



West Seattle and Ballard Link Extensions

Stakeholder Advisory Group Meeting #7 – July 16, 2018

Meeting Notes

Agenda Item #1 – Welcome and introductions

Diane Adams, Facilitator, welcomed Stakeholder Advisory Group (SAG) members to the group's seventh meeting. She confirmed the agenda and stated the meeting's objective: reaching a recommendation on which additional alternatives for the SODO and Chinatown-International District area should be carried forward into Level 2 screening.

Agency directors, project leads and staff in attendance were:

- Cathal Ridge, Central Corridor Director, Sound Transit
- Diane Adams, Facilitator
- Jim Parsons, Consultant Project Manager, HNTB
- Ron Endlich, Project Director, Sound Transit
- Stephen Mak, High Capacity Transit Development Manager, Sound Transit
- Leda Chahim, Government & Community Relations Manager, Sound Transit
- Andrea Burnett, Community Outreach Supervisor, Sound Transit
- Rebecca McAndrew, Senior Environmental Planner, Sound Transit
- Sandra Fann, High Capacity Transit Development Manager, Sound Transit
- Wesley King, Central Corridor Operations Director, Sound Transit
- David Shelton, Central Segment Lead, HNTB
- Jeanne Krikawa, Station Area Planning Lead, The Underhill Group
- KaDeena Yerkan, External Engagement Lead, EnviroIssues
- Jenifer Chao, Department of Neighborhoods, City of Seattle

SAG members in attendance were:

- Andres Arjona, Community Representative – Ballard
- Becky Asencio, Seattle Public Schools
- 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
- Larry Yok, Community Representative – Chinatown-International District
- Maiko Winkler-Chin, Seattle Chinatown-International District Preservation & Development Authority
- Peter Schrappen, Northwest Marine Trade Association
- Robert Cardona, Community Representative – Uptown
- Ron Severt, Space Needle
- 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:

- Abigail Doerr, Transportation Choices Coalition (*no longer able to participate as a SAG member*)
- Colleen Echohawk, Chief Seattle Club
- Dave Gering, Manufacturing Industrial Council
- Jon Scholes, Downtown Seattle Association
- Julia Park, Community Representative – Ballard
- Katie Garrow, Martin Luther King Labor Council
- Mark Nagle, Expedia
- Mike Stewart, Ballard Alliance
- Paul Lambros, Plymouth Housing (*no longer able to participate as a SAG member*)
- Savitha Reddy Pathi, Wing Luke Museum of the Asian Pacific American Experience

Agenda Item #2 – Previous meeting summary

Diane reviewed the following topics discussed at the June 20 SAG meeting:

- Community engagement and collaboration
- Level 2 alternatives
- Level 2 screening criteria
- Additional concepts in Chinatown-International District and SODO
- Station planning

Cathal Ridge, Sound Transit, updated the group on the alternatives development process, revisited the Level 1 screening results and listed the alternatives being analyzed during Level 2.

Agenda Item #3 – Community engagement update

Andrea Burnett, Sound Transit, provided an update on ongoing and upcoming community engagement activities. She presented the monthly report for June 2018, noting that Sound Transit held 15 community briefings, three social service provider interviews and engaged more than 2,700 people at recent fairs and festivals. Finally, Andrea invited SAG members to attend the next round of neighborhood forums, scheduled for September.

Agenda Item #4 – SODO evaluation results and recommendation discussion

Ron Endlich, Sound Transit, reviewed the process and timeline to identify, review and evaluate the additional alternatives for SODO. Community feedback on the SODO alternatives during Level 1 screening centered around providing access to key destinations in the area. Ron explained the following community concerns and operational needs that informed the additional alignments and station alternatives in SODO:



- Community concerns:
 - Providing service to destinations within SODO
 - Facilitating transfers at the SODO station
 - Determining how the E-3 Busway can be utilized
 - Maintaining freight mobility within and through SODO
 - Providing safe access to the station
- Operational needs:
 - Providing a connection to the maintenance facility
 - Connecting the new line to the existing transit tunnel
 - Establishing an interim terminus
 - Managing track connections

Building on the concepts presented at the June 20 SAG meeting, Sound Transit has developed and analyzed (using Level 1 criteria) the below alternatives. See the [PowerPoint presentation](#) for additional details about each alternative.

