



West Seattle and Ballard Link Extensions

Stakeholder Advisory Group Meeting #9 – September 26, 2018

Meeting Summary

Agenda Item #1 – Welcome and introductions

Diane Adams, Facilitator, welcomed Stakeholder Advisory Group (SAG) members to the group's ninth meeting. She confirmed the agenda and stated the meeting's objective: reaching a recommendation on which of the Level 2 alternatives to advance to Level 3.

Agency directors, project leads and staff in attendance were:

- Don Billen, Executive Director of Planning, Environment and Project Development, Sound Transit
- Diane Adams, Facilitator
- Ron Endlich, Project Director, Sound Transit
- Stephen Mak, High Capacity Transit Development Manager, Sound Transit
- Kate Lichtenstein, Light Rail Development Manager, Sound Transit
- Sandra Fann, High Capacity Transit Development Manager, Sound Transit
- Leda Chahim, Government & Community Relations Manager, Sound Transit
- Carrie Avila Mooney, Government & Community Relations Manager, Sound Transit
- Jim Parsons, Consultant Project Manager, HNTB
- David Shelton, Central Segment Lead, HNTB
- Jeanne Krikawa, Station Area Planning Lead, The Underhill Company
- KaDeena Yerkan, External Engagement Lead, EnviroIssues
- Harrison Price, External Engagement, EnviroIssues
- Jenifer Chao, Department of Neighborhoods, City of Seattle

SAG members in attendance were:

- Andres Arjona, Community Representative – Ballard
- Brian King, Community Representative – West Seattle
- Bryce Yadon, Futurewise
- 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
- Katie Garrow, Martin Luther King Labor Council
- Kelsey Mesher, Transportation Choices Coalition
- Larry Yok, Community Representative – Chinatown-International District
- Maiko Winkler-Chin, Seattle Chinatown-International District Preservation & Development Authority
- Mike Stewart, Ballard Alliance
- Peter Schrappen, Northwest Marine Trade Association



- Robert Cardona, Community Representative – Uptown
- Scott Rusch, Fred Hutchinson Cancer Research Center
- Ron Severt, Space Needle
- 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:

- Becky Asencio, Seattle Public Schools
- Colleen Echohawk, Chief Seattle Club
- Dave Gering, Manufacturing Industrial Council
- Julia Park, Community Representative – Ballard
- Mark Nagle, Expedia
- Savitha Reddy Pathi, Wing Luke Museum of the Asian Pacific American Experience

Agenda Item #2 – Previous meeting summary

Diane noted that the meeting summary from the September 5 SAG meeting, which focused on analysis of the Level 2 alternatives, was included in members' packets.

Agenda Item #3 – Community engagement, equity and inclusion

Leda Chahim, Sound Transit, provided an update on ongoing and upcoming community engagement activities. She presented a summary of the external engagement for Level 2, June through September 2018. During those months, Sound Transit attended 64 community briefings and 11 festivals throughout the project area. The team also hosted three neighborhood forums and one online open house. Finally, Leda and Jenifer Chao, Department of Neighborhoods, discussed the Racial Equity Toolkit and shared that the findings from Level 2 data analysis and community engagement would be shared later in the presentation.

Agenda Item #4 – Level 2 recommendation discussions

Kate Lichtenstein, Sound Transit, gave a brief overview of the alternatives development process. She reiterated the goal of identifying a preferred alternative by April 2019 and reviewed information about financial constraints.

Following the update on the alternatives analysis process, Sound Transit staff presented the Level 2 alternatives. These presentations included a map of the alternatives, a summary table of the key findings, cost comparisons, schedule comparisons and common themes from public feedback. For Delridge and Chinatown-International District, the presentations included a summary of the RET evaluation. For additional details about each area and alternative, see the PowerPoint [presentation](#).



Interbay / Ballard

Kate Lichtenstein, Sound Transit, presented the Level 2 alternatives, key findings and summary table for the below alternatives. See the PowerPoint [presentation](#) for additional details about each alternative and the analysis.

