



SEATTLE CITY COUNCIL

Transportation, Waterfront, and Seattle Center Committee Agenda

Thursday, March 19, 2026

9:30 AM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Rob Saka, Chair
Alexis Mercedes Rinck, Vice-Chair
Dionne Foster, Member
Robert Kettle, Member
Eddie Lin, Member

Chair Info: 206-684-8801; Rob.Saka@seattle.gov

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Transportation, Waterfront, and Seattle Center
Committee
Agenda
March 19, 2026 - 9:30 AM

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<https://seattle.gov/council/transportation-waterfront-and-seattle-center>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Please register in advance in order to be recognized by the Chair. Details on how to register for Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <https://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting.

In-Person Public Comment - Register to speak on the public comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting.

Please submit written comments no later than four business hours prior to the start of the meeting to ensure that they are distributed to Councilmembers prior to the meeting. Comments may be submitted at Council@seattle.gov or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104. Business hours are considered 8 a.m. - 5 p.m. Comments received after that time will be distributed after the meeting to Councilmembers and included as part of the public record.

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

Members of the public may address items on the agenda and matters within the purview of the committee. Please register in advance to be recognized by the Chair.

D. Items of Business

1. New Levy Program Updates: Neighborhood-Initiated Safety Partnership Program, People Streets/Public Spaces, and Low Pollution Neighborhoods

Supporting Documents: [Presentation](#)

Briefing and Discussion

Presenters: Meghan Shepard, Jaya Eyzaguirre, Julia Jannon-Shields, Simon Blenski, and Ian Macek, Seattle Department of Transportation (SDOT)

2. **Roundtable Discussion: Anti-Displacement Strategies Focused
on Sound Transit-Impacted Small Businesses**

Supporting
Documents: [Sound Transit Presentation](#)
[Central Staff Presentation](#)

Briefing and Discussion

Presenters: Laurel Trujillo, Ounces Taproom; Erin Rubin, Mode Music and Performing Arts; Jasmine Marwaha, Council Central Staff; Alicia Teel, Office of Economic Development (OED); Cody Reiter, Wells Lawson, Jason Hampton, and Kim Disciascio, Sound Transit; Alvertis Brooks Jr., Rainier Valley Community Development Fund (RVCDF); Chris Gregorich, Office of the Waterfront, Civic Projects, and Sound Transit (OWCPST)

E. Adjournment



Legislation Text

File #: Inf 2861, **Version:** 1

New Levy Program Updates: Neighborhood-Initiated Safety Partnership Program, People Streets/Public Spaces, and Low Pollution Neighborhoods

