

# *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.



You are viewing Chris Johnstone's screen

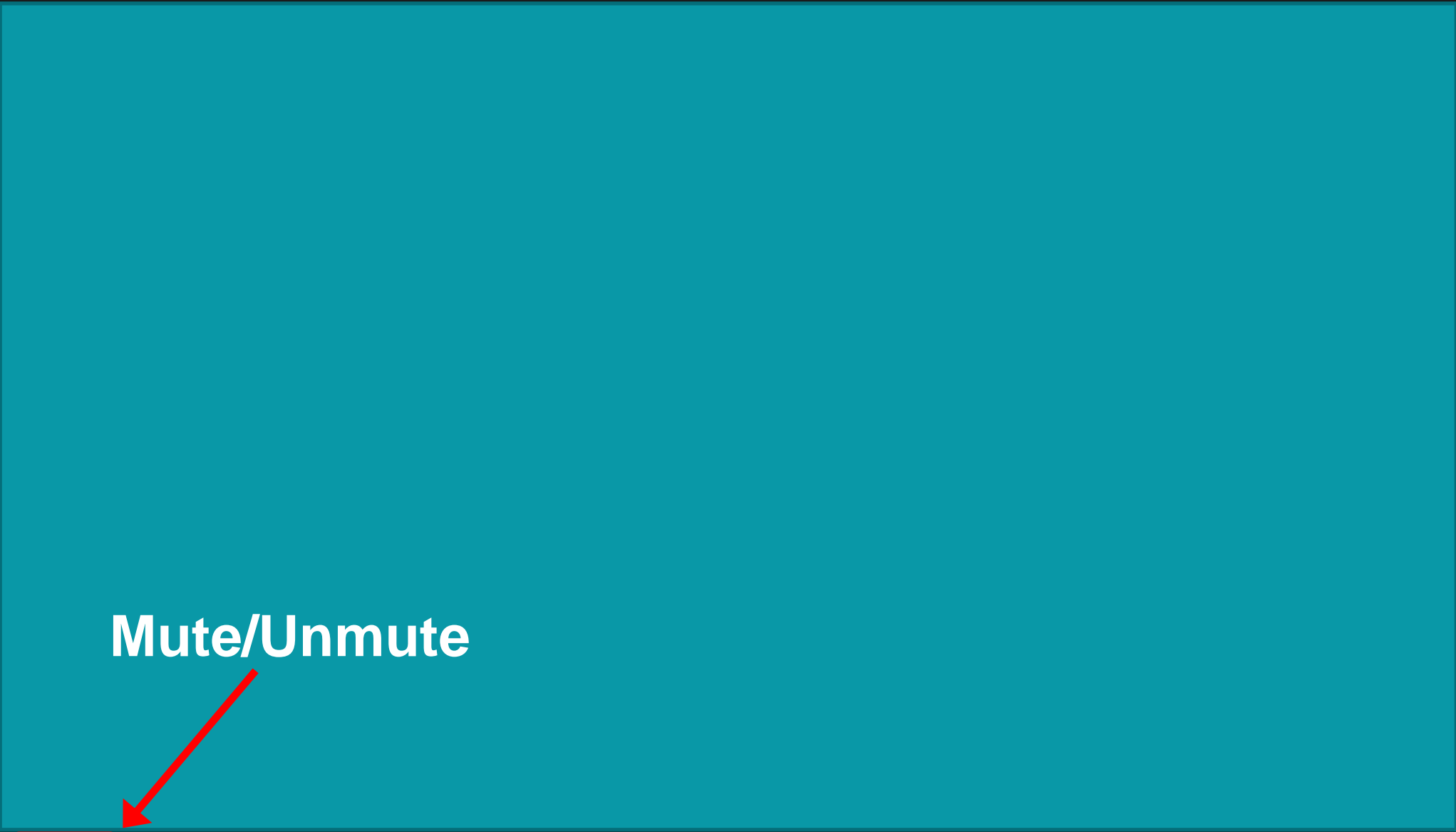
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View



- Mute
- Stop Video
- Participants 1
- Polls
- Chat
- Share Screen
- Raise Hand
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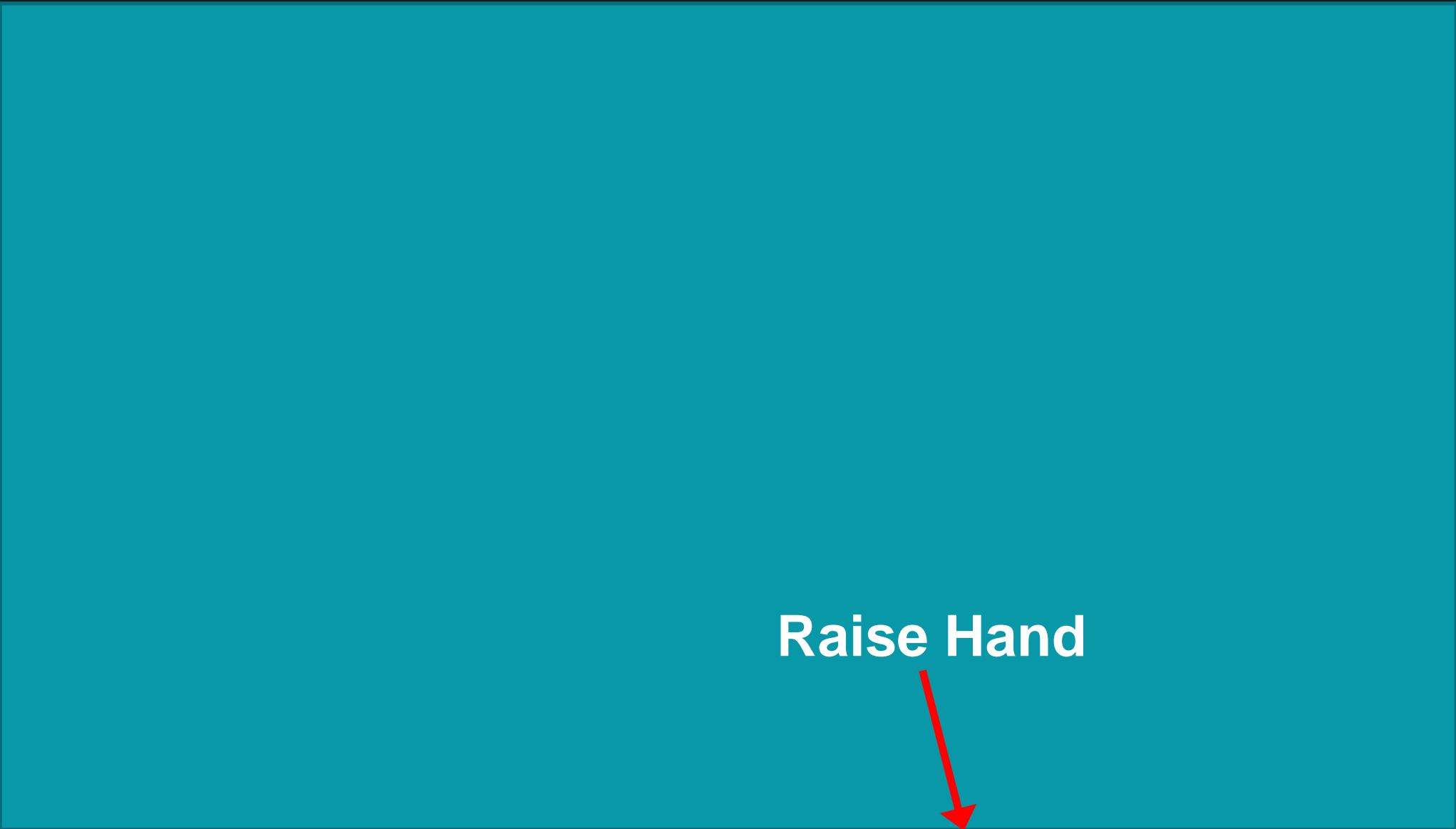


Mute/Unmute



Unmute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

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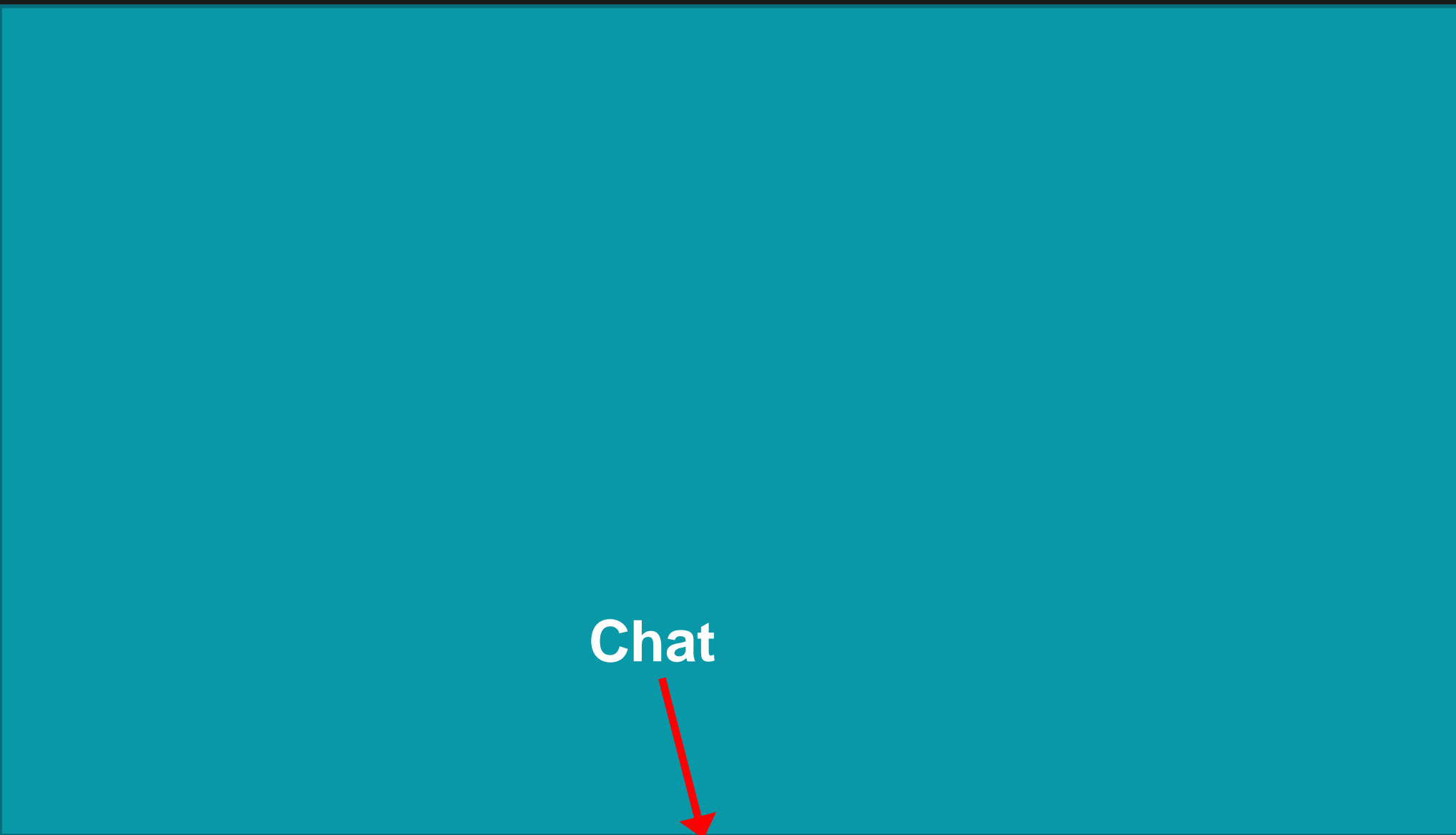