- ST3 Representative Project
- 15th/Fixed Bridge/15th
- 20th/Fixed Bridge/17th
- 20th/Tunnel/15th
- Armory Way/Tunnel/14th
- Central Interbay/Movable Bridge/14th
- Central Interbay/Fixed Bridge/14th
- Central Interbay/Tunnel/15th

Questions (Q) and comments (C) from SAG members, as well as answers (A) from Sound Transit staff, included the following:

General comments

- C: Suggest Sound Transit provide YouTube clips of movable bridges for visualization purposes.
- C: Table noted dislike of movable bridges, especially with representative project (see comments within Central Interbay/Fixed/14th subsection).
- Q: What are the impacts to Fishermen's Terminal with the alternatives just west of the Ballard Bridge?
A: The bridge alternatives include columns in Fishermen's Terminal. The tunnel (Central Interbay/Tunnel/15th) may include ventilation or access shafts within Fishermen's Terminal.
- C: Seems like we need a tunnel and a bridge and to consider costs.
- C: I am not seeing a bridge that would work. I would rather have two tunnels. You really don't have cost certainty with the tunnels, so to throw a tunnel away doesn't make sense. There are too many unknowns; we're at less than 5 percent design.
- Q: Which Smith Cove station best serves Expedia?
A: All the stations at Smith Cove serve Expedia. Some are closer to the Helix pedestrian bridge and some are closer to the Galer Street bridge. Both provide direct pedestrian access to the Expedia campus.
- Q: At Smith Cove, how would people get to the west side of 15th Avenue if the station is on the east side?
A: They would cross 15th. In our outreach we have heard the importance of looking at improving access to all of the potential Smith Cove Station locations.
- C: An elevated alignment to the west of the Ballard Bridge would decimate Ballard and they're expensive. I recommend we do not carry them forward.
- C: I am most concerned about freeing up 15th Avenue for freight travel. I would prefer that Expedia be well served in order to get those cars off 15th.
- C: In Interbay, where is the most developable land? I think we should have one bridge option.
- C: 14th Avenue is a non-starter. I am concerned you'll lose industrial businesses.

- Q: What is the earthquake resiliency for tunnels and bridges?
A: Design is done to withstand earthquakes.
- Q: Can we get rid of the representative project? I have concerns about it. There are heavy impacts to freight with the representative project.
- C: I hate the representative project because of the movable bridge.
- C: We need a refinement to mix and match the alternatives that combines Central Interbay/Tunnel/15th and Armory Way/tunnel/14th (pink) to maintain the preferred station locations.
- C: Table had concerns about Central Interbay/Tunnel/15th because of the impacts to Fishermen's terminal.
- C: I'm concerned about access to a station at 15th because of the additional access needs for buses.
- C: I have a strong dislike for the Smith Cove stations on the east side of 15th Avenue.
- C: Table noted that the Smith Cove station should focus on serving Expedia.
- C: Where would a station be near 15th Avenue? 14th Avenue makes more sense.

Armory Way/Tunnel/14th Ave (pink)

- C: I don't find 14th Avenue to make any sense because of the zoning and because that is not where the people are going / where the density is going. Part of it is industrial, and part is single-family zoning north of there. Anything 15th Avenue and west should be considered. I'm all for hybridization, but not on 14th Avenue.
- C: The tunnel alternatives are the most feasible and the two we support. The Armory Way/tunnel/14th (pink) needs to terminate west of 15th Avenue. A station on 14th Avenue doesn't make sense. It changes the character of industrial land - it will all go away. We need to serve a community that wants access to transit. Something more than the D line.
- C: Carry forward Armory Way/tunnel/14th with a Ballard station closer to 15th Ave.
- C: I'm concerned about taking the pink off because of the western Smith Cove station area.
- C: Table asked to combine Armory Way/tunnel/14th (pink) and Central Interbay/Fixed Bridge/14th (light brown). Pink north of Interbay, light brown south of Interbay.

20th/Tunnel/15th (dark blue)

- C: I vote to eliminate the dark blue alignment due to cost concerns.