New Levy Programs

Neighborhood-Initiated Safety Partnership Program

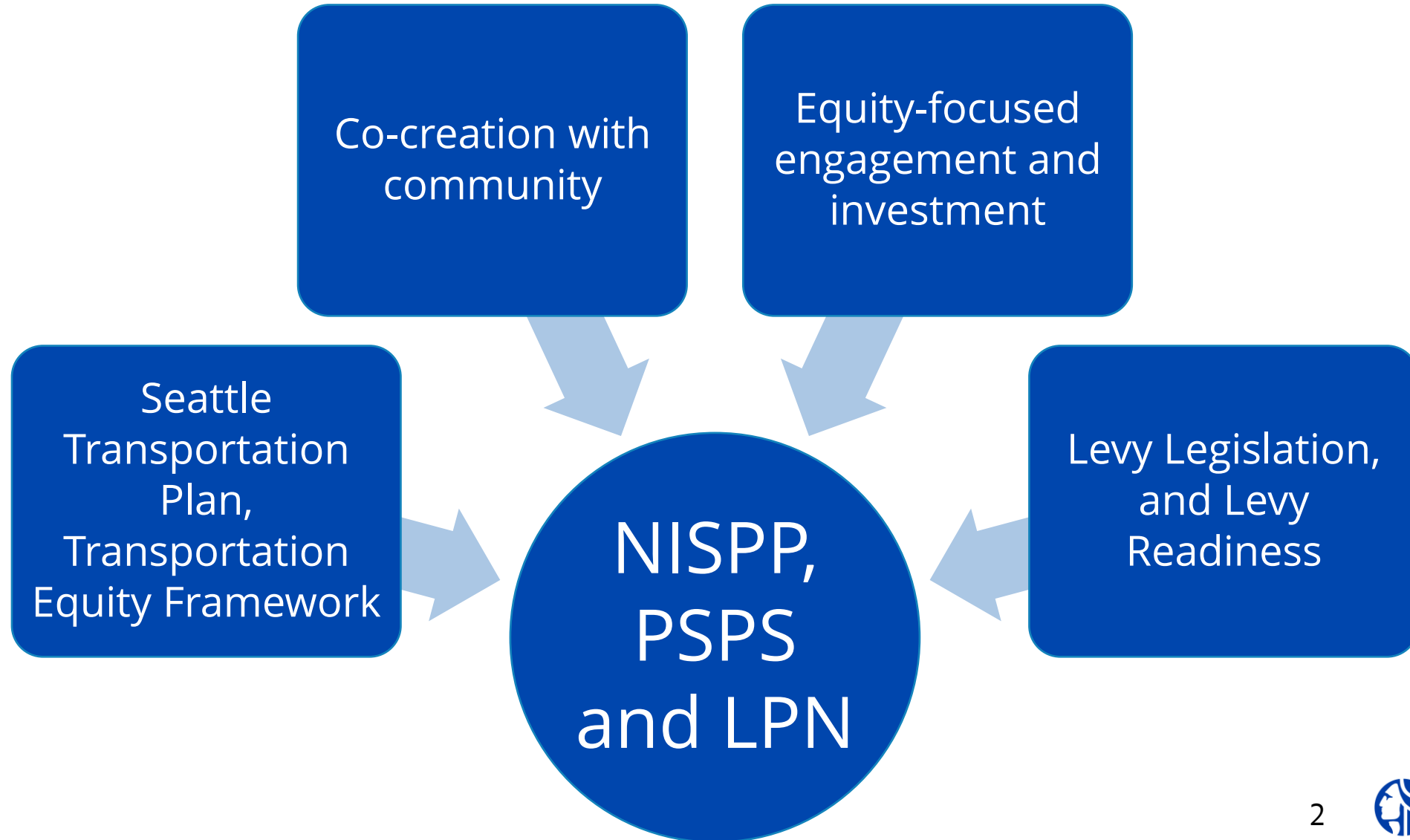
People Streets and Public Spaces

Low-Pollution Neighborhoods

STEPS Committee, March 19, 2026



Community-Centric Levy Programs



Neighborhood- Initiated Safety Partnership Program (NISPP)



Neighborhood-Initiated Safety Partnership Program

- **Levy Funding:** \$39.5M
- **Estimated Investments:** Build at least 10 neighborhood initiated and co-created projects, focusing on community priorities across all districts with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings and transit access.



Program Overview

NISPP serves as an evolution of the Neighborhood Street Fund:

- Building important transportation safety improvements
- Responding to community requests that may not otherwise be prioritized by other SDOT programs

We are shifting away from a citywide application-based model to a placed-based partnership model:

- Focusing in high-need neighborhoods based on safety and equity
- Working with other SDOT projects and reviewing existing feedback to minimize the need for community to ask for improvements multiple times
- Partnering with community groups to host in-person, in-language conversations to see issues first-hand



Current Work

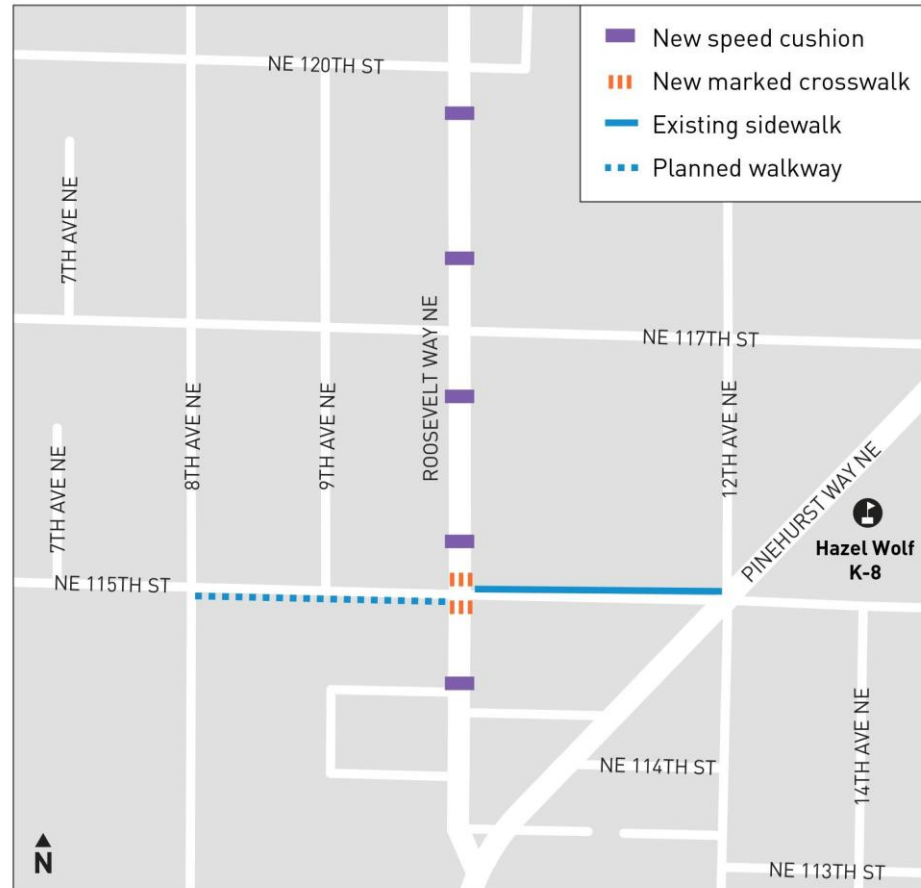
NISPP partnered with our New Sidewalk program to be responsive to community early in the Levy.

- In 2025, we hosted 9 community “walkshops” in neighborhoods with many missing sidewalks.
- Listened to ideas for new sidewalks and other safety improvements such as traffic calming and new crosswalks.
- We also reviewed community feedback received during the Seattle Transportation Plan and other recent outreach efforts.

