

Board Members in Attendance

Amin Amos
Art Kuniyuki
Emily Walton Percival
Michelle Zeidman
Erin Tighe
Xander Barbar
Keiko Budech
Barbara Wright

SDOT

Colin Drake
Nico Martinucci
Cliff Mountjoy-Venning
Francisca Stefan

Members of the public

Nick Roach

Introductions

Motion: Erin moved to approve the February mtg minutes. Barbara and Keiko abstain due to absence. All others approve. Minutes approved.

WSBLE Project DEIS

- Vertical circulation - ST station depths dictated by things out of SDOT control. Many stations will be deep. Highlights need for voices to flag need for elevators.
 - Previously ST has accommodated wheelchairs and bikes on elevators, but noting that everyone wants to be on the elevator.
 - Non-stop elevator service if possible.
- Station entrances:
 - 2 entrances at every station, but not always on opposite sides of the street.
- Impacts to transit pathways
 - Downtown impacts - two alternatives
 - Mercer alternative has 3.5 year partial closure - unclear how trolley and diesel routes would be accommodated.
 - 1st st alternative would be full closure
 - South Lake Union
 - Harrison path fully closed for 4 years. Good transit integration opportunity but long closure along pathway where other transit is planned.
 - 6th and Mercer. Minor road closure on Taylor but lower transit integration opportunities. Would not be E line bus stops at this location.
 - Denny 5th-Harrison. Diversion of significant # of transit riders. Full closure.

- Westlake:
 - 5th and Harrison - 2 year closure on 4th, big impact.
- Madison closure would impact D Line.
- Midtown - 6th/Mercer: closures have smaller effect on transit than alt on 5th.
- CID - concerns about displacement, race and social justice.
 - 4th shallow - 6 year closure on 4th ave S viaduct where transit bus service exists, plus 4 year closure at Main - all NB transit service to 4th and 3rd
 - 5th shallow - full closure on 5th ave S - more manageable.
 - 5th shallow diagonal - least impactful to existing transit service. Pathway to and from trolleys would be maintained. 1 year partial closure of 5th would still accommodate transit.
 - Impacts to transit have not been primary community concern - larger concern from community on 5th shallow options.
- Delridge: Rapidride Delridge corridor
 - All delridge alternatives require some transit deviation, except Del 3. Transit integration when the bus doesn't have to make deviations.
 - Del 1a and 1b - transit would deviate over to 25th
 - Del 3 and 4 have a station that straddles Delridge way. Smooth from a transit integration standpoint. However puts a lot of columns through the neighborhood.
 - Del 5 and 6 - deviation off of Delridge onto 26
- Denny DT-1 - nice transit integration
- Denny DT-2 - also opportunity for transit integration
- SLU 1 - great transit integration
- SLU 2 - E line service is .5 miles away. Dexter service crosses Aurora via underpass.
- SLU tradeoffs - DT 2 has terrible transit integration, but long closures with transit impacts on DT 1

Questions

- Why do we need deep stations?
 - Taller buildings, have to get under foundations.
 - If it's a bored tunnel, has to get under 99 tunnel, which pushes it further down.
 - Is a cut and cover possible?
- How is ST mitigating impact to business and community in the CID?
 - Relocation assistance, mitigation of noise/dust/construction impacts
 - Other conversation about historic harm and impacts of government on this community, historically and with this project.
- Can you ride from one Westlake station to another?
 - ST shows on website how those two stations connect. It's not a platform to platform direct transfer - little bit of escalators, little bit of cross passage.
- Timeline for comment: ends on April 28th.

STM Service Investment Prioritization Update

- Use STM money to deliver frequent transit network
- Changes from work with TAB workgroup
- More service is missing than funds are available to fill in.
- Equity priority score:
 - Based on a geographic ACS data (Census bureau sample)
 - Should census block groups include # of % of priority identifiers?
- Time of Day score:
 - Changed to using times of day when non-Adult fare type usage is high (youth, ORCA lift, etc)
 - Different routes are used differently by time of day
- Current service level score:
 - Prioritize min of 30 minutes service, then 15 mins, then 10 mins.
 - Greater rider payoff of going from hourly to 30 min service, but same cost
- Future investments ranking
 - Combine scores, weighting equity score higher

Questions

- Pre-Covid 2019 data is used for calculations
- High cost additions are moving from zero service to some service (for example on weekends)
- Has there ever been discussion of supplemental service during Fri/Sat evening hours?
 - Not regularly. Some supplemental service on NYE, for example.

Board Business

- Workgroup update:
 - Freight group has not met
- Modal board update:
 - Delridge included in Move Seattle Levy Oversight Levy 2021 reflection letter
- 6 Board seats expiring in August

Updates

- SDOT director search starting
- Spring 22 CT/KCM/ST service change last weekend
 - STM funded additional trips on 8 routes to bring up to frequent service
- ST will receive \$16M grant for 405 project
- State session ended
 - Block the bus and camera enforcement pilot extended
 - Enhanced service zone possible for Sound Transit by subarea
 - Move Ahead WA passed - 17B transportation package
 - \$50M for Aurora ave safety
 - Ballard
 - \$406M to finish SR520
 - Transit eligible for grants with free youth fares

Board Discussion on WSBLE

- Topics for letter:
 - Asking for clarification on platform to platform travel times - how long does it take to cross the street?
 - Need redundancy in elevators/escalators
 - Horizontal conveyance - trip between the LR station and the airport. Long walk. Some of the underground station plans have long walking times, without moving walkways.
 - Unrealistic that someone who has any challenges would use the system.
 - Everyone coming in from N/S will be using these stations.
 - CID - emphasize process with community. CID is going through upzone displacement.
 - Value in connecting with other groups?
 - Ballard - going to 15th rather than 14th is critical
 - 20th Ave tunnel comparable to elevated alignment - advocate for ST to look at it again?

Meeting adjourned at 7:57 pm.