West Seattle and Ballard Link Extensions

Downtown Community Advisory Group

January 6, 2022
Agenda

- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- Denny and South Lake Union Stations
- Seattle Center 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 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.
Closed Caption
Agenda

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• Station Planning: Background
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• 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

[Diagram showing project timeline with phases: Planning 2017-2023, Design 2023-2027, Construction 2026 to 2037-2039, and Service starts West Seattle: 2032, Ballard: 2037-2039*]
2017–2019
Alternatives development
- Feb–March 2018: Early scoping
- Feb–April 2019: Scoping
- May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives

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

Public Involvement
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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*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.
Downtown CAG members

Alex Hudson
Amy Worthington
Edward Swanson
Elizabeth Archambault
Jacqueline Gruber
John Stilin
Keith Daly
Kylie Rolf
Matthew Curry
Nathan Lilje
Sabrina Villanueva
Sascha Sorenson
Steve Lewis
Agenda

• Welcome and introductions
• Station Planning: Background
  • Midtown and Westlake Stations
  • Denny and South Lake Union Stations
  • Seattle Center Station
• Next steps and next meeting
The goal: integrated station areas

- Integration with development
- Public spaces
- Convenient walking and biking connections
- Accessible and visible entries
- 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
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
- Draft EIS 2019-2022
  - Conceptual station locations
- Final EIS 2022-2023
  - Draft Station Context Framework

**DESIGN** 2023-2027

- Agency work to develop draft concepts
  - Community + agency work to refine concepts for final design
- Final Station Context Framework

**CONSTRUCTION** 2026 to 2037-2039

- Service starts
  - West Seattle: 2032
  - Ballard: 2037-2039*

**PUBLIC INVOLVEMENT**

WE ARE HERE 2016

2016

VOTER APPROVED

2023
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
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  - Midtown and Westlake Stations
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Midtown Station
• 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
**Midtown Station**

**By the numbers**

**Existing land use in the station area**
- 6% Major Institutions
- 18% Multi-family
- 5% Commercial/ Mixed-Use
- 2% Park
- 69% Downtown
  (Dense commercial and residential uses generally allowed)

**Ridership/daily boardings**
- 15,500

**How people will travel to the station**
- Bus: 5%
- Walk: 89%
- Bike: 1%
- Auto: 5%

**Bike facilities within 10-minute bikeshed**
- 31 miles of planned

**Living and working in the station area (2040)**
- Population: 22,500
- Households: 11,200
- Employment: 138,600
NEIGHBORHOOD FEEDBACK

1. Station should serve as a gateway to retail and services both in the station and in the surrounding neighborhood.

2. Improve bike routes and minimize pedestrian and car conflicts.

3. Provide an easy and safe crossing environment for pedestrians and cyclists coming from First Hill, and make access easy for all ages and abilities.

4. Station entrance should be visible and well-integrated with existing buildings and infrastructure, oriented to maximize pedestrian flow.

5. Provide clear wayfinding near station.

6. Station and surrounding area should be designed for the safety and comfort of passengers and others traveling through the area.

Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Preferred alternative
Tunnel 5th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station

This diagram illustrates the station configuration when connecting to CID-2 (5th Ave) shallow alternatives.

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

Midtown DT-1 Key features and cross-section
Tunnel 5th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station

- Improved sidewalks
- Protected NB bike lane on 4th Ave
- Future bicycle facility on 5th Ave

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station

- Opportunity to integrate with adjacent public spaces and plazas
- Potential connection to underground concourse

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternative
Tunnel 6th Ave Station

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Tunnel 6th Ave Station

This diagram illustrates the station configuration when connecting to CID-2 (5th Ave) shallow alternatives.

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

Midtown DT-2 Key Features and Cross-Section
Tunnel 6th Ave Station

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

Midtown DT-2 Taking transit to the station
Tunnel 6th Ave Station

- Protected NB bike lane on 4th Ave
- Improved sidewalks
- Future bicycle facility on 5th Ave

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Transit plaza integrates with Freeway Park

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

Midtown DT-2 Enjoying places around the station
Westlake Station
• 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
Westlake Station
By the numbers

Existing land use in the station area

- 84% Downtown
- 6% Commercial/Mixed-Use
- 3% Park
- 6% Multi-family
- 1% Major Institutions

Ridership/daily boardings: 73,900

How people will travel to the station:
- Transit Transfers: 31%
- Walk: 64%
- Bike: 1%
- Auto: 4%

Bike facilities within 10-minute bikeshed: 35 miles of planned

Living and working in the station area (2040):
- Population: 27,400
- Households: 14,600
- Employment: 144,900

37 miles of existing

Potential station location
NEIGHBORHOOD FEEDBACK

1. Encourage convenient and intuitive connections between the new and existing light rail lines.
2. Seamlessly integrate the multiple transportation modes in the station area.
3. Incorporate visible station entrances into existing buildings oriented towards pedestrian flow.
4. Consider retail inside the station building.
5. Keep tourists in mind by providing clear wayfinding in the station area in multiple languages.
6. Station and surrounding area should be designed for safety and comfort of passengers and others traveling through the area.

Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Preferred alternative
Tunnel 5th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station

Cross-Section Looking North

Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.
Tunnel 5th Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station

- Walking, rolling, biking to the station
- Protected NB bike lane on 4th Ave
- Future bike facility on 5th Ave
- Protected bike lane on Pike St

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station

**Opportunities for equitable TOD** (approx. 300 homes/70,000 SF commercial)

**Potential transit and bike/ped plaza street on Pine between 4th, 5th Ave**

**Potential to partner on extension of existing concourse to connect Monorail, Streetcar, and Link**

**Principal entrance opens onto Westlake Park**

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternative
Tunnel 6th Ave Station

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

Westlake DT-2 Station context plan
Cross-Section Looking North

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 6th Ave Station

- Streetcar stop
- WB local bus stop
- Monorail terminus
- Paratransit stop
- EB local bus stop
- Express bus pathway (various stops)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 6th Ave Station

- Walking, rolling, biking to the station

Future bike facility on 5th Ave
Protected bike lane on Pike St
Bike lanes on 7th, 8th Ave
Protected NB bike lane on 4th Ave

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Entrance opens onto McGraw Square

Potential entrance integration with proposed developments/opportunities for equitable TOD

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

Westlake DT-2 Enjoying places around the station
Questions for Discussion

What are your thoughts/questions about:

• Taking transit to the station
• Walking, rolling, biking to the station
• Enjoying places around the station
Break for 5 min
Agenda

- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- *Denny and South Lake Union Stations*
- Seattle Center 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

- 39% Commercial/Mixed-Use
- 59% Downtown
- 2% Park

Ridership/daily boardings

- 15,300

How people will travel to the station

- Bus: 12%
- Walk: 82%
- Bike: 1%
- Auto: 5%

Bike facilities within 10-minute bikeshed

- 34 miles of planned

Living and working in the station area (2040)

- Population: 38,400
- Households: 21,100
- Employment: 114,300

Denny Station By the numbers
Existing land use in the station area

- 9% Dense commercial and residential uses generally allowed
- 13% Multifamily
- 3% Single Family
- 12% Park
- 63% Commercial/Mixed-Use

Ridership/daily boardings

10,500

How people will travel to the station

- Bus 32%
- Walk 63%
- Bike 1%
- Auto 4%

Bike facilities within 10-minute bikeshed

25 miles of planned

Living and working in the station area (2040)

- Population 25,300
- Households 13,100
- Employment 45,500

SLU Station By the numbers
NEIGHBORHOOD FEEDBACK

1. Denny Way is currently a busy street with narrow sidewalks but it could be improved to provide a more comfortable experience for people walking and biking.

2. Buses along Denny Way are often delayed due to traffic and people choose to walk instead of waiting for a bus.

3. Prefer cycling on 8th Ave N and 9th Ave N (protected bike lanes).

4. Enhance bike network for safe and convenient access to and from station.

5. Encourage safe and convenient transfers between bus, streetcar and light rail.

6. Where possible, identify bike pathways that do not intersect with the Seattle Streetcar tracks.

7. Promote uses and activities near the station that are outside of typical business hours.

Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
NEIGHBORHOOD FEEDBACK

1. Mercer St is challenging for pedestrians and cyclists to cross.
2. Station location needs to serve the South Lake Union hub.
3. Prefer to cycle on 8th Ave N and 9th Ave N where there are protected bike lanes.
4. Enhance bike network for safe and convenient access to and from station.
5. Encourage safe and convenient transfers between bus and light rail.
6. Where possible, build bike pathways with safe crossings where they intersect with the Seattle Streetcar tracks.
7. Promote uses and activities near the station that are outside of typical business hours.

Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Denny Station
Preferred alternative
Tunnel Westlake Ave Station

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

Cross-Section Looking Northeast

Station Platform
Station Entrance

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

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

Denny DT-1  Taking transit to the station

SB bus stop
EB bus stop
NB bus stop
Paratransit stop
Streetcar stops
WB bus stop
Denny DT-1  Walking, rolling, biking to the station

Tunnel Westlake Ave Station

- Protected bike lane on 9th Ave, Bell
- Improved sidewalks
- Protected bike lanes on 7th, 8th Ave

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

Potential entrance integration with proposed development

Potential transit and bike/ped street on Westlake

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternative
Tunnel Terry Ave Station

Denny DT-2 Station context plan

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

Cross-Section Looking North

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

Denny DT-2 Key features and cross-section
Tunnel Terry Ave Station

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

- Protected bike lane on 9th Ave, Bell
- Neighborhood greenway
- Improved sidewalks
- Connection to Cascade neighborhood

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Enjoying places around the station

Opportunity for equitable TOD (approx. 150 homes/8,000 SF commercial)

Potential for additional entrance in equitable TOD

Opportunity to extend Terry Ave Streetscape south

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

Tunnel Terry Ave Station

Denny DT-2 Enjoying places around the station
South Lake Union Station
Preferred alternative
Tunnel Harrison St Station

