



Monthly Report: External Engagement

PROJECT PHASE: ALTERNATIVES DEVELOPMENT

September was a busy month that included 18 community briefings, 3 neighborhood forums and an online open house where we asked for feedback on the Level 2 alternatives.



38 comments and questions



1 tweet engaging more than **82,000** Twitter users



3 email updates engaging more than **4,100** subscribers



3 festivals engaging more than **510** community members



**3 neighborhood forums/
open houses** engaging more than **300** community members



18 community briefings



1 online open house engaging more than **3,400** online visitors



Monthly Report: Communications and Outreach

COMMUNICATIONS ANALYTICS

38 communications included:

- **20** emails
- **15** comment forms
- **2** in-person conversations
- **1** phone conversation

Key feedback:

- Support for further engagement with the Magnolia community
- Support for a Delridge station and strong transit connections nearby
- Questions about potential property effects with various alternatives
- Comments about preferences for various alternatives
- Concerns about elevated alternatives in West Seattle and Ballard

BRIEFINGS

During the reporting period, the project team held **18** briefings, engaging the following groups or individuals:

- Ballard Alliance Ratepayer Advisory Board (9/6)
- South Downtown Stakeholders (9/10)
 - Wing Luke Museum
 - Seattle Chinatown-International District Preservation and Development Authority

- Historic South Downtown
- Alliance for Pioneer Square
- Chinatown International District BIA
- Interim CDA
- Transit Access Stakeholders (9/13)
- Seattle Planning Commission (9/13)
- Real Change (9/14)
- Uwajimaya (9/17)
- Coastal Transportation (9/17)
- West Seattle JuNO (9/18)
- CID Forum (9/19)
- Boys & Girls Club of King County (9/20)
- Seattle Design Commission (9/20)
- Uptown Alliance (9/20)
- Bellwhether Housing (9/21)
- North Seattle Industrial Association (9/12, 9/25)
- Low Income Housing Institute (9/26)
- West Seattle Transportation Coalition (9/27)
- CID Framework Capital Projects Coordination Workgroup (9/30)



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BRIEFINGS (KEY FEEDBACK)

Questions and feedback received from briefings during the reporting period.

Corridor wide

- Support for mitigating high costs of the project by taking stations off the table to make funds available for other stations
- Question on Sound Transit's definition of third-party funding and the likelihood of its use
- Question on comparing construction effects between a mined and a cut-and-cover station
- Comment on the need for efficient and frequent integration with Metro buses, citing job implications for people unable to board a bus during high-peak times as well as challenges families face when transferring transit
- Comment on how low-income communities typically cannot afford the price of ORCA cards
- Concern about how kid-friendly light rail will be, especially during peak periods

Interbay/Ballard (includes stations at Ballard, Interbay and Smith Cove)

- Support for a 15th Avenue tunnel option and a request to remove any movable bridge options
- Support for a mix-and-match alignment with the Armory Way/Tunnel/14th (pink) alignment turning towards 15th Avenue or 17th Avenue to avoid effects to the maritime industry

- Question about Sound Transit's ability to project real estate prices at the time of construction and whether that price is comparable to the cost of a tunnel
- Question about whether sea-level rise has been considered in the planning process, specifically at the Smith Cove station area
- Concern about safety, ADA accessibility and effects to the maritime industry at a station location on 14th Avenue and Market Street
- Support for an at-grade alignment through Interbay, east of the BNSF tracks and a station near Dravus Street, a tunnel crossing of Salmon Bay, and a station at 15th or 17th avenues in Ballard

Downtown (includes Seattle Center, South Lake Union, Denny, Westlake and Midtown stations)

- Support for a Seattle Center station close to Key Arena
- Support for the Republican Street alternative since it affords reasonable access to transit
- Support for avoiding stations at Roy Street and Mercer Street due to heavy congestion and the high cost of property
- Comment that the 5th Avenue/Harrison Street alternative better serves Belltown
- Concern that stations at Roy Street/Mercer Street are too far away
- Concern about alignment going under the Key Arena after it has been renovated



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BRIEFINGS (KEY FEEDBACK)

SODO/Chinatown-International District (includes stations at Chinatown-International District, Stadium and SODO)

- Question about the need for stations at both SODO and Stadium and a suggestion for the interim transfer point to be at the Chinatown-International District Station
- Support for the 4th Avenue cut and cover station in the CID to avoid two separate projects (4th Avenue Viaduct) and their disruption to the community
- Strong interest in a comprehensive and coordinated cross-agency strategy to address displacement and gentrification in the CID
- Comment that whether the station is on 4th or 5th avenues in the CID, there needs to be a better use of the concourse room in Union Station, better activation of the plaza and an improved connection across S Weller Street
- Concern about displacement in the CID, both direct and more immediate, as well as long-term and indirect such as economic and cultural displacements
- Comment that Sound Transit should look at opportunities to build affordable housing above a station entrance in the CID and include small businesses on the first floor

West Seattle (includes stations at Delridge, Avalon and Alaska Junction)

- Support for a mix-and-match of the Golf Course/Alaska Junction/Tunnel (blue) alignment with the Pigeon Ridge/West Seattle Tunnel (purple) station option in the Junction
- Comment that if the Junction and Avalon get tunnel stations, Delridge should too
- Comment that no one in West Seattle likes the representative project and it should be modified
- Comment that the community prefers the Pigeon Ridge/West Seattle Tunnel (purple) alternative



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NEIGHBORHOOD FORUMS/OPEN HOUSES (KEY FEEDBACK)

Feedback received from three neighborhood forums/open houses during the reporting period.

