



West Seattle and Ballard Link Extensions

Stakeholder Advisory Group Meeting #12 – January 30, 2019

Meeting Notes

Agenda Item #1 – Welcome and introductions

Diane Adams, Facilitator, welcomed Stakeholder Advisory Group (SAG) members to the group's 12th meeting and thanked them for the time they've dedicated to participating in this process so far. She confirmed the agenda and noted that SAG members would not be asked to make any final decisions or recommendations during this meeting.

Agency directors, project leads and staff in attendance included:

- Cathal Ridge, Central Corridor Director, Sound Transit
- Diane Adams, Facilitator
- Ron Endlich, Project Director, Sound Transit
- Stephen Mak, High Capacity Transit Development Manager, Sound Transit
- Kate Lichtenstein, High Capacity Transit Development Manager, Sound Transit
- Sandra Fann, High Capacity Transit Development Manager, Sound Transit
- Carrie Avila Mooney, Government & Community Relations Manager, Sound Transit
- Leda Chahim, Government & Community Relations Manager, Sound Transit
- Jeanne Krikawa, Station Area Planning Lead, The Underhill Group
- KaDeena Yerkan, External Engagement Lead, EnviroIssues
- Dennis Sandstrom, External Engagement, EnviroIssues

SAG members in attendance were:

- Becky Asencio, Seattle Public Schools
- Brian King, Community Representative – West Seattle
- Deb Barker, Community Representative – West Seattle
- Erin Goodman, SODO Business Improvement Area
- Ginny Gilder, Force 10 Hoops/Seattle Storm
- Greg Nickels, Former Mayor of Seattle
- Hamilton Gardiner, West Seattle Chamber
- Jon Scholes, Downtown Seattle Association
- Kelsey Mesher, Transportation Choices Coalition
- Larry Yok, Community Representative – Chinatown-International District
- Maiko Winkler-Chin, Seattle Chinatown-International District Preservation & Development Authority
- Mark Nagle, Expedia
- Mike Stewart, Ballard Alliance
- Robert Cardona, Community Representative – Uptown
- Savitha Reddy Pathi, Wing Luke Museum of the Asian Pacific American Experience
- Scott Rusch, Fred Hutchinson Cancer Research Center
- Steve Lewis, Alliance of People with disAbilities
- Walter Reese, Nucor Steel



- Warren Aakervik, Community Representative – Freight
- Willard Brown, Delridge Neighborhood Development Association

NOTE – the following SAG members were not in attendance:

- Andres Arjona, Community Representative – Ballard
- Bryce Yadon, Futurewise
- Colleen Echohawk, Chief Seattle Club
- Dave Gering, Manufacturing Industrial Council
- Katie Garrow, Martin Luther King Labor Council
- Peter Schrappen, Northwest Marine Trade Association
- Ron Severt, Space Needle

Agenda Item #2 – Community engagement and collaboration

Leda Chahim provided an update on community engagement activities. She presented a summary of external engagement for January 1-24, 2019, highlighting that Sound Transit attended 15 community briefings and sent one email update to 4,330 subscribers. She noted that the full January external engagement report would be sent out to SAG members in early February.

Agenda Item #3 – Level 3 screening process

Cathal Ridge, Sound Transit, reviewed the alternatives development process and described the upcoming Environmental Impact Statement (EIS) scoping period and opportunities for the public to provide feedback. He laid out the meeting schedule and milestones for Level 3. For additional details about Level 3 of the alternative analysis process and the EIS scoping period, see the [PowerPoint presentation](#). The SAG and Elected Leadership Group's (ELG) Level 3 recommendations will be informed by feedback received during the EIS scoping period, the technical evaluation results, and findings from the racial equity toolkit. The recommendations may also consider additional scope items that may require third-party funding. Finally, Cathal provided an overview of how to provide EIS scoping comments, noting that they will be accepted at any of the upcoming open houses and neighborhood forums, on the online open house, via email and mail, and through a voice message service.

