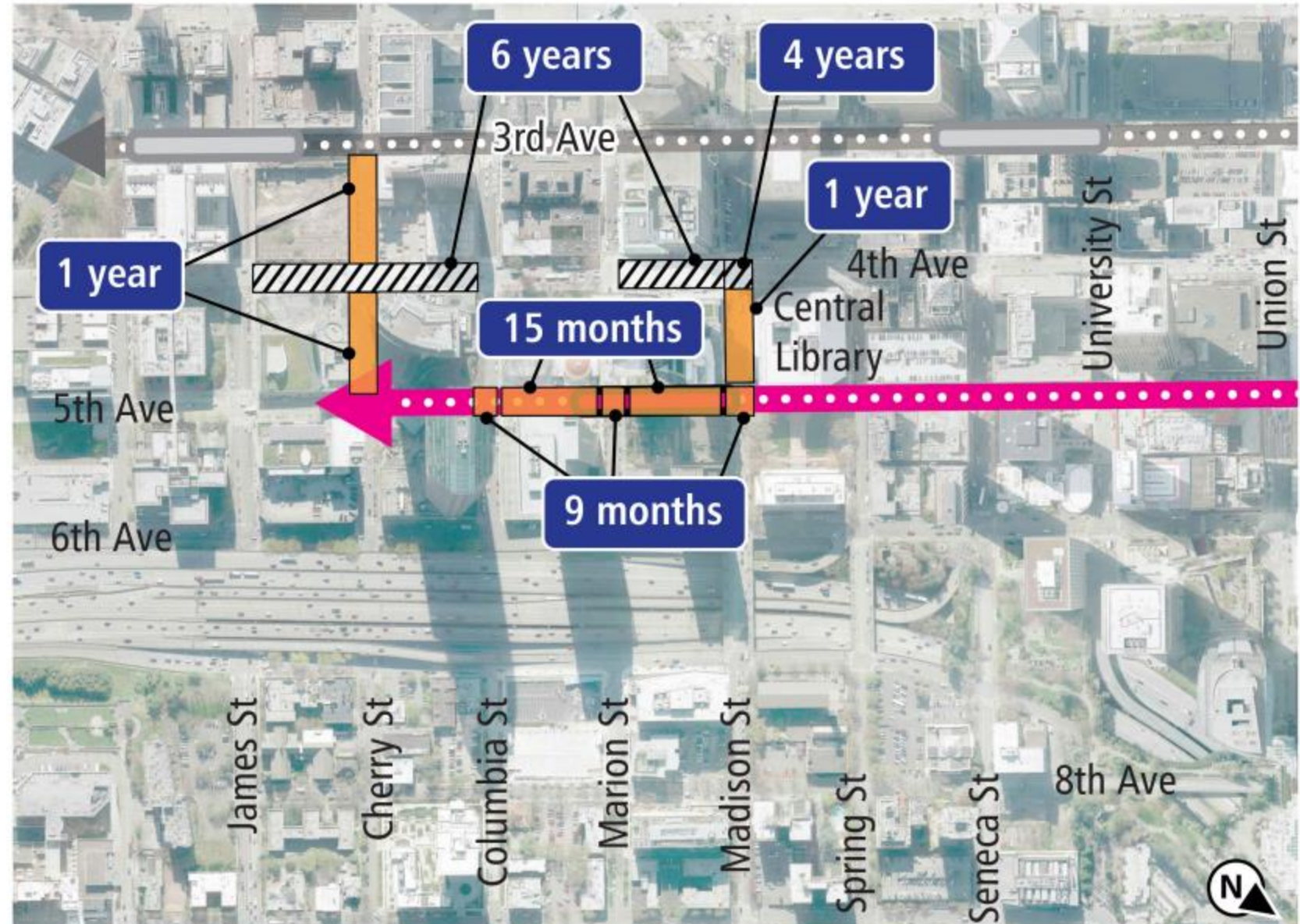
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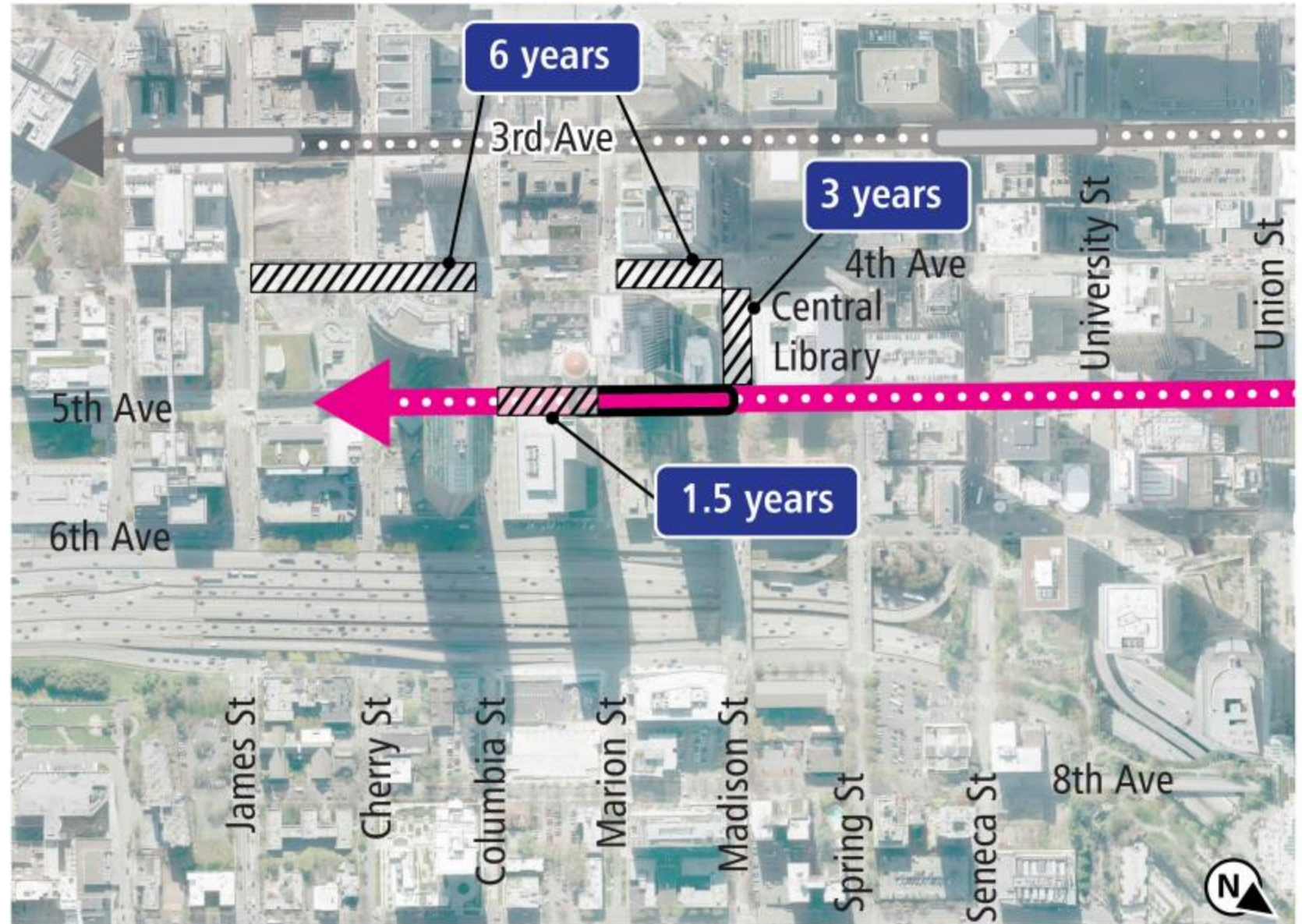
Connecting to:



- CID 4th Avenue Shallow
- CID 4th Avenue Deep
- CID 5th Avenue Deep

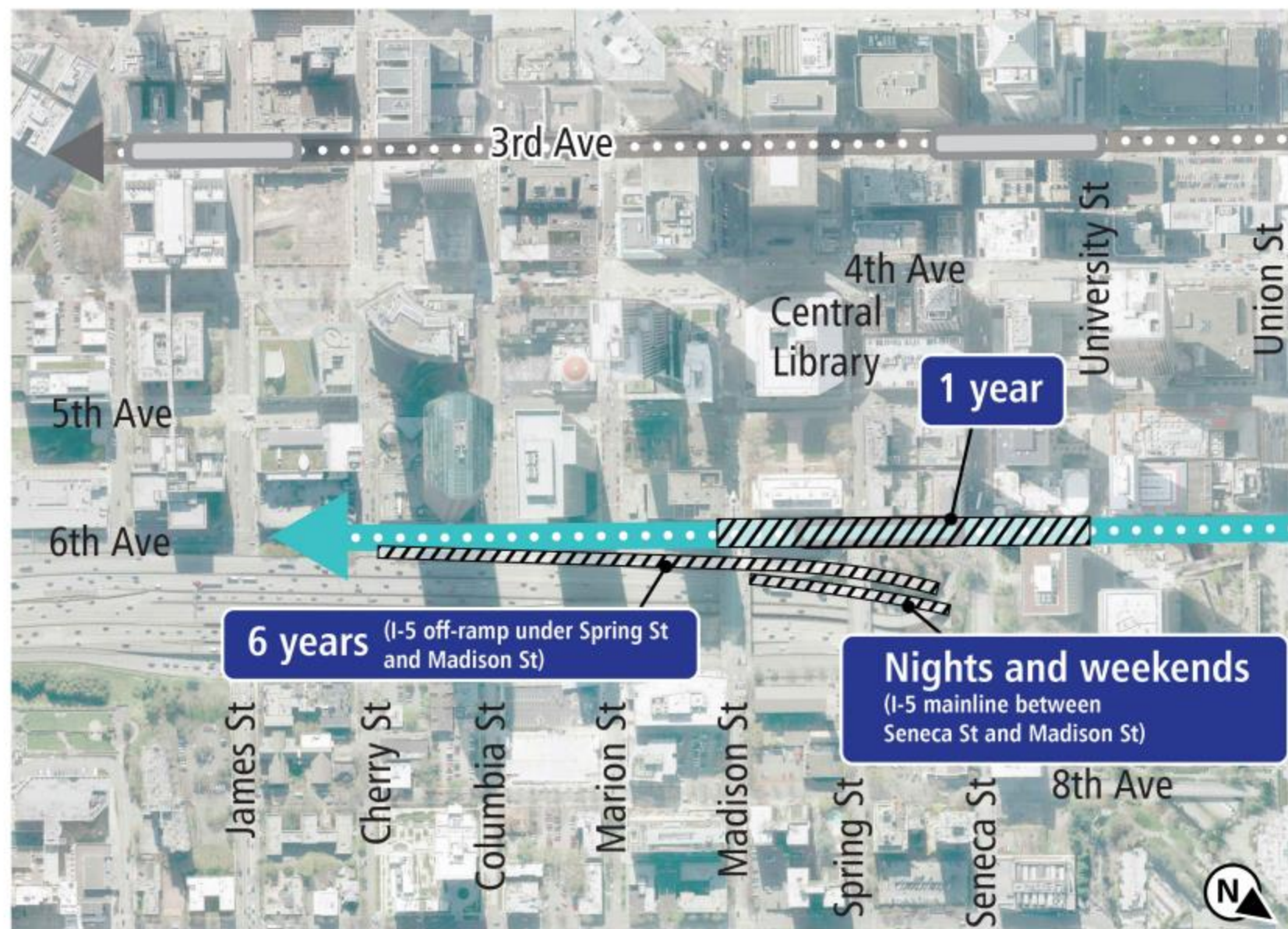
-  Roadway full closure
-  Roadway partial closure

Connecting to:

- CID 5th Avenue Shallow
- CID 5th Avenue Shallow Diagonal Configuration



-  Roadway full closure
-  Roadway partial closure





Roadway full closure

Roadway full and partial closure

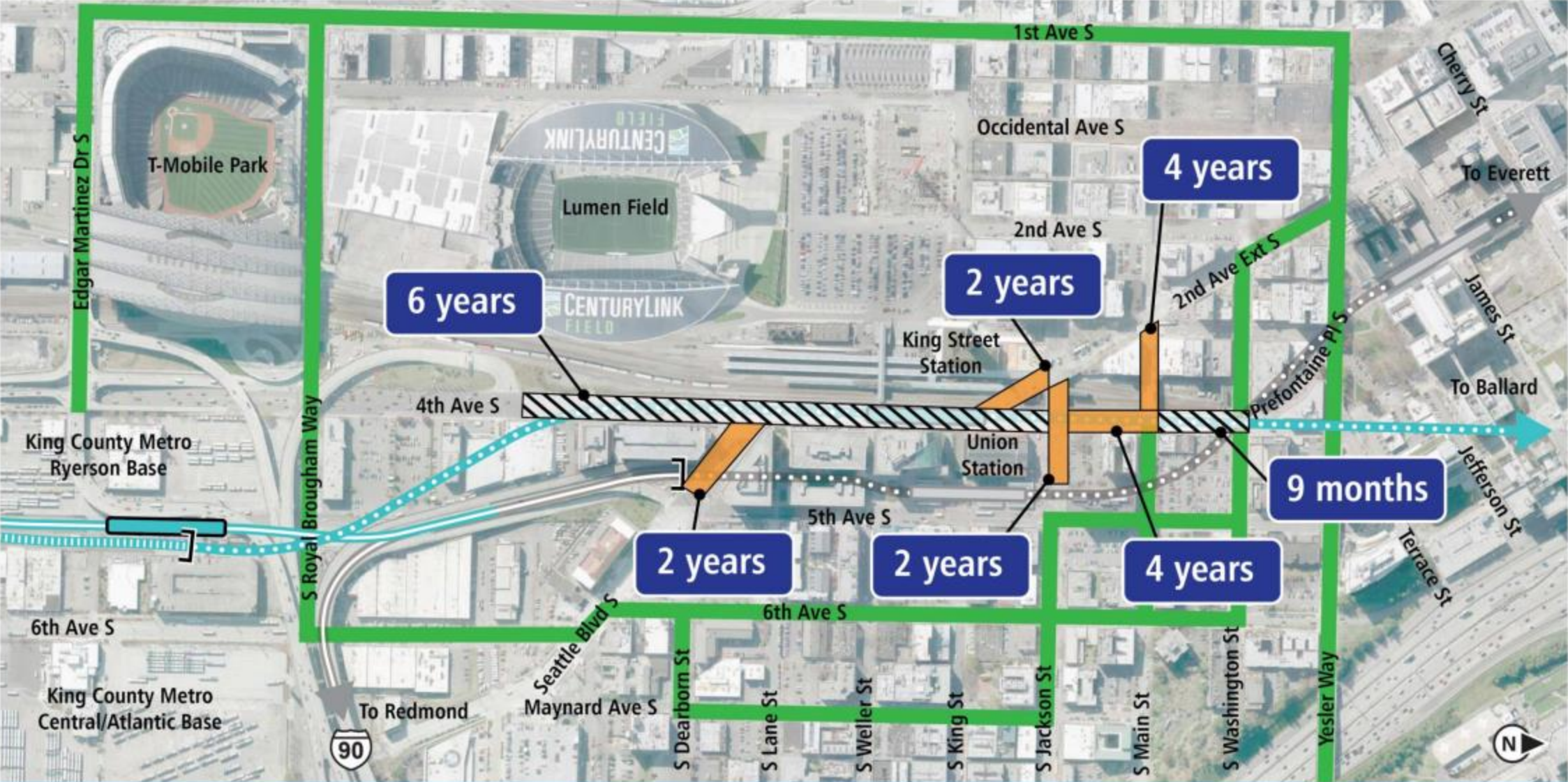
Potential traffic increase






Roadway partial closure

Sidewalk/parking lane closure

Station construction duration

9 to 11 years



-  Roadway full closure
-  Roadway full and partial closure
-  Potential traffic increase
-  Roadway partial closure
-  Sidewalk/parking lane closure

Station construction duration

8 to 9 years



- Roadway full closure
- Roadway full and partial closure
- Potential traffic increase
- Roadway partial closure
- Sidewalk/parking lane closure