- Occidental Avenue S
- 6th Avenue S
- Track interlining
- Extended Ballard line

SAG members discussed the new SODO alternatives and worked towards recommendations in small groups. Questions (Q) and comments (C) from SAG members, as well as answers (A) provided by Sound Transit staff, for each alternative during the breakout group discussions included the following:

Occidental Avenue S

Q: Would Occidental Avenue S be closed to traffic if it is used by light rail?

A: During construction, Occidental Avenue S would likely be closed completely. Following construction, access would likely be more restricted than it is today.

Q: Could there be any crossover between tracks with this alternative?

A: There would not be any crossover between the two lines with this alternative.

C: Starbucks is not the only employer in the area. There are over 45,000 people who work in the SODO area who would also benefit from a light rail station closer to employment centers along 1st Avenue S.

C: Given potential redevelopment in the area, there should be plans to improve access and safety for people walking to, from and around the station area.

C: Since people will be able to transfer at the nearby stations north of SODO, maintaining the option to transfer should not outweigh improving access for people working in SODO.

Q: When you talk about development on Occidental or 1st Avenue S, are you talking about a change in zoning?

A: We are assuming the same zoning as today.



Q: Occidental may provide access to another part of SODO, but I don't understand the benefits of the 6th Avenue S alternative.

A: The 6th Avenue S alternative avoids using a portion of the E-3 Busway. However, it would likely still displace the E-3 Busway north of S Massachusetts Street.

C: Going down Occidental is like going down 1st Avenue. It's problematic for freight. Putting a station at S Lander Street puts a lot of pressure on development in that area.

C: The Occidental alternative must go over the BNSF rail yard, which is challenging. Seems like a non-starter.

C: Having more options through SODO is a good thing. I don't drive a truck, so I don't think about that aspect.

C: Starbucks is located along 1st Avenue S and has a lot of employees. There could be more employment in the future.

There was agreement amongst the SAG members to carry this alternative forward.

6th Avenue S

Q: What is the road configuration of 6th Avenue S for this alternative?

A: The street would likely be reconfigured to allow for elevated light rail to operate in the middle of the roadway, although this is not yet a firm plan. The guideway columns would likely impact some of the street right of way.

Q: Does the 6th Avenue S alternative still impact the E-3 Busway north of S Massachusetts Street?

A: Yes.

C: It all depends on what happens with E-3 buses and the demand.

C: You could keep the option, but it looks like a lot of disruption to businesses and a lot of property takes.

C: Seems to have a lot of downsides and not a lot of upsides. Seems needlessly complicated.

There was agreement amongst the SAG members to not carry this alternative forward.

Track interlining

C: Having a potential bottleneck in this area is not preferred.

There was agreement amongst the SAG members to not carry this concept forward.

Extended Ballard line



There was agreement amongst the SAG members to not carry this concept forward.

Agenda Item #4 – Chinatown-International District evaluation results and recommendation discussion

Ron Endlich, Sound Transit, reviewed the process and timeline to identify, review and evaluate additional alternatives in Chinatown-International District. Feedback for the Chinatown-International District during Level 1 screening was focused on improving connections, activating Union Station and avoiding construction impacts in Chinatown-International District. Ron reviewed the various construction methods and their respective impacts, including cut-and-cover stations, open-cut stations and mined stations. He highlighted the technical challenges being considered and provided examples of stations in the Seattle area utilizing the above construction methods for context. Ron recapped the following community concerns and construction constraints, as presented during the June 20 SAG meeting:

- Community concerns:
 - Avoiding construction impacts
 - Improving intermodal connections
 - Activating Union Station
- Construction constraints:
 - Limited right of way
 - Poor soil conditions
 - Deep piles under 4th Avenue S, Union Station and the International District/Chinatown Station
 - Conflicts with the existing transit tunnel structures

Building on the concepts presented at the June 20 SAG meeting, Sound Transit has developed and analyzed (using Level 1 criteria) the below alternatives. See the [PowerPoint presentation](#) for additional details about each alternative.