Agenda Item #4 – Level 3 alternatives and evaluation results

Cathal presented a high-level summary of the Level 3 end-to-end alternatives and design options. His presentation included a map of the alternatives, as well as close-up views of each station area, key design areas and tunnel portals. The Level 3 end-to-end alternatives are listed below. For additional details about each alternative, see the [PowerPoint presentation](#).

- ST3 Representative Project
- West Seattle Tunnel / C-ID 4th Ave / Downtown 5th Ave / Ballard Tunnel
 - Junction station options: 41st Avenue SW, 42nd Avenue SW and 44th Avenue SW
 - C-ID station options: 4th Avenue Cut-and-Cover and 4th Avenue Mined
 - Ballard station options: 14th Avenue NW and 15th Avenue NW
- West Seattle Elevated / C-ID 5th Ave / Downtown 6th Ave / Ballard Elevated



- C-ID station options: 5th Avenue Cut-and-Cover and 5th Avenue Mined

Following the overview of the Level 3 alternatives, Cathal walked through the Level 3 evaluation results, noting that the methods and criteria are consistent with what was used during Levels 1 and 2. He called out and explained key differences between the three alternatives. Next, Cathal presented a list of key considerations for each segment and key areas throughout the alignment. Following the key considerations, Cathal presented a summary table of the differentiators that only included evaluation measures that differed between the three alternatives, as well as a summary table of the findings. For additional details about the evaluation results, as well as potential mix-and-match options, see the [PowerPoint presentation](#).

Following the presentation, SAG members discussed the Level 3 alternatives and evaluation results in small groups. Questions (Q) and comments (C) from SAG members, as well as answers (A) from Sound Transit staff, included the following:

West Seattle and Duwamish

Q: For the steep slope critical area north of Pigeon Point, would riders notice the change in relative elevation?

A: No. The main consideration in the Duwamish area is the environmental effects and cost.

Q: Is there a difference between the orange line and ST3 representative project in the Avalon station area?

A: No, the orange alternative and ST3 Representative Project are approximately the same in the Avalon station area.

Q: Is there an existing parking area near the 44th Avenue SW potential station area?

A: Yes, there is an existing parking lot between 44th Ave SW and California Avenue south of SW Alaska St. The station would be located within the 44th Ave SW right-of-way.

Q: Would the tunnels in West Seattle be constructed using bored tunnel or cut-and-cover construction?

A: The current assumption is that the tunnel alignments in West Seattle would be bored, with cut-and-cover stations.

Q: What are the advantages and challenges of the red (ST3 Representative Project) and orange station alternatives in Delridge?

A: Both of the stations would be located over Delridge Way SW. The main difference is the location. The red alternative, with a Delridge station north of SW Andover Street, is located adjacent to a busy intersection at SW Andover St and near the ramps to/from the West Seattle Bridge. This would complicate access to the station. It is also further away from many of the residences. The orange alternative, with a station south of SW Andover Street, is considered to have more opportunities for station access and is closer to many residents.

C: The blue station location has the greatest potential in the Delridge area. The elevation of the other alternatives is a major challenge.



Q: Could the blue station location be mixed-and-matched with the red or orange alternatives?

A: Yes, that is an option.

C: Thinking of the future, with additional development planned at Jefferson Square, the 44th Avenue SW station location serves mostly single-family homes whereas the other station locations would be closer to multifamily units.

C: The character of the Alaska Junction is important to preserve. A tunnel would maintain that character and is therefore preferred over an elevated alignment.

C: 4(f) considerations will make it difficult to design and construct any alternative that impacts the skate park and/or the West Seattle Golf Course in the Delridge area.

C: There is concern about unstable soil conditions in the critical slope area north of Pigeon Point.

C: A station on 44th Avenue SW, and the associated tail track, would have a large impact on the residential area.

C: The 44th Avenue SW station would be closer to current and planned bus routes on California.