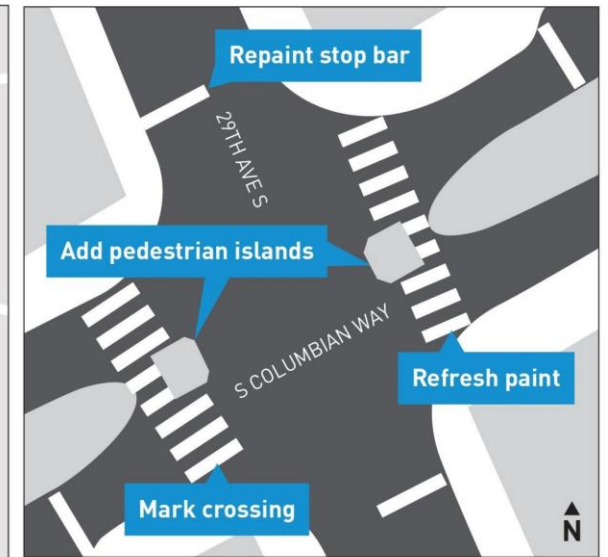
We selected 19 projects across 12 neighborhoods that will be built in 2026-2027, many of which will complement new sidewalks.



Early Project Highlights



Pinehurst: Traffic Calming and new crosswalks connecting to a new walkway and improving safety for Hazel Wolf K-8 students (Community idea from the Pinehurst walkshop)



Rainier Vista: Traffic Calming, new crosswalks, and pedestrian islands to reduce cut through traffic and improve safety for SHA residents. (Community idea from the Mt. Baker Home Zone plan)

Next Steps

- Design and build early projects in 2026-2027
- Work with other SDOT programs and outreach efforts to identify partnership opportunities and future community projects



People Streets and Public Spaces (PSPS)





People Streets Capital Program

The People Streets Capital Program is a new Levy-funded program

- **Levy Funding:** \$39M
- **Objective:** Co-create and implement People Street Projects to activate business districts and create vibrant community spaces
- **Estimated Investments:** Implement 5 projects listed in the levy and additional People Street and Public Space projects identified with community over the life of the levy

8 People Streets & Public Spaces

Levy Investment: \$66.5M | Expected Additional Leverage: \$14M – \$17M

Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant neighborhoods and business districts.

People Streets Capital Projects (\$39M)

- Design, implement, and co-create People Street Projects to activate business districts and community spaces, with a focus on high equity priority areas. Improvements could include redesigned streets, seating, wayfinding, lighting, and activation. Anticipated initial projects include:
 - » S Henderson St
 - » Occidental Promenade
 - » Chinatown/International District Alley Activation
 - » E Union St Revival Corridor
 - » NE 42nd St Green Street Improvements
 - » Additional projects identified with business districts and community organizations

Downtown Activation (\$15M)

- Invest in near-term maintenance and placemaking improvements, construction coordination, and advancement of a longer-term vision for 3rd Ave.

Lid I-5 Private Funding Study (\$0.5M)

- Explore the feasibility of private funding strategies for lidding Interstate 5 between NE 45th St and NE 65th St and around the NE 130th St Link light rail station.

People Streets and Wayfinding Maintenance (\$2M)

- Provide maintenance for existing activation projects and the citywide wayfinding system.

Pedestrian Lighting (\$10M)

- Install pedestrian lighting leading to transit stops.

People Streets Project Types

- **Levy Identified Projects:** Transformative projects identified in the levy
- **Complete Streets Contributions:** Inclusion of public realm improvements into paving projects
- **Spot & Partnership Projects:** Permanent improvements identified through community conversations
- **Tactical Projects:** Community co-created pedestrianized streets and plazas



Fortson Square Redesign, Pioneer Square
In Construction

2026 Workplan

Levy Identified Projects

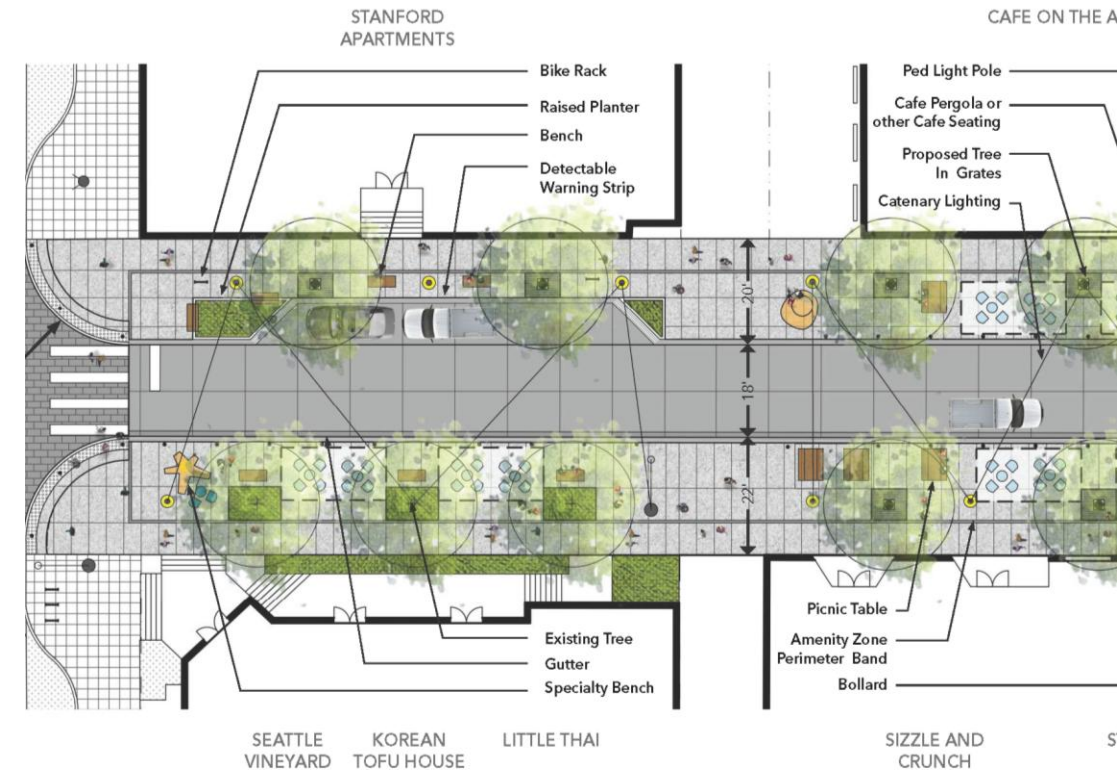
- Occidental Promenade (near-term improvements)
- CID Alley Activation (30% design)
- NE 42nd St (30% design)
- S Henderson St (10% design)
- Union St Revival Corridor (scoping)