Central Interbay/Fixed Bridge/14th (light brown)

- C: I'm interested in keeping Central Interbay/Fixed Bridge/14th Ave (light brown). I understand it's a fixed bridge and on 14th Avenue, but I'm intrigued by the fewer properties affected. I don't think 14th Avenue is bad, it's behind the Safeway and McDonalds - there's a huge right of way and a big parking lot.
 - C: I support this.
- C: My concerns with Central Interbay Fixed Bridge:
 - Station location is on periphery of the hub urban village
 - TOD at 14th Ave NW will have a dramatic and permanent effect on industrial/maritime lands and uses
 - Harms ability for future route extension to the UW

- Construction effects on maritime businesses
- Detrimental to neighborhood character
- Inefficient connection to existing transit
- Unfavorable ridership numbers and walkshed
- C: I'm concerned about a bridge over Fishermen's Terminal. What happens to maritime businesses? You can't move them someplace else. If we have a bridge option, I'd like it to be on 14th Avenue. A bridge over Fishermen's Terminal is concerning.
- C: I like the light brown until Smith Cove. I would want a station in Smith Cove to be moved south.

Central Interbay/Movable Bridge/14th (light blue)

- C: I think we should eliminate anything with a movable bridge.
- C: I don't like the light blue alignment.

15th Ave/Fixed Bridge/15th (dark purple)

- C: I'm not a fan of dark purple alignment because of the disruption to the maritime industry.
- C: Take off 15th Avenue because of the impacts to the freight corridor.

Central Interbay/Tunnel/15th (dark brown)

- C: I support the dark brown alignment.
- C: I support tunnel options, but I'm nervous about comparing one tunnel to another. Later, we can take a closer look and have a conversation about tunnel options.

20th/Fixed Bridge/17th (orange)

- Q: I propose Dravus in Magnolia. What was the feedback from Magnolia?
A: We have heard from some Magnolia stakeholders who support a station at 20th Ave W. Some commenters have also recognized that a station in central Interbay (at 17th Ave W) helps provide access for both Magnolia and Queen Anne.
- C: The consensus from the community is that Smith Cove/Interbay isn't serviced. None of these lines provide easy access to Queen Anne residents unless Metro provides circulator service to these stations.
- C: I think we should remove the orange alignment.

Downtown

Ron Endlich, Sound Transit, presented the Level 2 alternatives, key findings and summary table for the below alternatives. See the PowerPoint [presentation](#) for additional details about each alternative and the analysis.

- ST3 Representative Project
- 5th/Harrison
- 5th/Terry/Roy/Mercer
- 6th/Boren/Roy

Questions (Q) and comments (C) from SAG members, as well as answers (A) from Sound Transit staff, included the following:



General comments

- Q: Which alignment has the most ridership?
A: They are all comparable in the Level 2 evaluation.
- Q: How deep is the Key Arena excavation?
A: About 60 feet. We would have to tunnel below it.
- Q: How close would the 6th Avenue station be to the existing Westlake Station? Would both of the new Westlake Station locations provide access to the existing Westlake Station?
A: Yes, there would be underground access between the new and existing stations.
- C: The Seattle Center station in the ST3 representative project (green) is at a good location.
- Q: Why can't 5th/Harrison (blue) go under 6th Avenue?
A: It can in the next phase.
- C: Would the station at Mercer Street be in the middle of the street? If yes, I'm concerned about the impacts to freight.

6th/Boren/Roy (purple)

- C: The purple alignment is my least favorite. It's too far out and you have to cross Mercer Street.
- C: I want to eliminate the dark purple. The Boren station is up a hill from Westlake Avenue, very inaccessible. 6th Avenue is also up a hill from 5th Avenue and while 5th is easy to get to, 6th Avenue is not accessible and further from features of the area.

5th/Harrison (light blue)

- C: I like the station location, especially SR 99 integration with a good bus connection.
- Q: What about the Post Office, are they going to stay?
- C: Not known. But I don't think the building is going anywhere.
- C: To avoid going under Key Arena (citing cost concerns) turn on Republican Street near Seattle Center and have the light blue merge with the representative alignment at Republican Street.