C: The tunnel option is preferred because it would limit impacts to businesses and residences.

Q: Fauntleroy Way SW seems more favorable for the alignment, but placing a station in this area does not make sense. Could a Fauntleroy alignment end at a north-south station at Jefferson Square?

A: We are currently evaluating engineering constraints in the area to see if this could be a viable option.

C: The residential impact metrics are similar between the alternatives, but where the impacts are concentrated should be the focus.

Q: Is there a significant cost difference between the north and south crossings of the Duwamish River?

A: The property is likely more expensive on the north side of the West Seattle Bridge, which adds to the comparative estimate, along with some longer bridges.

Q: How significant are the impacts to the Pigeon Ridge slope area?

A: Construction in this area would require substantial slope stabilization.

C: A suggested mix-and-match alternative is to have a southern crossing of the Duwamish River that goes into a tunnel alignment west of Delridge. This would also result in a \$300 million cost savings.

Q: Would Metro change their bus routing to be closer to the West Seattle stations?

A: They could change their routes in the future. The baseline for analysis was based on the Metro Connects plan.



Q: Would an additional \$700 million require third-party funding?

A: Yes.

Q: There isn't a substantial ridership difference between these stations?

A: Correct, they are all very similar.

Q: What are the ridership numbers in West Seattle?

A: Between 35,000-40,000 daily riders for the West Seattle extension.

Q: What is the total number of houses and businesses that would be displaced in West Seattle?

A: We currently have end-to-end ranges for the alternatives. We won't know specifics regarding the number of displacements until the Draft EIS.

Q: What is 4(f)?

A: There is a federal law which states you cannot use park land for transportation purposes unless there are no other prudent and feasible options. There is also a city of Seattle ordinance that would require us to replace any park land we acquire.

Q: What is the threshold for third-party funding?

A: It would be the delta to the ST3 representative project, considering the cost of the entire project.

Q: I would have thought that avoiding an engineering constraint for the Duwamish crossing would save some money, but it's washed out. Is that correct?

A: The higher estimate for the north crossing is due to higher property values on the north side of the West Seattle Bridge and the need for longer bridge spans.

Q: If the rail-only bridge crosses on the south side of the West Seattle Bridge, how will it displace residents in Pigeon Point?

A: We would need to stabilize the slope in order to build the guideway. It is too early in design to know whether there would be displacements, but that is a possibility. We'll know more as we conduct the EIS analysis.

Q: Are you backing out the property acquisition costs when determining the cost of tunnel options?

A: Yes, it's factored into the comparative estimates.

Q: How do the guideways move through Genesee?

A: We don't really know that level of detail yet. For the red and orange alternatives, the columns are within the Genesee right-of-way. The blue line is on the edge of the golf course. The guideway is usually 35 feet wide. The blue line would have the greatest impact to the West Seattle Golf Course.

C: I would like to understand ridership vs. cost. We should look at each of these segments and consider ridership. What is the additional cost per rider? What is the added value of each piece? I would like to be able to see the big picture.

Q: You are displacing homes in Delridge, from a racial justice component, how would Sound Transit mitigate impacts to that neighborhood?



A: Impacts and mitigation get defined during the environmental review (EIS) process. The population make-up in the north part of Delridge is similar to the citywide average. From a racial equity perspective, we're looking at how communities of color living further south will access the he station and what opportunities there are for equitable transit oriented development (affordable housing) there might be after the station is built. That said, displacements of homes are an issue that many are concerned with, and understandably so.

Q: What is the grade between 41st and 44th avenues SW? If there is a significant hill, it would make transfers to buses challenging.

A: There is about a 20-foot elevation difference between these two alternatives.

Q: What is the elevation of the alignment along SW Genesee Street?

A: The maximum guideway height would be approximately 160 feet along SW Genesee Street and 70-80 feet in Delridge for the orange and red alternatives

Q: What are those heights comparable to?

A: The West Seattle Bridge crossing the Duwamish is about 140 feet, for comparison.