Spot & Partnership Projects

- Fortson Square (construction)
- U District spot improvements (scoping)
- 15th Ave S and S Columbian Way Plaza (design)

Tactical Projects (design)

- SW Lander St
- 18th Ave SW
- W Crockett St



NE 42nd St, U District
Concept Design

PSPS Next Steps

- **Advance design** for levy identified projects and Tactical, Spot, and Partnership projects to be delivered in 2027
- Publicly launch the **Tactical and Spot Project Initiative** to inform future year workplans



Portal Porch, Belltown
Completed project

Low-Pollution Neighborhoods (LPN)

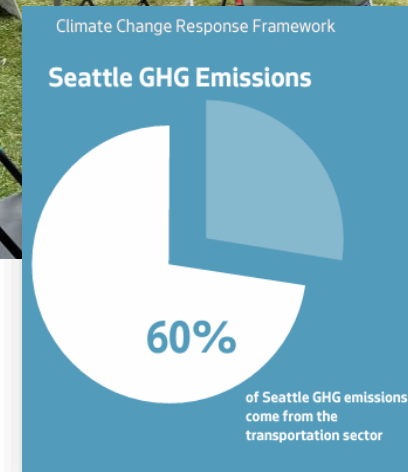


Low-Pollution Neighborhoods

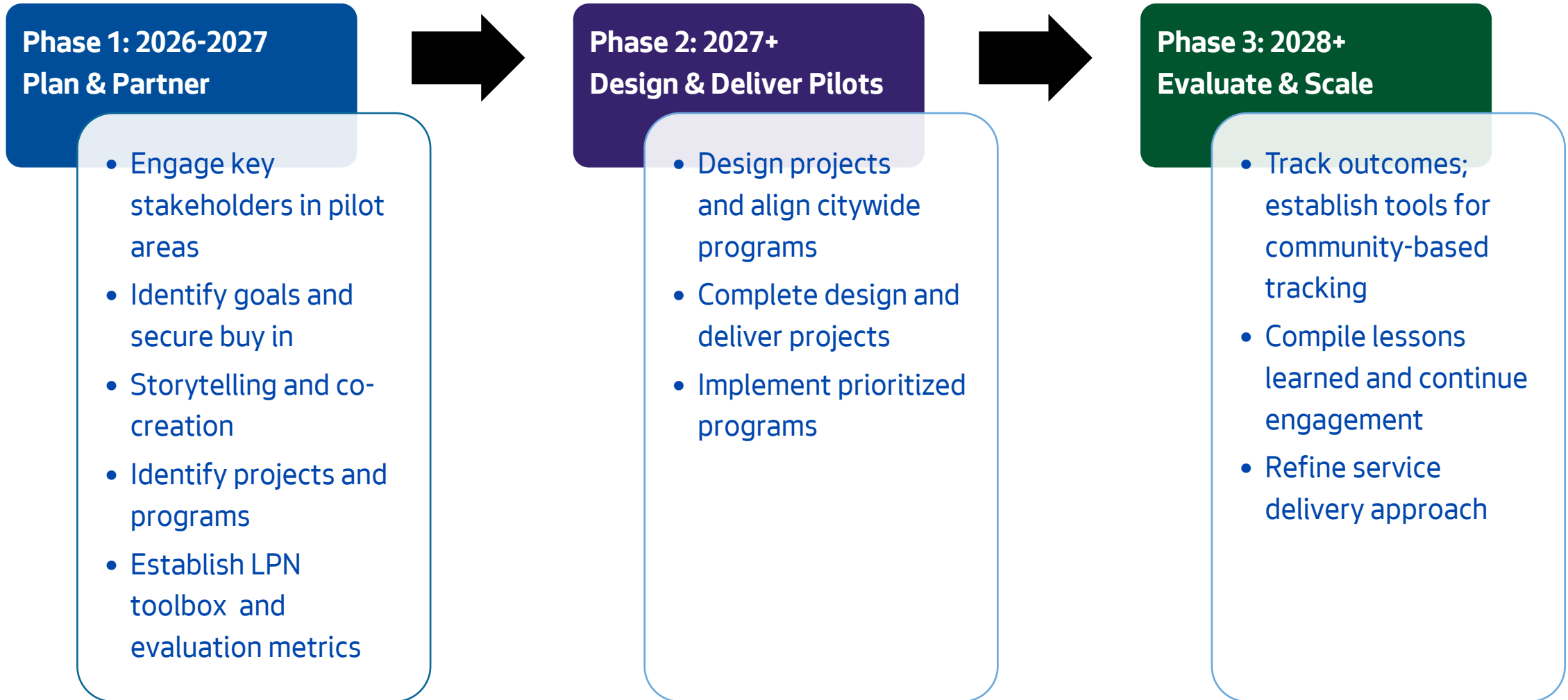
Challenge: Transportation emissions, uneven impacts, fragmented program