Station construction duration **5 to 6 years**

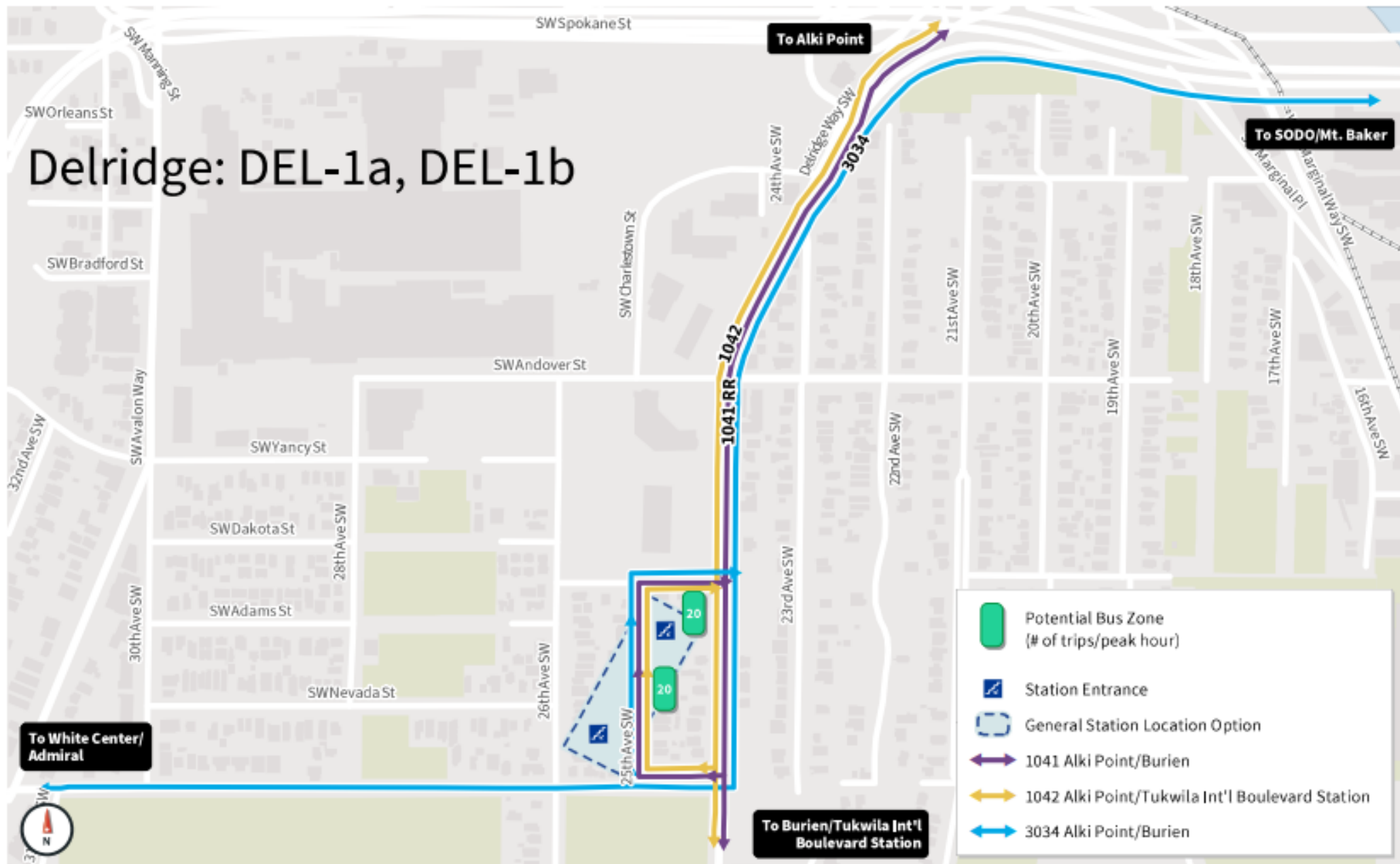


Transit integration

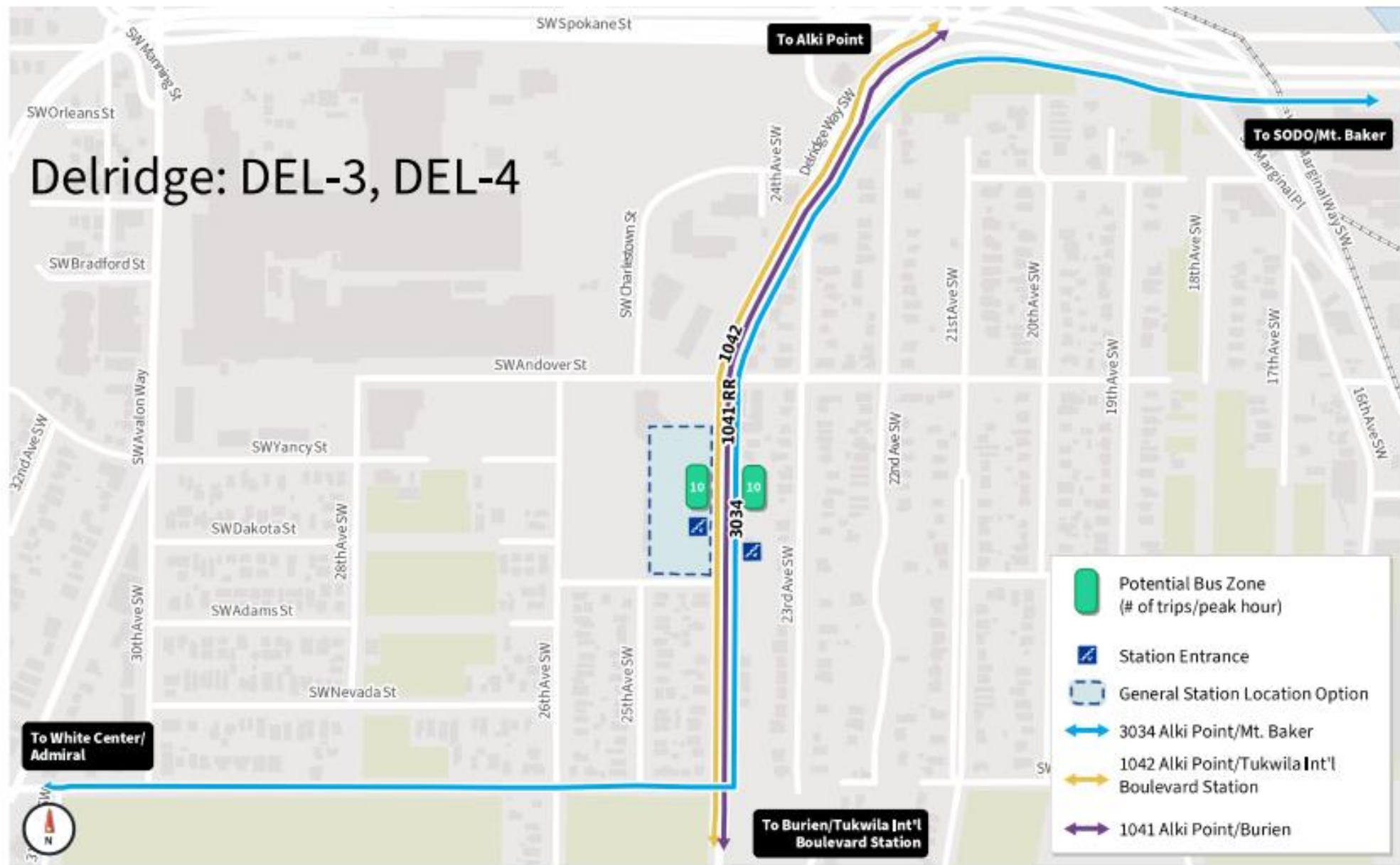
For all station areas, please refer to:

<https://www.soundtransit.org/sites/default/files/documents/14b-wsble-drafteis-appendixn1-transportationtechreport-attachments-202201.pdf>