Interbay/Ballard (includes stations at Ballard, Interbay and Smith Cove)

- Support for station locations in central Interbay, in particular locations at 17th Avenue W to serve Magnolia and Queen Anne and provide space for transit integration and future development potential
- Support for a station on 14th Avenue NW to serve development potential, avoid congestion on 15th Avenue NW and have better transit integration and fewer property acquisitions
- Support for a fixed bridge due to cost considerations, fewer effects to the maritime industry and the potential views from the train
- Support for a tunnel crossing of Salmon Bay since it could have potentially less property effects, fewer service delays, less effects to Fishermen's Terminal, fewer visual effects and provide greater flexibility to serve future light rail extensions
- Mixed support on whether the Smith Cove station should be east or west of Elliott Avenue W
- Mixed support for a Ballard station on 15th Avenue NW and Market Street, supporters noting access to amenities and development potential and opponents being concerned with congestion and pedestrian and bicycle safety
- Comments about disliking a moveable bridge option since it could mean service disruptions and effects to the maritime industry
- Comments about the importance of creating strong pedestrian, bicycle and bus connections to and from the Smith Cove station

Downtown (includes Seattle Center, South Lake Union, Denny, Westlake and Midtown stations)

- Support for Midtown station on 5th Avenue to provide a seamless transit integration (such as RapidRide G, Metro bus stops and light rail stations on 3rd Avenue)
- Support for a Denny station with entrances on both sides and located closer to Denny Way to provide better access to major employment centers, retail, Belltown and the existing Westlake Station
- Support for Seattle Center stations at Harrison Street and Republican Street to provide access to amenities (such as employment centers and Key Arena), to enhance bike and pedestrian connectivity and to take advantage of potential for upzoning
- Support for a station in Midtown as close to First Hill as possible (such as 6th Avenue) to reduce the overlap of other downtown stations and better serve hospitals and growing density in First Hill
- Support for a Denny station closer to Westlake to serve active walksheds, businesses and major employers as well as nearby high-density neighborhoods like Belltown and Denny Triangle
- Concern about a Seattle Center station on Roy Street being too far east to serve Key Arena and employment centers



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NEIGHBORHOOD FORUMS/OPEN HOUSES (KEY FEEDBACK)

SODO/Chinatown-International District (includes stations at Chinatown-International District, Stadium and SODO)

- Support for a shallow station for ease of transfers and an improved sense of safety
- Support for a second Stadium station closer to the arenas to provide direct access to the stadiums and add potential ridership
- Support for the SODO station at-grade and with crossings for easy transfers and improved safety
- Support for utilizing Union Station as a transit hub in Chinatown-International District because it could connect to King Street Station via an underground mezzanine, serve both light rail lines and be incorporated into the neighborhood
- Concern about alternatives that would affect the SODO Trail

West Seattle (includes stations at Delridge, Avalon and Alaska Junction)

- Support for stations that would improve pedestrian movements near Avalon, specifically ones that straddled Fauntleroy Way SW
- Support the need for good integration with bus routes
- Support for Delridge station locations farther south to serve more residents, provide better bus connections and directly serve the community center and skate park
- Concern that the station on Fauntleroy Way SW would be too far away and too steep of a slope to be accessible for people walking to the Junction
- Concern about the environmental effects of crossings on the north side of Pigeon Point and the potential tunnel portal through Pigeon Ridge
- Support for tunnel stations to minimize effects to the neighborhood
- Comments that the Avalon station could be eliminated because it's too close to the proposed Junction stations or as a way to offset the cost of a tunnel in the Junction
- Support for Alaskan Junction station on 42nd Avenue SW because it would serve the Junction as well as the denser areas to the east



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FESTIVALS

During the reporting period, the project team attended **3** fairs and festivals to share information with the community, answer questions and discuss opportunities to stay engaged.

Chinatown-International District Night Market (Sept. 8, 2018)

- **110** community members stopped by the booth
- Common questions and topics discussed include project timeline, safety concerns at stations and positive feedback about light rail
 - “What is the estimated timeline for design and construction?”
 - “Will the tunnel in the new Chinatown-International District station be as deep as the Beacon Hill Station?”
 - “Build it faster!”

Fishermen’s Fall Festival (Sept. 15, 2018)

- **170** community members stopped by the booth
- Common questions and topics discussed include preferences for how to cross Salmon Bay, differences between fixed and movable bridges, and the project timeline.
 - “I like bridges (across Salmon Bay) for the views.”
 - “I like the 14th Avenue station location in Ballard.”
 - “My neighbors and I prefer an option that is not a movable bridge. We worry about train reliability with a movable bridge.”

Sustainable Ballard Festival (Sept. 22, 2018)

- **230** community members stopped by the booth
- Common questions and topics discussed include route alternatives, project funding and the project timeline.
 - “When will a preferred alternative be selected?”
 - “15th Avenue does not have enough room to accommodate a light rail train.”
 - “Can you build this any faster?”