



# THE SCHELL-SIMS PROPOSAL FOR LIGHT RAIL WITHIN THE CITY OF SEATTLE

February 4, 1999

## 1. Systemwide Improvements

<b>Traffic and Safety</b>	<b>Sound Transit Project</b>	<b>Schell-Sims Proposal</b>
• mitigate impact of displaced traffic on neighborhood streets	X	X
• active police surveillance of station areas and alignment		X
• employ Crime Prevention through Environmental Design	X	X
• maintain access and response times for emergency vehicles	X	X
<b>System Design and Amenities</b>		
• meet needs of special populations in system design		X
• use quiet light rail vehicles and wheel/track design	X	X
• underground utility and other wires		X
• create green space, planting strips, trees, mini parks from alignment and residual parcels		X
• commit to work with local arts councils in designing stations and public art		X
<b>Links with Bus, Bike, and Walking</b>		
• ensure good links with transit service, especially east-west links	X	X
• ensure adequate pedestrian access in and around station areas	X	X
• develop bike routes at strategic locations and connect to other bike routes		X
• maintain adequate business parking, minimize net loss of parking and integrate with station area development	X	X
• protect neighborhoods from commuter parking	X	X
• enhance and provide new sidewalks and bikeways to stations within a ½-mile radius of each station		X

## 1. Systemwide Improvements, continued

Station Areas	Sound Transit Project	Schell-Sims Proposal
<ul style="list-style-type: none"> <li>work with neighborhoods to complete station design and station area development plans and fully involve the community in the process</li> </ul>	X	X

## 2. Employment Opportunities

System Changes	Sound Transit Project	Schell-Sims Proposal
<ul style="list-style-type: none"> <li>For construction contracts, require a 15% apprenticeship utilization requirement for people living in Southeast Seattle and the Central Area</li> </ul>		X
<ul style="list-style-type: none"> <li>For operations and maintenance contracts, require a percentage of permanent jobs for people living in poverty and develop On The Job (OTJ) and apprenticeship opportunities for community residents</li> </ul>		X
<ul style="list-style-type: none"> <li>Preserve 14 businesses and 593 jobs by eliminating M-2 for consideration as the maintenance facility; consider other sites for the maintenance facility</li> </ul>		X
<ul style="list-style-type: none"> <li>Establish strong partnerships in the community to link residents to employment development opportunities.</li> </ul>		X

## 3. Southeast Seattle Concerns

Traffic and Safety	Sound Transit Project	Schell-Sims Proposal
<ul style="list-style-type: none"> <li>significantly increase the number of opportunities for vehicles to cross M.L.King Jr. Way S.</li> </ul>		X
<ul style="list-style-type: none"> <li>increase the number of safe pedestrian crossings</li> </ul>		X
<ul style="list-style-type: none"> <li>maintain emergency vehicle access and response times</li> </ul>	X	X
<ul style="list-style-type: none"> <li>reduce proposed train lengths and only increase as needed for trains traveling south of the International District station</li> </ul>		X
<b>System Design and Amenities</b>		
<ul style="list-style-type: none"> <li>no noise barriers or other physical barriers along alignment</li> </ul>	X	X
<ul style="list-style-type: none"> <li>raised center trackway with distinctive paving</li> </ul>	X	X
<ul style="list-style-type: none"> <li>place “turn-back” track at Henderson further south</li> </ul>		X

### 3. Southeast Seattle Concerns, continued

<b>Links with Bus, Bike and Walking</b>	<b>Sound Transit Project</b>	<b>Schell-Sims Proposal</b>
<ul style="list-style-type: none"> <li>ensure good links with existing and new transit service, especially east-west links</li> </ul>	X	X
<ul style="list-style-type: none"> <li>design adequate pedestrian facilities in and around station areas</li> </ul>	X	X
<ul style="list-style-type: none"> <li>develop new bike routes at strategic locations and connect to other bike routes</li> </ul>		X
<ul style="list-style-type: none"> <li>maintain adequate business parking, minimize net loss of parking and integrate with station area development</li> </ul>		X
<ul style="list-style-type: none"> <li>protect neighborhoods from commuter parking</li> </ul>		X
<ul style="list-style-type: none"> <li>enhance and provide new sidewalks and bikeways to stations within a ½-mile radius</li> </ul>		X
<b>Station Areas</b>		
<ul style="list-style-type: none"> <li>add Graham Street station in Phase I</li> </ul>		X

### 4. The Southeast Seattle Community Development Fund (\$50 million)

<b>Community Development</b>	<b>Sound Transit Project</b>	<b>Schell-Sims Proposal</b>
<ul style="list-style-type: none"> <li>give priority to existing businesses and residents in new development</li> </ul>		X
<ul style="list-style-type: none"> <li>leverage financing for new and rehab of affordable housing</li> </ul>		X
<ul style="list-style-type: none"> <li>development of mixed use projects—potential pilots at Othello and Henderson station areas</li> </ul>		X
<ul style="list-style-type: none"> <li>commitment from Sound Transit to use construction staging and any other excess property for community development</li> </ul>		X
<ul style="list-style-type: none"> <li>commercial development opportunities in neighborhoods</li> </ul>		X
<b>Business Support and Development</b>		
<ul style="list-style-type: none"> <li>proactive, language and culture-appropriate business assistance before, during and after construction, to include:               <ul style="list-style-type: none"> <li>business ombudsman and relocation advocate</li> <li>relocation policy that exceeds Federal requirements</li> <li>creation of new business sites as close to existing sites as possible</li> </ul> </li> </ul>		X X X
<ul style="list-style-type: none"> <li>business financing and technical assistance</li> </ul>		X
<ul style="list-style-type: none"> <li>business districts revitalization initiative</li> </ul>		X

## 5. North and Central Corridors

System Changes	Sound Transit Project	Schell-Sims Proposal
<ul style="list-style-type: none"> <li>“shell out” future station on Beacon Hill in Phase I; construct in Phase II</li> </ul>	X	X
<ul style="list-style-type: none"> <li>at the Westlake Station, add escalator access to the east toward the Washington State Convention Center</li> </ul>		X
<ul style="list-style-type: none"> <li>at existing Convention Place, use air rights and Transfer of Development Rights program to maximize mixed use development and open space potential</li> </ul>		X
<ul style="list-style-type: none"> <li>ensure greater financial commitment from Sound Transit for accommodation of buses and service on downtown streets</li> </ul>		X
<ul style="list-style-type: none"> <li>“shell out” future station at Broadway and Roy in Phase I; construct in Phase II</li> </ul>		X
<ul style="list-style-type: none"> <li>postpone extending the system from the University District to Northgate until Phase II; develop tunnel alignment from the University District to N.E. 76th St. and then continue with an at-grade and aerial alignment to Northgate at N.E. 103rd St.</li> </ul>		X
<ul style="list-style-type: none"> <li>ensure detailed analysis, mitigation, and monitoring of terminus impacts on the University District including impacts on pedestrian, bicycle, vehicular, and bus circulation and intermodal connections</li> </ul>		X