Raise Hand



Mute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

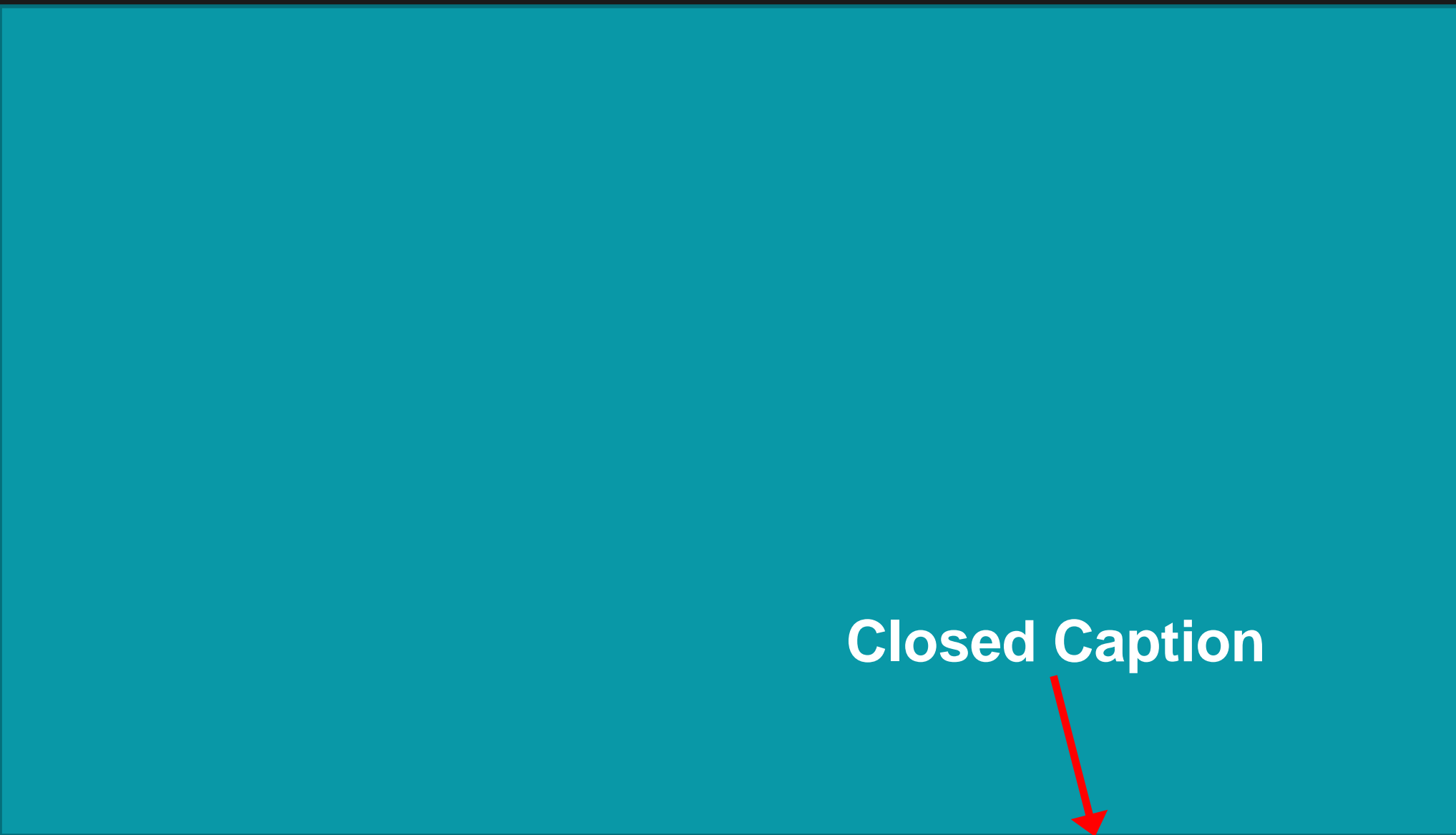


Chat



Mute Stop Video Participants 1 Polls Chat Share Screen Raise Hand Live Transcript More

Leave



Closed Caption



Mute Stop Video Participants Polls Chat Share Screen Raise Hand **Live Transcript** More

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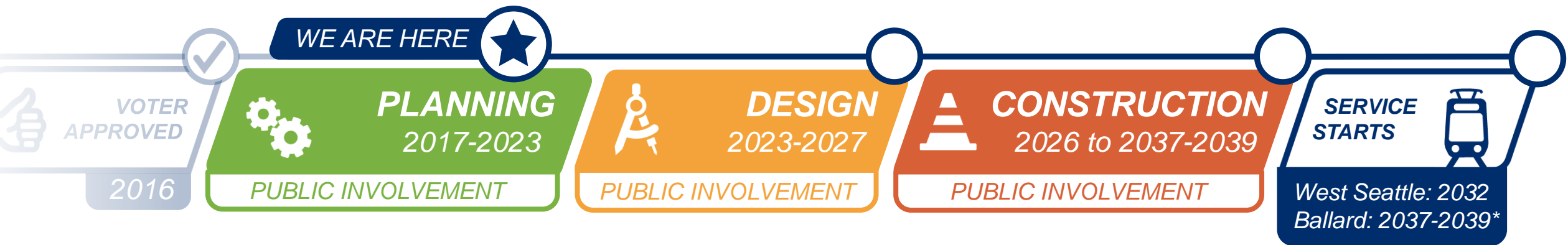


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# West Seattle and Ballard Link Extensions

## Project timeline





ST3  
APPROVED

2016



# PLANNING



DES

## 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

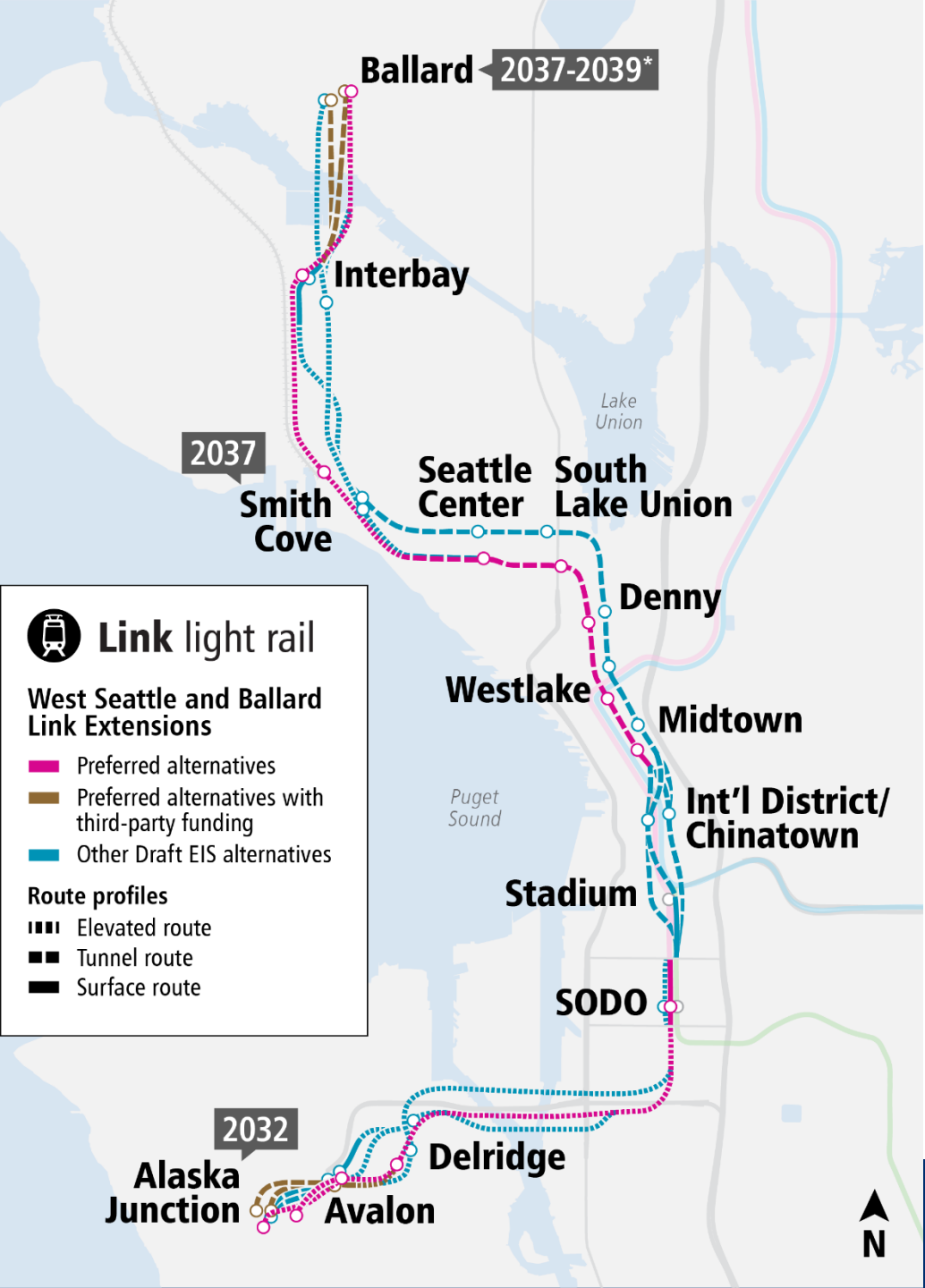
PUBLIC INVOLVEMENT

# 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.

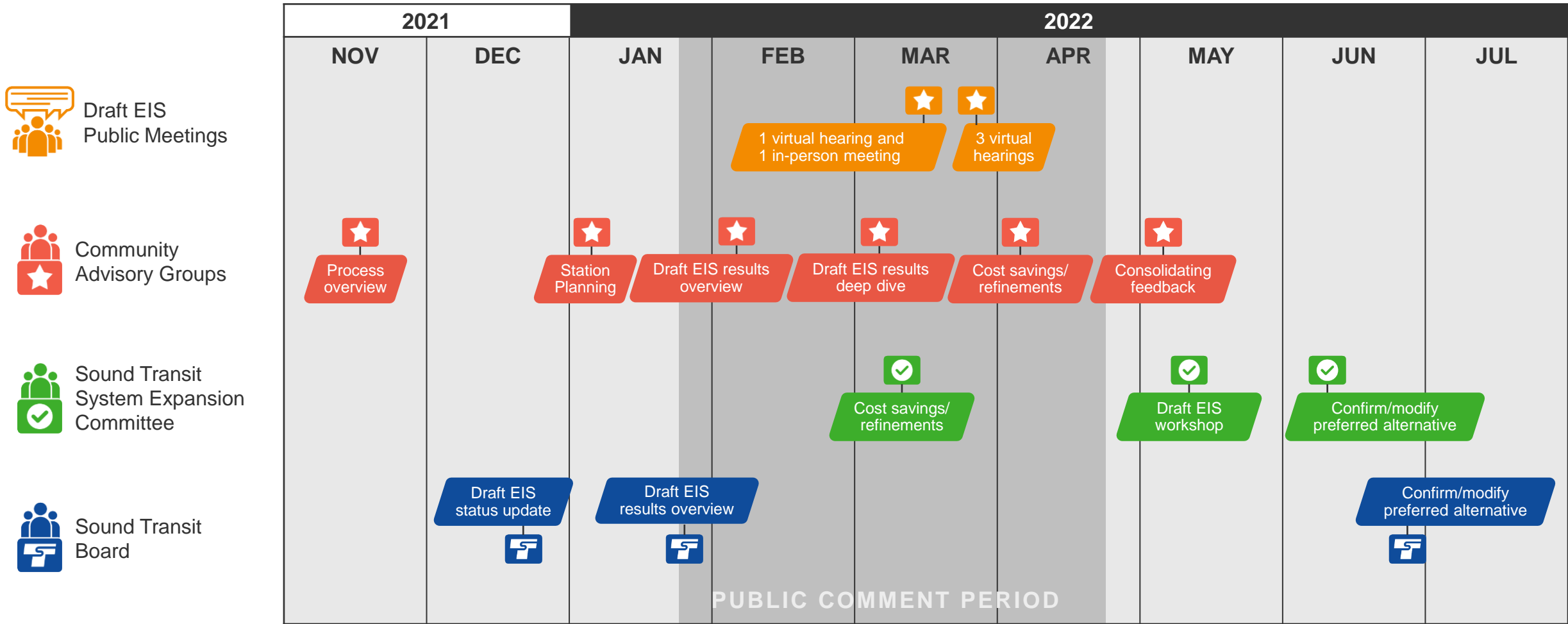
**Highlight specific issues and trade-offs** as Sound Transit works to deliver a project on the target schedule and within scope.

**Share feedback** with the Sound Transit Board before they confirm or modify the preferred alternative.



# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)



# *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

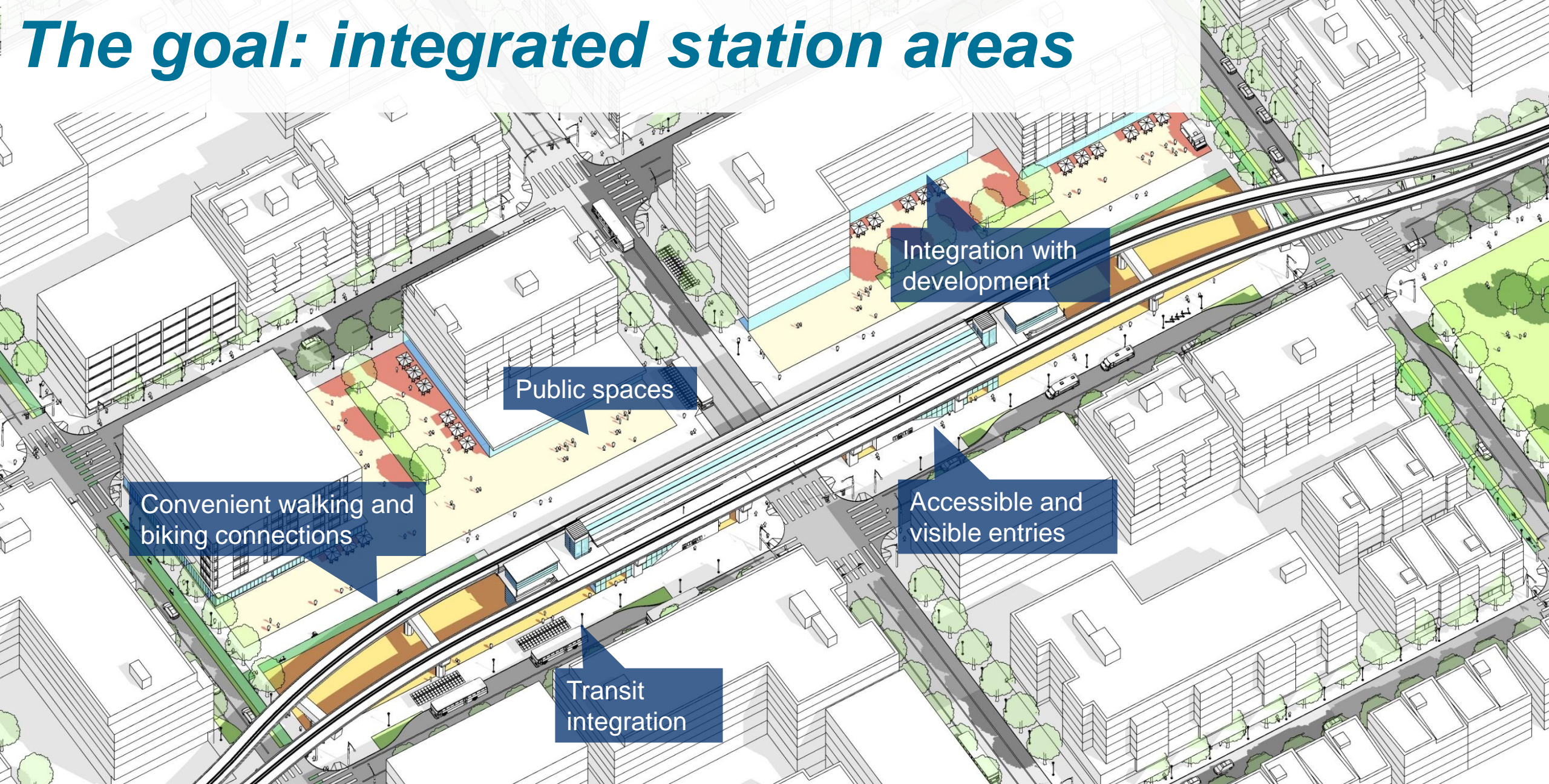
Sascha Sorenson

Steve Lewis

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# The goal: integrated station areas