Q: Does the cost for tunnels include any property acquisition? If not, would eliminating those costs make up for the additional costs to construct a tunnel?

A: The comparative estimates for all of the alternatives include property acquisition and as you can see, the expense associated with tunneling is still more. Tunnels do still require some property acquisitions, primarily around stations and portal locations.

C: West Seattle residents are concerned about property acquisition.

Q: Does the northern Duwamish River crossing have impacts on Terminal 5?

A: Based on work to date, we do not expect to directly affect Terminal 5.

C: Industrial groups and businesses are united in their opposition to the northern bridge crossing.

Q: Would both bridges (north and south Duwamish crossings) be the same height?

A: Yes, they would both be about the same height as the existing West Seattle Bridge.

SODO and Chinatown-International District

Q: Do the alternatives that utilize the E-3 busway require buses to be permanently relocated?

A: We are evaluating options with Metro right now. It is likely that buses would need to be relocated, but there may be an opportunity to put them back in some locations after construction.

Q: What are the impacts of the brown alternative on Metro facilities?

A: There are property effects in SODO. We would impact Metro's current plans to expand their Central bus base. We are coordinating with Metro to better understand the timing for construction of the two projects and the property needs associated with them.



Q: Has the Metro base expansion acquisition process begun? How would that impact future acquisitions by Sound Transit?

A: Our understanding is that Metro is in the process of acquiring at least one property.

Q: Does the ST3 Representative Project include a cut-and-cover station and tunnel?

A: Yes.

Q: What is the modeling method for evaluating ridership? What are the results?

A: A ridership model was run using land use data from PSRC and bus service assumptions from Metro. We're seeing that there are not substantial differences between the alternatives. That said, the deeper mined stations in the CID could result in a more complicated transfer environment.

Q: How many people do you think will utilize the CID station?

A: We don't have specific numbers with us today. After Westlake, the CID station is projected to have the highest ridership because of the number of lines people can transfer to.

Q: What are the plans for pedestrian access to and around the SODO station?

A: We have not begun detailed conversations about pedestrian access yet. Access concepts will be explored during the next phase when the project is in environmental review.

Q: What are the projected traffic impacts if the 4th Avenue S viaduct is closed to traffic during construction?

A: Cut-and-cover and bored construction would result in different traffic impacts. With cut-and-cover construction, we might be able to maintain one direction of traffic at a time. For a bored tunnel, the entire viaduct would need to be closed. This would impact about 33,000 cars per day.

Q: Is the cost of the new Lander and Holgate street overcrossings included in these estimates?

A: Yes.

C: I like the idea of having two Stadium stations because of the ridership. I take the light rail from the Othello Station for Seahawks games and the station is packed.

Q: At the SODO station, if you have a new overcrossing for Lander Street, will there be a pedestrian route that is atgrade?

A: The current concept assumes that pedestrians would use the overpass. There would be stairs, an escalator and an elevator to get down to the level of the station platforms.

Q: Is there any difference between the alternatives for the interim terminus?

A: No, at this time they are the same.

Q: How deep would a mined station in CID be?

A: It would be about 200 feet deep, accessible by elevator.



C: There is concern about only having elevator access at the CID station given the number of transfers projected.

Q: The community has voiced support for a 4th Avenue station in CID. Is that reflected in the analysis?

A: Community feedback is not captured in the technical evaluation, but will be part of the RET analysis and community feedback summaries.

C: A station on 5th Avenue S would cut the CID community in half. The community is hoping to take this opportunity to create intermodal transit connections near the neighborhood.

C: A 4th Avenue CID station provides additional opportunities for connections to neighborhoods west of the station.

C: I have concerns about schedule impacts with a 5th Avenue bored (tunnel, mined station) alternative.

Q: What mix-and-match opportunities are there between CID and SODO?

A: In theory, mixing-and-matching is possible, but it's complicated because of how the lines would pair up at various depths.

