West Seattle and Ballard Link Extensions

Interbay/Ballard Community Advisory Group

January 5, 2022
Agenda

- Welcome and introductions
- Station Planning: Background
- Smith Cove Station
- Interbay Station
- Ballard Station
- Next steps and next meeting
Meeting etiquette and accessibility

Upon joining the meeting, please mute your line when you are not speaking to minimize audio feedback. Unmute before talking.

Please raise your “hand” if you have a question or comment. Facilitator will call on you to speak.

One person speaks at a time. Please turn your camera on, say your name, and then note a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.
Raise Hand
Agenda

• Welcome and introductions
• Station Planning: Background
• Smith Cove Station
• Interbay Station
• Ballard Station
• Next steps and next meeting
West Seattle and Ballard Link Extensions
Project timeline

*Smith Cove to Ballard  Target delivery: 2037 // Affordable delivery: 2039
Learn more at soundtransit.org/realignment
### PLANNING

#### 2017–2019

**Alternatives development**
- **Early scoping**
  - Feb–March 2018
- **Scoping**
  - Feb–April 2019
- **Board identified preferred alternatives and other DEIS alternatives**
  - May–Oct 2019

#### 2019–2023

**Environmental review**
- **Early 2022: Publish Draft EIS**
  - Public comment period
- **Board confirms or modifies preferred alternatives**
- **2023: Publish Final EIS**
  - Board selects projects to be built
  - Federal Record of Decision
**Draft EIS alternatives**

**What we’re studying in this phase**

- **Preferred Alternatives**
- **Preferred Alternatives with Third-Party Funding**
- **Other Draft EIS alternatives**

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.*
Community Advisory Groups

**Build understanding and common ground** around key project decisions.

**Highlight specific issues and trade-offs** as Sound Transit works to deliver a project on the target schedule and within scope.

**Share feedback** with the Sound Transit Board before they confirm or modify the preferred alternative.
# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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<td>Draft EIS status update</td>
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**Public Comment Period**

*Updated December 2021. Meeting dates subject to change.*
Why we’re here today

• Learning about the stations and station concepts
• Posing questions for you to think about, beginning a conversation about station planning
Introductions

Please share briefly:

1) Your name,
2) Pronouns, and
3) Please share which WSBLE station you are most interested in.
Interbay/Ballard CAG members

Chelsea Reinschmidt
Erick Cruz
G.H. "Hobie" Stebbins
Haley Keller
Hannah Tang
Janis Traven
Jason Bennett

Jennifer Chen
Jerry Wong
Larry Yok
Lorenzo Canales
Mike Stewart
Nathan Dickey
Warren Aakervik
Agenda

- Welcome and introductions
- Station Planning: Background
  - Smith Cove Station
  - Interbay Station
  - Ballard Station
- Next steps and next meeting
The goal: integrated station areas

- Public spaces
- Accessible and visible entries
- Convenient walking and biking connections
- Integration with development
- Transit integration
Co-planning partnership

☑ Routes and station locations
☑ Light rail guideway and station design
☑ Environmental review

Centering racial equity & Co-planning stations with communities

☑ Community planning and station access
☑ Land use and zoning
☑ Street and right-of-way use

Sound Transit

City of Seattle

Seattle

20
Racial Equity Toolkit (RET): Outcomes

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome; and
- Meaningfully involve communities of color and low-income populations in the project.
Co-planning focus: the “Station Context”

- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others’ investments
- Work to align existing and planned investments in service of community priorities and accessibility needs
Station Context Framework

- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design
How we got here (and what’s next)

PLANNING 2017-2023

- Alternatives Development 2017-2019
- Station siting charrettes and neighborhood forums
- Conceptual station locations

- Draft EIS 2019-2022
- Agency work to develop draft concepts
- Draft Station Context Framework

- Final EIS 2022-2023
- Community + agency work to refine concepts for final design
- Final Station Context Framework