Integration with development

Public spaces

Convenient walking and biking connections

Accessible and visible entries

Transit integration

# Co-planning partnership



**SOUNDTRANSIT**

- ✓ Routes and station locations
- ✓ Light rail guideway and station design
- ✓ Environmental review

Centering racial equity

&

Co-planning stations with communities



**City of Seattle**

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

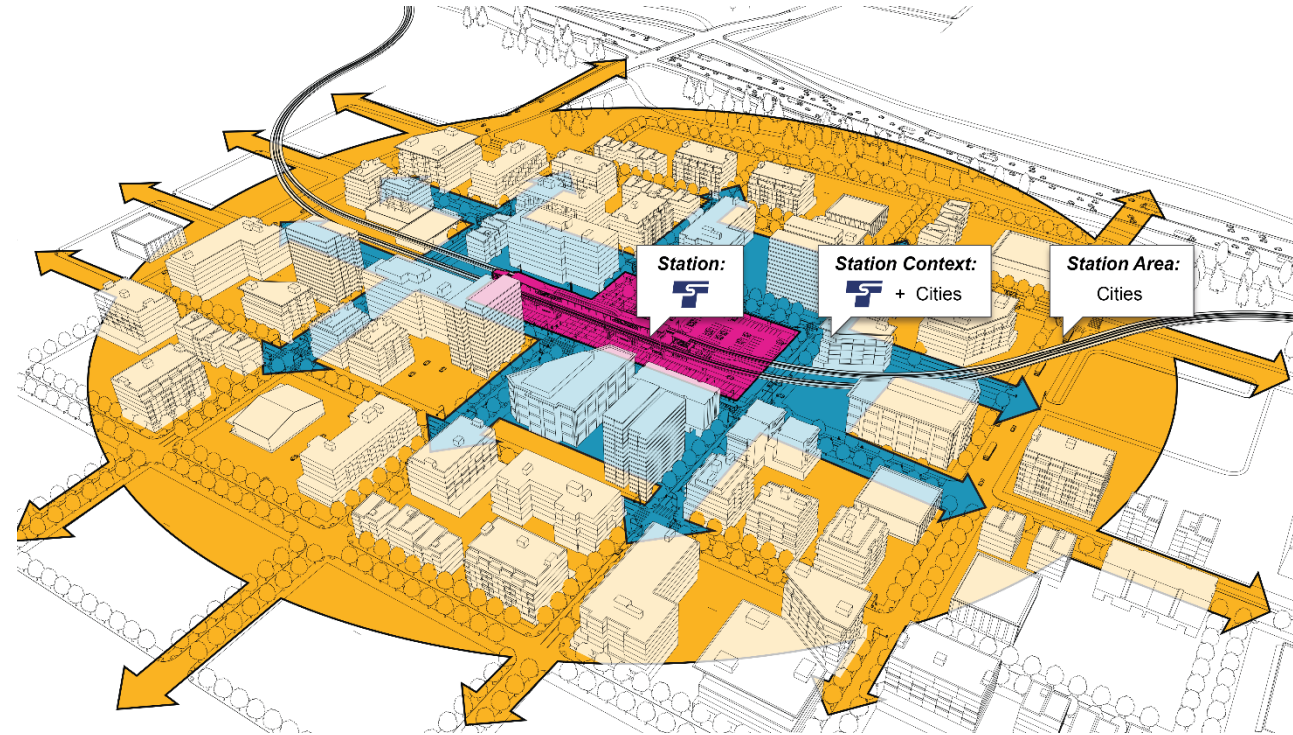


# *Racial Equity Toolkit (RET): Outcomes*

- 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.

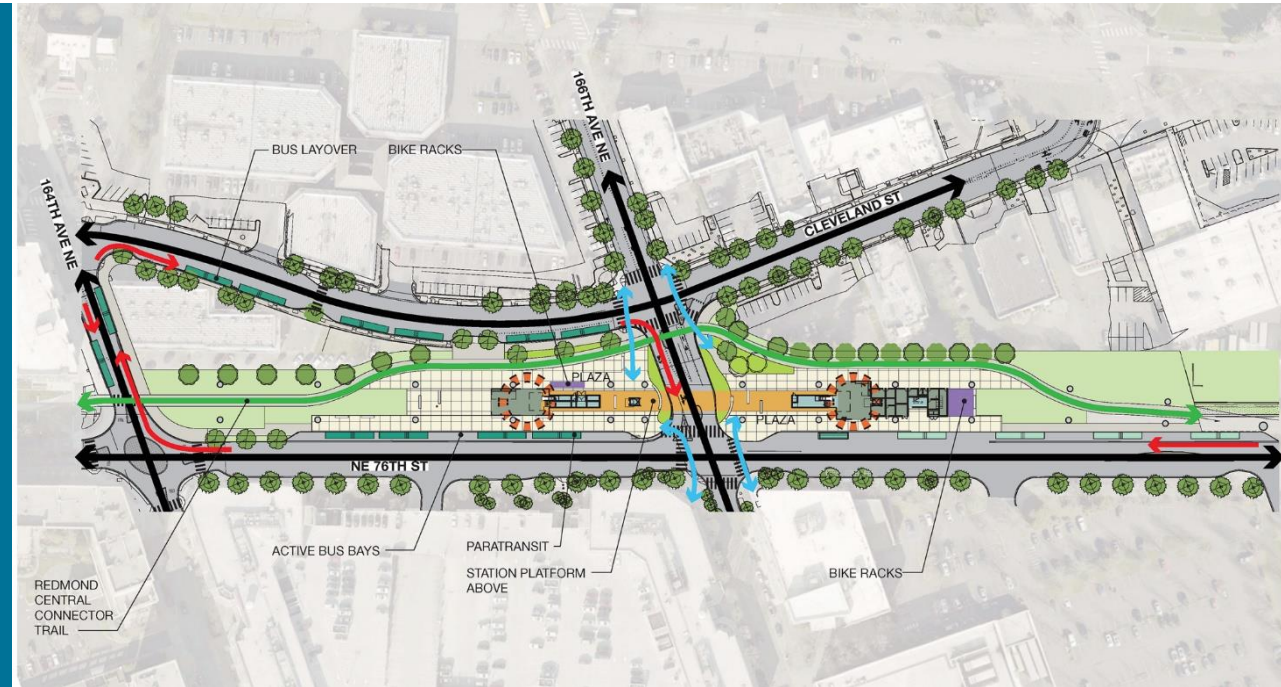
# Co-planning focus: the “Station Context”

- 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

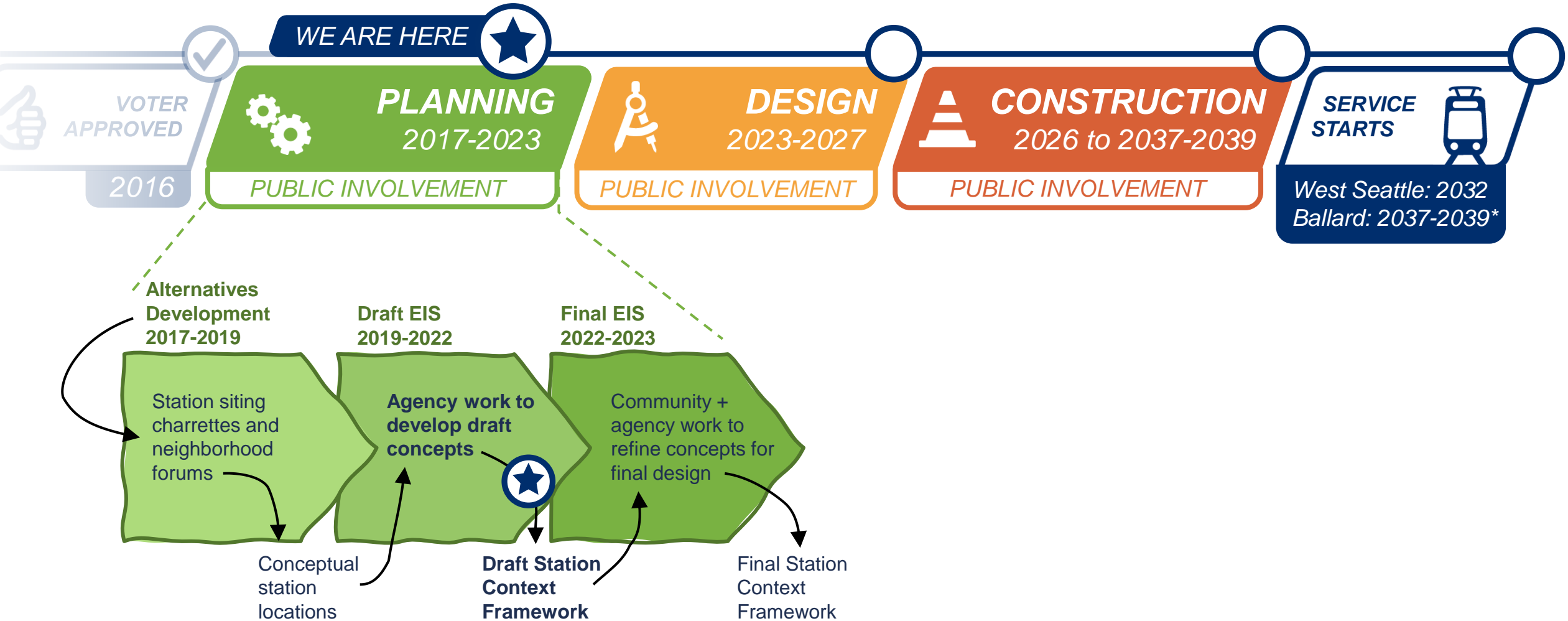


# Station Context Framework

- 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

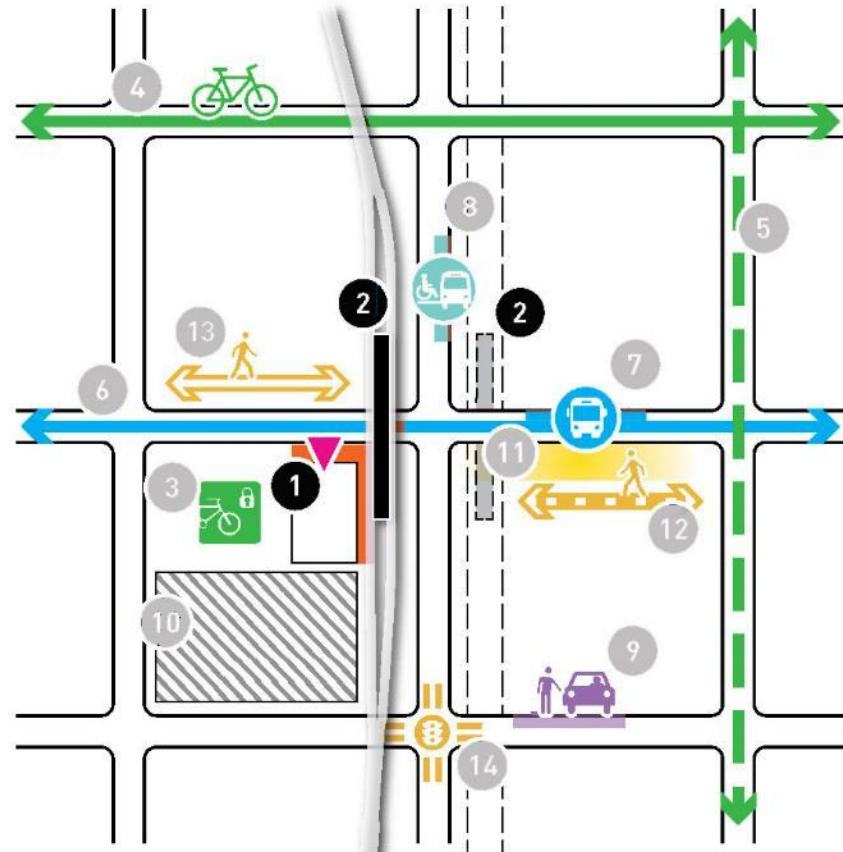
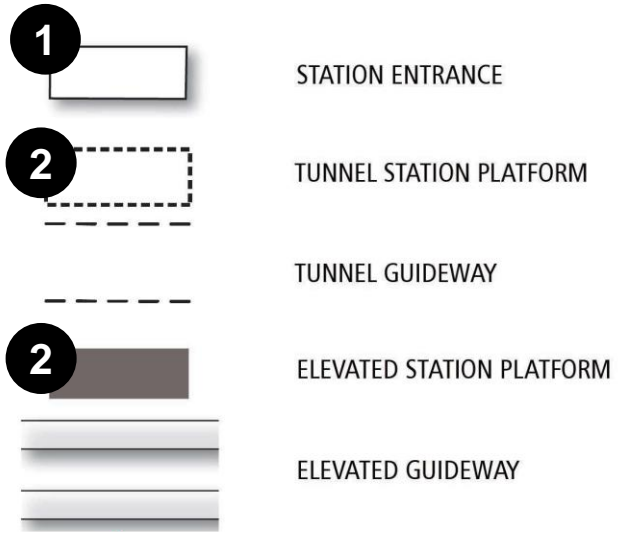