5th/Terry/Roy/Mercer (brown)

- C: I would keep the 5th/Terry/Roy/Mercer alignment (brown) as is but explore alignments under 5th Avenue and 6th Avenue.
- C: Access is hard. To get to downtown, you'd have to go up a substantial hill from 5th Avenue to 6th Avenue. There's also a substantial hill from Westlake Avenue to Terry Avenue. Although Westlake Avenue is fairly accessible, Terry gets a bit difficult (near the Whole Foods).
- C: Compelled by the Mercer station location. That block (Mercer St/1st Ave/Queen Anne Ave/Republican St) has great TOD potential and we need that in Uptown.



Chinatown-International District

Ron Endlich, Sound Transit, presented the Level 2 alternatives, key findings and summary table for the below alternatives. Leda Chahim, Sound Transit, shared Level 2 RET findings for Chinatown-ID. See the PowerPoint [presentation](#) for additional details about each alternative and the analysis.

- ST3 Representative Project
- Surface E-3
- Massachusetts Tunnel Portal
- 5th Avenue Mined C-ID
- 4th Avenue Cut-and-Cover C-ID
- 4th Avenue Mined C-ID

Questions (Q) and comments (C) from SAG members, as well as answers (A) from Sound Transit staff, included the following:

General comments

- C: The south downtown organizations support the two 4th Avenue options. There is not much enthusiasm for the alignments on 5th Avenue and the representative project. The 5th Avenue options continue to push transit availability away from Pioneer Square, while the 4th Avenue options activate Union Station and tie many transportation options together. We are not concerned about a deep station because you could connect a mezzanine to the existing CID station. We recognize the cost is substantial, but the long-term benefit is worth it. The 5th Avenue alternatives just have too much disruption to CID neighborhood.
- Q: If we were to keep a 5th Avenue option, which one?
- C: Mined. You would lose businesses with a cut and cover.
- Q: What's the scale of an access shaft?
A: Access would happen from the same staging area near 5th Avenue. It would be as big as the site would allow. A lot of materials would need to come in and out of the shaft.
- Q: Are mined stations deeper?
A: Yes.
- C: I'm concerned about the depth of the minded stations.
- C: I wouldn't move the mined stations forward because of difficulties with transfers with a mined station.
- C: The SODO alternatives will dictate what happens in CID.
- C: There are challenges with the budget and schedule. I prefer cost-efficient options on 5th Avenue.
- C: I'm concerned about closing Royal Brougham and the impacts to the SODO station.
- C: Community groups have voiced their concerns about the impacts on 5th Avenue with a cut and cover station. We need to keep the neighborhood whole and make the station a hub.
- C: It's important to listen to the findings in the RET and voices from the community.
- C: I'm concerned about a station straddling Jackson.

4th Ave Cut-and-Cover CID (gold)

- C: The neighborhood wants 4th Avenue to move forward.
- Q: The cut-and-cover for 4th Avenue has impacts to a King County building, but isn't that getting torn down? What does this \$600 million account for?
A: The \$600 million includes acquisition of property.
- Q: But if the King County building is being torn down...
A: We would still acquire that property though, so there's still the cost of acquiring the property. King County is doing a master study right now to reduce their 8 blocks which includes this administration building.
- Q: Does the 4th Avenue viaduct need to be replaced?
A: SDOT said there is no immediate plan to replace the viaduct, nor any funding. If we touch it and need to replace it, SDOT has stated they would not participate in funding through their bridge program.
- Q: Why a 4th Avenue cut and cover vs. a Surface E-3?
- C: Less impact to CID. It's further away from us.