DESIGN 2023-2027

CONSTRUCTION 2026 to 2037-2039

SERVICE STARTS

- West Seattle: 2032
- Ballard: 2037-2039*
Orientation to the station context plans

Station configuration
Orientation to the station context plans

Access and transit integration
Orientation to the station context plans

Adjacent development and public space
Agenda

- Welcome and introductions
- Station Planning: Background
- *Smith Cove Station*
- Interbay Station
- Ballard Station
- Next steps and next meeting
- **Enhance mobility and access for communities of color and low-income populations**

- **Create opportunities for equitable development that includes expanding housing and community assets for communities of color**

- **Create a sense of belonging for communities of color at all stations**
Existing land use in the station area

- 74% Manufacturing/Industrial
- 13% Park
- 6% Single-family
- 4% Commercial/Mixed Use
- 3% Multi-family

Ridership/daily boardings

2,600

How people will travel to the station

- Bus: 23%
- Walk: 65%
- Bike: 4%
- Auto: 8%

Bike facilities within 10-minute bikeshed: 18 miles of planned

Living and working in the station area 2040

- Population: 800
- Households: 400
- Employment: 2,200

Smith Cove Station By the numbers
NEIGHBORHOOD FEEDBACK

1. Integrate station with the surrounding neighborhood and with multiple modes of transportation
2. Interest in additional development/attractions in the neighborhood
3. Improve connections to and between public spaces and to the waterfront
4. Improve and enhance Elliott Bay Trail connection
5. Enhance connection to/from Queen Anne neighborhood
6. Design new Magnolia Bridge to support connectivity and development
7. Provide safe and convenient connection across Elliott Ave and BNSF tracks
8. Capitalize on publicly-owned land to draw more jobs and people to the area

Note: Neighborhood feedback gathered from in-person and online events during alternatives development 2018-2019.

Smith Cove Station Neighborhood feedback
Preferred alternative
Elevated Galer St Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Galer St Station

Cross-Section Looking Northwest

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Galer St Station

- ELEVATED STATION PLATFORM
- ELEVATED GUIDEWAY
- STATION ENTRY POINT
- STATION ENTRANCE
- ACTIVE FRONTAGE
- PEDESTRIAN-FOCUSED PUBLIC REALM
- PEDESTRIAN CONNECTION
- EXISTING INTERSECTION AND/OR CROSSWALKS
- PROPOSED

- BUS ROUTE(S)
- ACTIVE BUS BAY
- PARATRANSIT
- PICK UP / DROP OFF
- EXISTING BICYCLE FACILITY
- FUTURE BICYCLE FACILITY
- BICYCLE AND PERSONAL MOBILITY STORAGE
- PARK / OPEN SPACE
- POTENTIAL TRANSIT-ORIENTED DEVELOPMENT
- TRACTION POWER SUBSTATION (TPSS)
- SIGNAL HOUSE AND PARKING

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Smith Cove SIB-1
Taking transit to the station
Elevated Galer St Station

- Potential trail connection through Armory
- Direct connection to station mezzanine
- Improved bicycle facilities on Elliott
- Improved sidewalks

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Galer St Station

Opportunity for creative public spaces under tracks

Transit plaza

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternatives
Elevated Prospect St Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Prospect St Station

Cross-Section Looking Northwest

Top of structure height ~60'
Station platform height ~35'

Elevator and stairs
Station platform
Active bus bay and layover area

Station Platform
Station Entrances
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Prospect St Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Prospect St Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Prospect St Station

- Elevated Station Platform
- Elevated Guideway
- Station Entrance Point
- Station Entrance
- Active Frontage
- Pedestrian-Focused Public Realm
- Pedestrian Connection
- Existing Intersection and/or Crosswalks
- Proposed