# How we got here (and what's next)

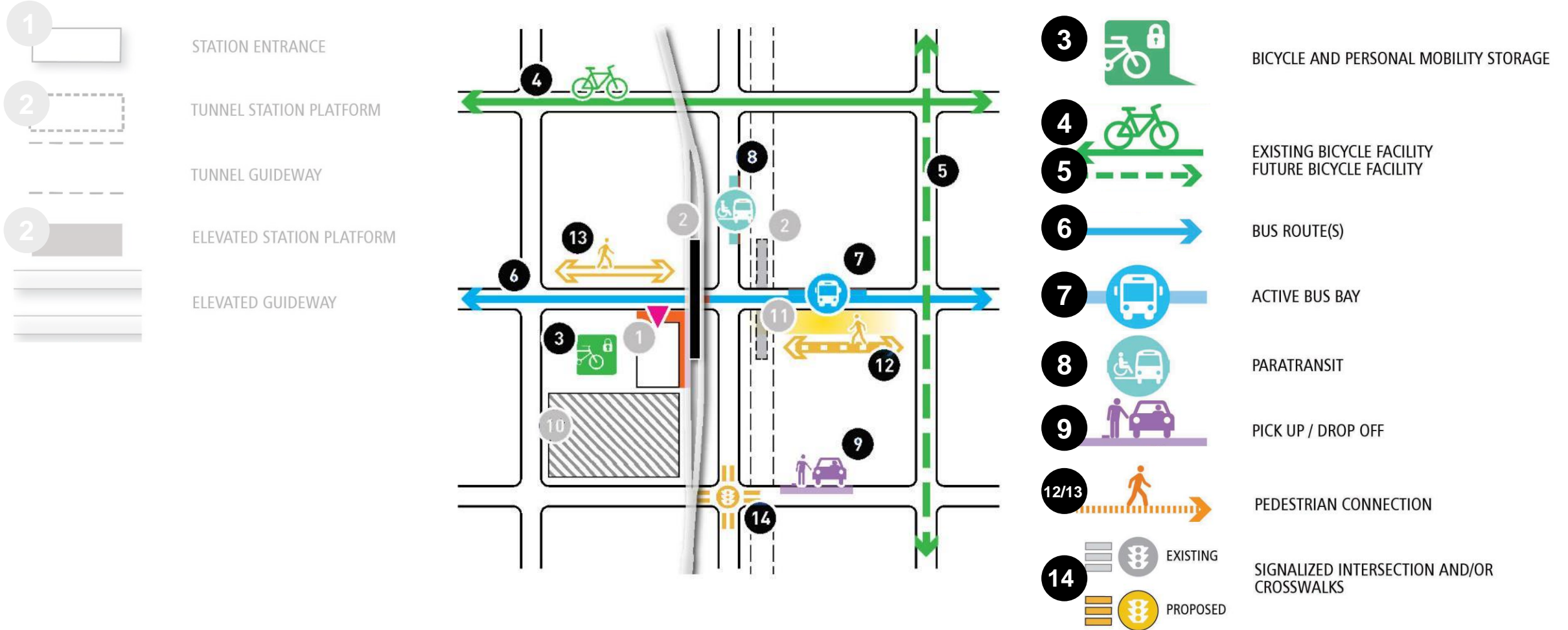




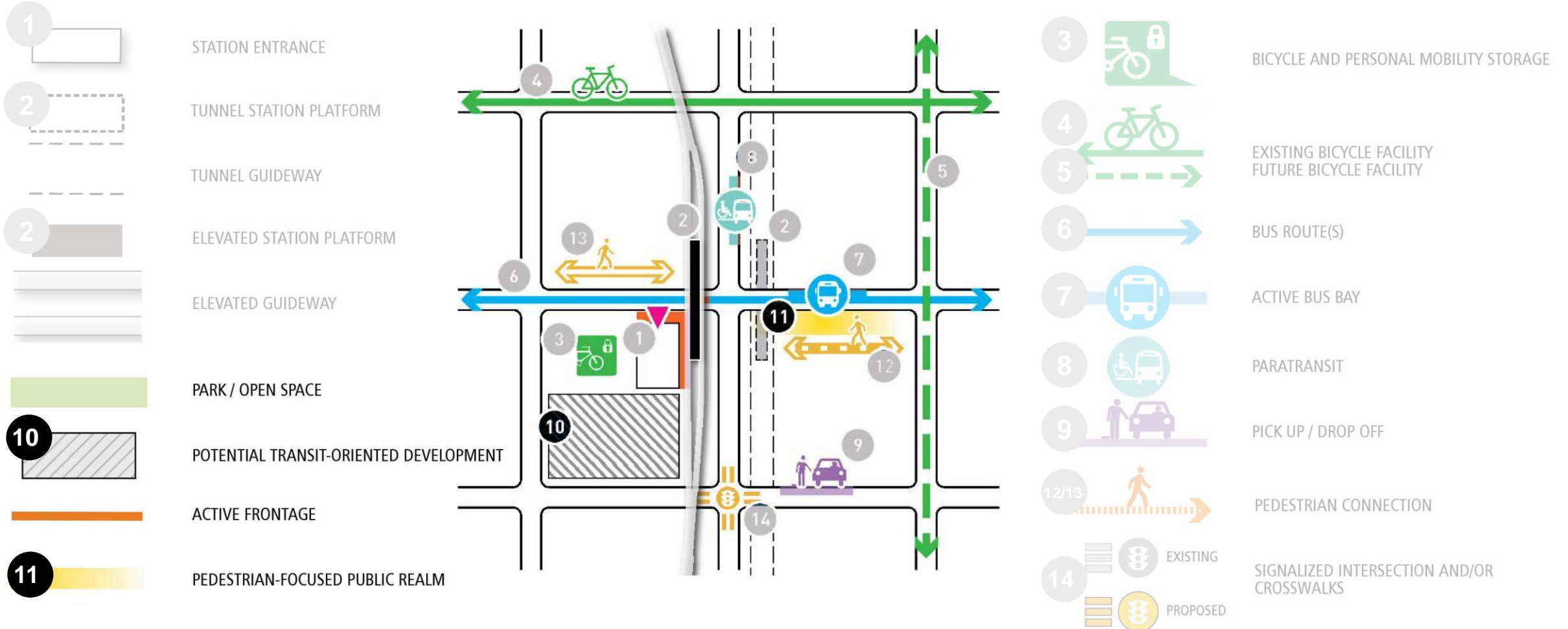
# Orientation to the station context plans



# Orientation to the station context plans



# Orientation to the station context plans



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***Midtown Station***

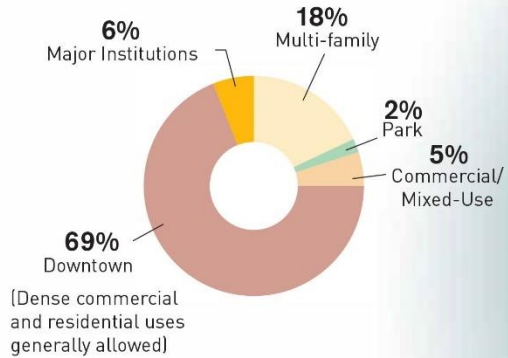


**Draft EIS Alternatives**  
 Preferred alternative  
 Other alternatives and design options

**Route and Station Profiles**  
 Tunnel

- **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**

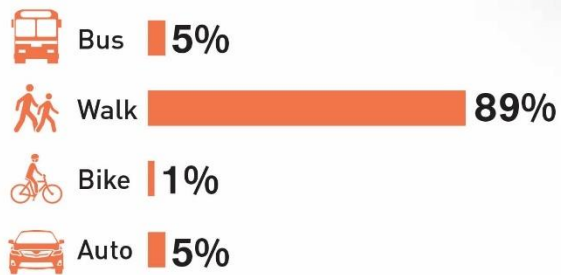
Existing land use in the station area <sup>(1)</sup>



Ridership/daily boardings <sup>(2)</sup>



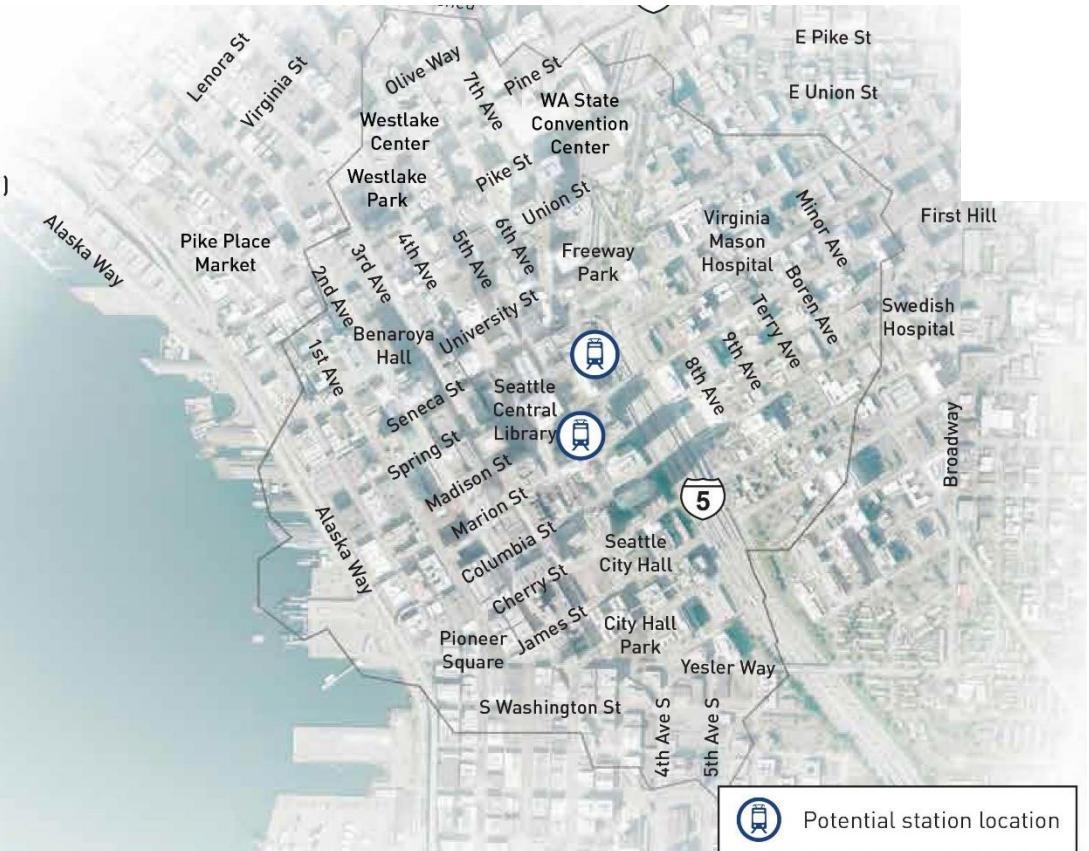
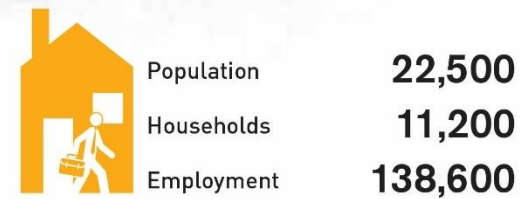
How people will travel to the station <sup>(2)</sup>