Q: Metro's Central Base expansion is under an eminent domain process?

A: We've been meeting regularly with Metro about how we might phase construction in the area planned for base expansion with the brown alternative.

Q: What are the benefits of an at-grade alignment versus an elevated alignment?

A: In general, at-grade alignment would allow for vehicle overcrossings at Lander and Holgate which would improve traffic and LRT operations. The elevated option would not include overcrossings and would be more complex and costly.

Q: So, there's no benefit to having a longer elevated segment?

A: In this context, the elevated guideway has less benefit.

Q: Do all the alternatives displace the E-3 busway?

A: Yes, all alternatives would affect at least some portion of it

Q: As far as station access and transfers, how do you deal with the narrowness of 5th Avenue S in the CID? How do you connect with the existing line?

A: We are looking at a variety of designs. One station configuration is stacked. There would be underground connections to the existing station. There would likely be new access on the east side of 5th Avenue.

Q: For the new CID station, is Sound Transit factoring in access to Sounder and Amtrak?

A: Yes, we're evaluating those connections.

Q: What is the depth of the two mined stations? Are there other similar stations in the U.S. with that depth?



A: They are assumed to be about 200 feet deep. Beacon Hill is about 160 feet. There is a 200-foot-deep station at the Portland Zoo, but the ridership is not as high as we expect for the CID station.

C: I'm thinking more about short term versus long term. How much is a deep station going to lessen its use?

Q: Would a 200-foot-deep station have to be elevator only?

A: Yes.

Q: At what point in the process do you have to know if you can get third-party funding?

A: By the time we finish the environmental impact statement, we would need to know if there would be funding available. It's really between now and 2022 when the funding needs to be identified.

Q: Which Metro base is better to impact? Central or Ryerson?

A: It's likely more impactful to affect Ryerson Base since it's currently in use, though we don't know for sure yet. The project's effects to Central Base would primarily be to areas that are currently planned for expansion; we are working closely with Metro to better understand how to coordinate our two projects.

Q: Are there any other stations that require an elevator only?

A: The Midtown station is likely to be deep enough to require elevator access.

Q: If the 4th Avenue S viaduct is closed, what are the alternative routes for vehicles during the potential closure?

A: Options may include 1st Avenue S, 5th Avenue S and 6th Avenue S. Some vehicles would likely use I-5.

Q: What are the impacts to Ryerson Base?

A: It depends on the alternative. The ST3 representative project and the 4th Avenue cut-and-cover option have some impact. The 4th Avenue deep mined option is assumed to displace Ryerson Base.

Q: What is the timeframe on the Metro Central base expansion project?

A: Current plans are for it to be complete around 2023.

Q: Are impacts on Ryerson Base construction impacts? Or are there other impacts during operation?

A: They are primarily construction effects, but it's too early in design to know for sure. Closing the E-3 busway also has an effect on access to Ryerson Base.

Q: Has Metro identified any way to move or change the function of the Ryerson Bus Base?

A: Those conversations are still in the beginning stages.

C: Impacts on the expansion would result in more impacts than those on the existing facilities.

Q: What is the impact on the I-90 on ramps in the area south of the CID station?

A: The ramps are currently expected to remain throughout construction and once the line is operational.

Downtown



Q: How does what is selected in CID influence what is feasible downtown?

A: There are likely some cost impacts that would carry over into downtown.

C: The SLU station area on Mercer Street is too far away from existing transit connections.

C: The Queen Anne (Seattle Center) station (under Mercer Street) should be further away from Key Arena to meter people entering and exiting the station.

Q: Are the trains going to be going on two sets of tracks in both the existing transit tunnel and the future tunnel?

A: Yes.

C: Since Mercer Street is wide, Seattle Center station construction impacts would likely be less severe because traffic could be routed around construction areas.

C: People should not have to cross Mercer Street to get to the station.

Q: Where is the sewer line on Mercer Street?

A: It is in the street right-of-way.