- Bus Routes
- Active Bus Bay
- Paratransit
- Pick Up / Drop Off
- Existing Bicycle Facility
- Future Bicycle Facility
- Bicycle and Personal Mobility Storage
- Park / Open Space
- Potential Transit-Oriented Development
- Traction Power Substation (TPSS)
- Signal House and Parking

Opportunity for creative public spaces under tracks

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Interbay IBB-3 Enjoying places around the station
Retained Cut Prospect St Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Retained Cut Prospect St Station

Cross-Section Looking Northwest

Elevator and stairs

Active bus bay and layover area

Station platform

Station depth ~35'

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Smith Cove SIB-3 Key Features and Cross-Section
Retained Cut Prospect St Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Retained Cut Prospect St Station

- Improved sidewalks
- New signal and crossing on Elliott

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Retained Cut Prospect St Station

Opportunity to connect Helix Bridge into station and Kinnear Park

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Smith Cove SIB-3 Enjoying places around the station
Questions for Discussion

• What nearby uses and amenities would best serve a broad and diverse workforce arriving at the station?

• What does excellent transit integration look like or feel like?

• How do we create safe and welcoming connections to nearby destinations?
Agenda

• Welcome and introductions
• Station Planning: Background
• Smith Cove Station
• Interbay Station
• Ballard Station
• Next steps and next meeting
- **Enhance mobility and access for communities of color and low-income populations**
- **Create opportunities for equitable development that includes expanding housing and community assets for communities of color**
- **Create a sense of belonging for communities of color at all stations**
Interbay Station

By the numbers

Existing land use in the station area

- 24% Manufacturing/Industrial
- 21% Multi-family
- 18% Commercial/Mixed Use
- 32% Single-family
- 5% Park

Ridership/daily boardings

4,200

How people will travel to the station

- Bus: 67%
- Walk: 26%
- Bike: 2%
- Auto: 5%

Bike facilities within 10-minute bikeshed

21 miles of planned

Living and working in the station area 2040

- Population: 3,900
- Households: 1,400
- Employment: 3,500

10.3 miles of existing

Potential station location
NEIGHBORHOOD FEEDBACK

1. Desire to widen the Dravus Street Bridge to create better pedestrian and bike amenities
2. Concerns about potential impacts to industrial uses and businesses
3. Desire to have station connect the Magnolia, Interbay and Queen Anne neighborhoods
4. Would like station area to include restaurant, retail/commerce, apartments and open space
5. Complete bike and pedestrian connection from station to Ship Canal Trail

Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Preferred alternative
Elevated 17th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 17th Ave Station

Top of structure height ~90'
Station platform height ~65'

Elevator and stairs
Station platform
Mezzanine
North station entrance

Cross-Section Looking Northeast

Station Platform
Station Entrances

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 17th Ave Station

Paratransit stop

Bus layover

NB/SB bus stops

WB bus stops

EB bus stops

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 17th Ave Station

- Improved sidewalks
- Potential connection to Emerson/Ship Canal Trail
- Midblock crossing and potential thru connection
- New signal and crossing on Dravus
- Improved bicycle facilities on Dravus

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 17th Ave Station

Interbay IBB-1a Enjoying places around the station

Opportunities for equitable employment TOD (approx. 300,000 SF)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Preferred alternative with third party funding
Retained Cut 17th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Retained Cut 17th Ave Station

Cross-Section Looking Northeast

- Escalator, stairs, and elevator
- North station entrance
- Station depth ~15'
- Station platform

Station Entrances
Station Platform

Proposed 17th Ave W

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Retained Cut 17th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Retained Cut 17th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Retained Cut 17th Ave Station

Interbay IBB-2a/2b Enjoying places around the station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternatives
Elevated 15th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 15th Ave Station

Cross-Section Looking North

Top of structure height ~75’
Station platform height ~30’

- Escalator, stairs, and elevator
- East station entrance
- Pedestrian bridge
- Station platform
- Mezzanine
- Escalator, stairs, and elevator
- Pedestrian bridge
- West station entrance