Bike facilities within 10-minute bikeshed <sup>(3)</sup>



Living and working in the station area (2040) <sup>(1,4)</sup>



What we heard so far

## 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

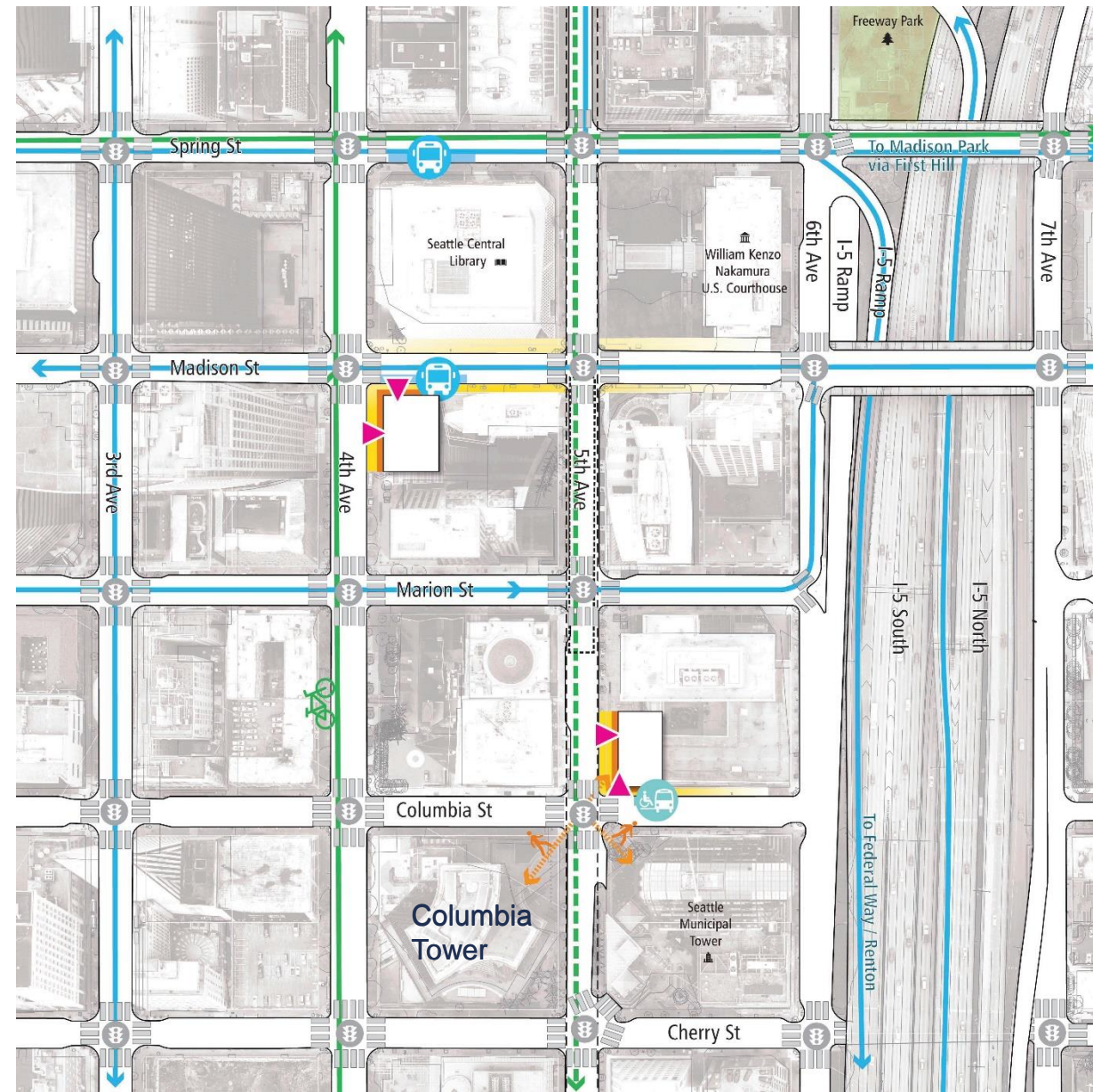
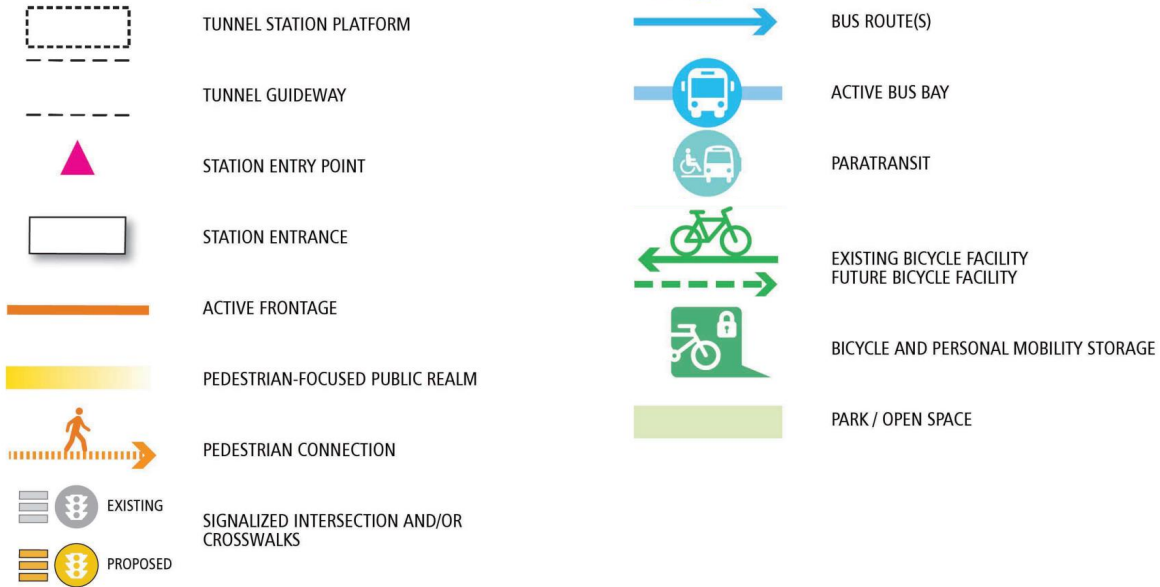


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



***Preferred alternative***

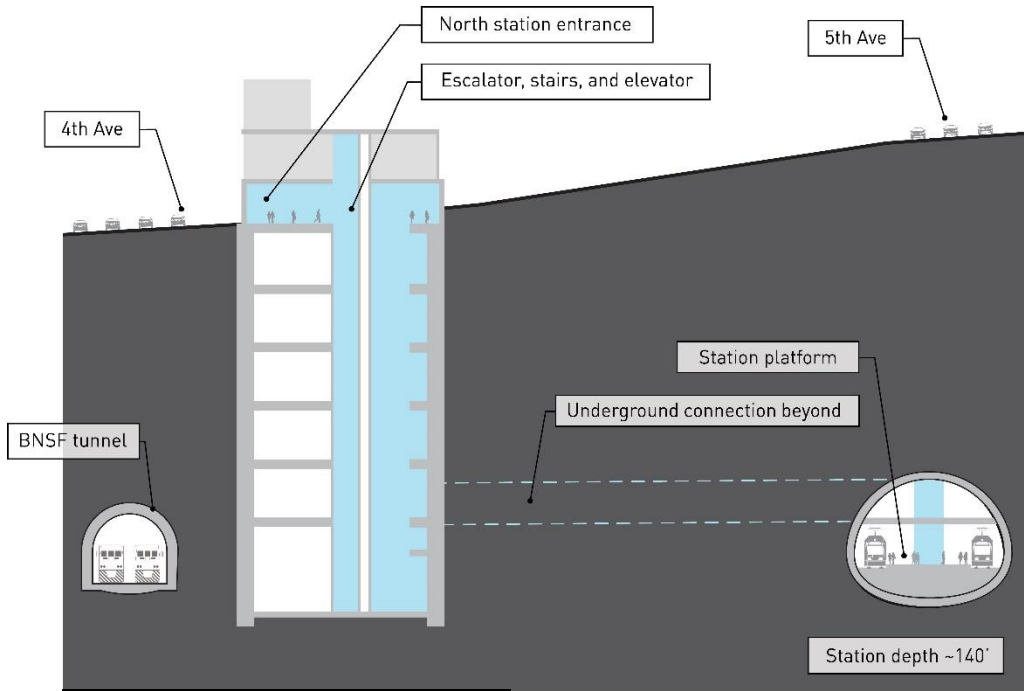
# Tunnel 5<sup>th</sup> Ave Station



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



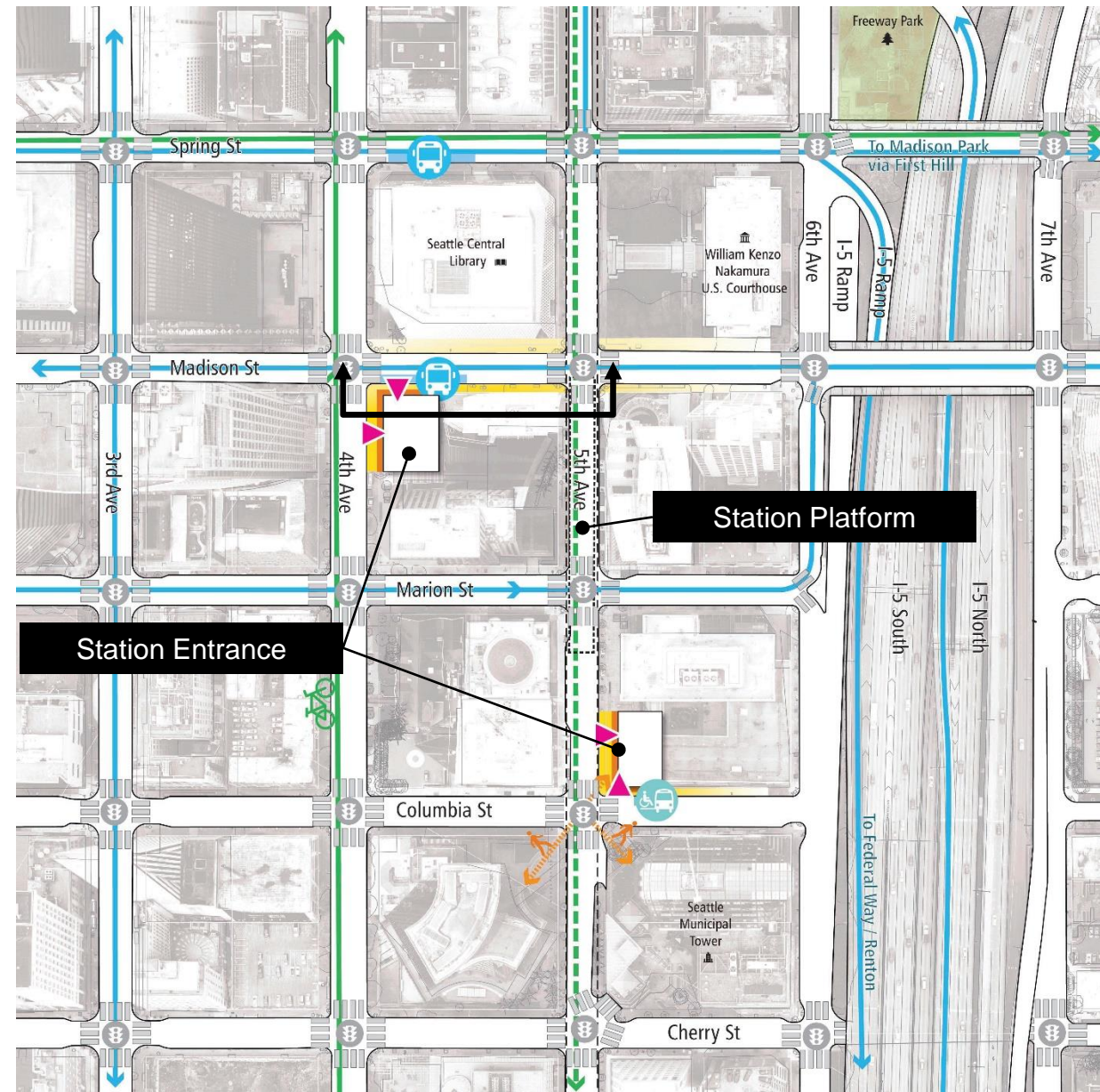
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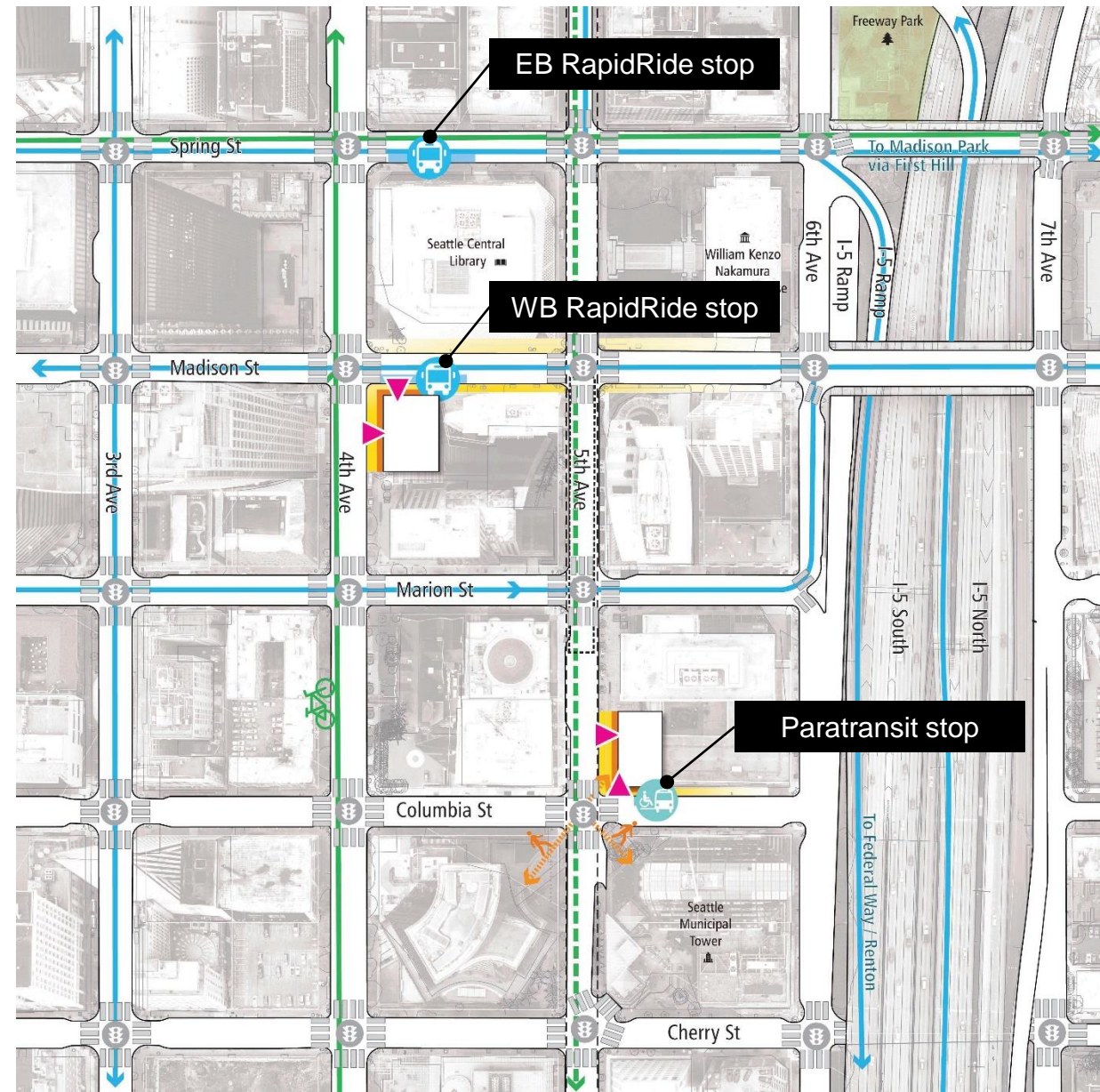
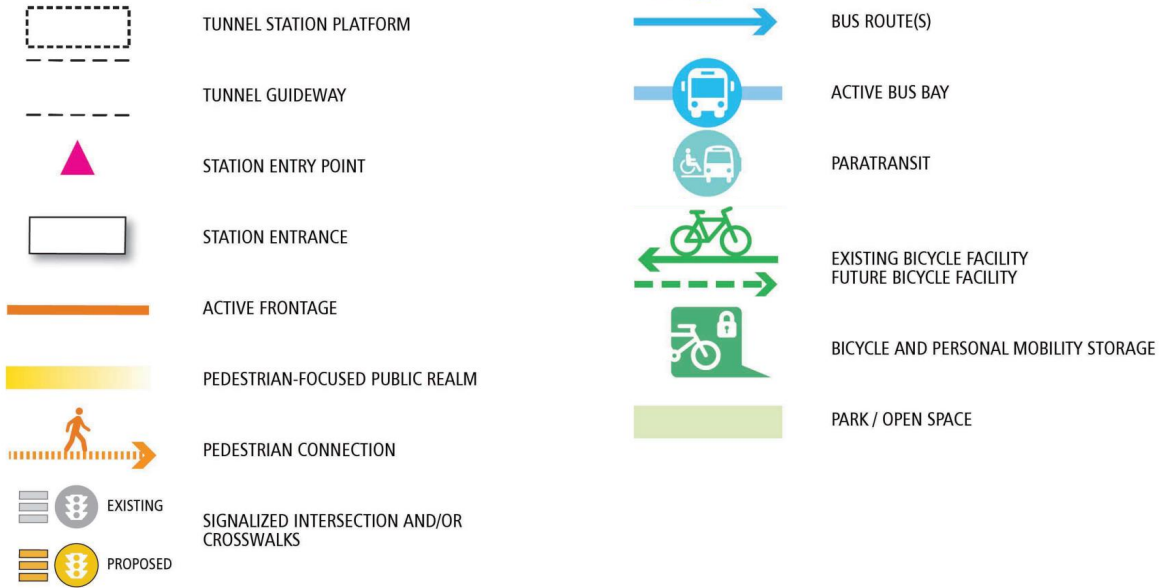
**Cross-Section Looking North**