4th Ave Mined CID (orange)

- C: I think we should eliminate it.
 - C: I agree.
- C: I have a problem with getting rid of everything on 4th Avenue. I want to keep one 4th option and one 5th option.
- C: I don't agree with removing anything on 4th Avenue because it doesn't leave the community with multiple options for 4th. Keep a second 4th Ave option for CID community to have to talk about because they want 4th Avenue.
- C: I'd put my money on a cut-and-cover over mined because of accessibility.
- C: If we're closing 4th anyways, why not do the construction work at the same time?
- Q: Does 4th Avenue Mined require fully rebuilding the viaduct?
A: It includes a partial rebuild - You still need to dig a big access shaft above the station near the viaduct. This requires closing 4th Avenue for a period time, but does not replace the full viaduct structure.
- C: I've heard anything that happens to Ryerson would have unintended consequences in bus service cuts. There's no other substitute for Ryerson.
- Q: What would a Ryerson base displacement mean? Is the 4th Avenue mined the only alternative that impacts it?
A: Ryerson would be needed for the tunnel portal for 4th Avenue Mined. It's assumed that we'd have to acquire the site and provide relocation costs to King County for a new site. It's an expensive component of that option. Yes, only 4th Avenue mined permanently displaces the entire Ryerson base.

Surface E-3 (shorter 5th Ave cut-and-cover tunnel) (purple)

- C: There will be impacts to the E-3 busway.
- A: Clarification, all alignments impact the E-3 busway.
- C: I can let go of this alignment.

- C: This is more of a comment about SODO/Stadium than CID, but a benefit of E-3 is that it would provide two stations at Stadium. And those stations provide direct access all the way to Tacoma and Everett without adding the obstacle of transfers for folks attending events in Stadium/SODO.

Massachusetts Tunnel Portal (5th Ave bored tunnel) (light blue)

- C: I like this alignment.
- Q: The Massachusetts Portal doesn't include a new station?
A: It includes a cut-and-cover station on 5th Ave in the CID adjacent to the existing one.
- C: I want to note concerns with the trolley on 5th Avenue and impacting the Jackson/5th intersection.
- Q: How long is the station?
A: Approximately 400-500 feet.
- Q: How would this function with construction?
A: The length of surface street disruption associated with a cut-and-cover station is less than the representative project.

5th Ave Mined CID (magenta)

- C: I'm in favor of eliminating the magenta because of the depth (you'd have to use elevators/escalators).
- C: That's the one without cut-and-cover, least impactful to neighborhood. If I had to choose a 5th Avenue option to keep, I'd keep this one.

SODO

Ron Endlich, Sound Transit, presented the Level 2 alternatives, key findings and summary table for the below alternatives. See the PowerPoint [presentation](#) for additional details about each alternative and the analysis.

- ST3 Representative Project
- Surface E-3
- Massachusetts Tunnel Portal
- Occidental Avenue

Questions (Q) and comments (C) from SAG members, as well as answers (A) from Sound Transit staff, included the following:

General comments

- Q: Is the existing SODO station at Lander?
A: The existing station is located approximately 200 feet north of Lander.
- Q: So, moving it further south would line it up with the post office area?
A: Yes, and closer to Lander.
- C: I'm worried about accessibility.
- C: I don't know if I can say "yes" or "no" to any of them because of the newer alternatives proposed.

- C: There was a letter sent to Sound Transit and the Elected Leadership Group that rejects all the options. There are impacts to freight mobility and transit operations and these options do not service 47,000 employees. Bus service is not planned to be restored and Occidental Avenue has large impacts to businesses. There were additional options presented in SODO and connecting areas that would improve mobility in SODO. There could be refinements on the west side of BNSF that were recently presented as an additional option. We are frustrated with the choices on the table given the number of options that were presented at the agency meeting.
- C: I'm concerned about closing Royal Brougham
- C: I think the Surface E-3 and Massachusetts Portal Tunnel should carry forward.
- C: There are no plans to change the zoning in SODO. Always pressure to rezone.
- C: There are jobs in SODO that are not being served by the alternatives.
- C: Connections are not available in SODO. Restoring bus service on 1st Avenue S is a top priority. The community in SODO is not used to being heard. People would like to see more options.