LPN Approach

- Coordinate departments around shared neighborhood priorities to reduce pollution and build resilience
- Develop solutions in partnership with communities
- Use a toolbox of policies, programs, incentives, and projects to scale impact



Planning & Project Timeline



Develop a Program Toolbox

Menu of existing and new programs, project types, and best practices to inform and advance LPN community priorities

- Street & Mobility Tools
- Public Realm, Pedestrianization, & Greening
- Tactical/ Quick-Build Actions
- Activations & Programming
- Partnerships & Engagement
- Program Delivery & Coordination
- Data, Metrics & Learning



Low Pollution Neighborhood Pilots

South Park & Georgetown

- High pollution burden
- Freight/industry along residential edge
- Pedestrian and bike safety
- Heat and flooding risk
- Strong environmental justice advocacy



Lake City

- Diverse, growing
- High transit use
- Heat and stormwater risks
- Strong environmental justice advocacy



Capitol Hill

- Dense, transit-rich
- Freight delivery complexity
- Pedestrian and bike safety
- Strong environmental justice advocacy



LPN Next Steps

- **Kick off LPN planning** in pilot areas
- Begin **neighborhood assessments** in three pilot areas
- Coordinate **early engagement** with community partners
- Identify and **organize existing City tools, programs, and projects**
- **Advance design** of LPN strategies for each pilot neighborhood



Questions?



Legislation Text

File #: Inf 2862, **Version:** 1

Roundtable Discussion: Anti-Displacement Strategies Focused on Sound Transit-Impacted Small Businesses

West Seattle Link Extension & Business Relocations

Transportation Committee

3/19/2026



Project Update

Link light rail


West Seattle Link Extension

 Elevated route

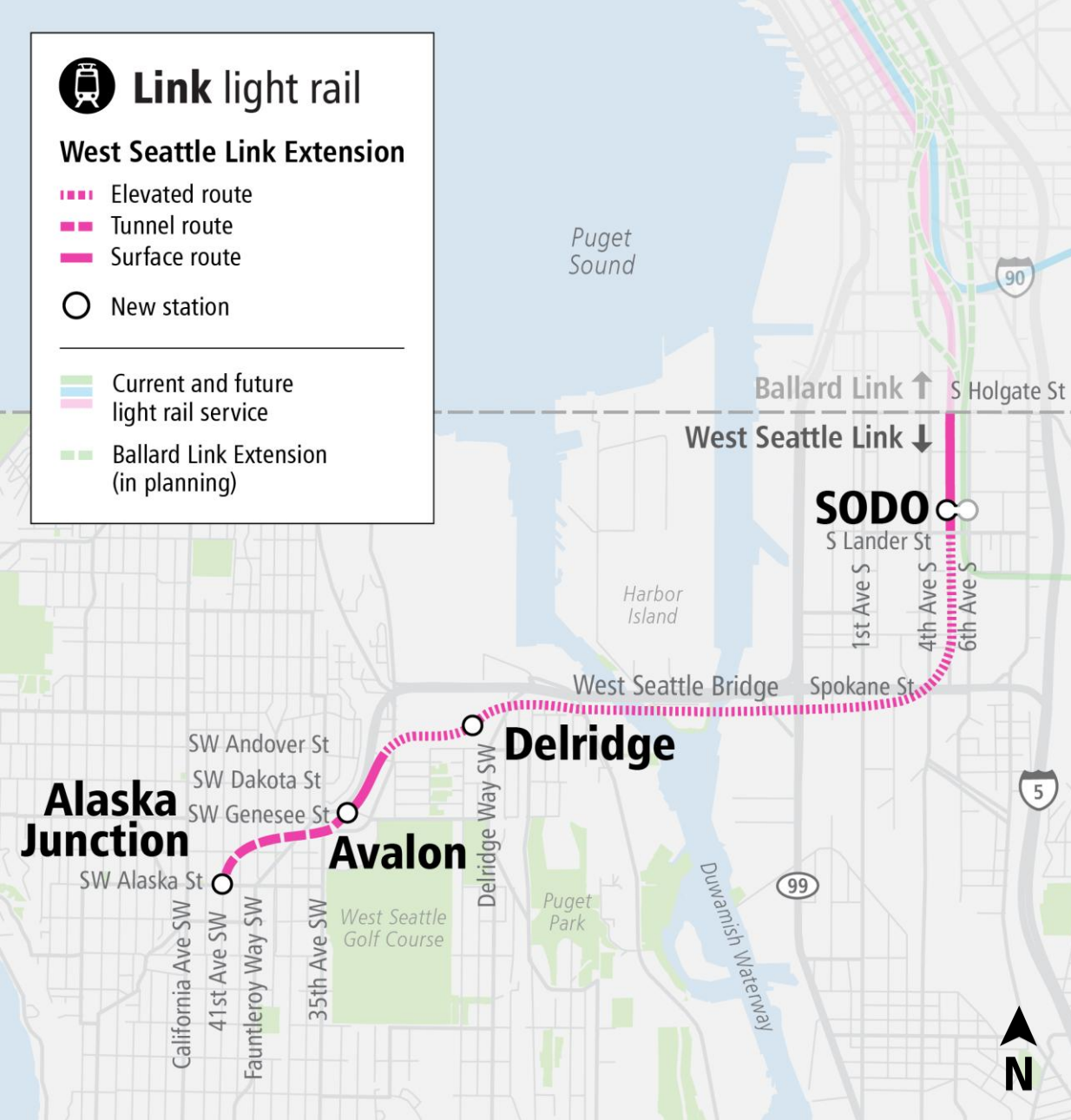
 Tunnel route

 Surface route

 New station

 Current and future light rail service

 Ballard Link Extension (in planning)