*This diagram illustrates the station configuration when connecting to CID-2 (5<sup>th</sup> Ave) shallow alternatives*

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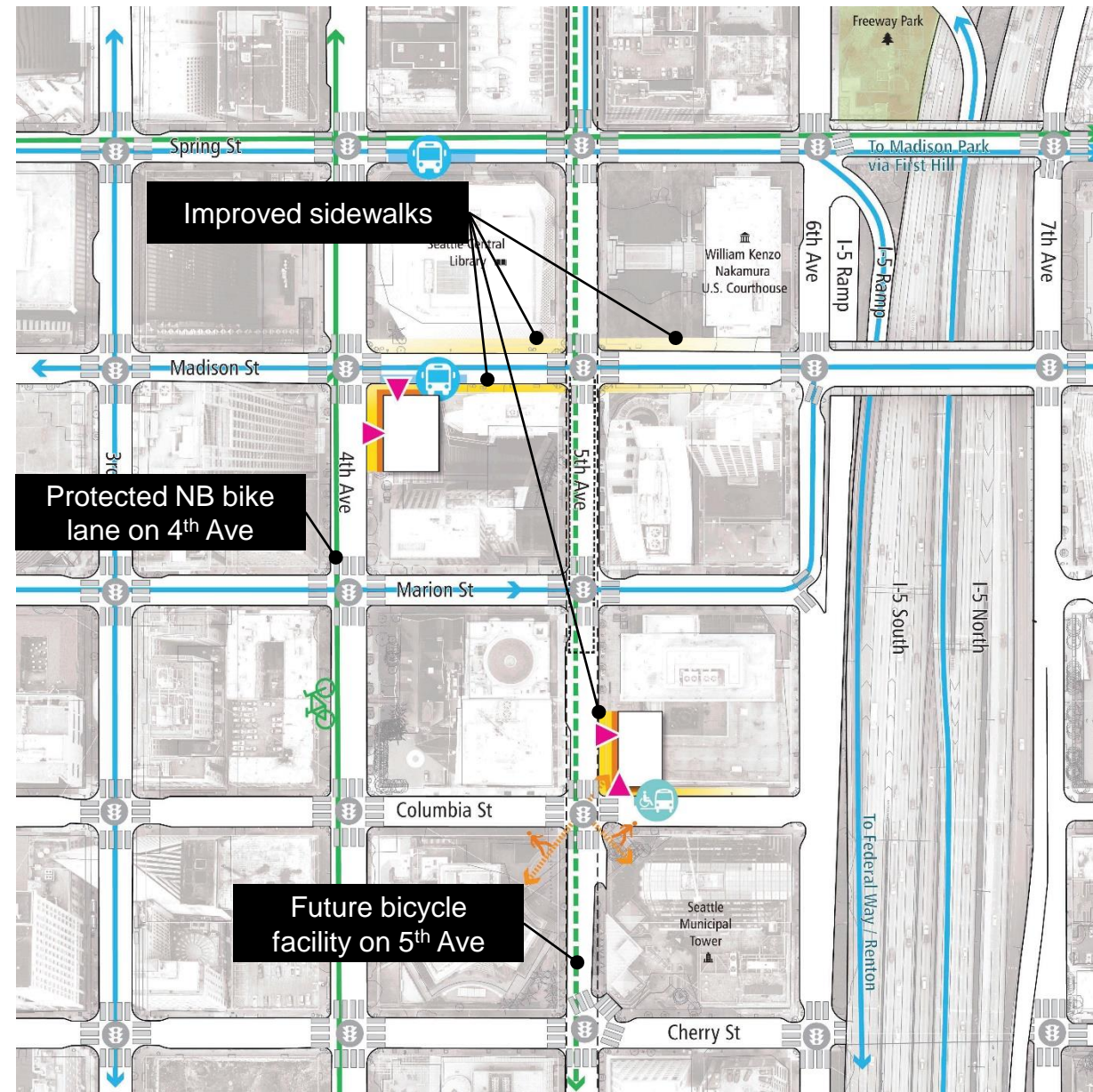
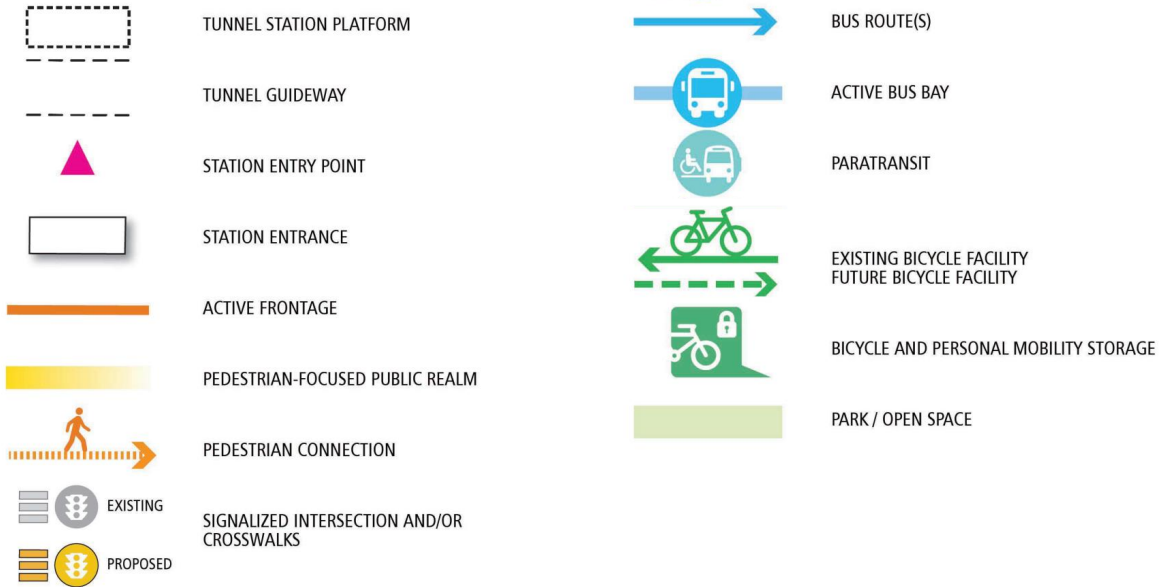
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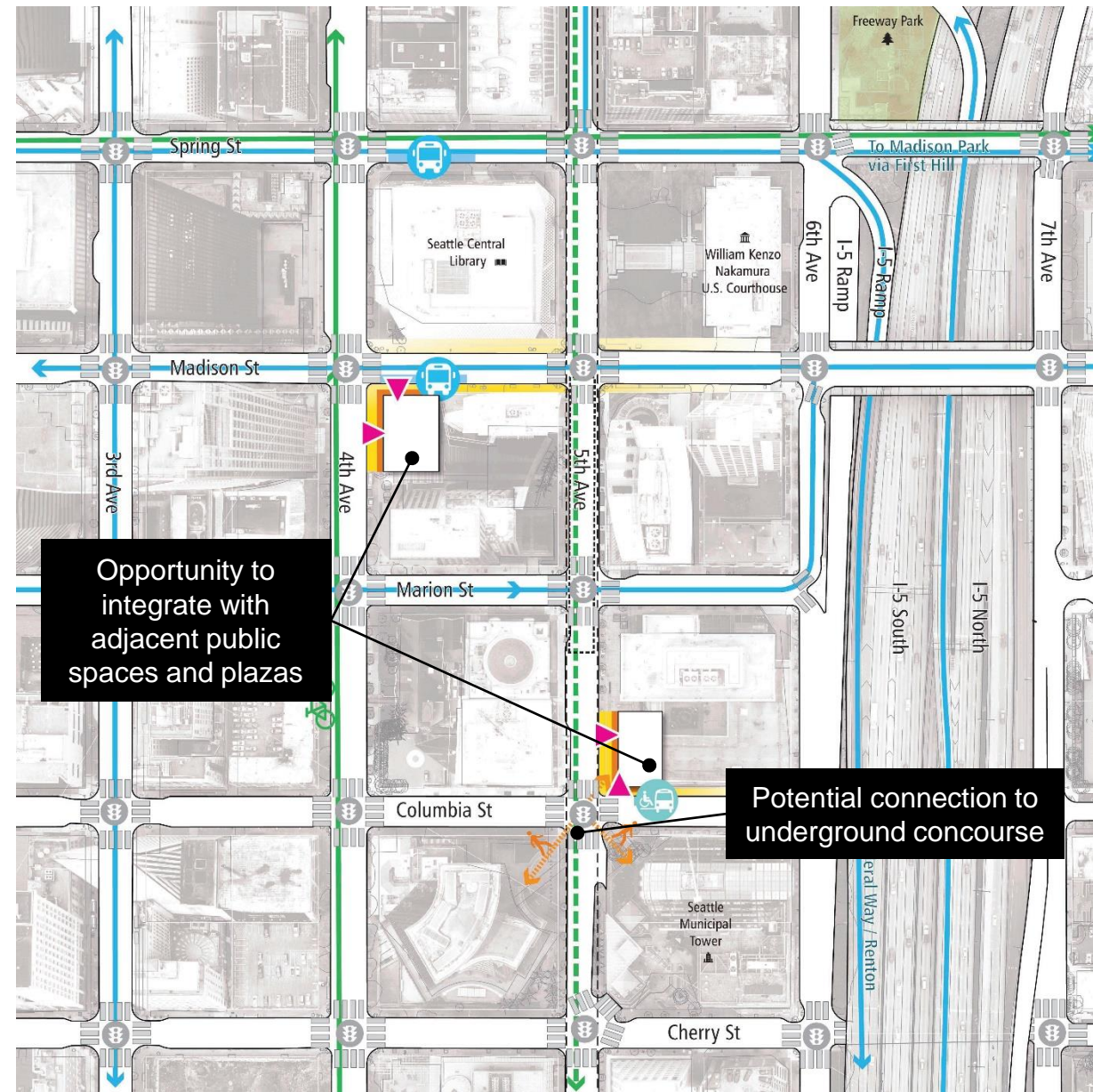
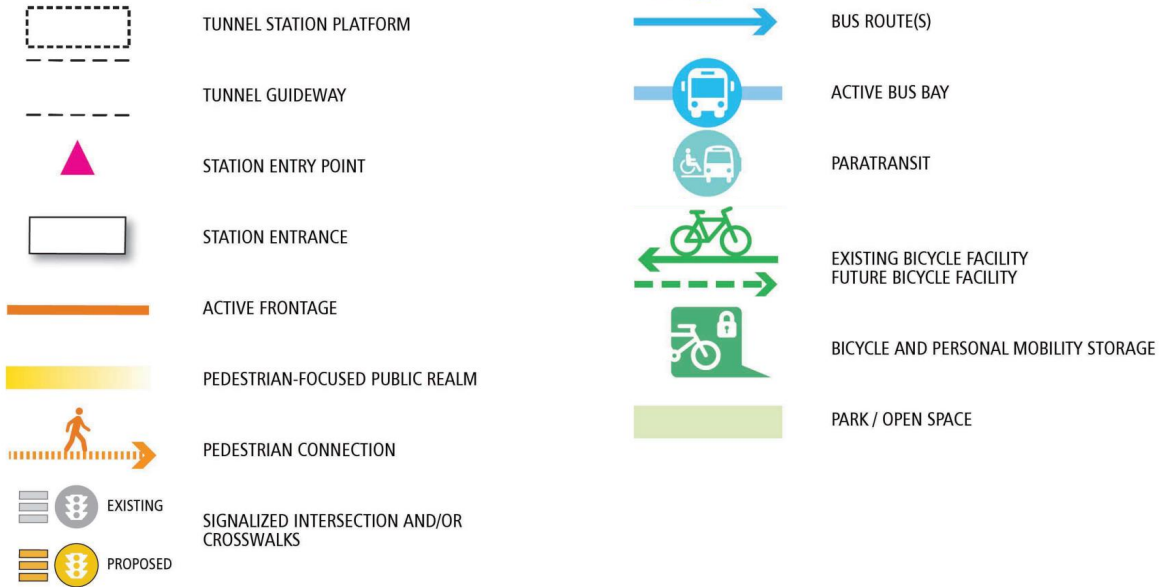
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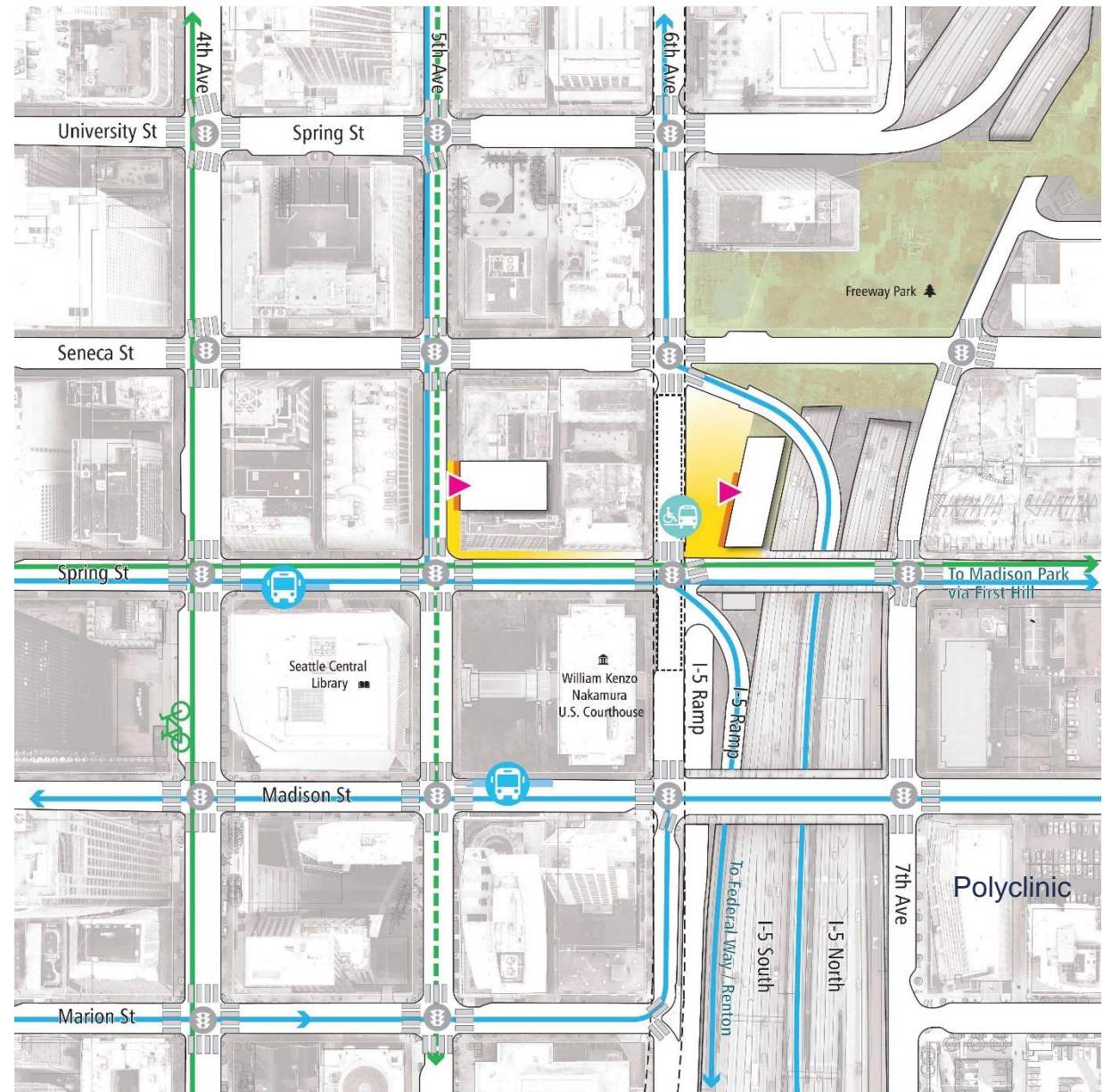
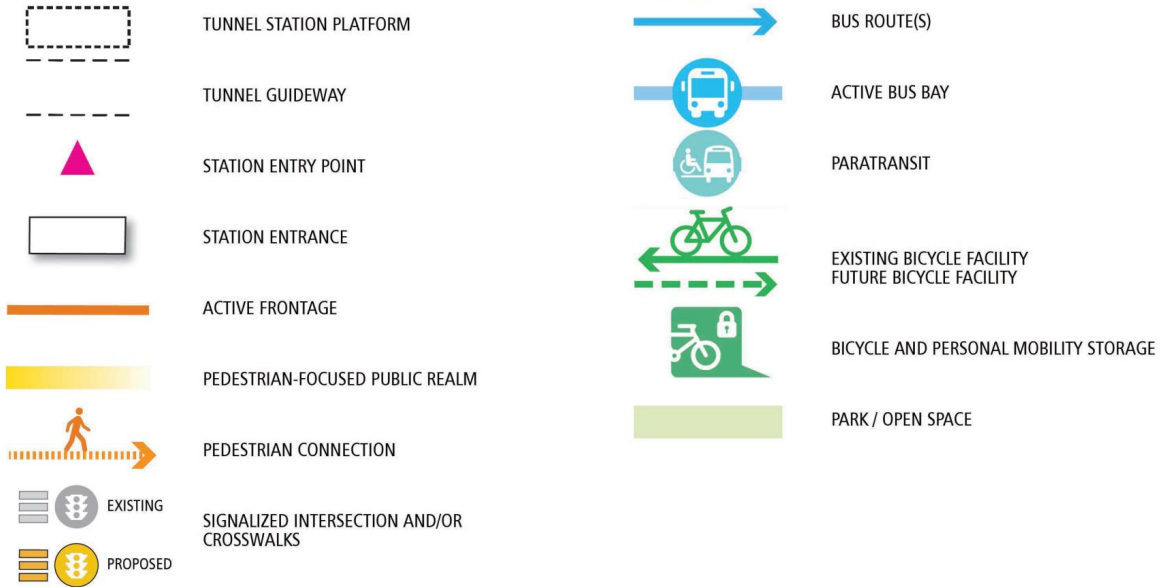