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

SLU DT-1 Station context plan
Tunnel Harrison St Station

Cross-Section Looking West

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

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

SLU DT-1 Taking transit to the station
Tunnel Harrison St Station

- Protected bike lanes on Dexter
- Improved sidewalks
- Alternate pathway to Seattle Center
- Neighborhood greenway

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

- Transit plazas
- Opportunity for equitable TOD (approx. 200 homes/4,000 SF commercial)
- Potential additional entrance via TOD
- Opportunity to integrate with Thomas St Streetscape

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternative
Tunnel Mercer St Station

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

Cross-Section Looking West

- Station Platform
- Station Entrance
- East station entrance Aurora Ave N level
- East station entrance Mercer St level
- Existing building
- Escalator, stairs, and elevator

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

SLU DT-2 Key features and cross-section
Tunnel Mercer St Station

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

- Improved sidewalks
- Neighborhood greenway
- Cycle track on Mercer
- Bike facilities on 5th Ave
- Protected bike lanes on Dexter

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

- 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

Potential for additional entrance integrated with other development.

Opportunities for equitable TOD (approx. 260 homes/140,000 SF commercial)

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

What are your thoughts/questions about:

• **Taking transit to the station**
• **Walking, rolling, biking to the station**
• **Enjoying places around the station**
Agenda

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• Seattle Center Station
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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

- 6% Downtown
- 3% Manufacturing/Industrial
- 22% Multifamily
- 19% Park
- 7% Single Family
- 43% Commercial/Mixed-Use

Ridership/daily boardings

- 11,300

How people will travel to the station

- Bus: 11%
- Walk: 82%
- Bike: 3%
- Auto: 4%

Bike facilities within 10-minute bikeshed

- 22 miles of planned

Living and working in the station area (2040)

- Population: 16,000
- Households: 9,100
- Employment: 22,400

Seattle Center Station
By the numbers
What we heard so far

**NEIGHBORHOOD FEEDBACK**

1. Desire to have safe connections to the station, particularly crossing Mercer St
2. Riders need to have easy access with clear wayfinding to and from the station before and after events
3. Desire to have weather protected bike storage and presence of transit security
4. Connection through Seattle Center campus to other destinations is important
5. Enhance connection from the station to Elliott Bay Trail through W Harrison St and Thomas St Overpass
6. Provide safe and convenient connections from the station to Belltown neighborhood and Waterfront
7. Interest in denser development with retail options and housing; consider integrating station entrance into larger development
8. Maintain existing tree canopy and green spaces in the station area

Neighborhood feedback gathered from in-person and online events during alternatives development 2018-2019.
Preferred alternative
Tunnel Republican St Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Seattle Center DT-1

Key features and cross-section

Station Platform

Station Entrance

Cross-Section Looking West

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

Taking transit to the station

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

- **Seattle Center DT-1**: Walking, rolling, biking to the station

- **Protected bike lanes on Queen Anne Ave N**
- **Bike facility on Republican St**
- **Improved sidewalks**
- **Neighborhood greenway**

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

Opportunity for equitable TOD (approx. 100 homes/3,500 SF commercial)

Potential festival or plaza street design on Warren, Republican

Entrance opens onto International Fountain Mall

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternative
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel Mercer St Station

Cross-Section Looking West

Station Platform
Station Entrance

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

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

- Neighborhood greenway
- Bike facility on Republican St
- Improved sidewalks
- Protected bike lanes on Queen Anne Ave N
- Neighborhood greenway

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

Opportunity for equitable TOD with additional station entrance

Opportunity for equitable TOD (approx. 170 homes/5,000 SF commercial)

Potential for additional entrance in future redevelopment

Potential festival or plaza street design on Warren, Republican

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

What are your thoughts/questions about:

- Taking transit to the station
- Walking, rolling, biking to the station
- Enjoying places around the station
Agenda

- Welcome and introductions
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Upcoming engagement

Publish Draft EIS
➢ Friday, January 28th

Collect public feedback
# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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<td>1 virtual hearing and 1 in-person meeting</td>
<td>Draft EIS results deep dive</td>
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<td>CONSOLIDATING FEEDBACK</td>
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**Draft EIS**  
Public Meetings

**Community Advisory Groups**

**Sound Transit System Expansion Committee**

**Sound Transit Board**

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Updated December 2021. Meeting dates subject to change.
## What’s next?

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<td>West Seattle/ Duwamish CAG Station Planning</td>
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<td>CID/ SODO CAG Station Planning</td>
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<td>Fri. Jan. 28</td>
<td><strong>Draft EIS Publication</strong></td>
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<td>Wed. Feb 2</td>
<td>Interbay/ Ballard CAG Draft EIS results overview</td>
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<tr>
<td>Thurs. Feb. 3</td>
<td>Downtown CAG Draft EIS results overview</td>
<td>5pm – 7pm</td>
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Questions?

Contact Leda Chahim:
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wsblink.participate.online