C: If the Key Arena station has similar property takes to what happened at Capitol Hill, the above-ground properties should include transit-oriented development.

Q: What are the benefits of placing the downtown station on 6th Avenue?

A: There are several building tie backs in the street right-of-way on 5th Avenue. We would either have to tunnel below them or mine through them.

C: I prefer the Seattle Center station closer to Key Arena.

C: Being close to Key Arena, with easy pedestrian access, is important for people traveling to events.

C: Thomas Street is a pedestrian- and bike-friendly route. Harrison and Republican streets are more heavily used by freight.

C: Sound Transit should work closely with the city of Seattle to ensure their land use and transportation planning efforts support each other.

Q: Where would the SLU station near Mercer be located?

A: It would most likely be just north of the street right-of-way on private property.

C: There is concern about the stairs in the stations.



Q: What does the ridership model include?

A: It is the 2042 forecast using land use data from PSRC and bus service assumptions from Metro.

Q: Is there any redundancy in the South Lake Union stations?

A: They are close together, but given the density and planned development, the ridership is expected to be high at each station.

C: The projected right-of-way cost is similar to the additional cost of this entire section.

Q: When is the Key Arena renovation scheduled to be finished?

A: 2021

C: If there is a cost delta between the different tunnel portal options, I'd like to know. At Westlake, which is the better station location?

A: No clear difference at this early stage of design. Both Westlake station options (at 5th and 6th Avenues) have merits, and both sites would be technically challenging to construct.

Q: What's the difference in ridership for the South Lake Union station alternatives?

A: Approximately two thousand boardings per day.

C: Most people prefer the blue station in South Lake Union. They also prefer the blue station at Denny in order to serve the Belltown neighborhood.

Q: Can you mix-and-match between the blue and green alignments in Westlake?

A: In this area, the depths are deep enough that we could possibly mix-and-match. If there's something you like, let us know.

Q: Is the blue line closer to the existing Westlake Station?

A: The tracks would cross and connect the stations.

C: I don't have a preference downtown; it's all about the buildings you're going to have to deal with. It's really a constructability issue.

Q: I've heard conflicting messages about what we're going to propose for the environmental impact statement. It sounds like one or two alternatives. Some government officials (ELG) say we should consider all possible options (not just one or two). What options will be given to the federal government (FTA) for the environmental impact study? Will you give an array of alternatives? Will you tell them which ones you like?

A: The SAG is encouraged to consider two preferred alternatives - one that's comparable in scope, schedule and budget as the ST3 representative project and one that may require third-party funding. There is an importance to the preferred alternative. It is a strong indicator as to what the agency will build. It doesn't mean you'll build it exactly, you'll figure things out through the environmental review process, but it's a strong indicator. There will likely be other EIS alternatives that need to be studied because of issues like potential 4f impacts. The Sound Transit Board, in consultation with FTA, will



ultimately identify the preferred alternative or alternatives as well as other alternatives to study in the EIS.

Interbay/Ballard

Q: Would third-party funding be required to build a fixed bridge over Salmon Bay?

A: At this point, rather than focusing on specific locations, we're suggesting you consider the overall end-to-end estimates of the various alternatives and identify a Preferred Alternative that is similar overall to the scope, schedule and budget of the ST3 Representative Project.

Q: What are the impacts of a fixed bridge on water resources?

A: There would potentially be columns in the water to support a fixed bridge.

Q: Is crossing over Salmon Bay comparable to the Duwamish River crossing?

A: It is wider, so there would potentially need to be support columns in the water.

Q: How deep is the tunnel alternative under Salmon Bay? Would it pass below the city of Seattle's Ship Canal Water Quality project?

A: The tunnel is currently assumed to cross underneath the Ship Canal Water Quality project.

C: A Ballard station on 14th Avenue NW would reduce freight impacts and provides additional potential ridership east of the station.

C: There will likely be future zoning changes to the single-family areas east of 14th Avenue NW.