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***Other Draft EIS alternative***

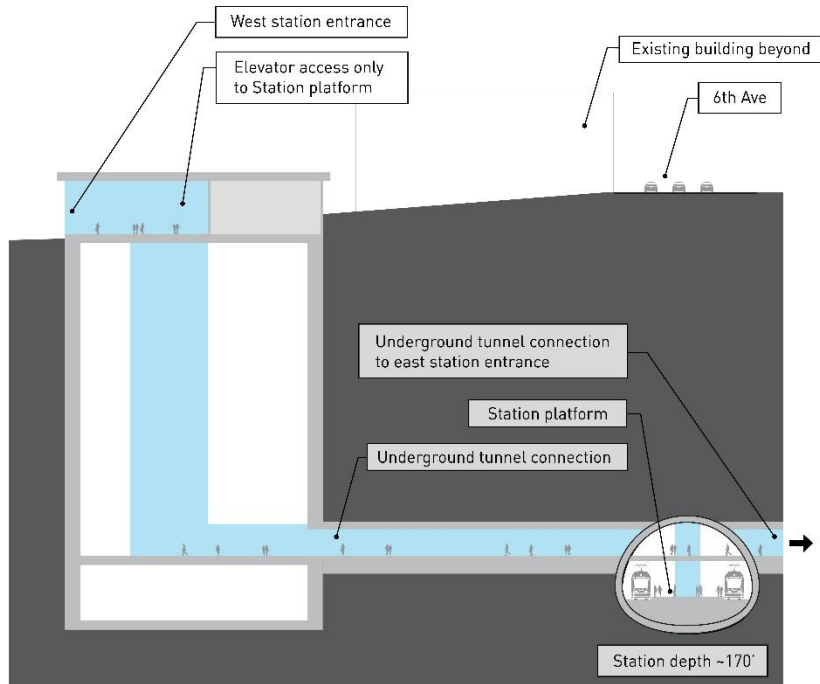
# Tunnel 6<sup>th</sup> Ave Station



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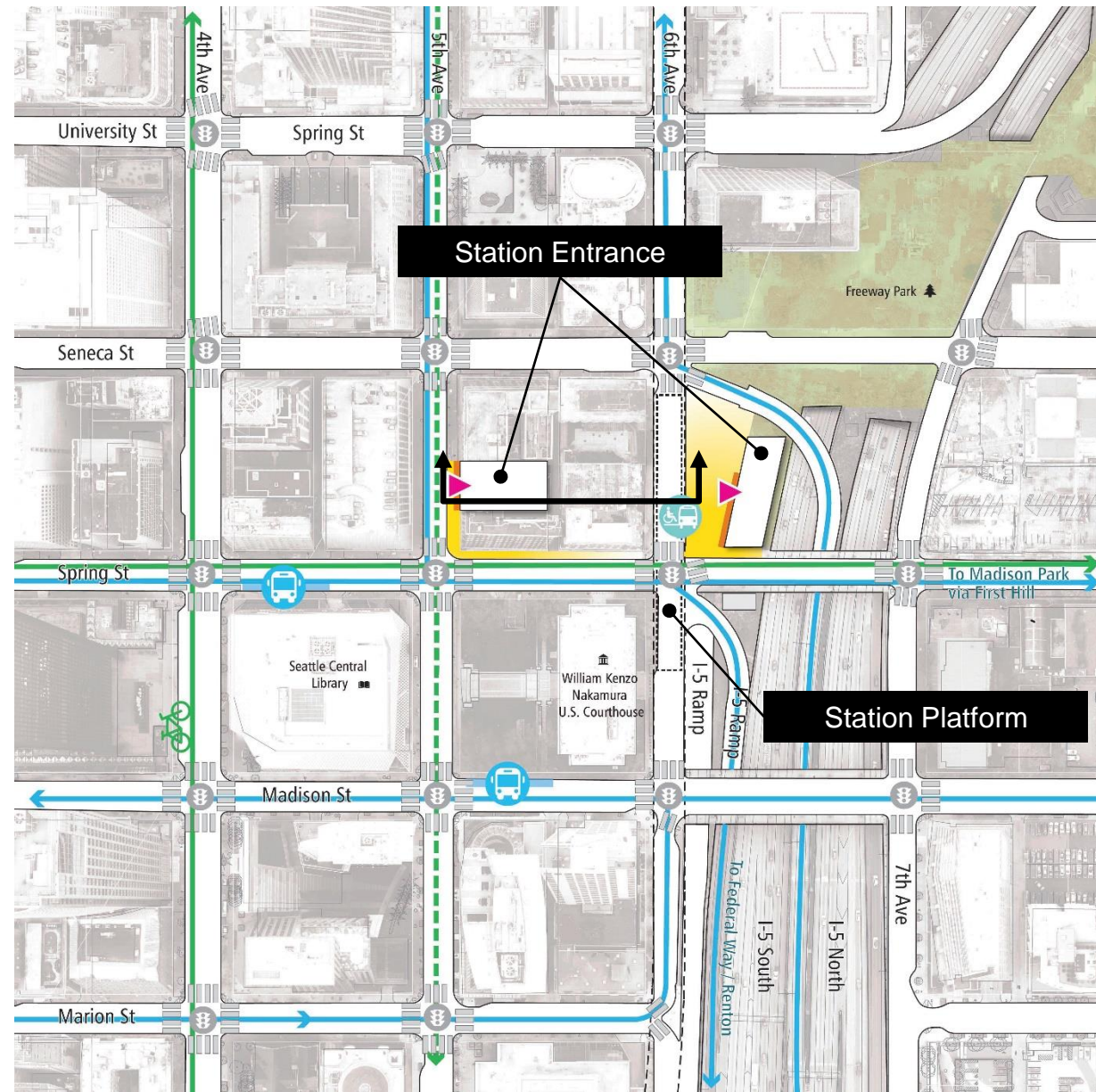
# Tunnel 6<sup>th</sup> Ave Station