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Interbay IBB-3 Key Features and Cross-Section

SoundTransit
Elevated 15th Ave Station

- ELEVATED STATION PLATFORM
- ELEVATED GUIDEWAY
- STATION ENTRY POINT
- STATION ENTRANCE
- ACTIVE FRONTAGE
- PEDESTRIAN-FOCUSED PUBLIC REALM
- PEDESTRIAN CONNECTION
- SIGNALIZED INTERSECTION AND/OR CROSSWALKS
- PROPOSED

- BUS ROUTES
- ACTIVE BUS BAY
- PARATRANSIT
- PICK UP / DROP OFF
- EXISTING BICYCLE FACILITY
- FUTURE BICYCLE FACILITY
- BICYCLE AND PERSONAL MOBILITY STORAGE
- PARK / OPEN SPACE
- POTENTIAL TRANSIT-ORIENTED DEVELOPMENT
- TRACTION POWER SUBSTATION (TPSS)
- SIGNAL HOUSE AND PARKING

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 15th Ave Station

- Elevated 15th Ave Station
- Elevated Guideway
- Station Entry Point
- Station Entrance
- Active Frontage
- Pedestrian-Focused Public Realm
- Pedestrian Connection
- Existing Intersection and/or Crosswalks
- Proposed Intersection and/or Crosswalks
- Bus Routes
- Active Bus Bay
- Paratransit
- Pick Up / Drop Off
- Existing Bicycle Facility
- Future Bicycle Facility
- Bicycle and Personal Mobility Storage
- Park/Open Space
- Potential Transit-Oriented Development
- Traction Power Substation (TPSS)
- Signal House and Parking

- Potential connection to Emerson/Ship Canal Trail
- New signal and crossing on Dravus
- Improved bicycle facilities on Dravus
- Improved sidewalks

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 15th Ave Station

Opportunity for equitable TOD (approx. 134 homes)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Questions for Discussion

• What are community needs and aspirations to account for in planning for the station and equitable TOD around it?

• What types of multi-modal access should be prioritized here? How might the use of streets be modified to support that?
Agenda

• Welcome and introductions
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- **Enhance mobility and access for communities of color and low-income populations**
- **Create opportunities for equitable development that includes expanding housing and community assets for communities of color**
- **Create a sense of belonging for communities of color at all stations**
Existing land use in the station area

29% Manufacturing/Industrial
31% Multi-family
11% Single-family
26% Commercial/Mixed Use
1% Park
2% Major Institutions

Ridership/daily boardings

13,100

How people will travel to the station

Bus 51%
Walk 41%
Bike 2%
Auto 6%

Bike facilities within 10-minute bikeshed

27 miles of planned

Living and working in the station area 2040

Population 10,200
Households 5,400
Employment 8,200
NEIGHBORHOOD FEEDBACK

1. Intersection of 15th Ave NW and NW Market St is a difficult environment for pedestrians.
2. Concerned with how light rail will be extended north in the future.
3. Extending Gemenskap Park south along on 14th Ave NW is important.
4. 14th Ave NW is a planned pedestrian route.
5. New development is bringing more foot traffic to industrial area, but area is not safe for pedestrians.
6. Desire to maintain and support current and future industrial uses.
7. Opportunity to mix light industry with housing.

Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Preferred alternative
Elevated 14th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 14th Ave Station

- Station Platform
- Station Entrance
- Top of structure height ~80'
- Station platform height ~55'
- Southwest station entrance
- Southeast station entrance
- Escalator, stairs, and elevator
- Station platform
- Mezzanine
- Pedestrian bridge

Cross-Section Looking North

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 14th Ave Station

Paratransit stop

WB bus stops

EB bus stops

NB RapidRide stop

SB RapidRide stop

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 14th Ave Station

- Improved sidewalks
- Distributed bike parking zones
- Neighborhood greenway

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 14th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Preferred alternatives with third party funding
Tunnel 14th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 14th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Ballard IBB-2a Key features and cross-section
Tunnel 14th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 14th Ave Station