C: Additional information about current and future zoning in the station areas would improve decision-making abilities.

Q: What is the frequency of Metro bus service on NW Market Street?

A: There is a bus about every 10 minutes.

Q: How far are people typically willing to walk to a transit station?

A: People typically walk up to 20 minutes in other areas.

C: The grade on the east and west sides of the Interbay station would limit access.

Q: What are the assumptions related to ridership? What would a 10-minute walkshed include?

A: It takes into account future population, employment and walkability.

C: I'm concerned about access challenges for disabled populations.

C: The high-level fixed bridge seems the most feasible to construct.

C: Building a movable bridge is a no-go. Light rail service needs to be reliable.



C: I like the option on 14th Avenue NW from an operations perspective.

Q: Is third-party-funding secured for a tunnel in Ballard?

A: Third-party funding has not yet been identified.

C: With all the nuances between the lines, it's hard to understand what is happening. We hear "it's not a fatal flaw" a lot and we are wondering if there will ever be one.

Q: What is the ridership for the Ballard segment?

A: There is really little difference in ridership forecasts between the lines except for the South Lake Union Station alternatives.

Q: What assumptions are built in regarding growth? Interbay is an area where additional development is coming.

A: We used PSRC's year 2042 forecast. We look at how people get to the station, whether they're walking, taking the bus, riding, etc. It only takes into consideration things that are already on the books or that are planned.

C: Everything costs significantly more than the ST3 Representative Project. Are we expected to pit Chinatown against Ballard? It doesn't seem like we have a real choice here.

Q: Are the Smith Cove stations intended to pick up Queen Anne/Uptown residents/riders?

A: It provides access to Expedia as well as areas of potential future development around the Armory site and Port properties.

C: Near 14th and 15th avenues, you are using different rights of way, which is not reflected in the price difference.

C: You are really changing the landscape if you add elevated structures in Ballard.

Q: For the ST3 Representative Project, I don't understand the cost of having it on 15th Avenue. How is it reflected given it's a major roadway? What's the value of not taking up space on 15th Avenue? You're significantly decreasing the capacity on 15th Avenue.

A: The SAG and ELG will need to weigh the potential impact and opportunities as recommendations are made.

C: Whatever gets picked, not everyone is going to be okay with it.

C: We need to take an objective look at the differences between the alternatives. It gives us a way to evaluate things that look exactly the same.

Q: When it comes to the Smith Cove stations, what are you thinking about as far as the Magnolia Bridge?

A: We've been talking to the city and we can work with their alternatives.



C: I think the Galer Street alternative in Smith Cove is better for development in the future.

Q: Who's expected to use the Smith Cove station?

A: Expedia would be a big user. There are pedestrian connections to the west of the railroad tracks with both the Helix and Galer bridges. The Armory site may be redeveloped. We understand that the Port is making some changes too.

Q: What is the difference between the blue and brown stations in Interbay?

A: The profiles and station depths are different.

Q: What happens with 4(f) near the Interbay Golf Center? It sounds like the law is inflexible.

A: First, we need to figure out if we're affecting the use. We'll have to continue working with the city to understand the effects.

Q: How wide is the 15th Avenue right-of-way?

A: It's generally about 100 feet wide.

C: There is potential to utilize the Seattle Armory, depending on how it is determined to be used in the future.

Q: Would any of these alternatives impact the Interbay Golf Center?

A: Impacts are possible. We are still doing that analysis.

Q: What is planned for the Ballard area as part of ST4?

A: Future extensions are could include east and north of Ballard. An ST4 plan is not yet developed.

Agenda Item #5 – Next steps and next meeting

Diane Adams closed the meeting and thanked the SAG members for attending. One SAG member asked if a second federal government shutdown would impact the timing of the upcoming scoping period. Cathal stated that Sound Transit is working to determine a path forward that could avoid potential impacts of a shutdown. The schedule for the SAG will be confirmed once the EIS scoping period is confirmed.