West Seattle Link Extension

- **Adds 4.1 miles** of light rail service and **up to 4 new stations** with connections in SODO, Delridge, and West Seattle
- **Improves** transit service **frequency, reliability** and **capacity**
- **Reduces transit travel time** from Alaska Junction to Westlake Station by 50% once Ballard Link Extension is complete
- Record of Decision issued in April 2025; **currently in Design Phase**
- Working to integrate cost savings opportunities identified through **Cost Savings Workplan** to **reduce cost and community effects**

Cost savings workplan

- Following the Board's directives from Motions Nos. M2024-59 & M2025-36
- **Programmatic opportunities** identified as opportunities across the portfolio of projects
- **Project opportunities** identified as unique opportunities for specific capital projects
- Opportunities will provide benefits to include improving passenger experience, lower O&M costs as well as cost savings

Pre-baselined projects developing cost savings opportunities

Conceptual engineering:



- Ballard Link Extension
- Tacoma Dome Link Extension
- Everett Link Extension
- Infill Stations
- Sounder Program
- OMF North

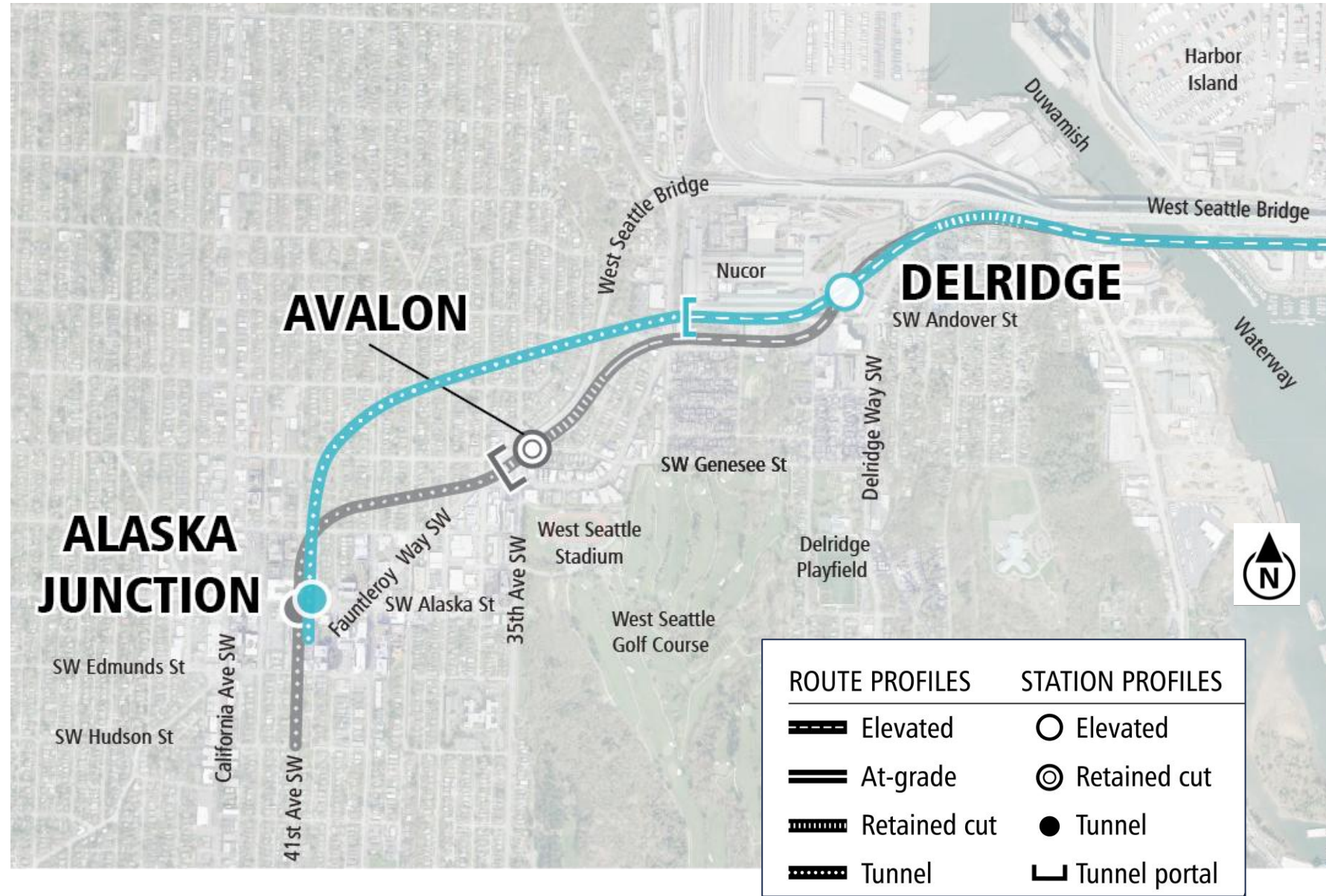
Post-preliminary engineering:

- OMF South
- **West Seattle Link Extension**

Proposed Cost Saving Alignment

Eliminating Avalon Station unlocks additional opportunities to reduce cost and community effects