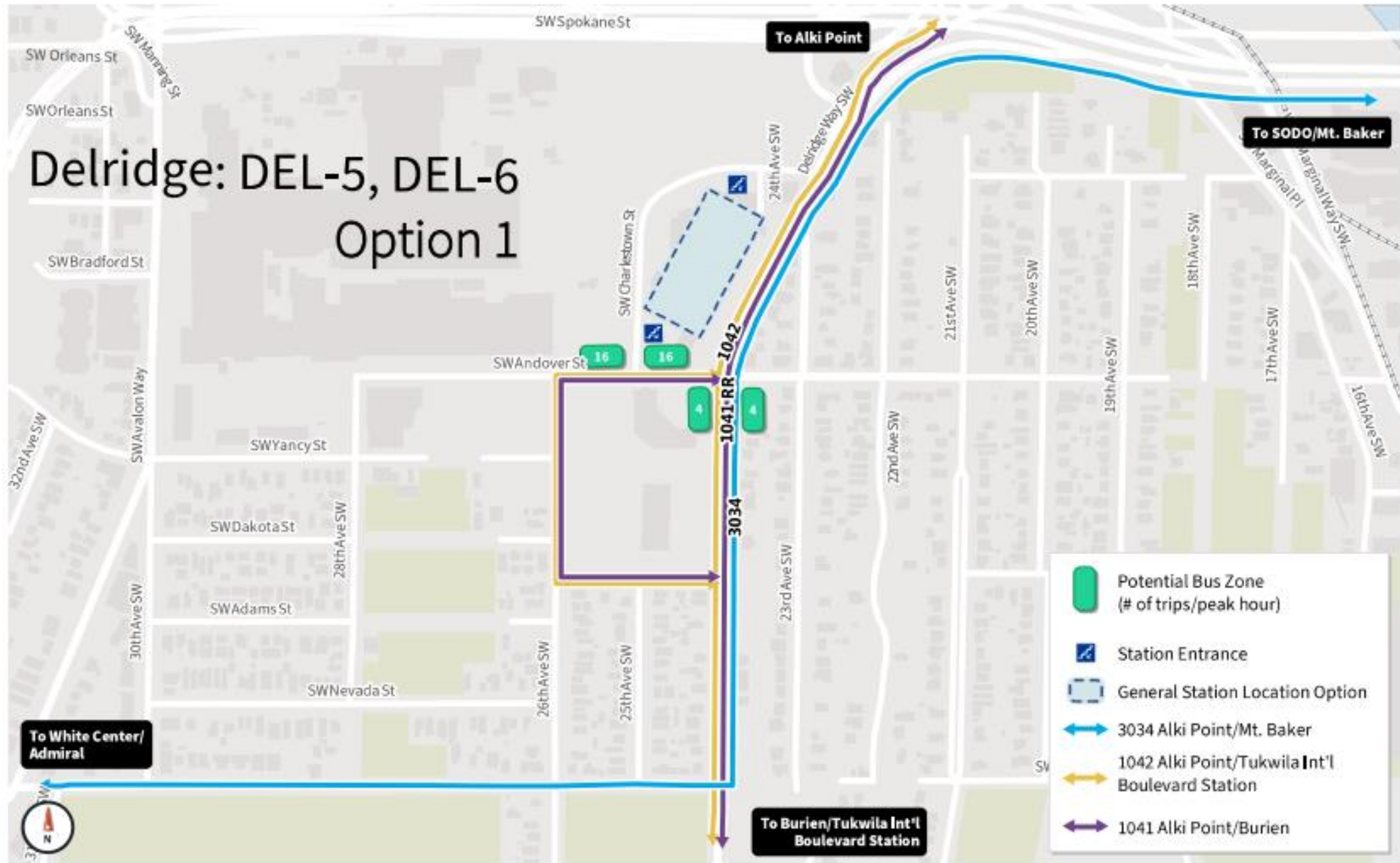
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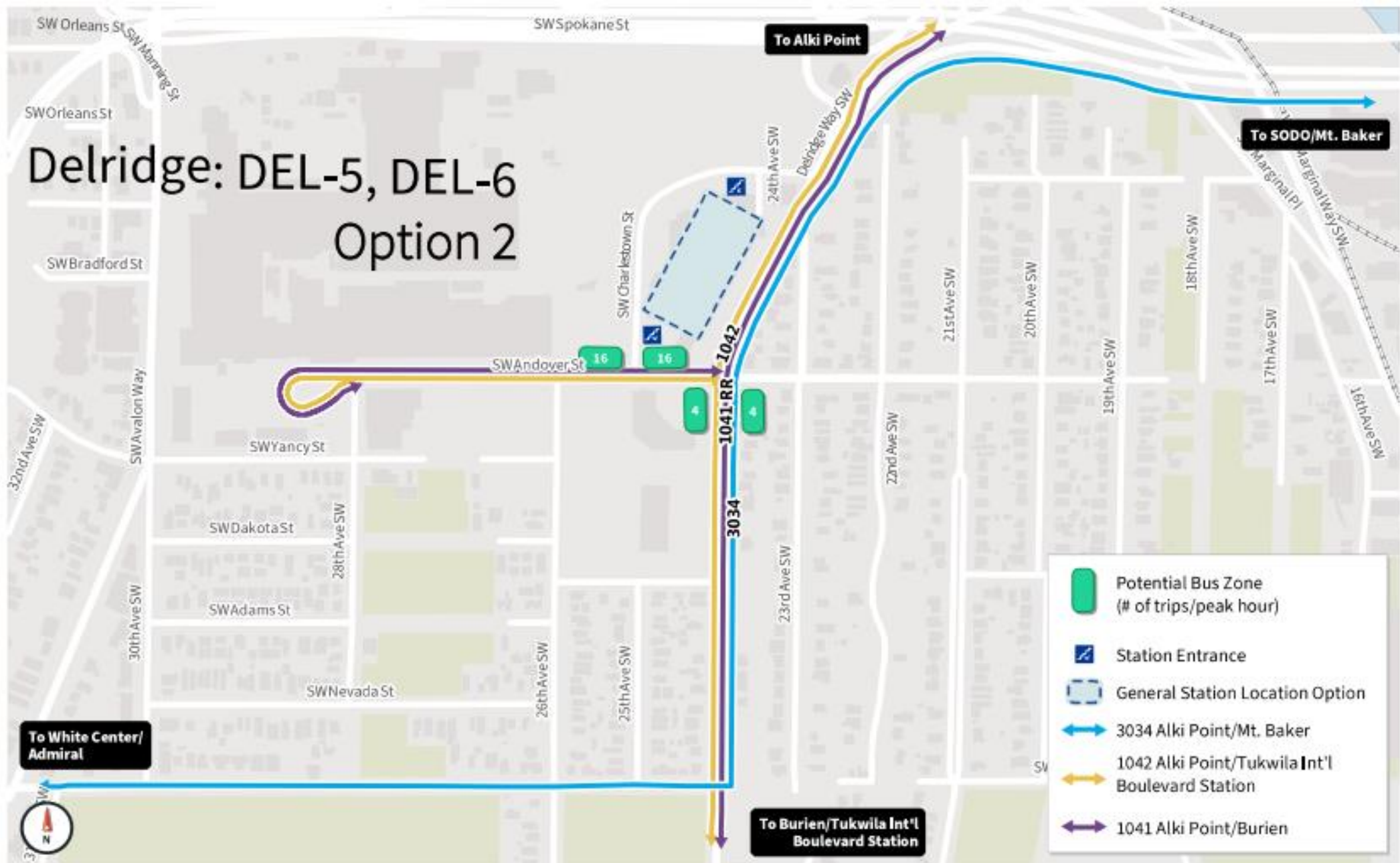