Occidental Ave (dark blue)

- Q: The SODO BIA has substantial concerns about Occidental. They wanted something on the west side of the current alignment, but what's the definition of the west side?
- C: The Occidental alternative was a response to that statement.
- C: Freight mobility would be impacted by the Occidental alternative.
- C: From an organized labor perspective, the Occidental option is our least favorite because of the industrial impacts. We like Surface E-3 best. We would be fine with a Mass Portal tunnel.
- C: I would have eliminated the mined 5th Avenue station if I would have known it would mean no second Stadium station. I think most people would rather have a second Stadium station and cut and cover than having a bored tunnel and no second Stadium station.
- C: I think there's a lot of value in having an extra Stadium station.
- C: Aren't there freight mobility issues near Occidental? I think that's an issue.
- C: I like the new station here. Everything else in SODO area uses the same stations we already have. A new station here would afford greater access and is near the Starbucks and opens-up a substantial area.
- C: You have to remember that SODO/CID/Westlake are the only nexus points for Tacoma and Everett. I support Occidental but have concerns.
- C: You'll have to transfer at some point. You can't run a single line everywhere. I support Occidental with potential refinements at the Occidental station. Functionally, it's different to think about moving people in-and-out of stadiums (which is a good idea). But, are we trying to provide trips out of SODO day-to-day?
- C: I support having a west side alternative, which right now is Occidental.
- C: I get the value of putting a station on Lander. But it's only accessible for the Everett-West Seattle line. If anyone is coming from Ballard/Tacoma, they'd have to transfer somewhere else. I understand that for a large percentage of SODO employees, this station doesn't function for these folks. I'd carry it forward with a refinement that wherever the station is, that it is split between serving jobs on 1st Avenue and is a reasonable walkshed to Safeco Field.
- C: We need a refinement to address impacts to Ryerson.

- Q: I have freight mobility concerns with Occidental.
A: If you want an alternative on west side that's not on Occidental, there are limited options. If it's on 1st Avenue or 4th Avenue, there would also be traffic/freight mobility impacts.
- C: I have cost concerns with the BSNF crossing. I also have concerns with an upzone that will occur and how it will negatively impact maritime businesses.
- Q: How many buses run on the E-3 busway?
A: I don't have the number available, but it's quite a few; we are working with KC Metro on what future volumes are expected to be.

Surface E-3 (purple)

- Q: How does the purple alternative impact the E-3 busway?
A: It would displace buses in the busway. None of the options completely avoid impacting the busway. The new station would be near the existing station, in the E-3 busway.
- C: I like the purple alternative.

Massachusetts Tunnel Portal (light blue)

- C: I vote to move the light blue line forward because it avoids Ryerson.

West Seattle / Duwamish

Stephen Mak, Sound Transit, presented the Level 2 alternatives, key findings and summary table for the below alternatives. Leda Chahim, Sound Transit, shared Level 2 RET findings for Delridge. See the PowerPoint [presentation](#) for additional details about each alternative and the analysis.

- ST3 Representative Project
- Pigeon Ridge/West Seattle Tunnel
- Oregon Street/Alaska Junction/Elevated
- Golf Course/Alaska Junction/Tunnel
- Oregon Street/Alaska Junction/Tunnel

Questions (Q) and comments (C) from SAG members, as well as answers (A) from Sound Transit staff, included the following:

General comments

- Q: In terms of service, why would we consider a north crossing versus a south crossing?
A: It has to do with the properties you're impacting. If you're on the south side, there's concerns with the hug against the Pigeon Point hill (environmental and geotechnical factors). On the north side, you have the Port terminal property.
- Q: Terminal 5 is in process of a major redevelopment and we've invested a bunch of money into it. Do any of these lines impact Terminal 5's ability to recruit a tenant?
A: For the brown alignment, we would need to place columns in the vicinity of the rail line and truck ramps that lead up to Terminal 5. If this is recommended to move forward, we would continue to study with the assistance of Port staff.
- C: I have concerns with the alternatives just south of the West Seattle Bridge. There would be major excavation and during construction there would be construction impacts to the West

Seattle Bridge exits and entrances. There is also a multi-use path along the lower West Seattle Bridge that could be impacted.