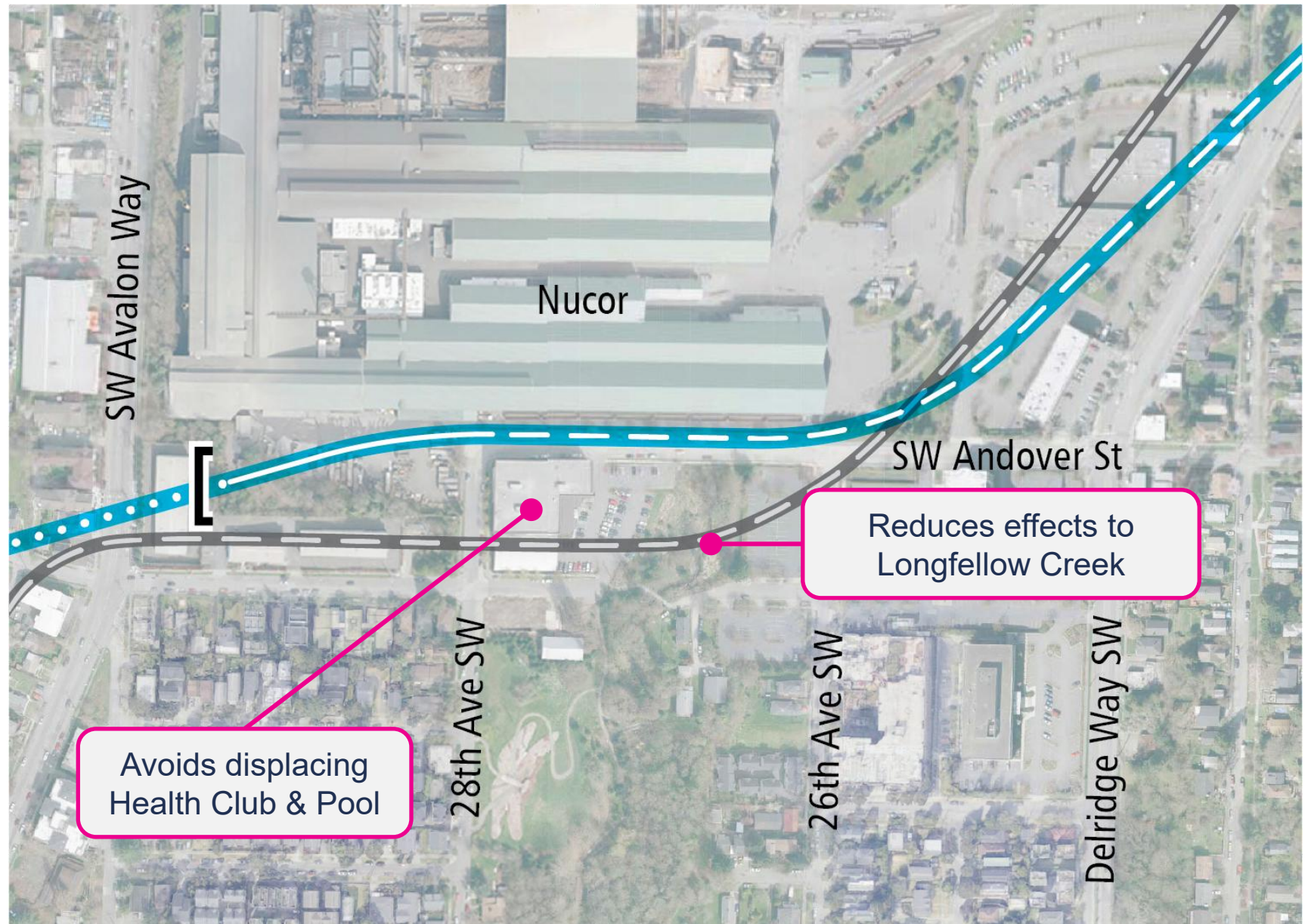
-  Board-approved alignment
-  Cost savings alignment (studied in FEIS)



Shift Delridge guideway north

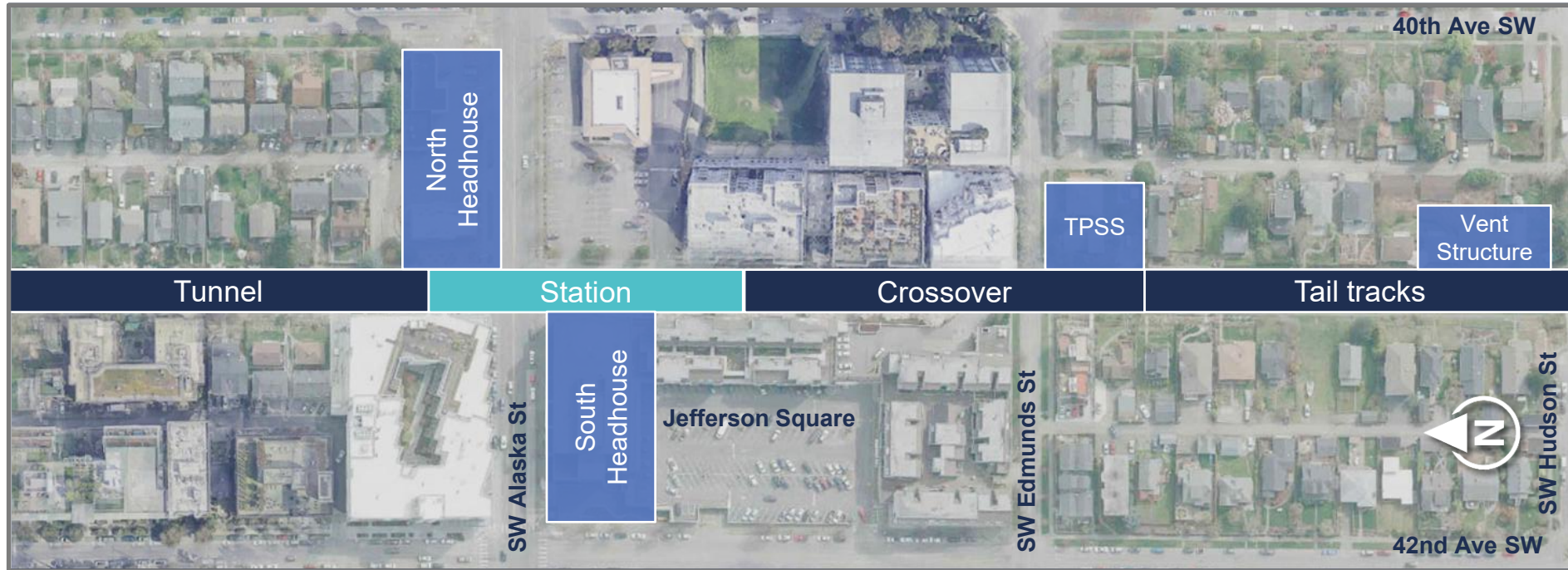
- Board-approved alignment
- Cost savings alignment (studied in FEIS)