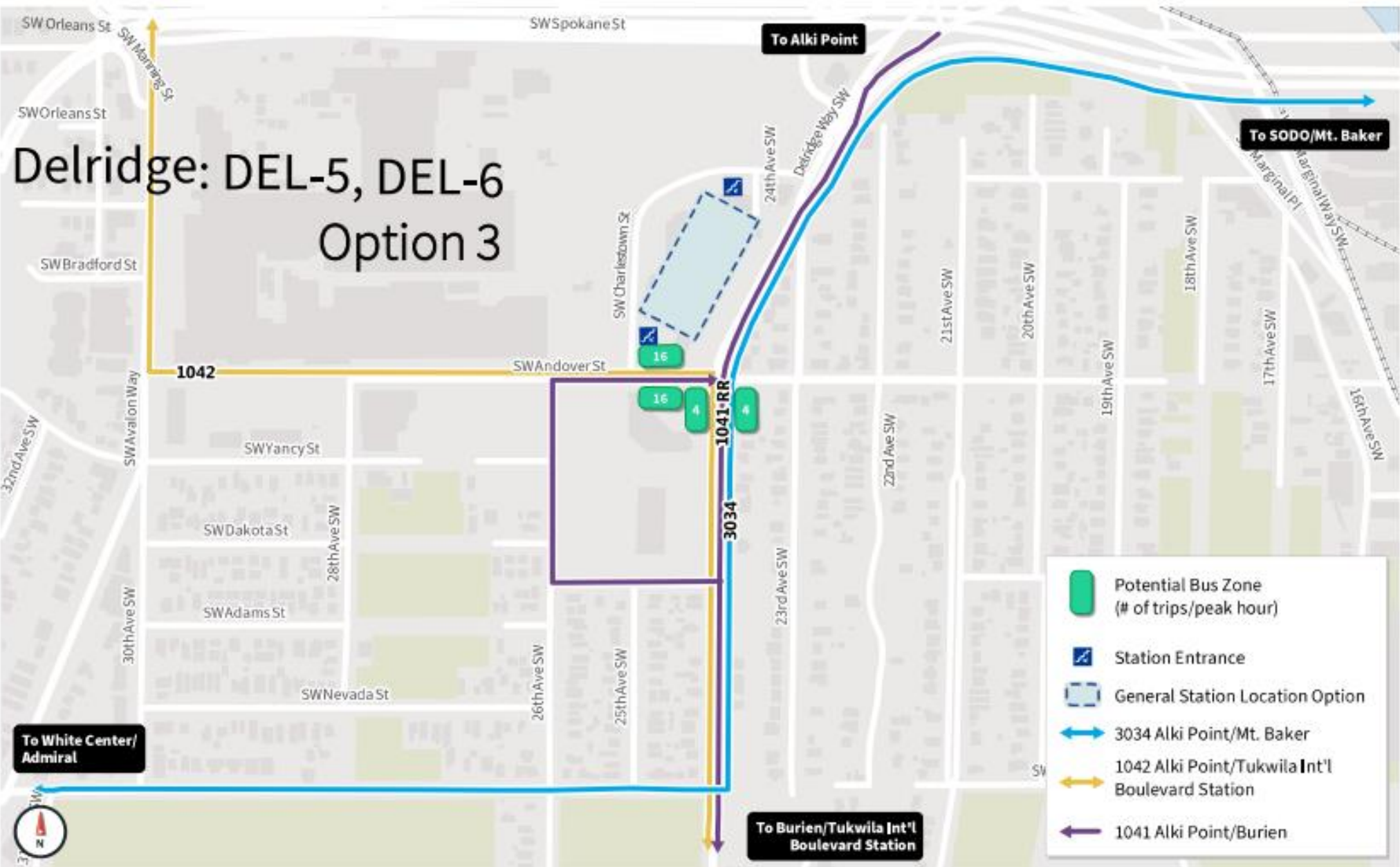
Delridge: DEL-3, DEL-4

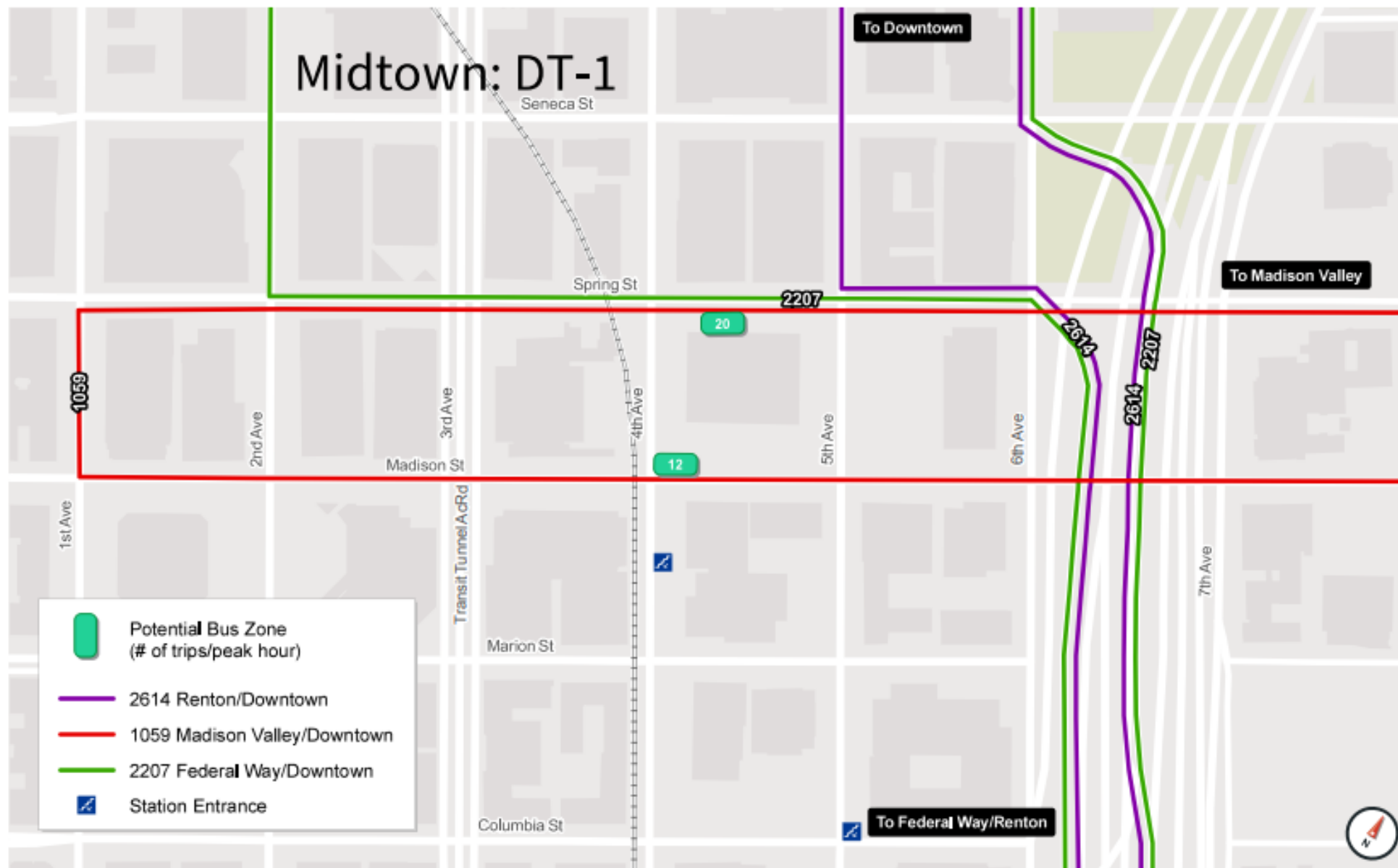


Delridge: DEL-5, DEL-6 Option 1

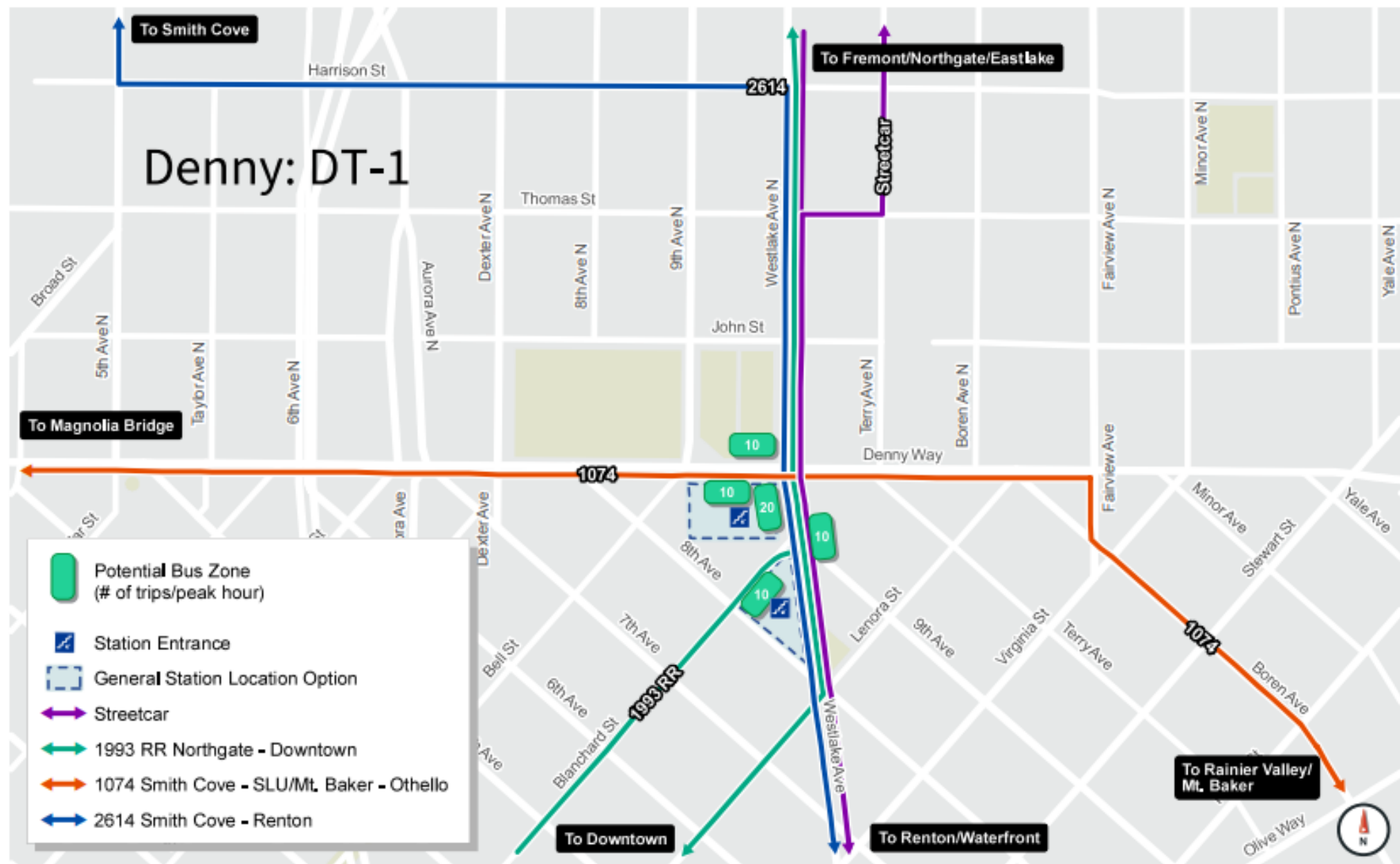