- C: Even if some alternatives are cheaper, they're going to disrupt more businesses which will cost more money in mitigation.
- C: In developing ST3, I wonder if there's any intention into looking at impacts and development options in West Seattle/Delridge like it's been done for other segments of the rail. Until we know those other cost evaluations, it's hard to make a decision on alignments.
- C: I have concerns about topography.
- C: Could a tunnel portal from the purple option be incorporated into another alternative.
- C: An elevated line into the Junction is a huge concern for the community.

Pigeon Ridge/West Seattle Tunnel (purple)

- C: The two lines that will impact Nucor are the Oregon Street/Alaska Junction/tunnel (brown) and Pigeon Ridge/West Seattle tunnel (purple). We think the brown line has greater impact. We could manage around the purple line, if chosen. We are not in favor of a brown line at all; we prefer the south side of the West Seattle Bridge. We also prefer a Delridge station south of SW Andover Street. I know the community members seem to like the blue Delridge station because of the potential for TOD and community amenities.
- C: The purple line is by far the best. Everyone I've talked to likes purple. This alternative is the least disruptive to Delridge. Of all the station locations in Delridge, the purple is the best. My second favorite is the blue station in Delridge. The rest would have substantial effects. The blue and purple alignments are also low on Genesee. For crossing the Duwamish, I recommend carrying and continuing to study a north and south alignment. The north alignment is cheaper.
- C: Pigeon Ridge was my original preferred route (before moving to amended light blue) because it takes you off Port property. It's the cleanest routing, very direct and gets you where you want to be with the lowest elevations once you get into West Seattle. We know it's costly, but it reduces impacts and is accessible.
 - C: I support this statement.
- C: I don't think the numbers (i.e. cost) should stop us from looking at other options that may have a better station location.
 - C: The better station location would be purple. Because it's the north end of Youngstown parking lot with potential to bring everything together.
- C: We cannot justify the purple line because of the large project price tag.
- C: There is strong support for the Pigeon Ridge/West Seattle Tunnel from the community because of the low community impacts and the low business impacts. A north line should be further explored, in addition to the purple line. Cost saving ideas could be part of the discussion for the purple line.
- C: I like the purple line because it supports Port industry.

Golf Course/Alaska Junction/Tunnel (blue)

- C: The Golf Course/Alaska Junction/tunnel alignment provides for something people use and can access and will bring people to community destinations. Hopeful for having as low a platform as

possible in Delridge so we can connect to Avalon station and then have a tunnel to the Junction. It makes no sense to put an elevated station in the Junction.

- C: For the Golf Course/Alaska Junction/tunnel, we could explore a slightly different station location in the Junction. Maybe something closer to the purple or brown station locations.
- C: Blue could go to 42nd rather than going to Fauntleroy. I suggest we move blue forward with a design refinement of the tunnel station on the purple (Pigeon/Tunnel) line at 42nd Avenue SW rather than Fauntleroy.
- Q: This adds a lot of money, what does it gain for the overall scheme?
- Q: Why like the purple tunnel (Junction station) as opposed to 44th Avenue SW?
C: 44th is the backside of the Junction. And the zoning changes to mixed-use to single-family. So, it doesn't have the population base to serve. It's a great location, but the zoning drops off. You'd serve more people on 42nd/41st where the density is.
C: I'd rather go to 44th than 42nd because that's where I spend my time.
- Q: What's the grade change between 44th and 42nd?
C: Between California down to Fauntleroy, it's a hill. That's why the 41st/42nd was a nice choice because you already have mid-block connectors in the Junction and having a station at 41st/42nd would extend those midblock connectors to Fauntleroy.
- Q: How's the bus integration at 42nd?
A: The further you get away from the Junction, the more challenging the transit integration gets.
- C: What about a refinement to keep the brown line crossing on the north side of the bridge, but the blue line stations?
- C: The blue line should move forward with the Junction station location refinement.