ROUTE PROFILES	STATION PROFILES
Elevated	Elevated
At-grade	Retained cut
Retained cut	Tunnel
Tunnel	Tunnel portal



Reconfigure Alaska Junction Station

Board-approved
alignment



Cost savings
alignment



Relocation Process

Acquisition and relocation timeline

WE ARE HERE

Planning

Design

Construction

Ongoing community & small business engagement

i Notification letters to potentially affected property owners

Prior to Draft EIS and Final EIS

Notices of Relocation Eligibility

Final determination of properties needed to build the project

- Sound Transit Board authorizes packages of properties needed to be acquired over 2 to 3 years
- Sound Transit staff prepares appraisals and offers to owners
- Relocation agents assist impacted residents and businesses in finding a new home or location

i Being a **potentially affected property** means that a property is close enough to one or more alternative alignments or station locations that it might need to be acquired in order to build the project.

It does not mean that a decision has been made to purchase the property.

Real Property Acquisition

Sound Transit follows state and federal statutes in the property acquisition process - formally known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

The acquisition program is designed to treat affected property owners and tenants fairly, minimize hardships, and maintain communications with all parties involved.



Residential *Relocation Assistance*

- **Advisory Services**
- **Moving and related expenses**
- **Replacement housing payments**
 - Price differential for homeowners
 - Rental assistance for tenants
 - Down payment assistance for tenants wishing to buy
- **Temporary housing assistance**
- **Incidental and other purchase-related expenses**



Business Relocation Assistance

- **Advisory Services**
- **Moving costs** (packing, transportation, and reconnecting equipment, storage, search costs) – **uncapped**
- **Replacement of removable building equipment and trade fixtures**
- **Re-establishment may include:**
 - Repairs or improvements to the replacement real property
 - Signage
 - Advertisement of replacement location
 - Estimated increased costs of operation during the first two years



Thank you.



 [soundtransit.org](https://www.soundtransit.org)





SEATTLE CITY COUNCIL
CENTRAL STAFF

Council Actions for North Delridge Businesses Facing Displacement

JASMINE MARWAHA, LEGISLATIVE ANALYST

STEPS COMMITTEE
MARCH 19, 2026

OED-007-A – Proviso for North Delridge Businesses Facing Displacement

- Proviso \$250,000 in OED to support small businesses in the North Delridge area at risk of displacement related to economic transition, industrial adjacency, and infrastructure projects.
- OED has programs designed to provide technical and financial assistance to small businesses that may apply to these impacted businesses, including but not limited to accounting and business consulting assistance and the Capital Access Program.
- Any disbursement of funding shall not be executed until the Executive has ensured commensurate public benefits, which could include, but is not limited to:
 - Jobs created and maintained;
 - In-kind goods and services to the community with a focus on racial and social equity; and
 - Activation and revitalization of the surrounding neighborhood.

OED-009S-A: Statement of Legislative Intent

- Requests that the Executive convene an interdepartmental team (IDT) led by the Office of Economic Development (OED) and the Office of the Waterfront, Civic Projects, and Sound Transit (OWCPST), in coordination with the Mayor's Office, to develop recommendations for how the City can better support small businesses located within station area planning zones for the Sound Transit West Seattle and Ballard Link Extension (WSBLE) project.
 - Assess existing and anticipated small business impacts related to light rail construction, displacement, and long-term redevelopment;
 - Review best practices from other jurisdictions;
 - Identify policy, programmatic, and funding options for City-led or City-supported mitigation;
 - Consider how to improve coordination with Sound Transit and other regional partners to ensure equitable outcomes for small business communities affected by the WSBLE project.
- Report with findings and recommendations outlining potential next steps, timelines, and resource implications due June 15, 2026.

Context: House Bill 1733 (2025)

- In 2025, the Washington State Legislature increased the statutory cap on relocation and reestablishment payment from \$50,000 to \$200,000 (for all displacing agencies other than the state).
 - Adjusted annually by two percent to account for inflation.
 - While just compensation under eminent domain is a constitutionally mandated award, an award of relocation and reestablishment assistance is a legislatively crafted benefit controlled entirely by statute.