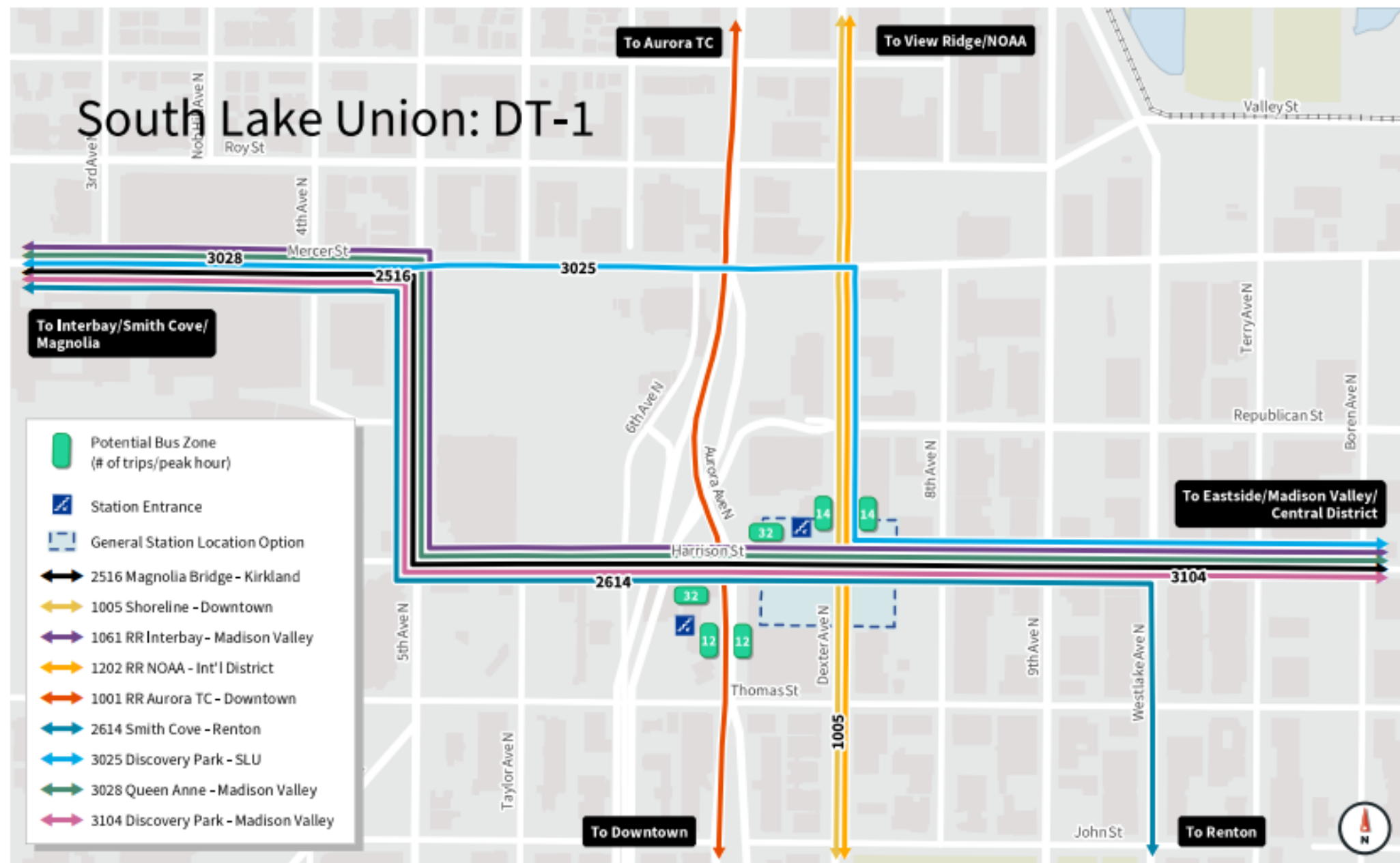


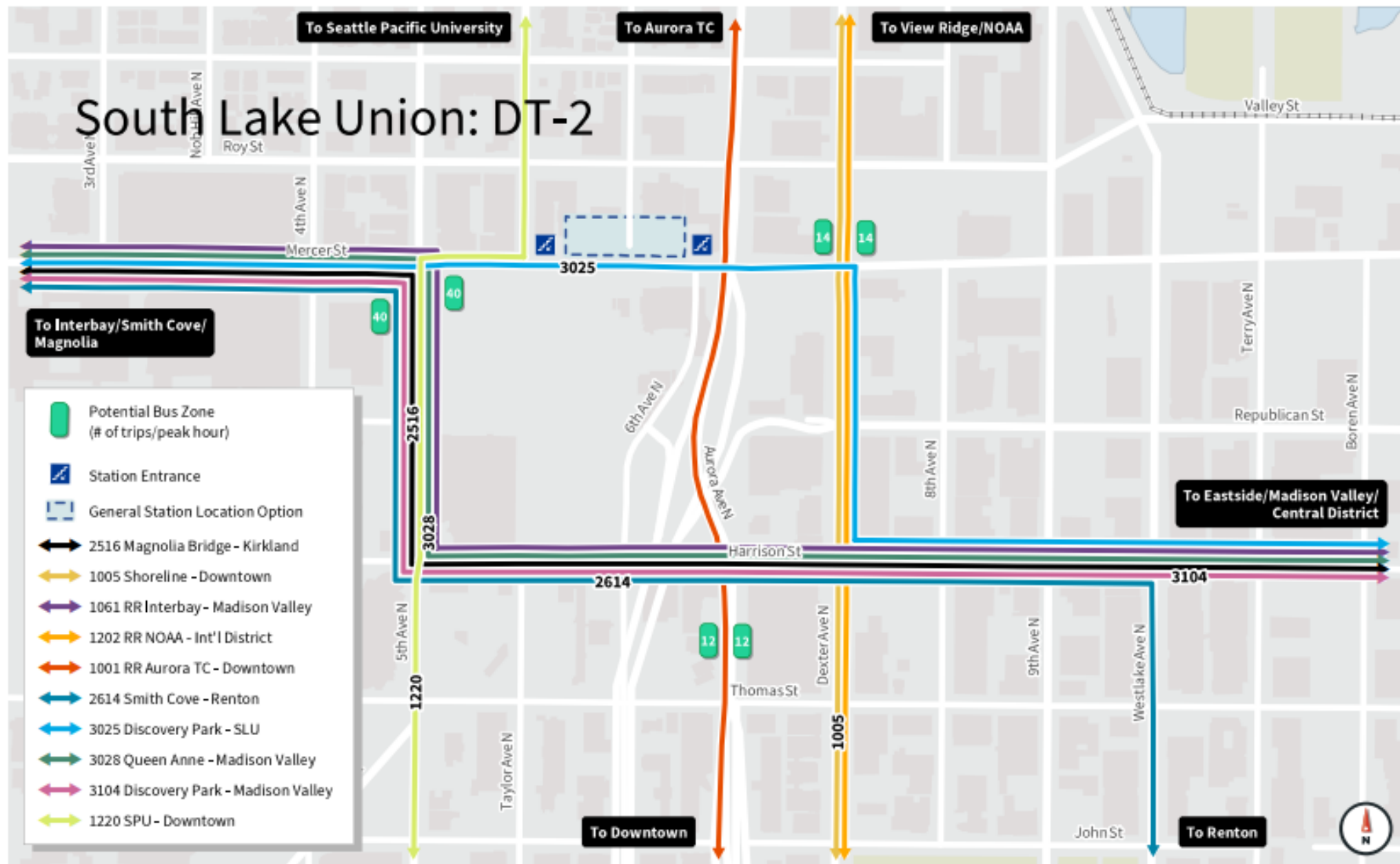










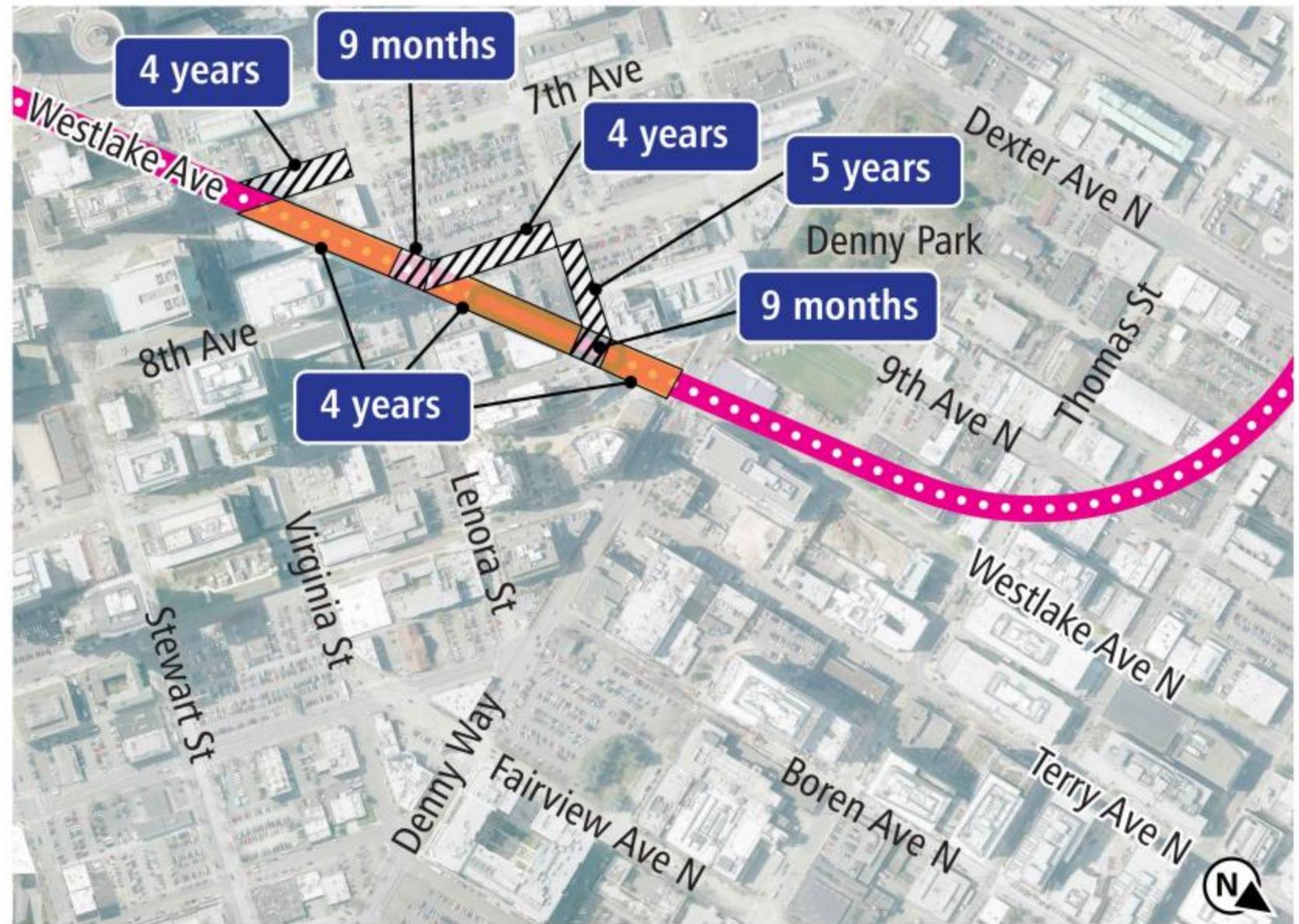




SLU Tradeoffs

- I. DT2 SLU (Mercer): terrible transit integration
- II. DT1 Denny (Westlake): 4 year full closure, 6 year partial closure (no bus)

-  Roadway full closure
-  Roadway partial closure



Denny Station

5th Avenue/Harrison Street

Alternative construction concept