Oregon Street/Alaska Junction/Elevated (orange)

- C: The Oregon Street/Alaska Junction/elevated (orange) is terrible everywhere. It's very disruptive in the Junction area.
- C: They talked about lower performance with extensions south.
- C: Orange is bad because it runs into single-family zoned areas whether above or below.
- C: Going up Oregon is a very steep (~50 feet) and narrow street. You have the right of way that this would fill, but that'd be the entire street.
- C: Similar cost but looks better than ST3.
 - C: I agree, we've been trying to get rid of ST3.
- C: Eliminate elevated.
 - C: Agree to eliminate elevated.
- C: There's something about seeing an elevated light rail line speed by cars in traffic that would promote more rail ridership.
- C: The orange alignment should be carried forward with station on 41st or 42nd.
- C: I would want to carry forward the orange line because the ELG might kill the purple option and the orange looks better than the representative alignment. Plus, the proposed modifications to the representative project look a lot like the orange alignment. They'd support an Oregon refinement elevated along 41st or 42nd avenues.

Oregon Street/Alaska Junction/Tunnel (brown)

- Q: Does the Port think they can work with the brown alignment?



- A: The Port has concerns about the brown alignment, especially during construction.
- C: A north crossing is challenging because of freight impacts and impacts to SODO.
- C: Brown also runs into single-family zoned areas (like orange).

Agenda Item #5 – Review group’s recommendations

Diane Adams reviewed the completed recommendation worksheets for each segment which noted whether each alternative was recommended to be carried forward, as well as comments and notes from SAG members.

Interbay and Ballard

Alternative	Carry forward?	Comments
ST3 Representative Project		
Central Interbay / Fixed Bridge / 14th	Yes	Explore Ballard station access at 15th Ave NW closer to the center of the urban village.
Central Interbay / Movable Bridge / 14th	No	
15th / Fixed Bridge / 15th	No	
Armory Way / Tunnel / 14th	Yes	Explore Ballard station access at 15th Ave NW, closer to the center of the urban village.
Central Interbay / Tunnel / 15th	Yes	
20th / Fixed Bridge / 17th	No	
20th / Tunnel / 15th	No	

Downtown, South Lake Union and Seattle Center

Alternative	Carry forward	Comments
ST3 Representative Project		
5th / Harrison	Yes	With Seattle Center station located at Republican St.
6th / Boren / Roy	No	
5th / Terry / Roy / Mercer	Yes	With 6th Ave route through Downtown.

Chinatown-International District

Alternative	Carry forward	Comments
ST3 Representative Project		
Massachusetts Tunnel Portal	No	
Surface E-3	No	
4th Avenue Cut-and-Cover C-ID	Yes	
4th Avenue Mined C-ID	No	
5th Avenue Mined C-ID	Yes	

General discussion:



- Keep exploring 4th Avenue options.

SODO

Alternative	Carry forward	Comments
ST3 Representative Project		
Massachusetts Tunnel Portal	Yes	Explore shifting existing and new SODO stations closer to Lander
Surface E-3	No	
Occidental Avenue	Yes	

General discussion:

- Mix of opinions on Occidental Avenue alternative, continued interest in a western station location but concerns about freight effects and displacement of industrial businesses.
- Mix of opinions on Surface E-3. Interest in additional Stadium station location.
- Interest in improved bus connections to SODO station and concerns about loss of E-3 busway.

West Seattle and Duwamish

Alternative	Carry forward	Comments
ST3 Representative Project		
Pigeon Ridge / West Seattle Tunnel	Yes	
Oregon Street / Alaska Junction / Elevated	No	
Oregon Street / Alaska Junction / Tunnel	No	
Golf Course / Alaska Junction / Tunnel	Yes	Explore Junction Station location at 41st Ave SW/42nd Ave SW. Explore north crossing of Duwamish.

General discussion:

- Explore refining ST3 Representative Project by moving Delridge station further south and Alaska Junction east and oriented north/south
- Mix of opinions on Pigeon Ridge; strong concerns expressed about cost

Agenda Item #6 – Next steps and next meeting

Diane Adams closed the meeting and thanked the SAG members for attending. The next SAG meeting is being rescheduled for late October or early November. You'll see a Doodle poll from Leda.