- 5th Avenue bored tunnel / mined station
- 4th Avenue cut-and-cover tunnel and station
- 4th Avenue bored tunnel / mined station
- Union station bored tunnel / mined station

SAG members discussed the new Chinatown-International District alternatives and worked towards recommendations in small groups. Questions (Q) and comments (C) from SAG members, as well as answers (A) provided by Sound Transit staff, for each alternative during the breakout group discussions included the following:

5th Avenue bored tunnel / mined station

Q: How deep would a mined station likely be?

A: It would likely be approximately 120 feet underground.

C: Given the requirement for an above-ground portal to access the mined station during construction, there would still be community impacts. This option would be more advantageous if there were no community impacts during construction.



There was agreement amongst the SAG members to carry this alternative forward.

4th Avenue cut-and-cover tunnel and station

C: The city of Seattle's plan for the 4th Avenue viaduct replacement should inform which option is preferred. If the viaduct was replaced after major construction on 5th Avenue, the impacts to the Chinatown-International District would be extremely difficult to overcome.

C: As a potential transit user, this station location and depth are appealing.

C: Having an option that does not impact 5th Avenue would be good to carry forward to compare impacts to Chinatown-International District.

Q: What would the traffic impacts likely be if 4th Avenue was closed during construction?

A: The specific construction details are not yet known. It may be possible to replace the 4th Avenue viaduct one half at a time. In total, construction is anticipated to last five to six years.

C: The additional depth necessary for a 4th Avenue station location may make it more difficult to construct the connection to the new downtown transit tunnel.

Q: Could the temporary roadway above a cut-and-cover tunnel be modified to be permanent?

A: It would be possible, but due to work that would need to happen just underneath the roadway, it would be much more expensive because of additional excavation needs.

There was agreement amongst the SAG members to carry this alternative forward.

4th Avenue bored tunnel / mined station

Q: What would likely happen to the 33,000 cars using 4th Avenue daily?

A: As with any major closure, there would be a traffic and detour plan to spread the traffic out through parallel roadways.

There was agreement amongst the SAG members to carry this alternative forward.

Union station bored tunnel / mined station

C: The 4th Avenue station locations have more benefits and seem more feasible.

C: While it would be great to use Union Station as a hub, it does not seem feasible to have a station in this area.

There was agreement amongst the SAG members to not carry this alternative forward.

Agenda Item #5 – Technical briefings

Equity and Inclusion



Leda Chahim, Sound Transit, introduced Jenifer Chao, Seattle Department of Neighborhoods. Leda provided an overview of how Sound Transit, in partnership with the city of Seattle, is incorporating principles of equity and inclusion into the planning process and evaluating the alternatives to identify components that would provide benefits or would disproportionately affect low-income and minority populations.

Jenifer Chao presented on the goals and processes of the city's Race and Social Justice Initiative (RSJI). As part of the RSJI, the city uses the Racial Equity Toolkit (RET) to assess how projects impact racial equity. Jenifer walked through the following steps involved in the toolkit:

1. Set outcomes.
2. Involve stakeholders and analyze data.
3. Determine benefit and/or burden.
4. Advance opportunity or minimize harm.
5. Evaluate. Raise racial awareness. Be accountable.
6. Report back.

Sound Transit and the city are applying the RET process to the project and have established shared project outcomes. To date, an equity lens has informed modifications to the screening criteria as well as community engagement efforts, including the development of the Community Engagement Guide, engagement in Chinatown-International District, social service provider interviews, and the addition of a Delridge station area planning charrette. Collaboration on these and other efforts support the following shared project outcomes:

- Enhancing mobility and access to create opportunity for communities of color and low-income populations.
- Creating opportunities for equitable development that benefit communities of color.
- Avoiding disproportionate adverse impacts on communities of color and for low-income populations.
- Meaningfully involving communities of color and low-income populations.