- Improved sidewalks
- Distributed bike parking zones
- Neighborhood greenway

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 14th Ave Station

Enjoying places around the station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 15th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 15th Ave Station

Cross-Section Looking North

- Elevators
- Northeast station entrance
- Northwest station entrance
- Escalator and stairs
- Station depth ~85'
- Station platform

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Ballard IBB-2b Key Features and Cross-Section
Ballard IBB-2b  Taking transit to the station

Tunnel 15th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 15th Ave Station

Ballard IBB-2b Walking, rolling, biking to the station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Ballard IBB-2b

Enjoying places around the station

Tunnel 15th Ave Station

Opportunities for equitable TOD (approx. 550 homes/25,000 SF commercial)

More generous frontage zones and streetscaping

Potential festival street

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternatives
Elevated 15th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 15th Ave Station

Cross-Section Looking North

- Escalator, stairs, and elevator
- Northwest station entrance
- Pedestrian bridge
- Station platform
- Mezzanine
- Northeast station entrance
- Top of structure height ~80'
- Station platform height ~55'

Station Platform
Station Entrance

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 15th Ave Station

ELEVATED STATION PLATFORM
ELEVATED GUIDEWAY
STATION ENTRY POINT
STATION ENTRANCE
ACTIVE FRONTAGE
PEDESTRIAN-FOCUSED PUBLIC REALM
PEDESTRIAN CONNECTION
EXISTING SIGNALIZED INTERSECTION AND/OR CROSSWALKS
PROPOSED BASIC FACILITIES
BUS ROUTE(S)
ACTIVE BUS BAY
PARATRANSPORT
PICK UP / DROP OFF
EXISTING BICYCLE FACILITY
FUTURE BICYCLE FACILITY
BICYCLE AND PERSONAL MOBILITY STORAGE
PARK / OPEN SPACE
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT
TRACTION POWER SUBSTATION (TPSS)
SIGNAL HOUSE AND PARKING

Diagrams for illustration only.

Conceptual design subject to change. All measurements are approximate.
Elevated 15th Ave Station

Improved sidewalks

Neighborhood greenway

Proposed bicycle facility on 14th

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 15th Ave Station

Opportunities for equitable TOD (approx. 500 homes/25,000 SF commercial)

More generous frontage zones and streetscaping

Potential festival street and plaza

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Questions for Discussion

• What station design components would make each station feel the most connected to the Ballard community?

• What types of multi-modal access should be prioritized here? How might the use of streets be modified to support that?

• What does community-led equitable TOD look like at this station?
Agenda

• Welcome and introductions
• Station Planning: Background
• Smith Cove Station
• Interbay Station
• Ballard Station
• Next steps and next meeting
Upcoming engagement

Publish Draft EIS

➢ Friday, January 28th

Collect public feedback
### Community engagement and collaboration

**Draft Environmental Impact Statement (EIS)**

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- **Draft EIS Public Meetings**: 3 virtual hearings; 1 virtual hearing and 1 in-person meeting; 3 virtual hearings
- **Community Advisory Groups**: Process overview; Draft EIS results overview; Draft EIS results deep dive; Cost savings/refinements; Consolidating feedback
- **Sound Transit System Expansion Committee**: Draft EIS status update; Draft EIS results overview; Cost savings/refinements; Draft EIS workshop; Confirm/modify preferred alternative
- **Sound Transit Board**: Process overview; Draft EIS results overview; Cost savings/refinements; Draft EIS workshop; Confirm/modify preferred alternative

*Updated December 2021. Meeting dates subject to change.*
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<td>Downtown CAG Station Planning</td>
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<td>Interbay/ Ballard CAG Draft EIS results overview</td>
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Questions?

Contact Leda Chahim:
leda.chahim@soundtransit.org

wsblink.participate.online