Leda reviewed the Level 1 findings related to historically underrepresented populations within the project area. Key points included the following:

- Communities of color tend to have lower incomes and access to opportunity than majority white communities.
- Chinatown-International District is the only station area along the alignments that is densely populated by communities of color in the project corridor.
- In Delridge, densely populated communities of color lie within the bike and transit sheds of the Delridge and Avalon station areas, but not within those stations' immediate walksheds.

During Level 2 screening, Sound Transit will continue to build on the collaborative work done during Level 1 to continue to elevate issues and considerations to better inform the alternatives development process, provide information that data cannot provide and develop a memo detailing Level 2 evaluation and community feedback.



Water crossings

Diane Adams introduced Stephen Mak, Sound Transit, to present on the various water crossings and key design considerations that go into the planning process for these crossings.

For the Duwamish crossing, Stephen highlighted the following design considerations:

- Terminal operations and freight movement
- Railroad operations
- Waterway navigation channel
- Waterway user needs
- Tribal fishing within the Duwamish River basin
- Fish and wildlife habitats
- Cultural resources
- Objects affecting navigable airspace

For the Salmon Bay crossing, Stephen highlighted the following design considerations:

- Railroad operations
- Existing and future marine business and commerce
- Existing and future transportation projects
- Tribal fishing in Salmon Bay and access to Puget Sound
- Fish and wildlife habitats
- Cultural resources
- Federal navigation channel
- Waterway user needs

Stephen introduced Rebecca McAndrew, Sound Transit, to describe the above considerations in more detail and explain how related permits may impact the project. Rebecca listed the considerations and permit requirements related to the following entities:

- Tribes
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- National Oceanic and Atmospheric Administration
- U.S. Fish and Wildlife Services
- Washington State Department of Ecology
- Washington Department of Fish and Wildlife
- City of Seattle

Following Rebecca's presentation, Stephen closed by providing a high-level overview of the following types of water crossings:

- High-level fixed bridge
- Moveable bridge
- Tunnel



Agenda Item #6 – SODO and Chinatown-International District results and recommendation discussion

Diane Adams reviewed the completed recommendation worksheets for the SODO and Chinatown-International District areas. The slides included whether each alternative was recommended to be carried forward, as well as comments from SAG members.

SODO

Alternative	Carry forward?
ST3 Representative Project	Yes
Surface E-3	Yes
Massachusetts Tunnel Portal	Yes
Occidental Avenue	Yes
6th Avenue	No
“Track interlining”	No
“Extended Ballard line”	No

Comments captured from the SAG members’ group discussion included:

- Concern that station located on Occidental could put pressure on industrial areas and freight mobility.
- Felt need to continue to have an alternative to the west of existing line.
- Station planning focus on improving bus and other access in SODO.

Chinatown-International District

Alternative	Carry forward
5th Avenue cut-and-cover tunnel and station (ST3 representative project)	Yes
5th Avenue bored tunnel / cut-and-cover station	Yes
5th Avenue bored tunnel / mined station	Yes
4th Avenue cut-and-cover tunnel and station	Yes
4th Avenue bored tunnel / mined station	Yes
Union Station bored tunnel / mined station	No

Comments captured from the SAG members’ group discussion included:

- Desire to carry forward multiple alternatives until more is known about construction impacts and duration.
- Lack of full consensus but majority support to carry forward both 5th Ave Bored Tunnel/Mined Station and 4th Ave Bored Tunnel/Mined Station alternatives.
- Need for clarity from City of Seattle regarding 4th Avenue viaduct replacement need and funding availability.



Agenda Item #7 – Next steps and next meeting

Diane Adams thanked the SAG members for attending the meeting. Cathal Ridge explained the next steps with the SAG's recommendations: the completed recommendation worksheets will be passed along to the ELG for their reference when making a recommendation.

One SAG member asked about the upcoming station area planning charrettes. Cathal explained the topics and goals of the charrettes. He noted that the groups, comprised of agency staff and community representatives, would be discussing and providing input on how the stations function in the respective station areas. Leda offered to set up briefings with SAG members, or the groups they represent, to present the information being discussed in the charrettes, should that be of interest.

Diane Adams thanked SAG members for attending the group's seventh meeting. The next SAG meeting is scheduled for September 5th at Union Station.