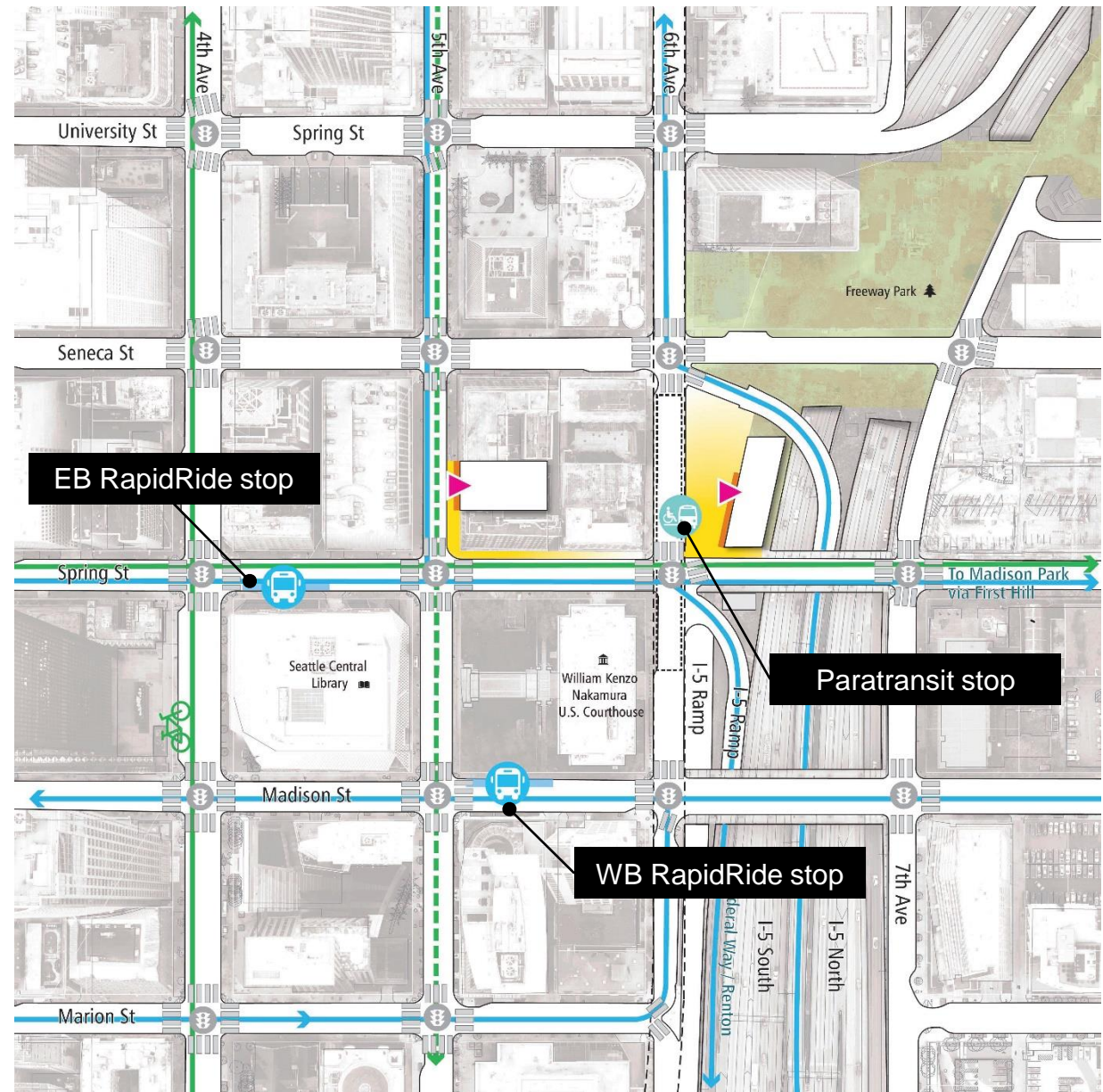
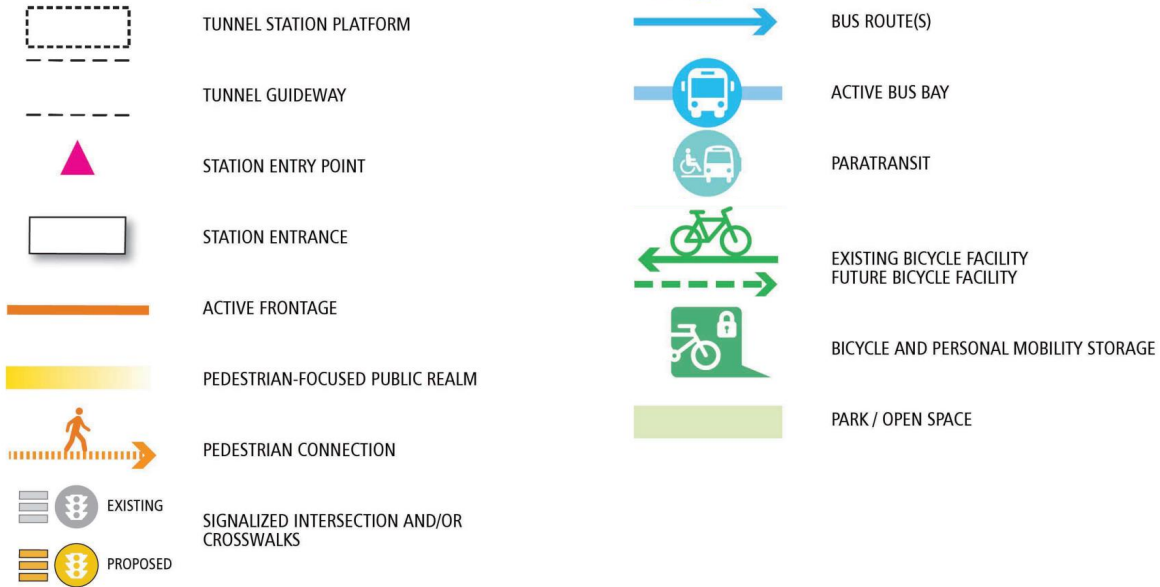
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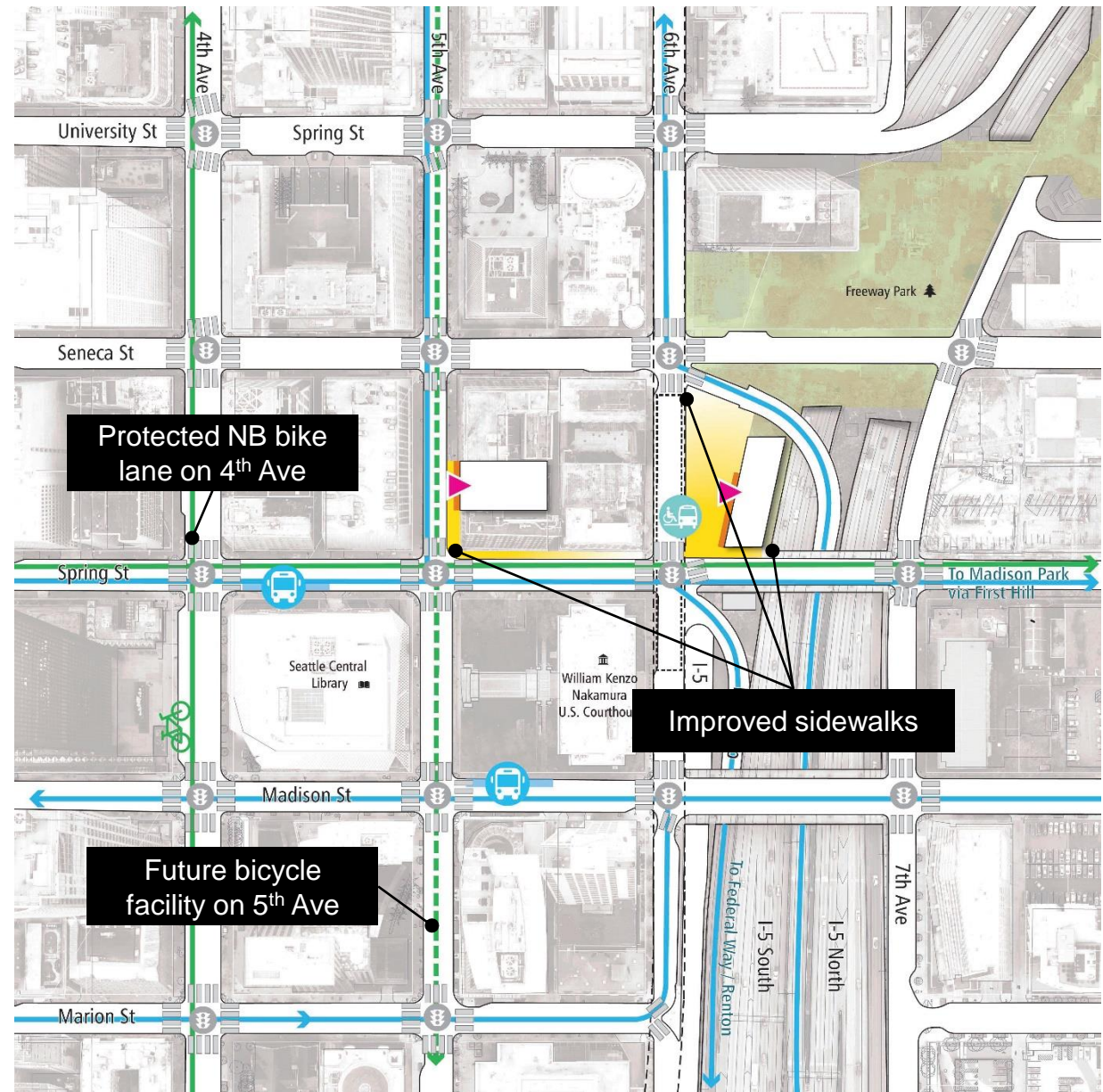
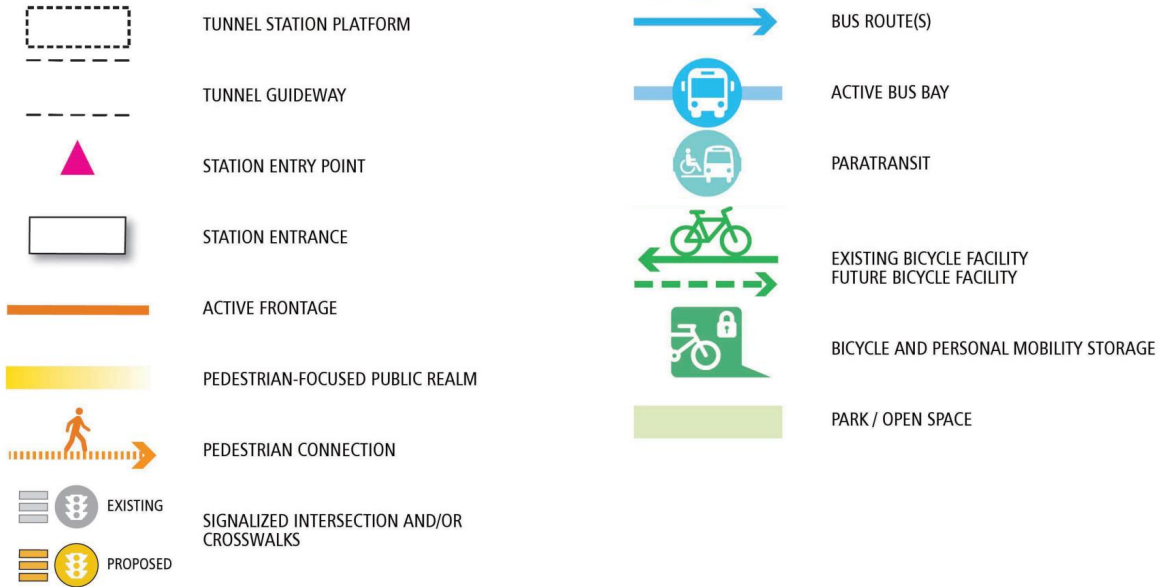
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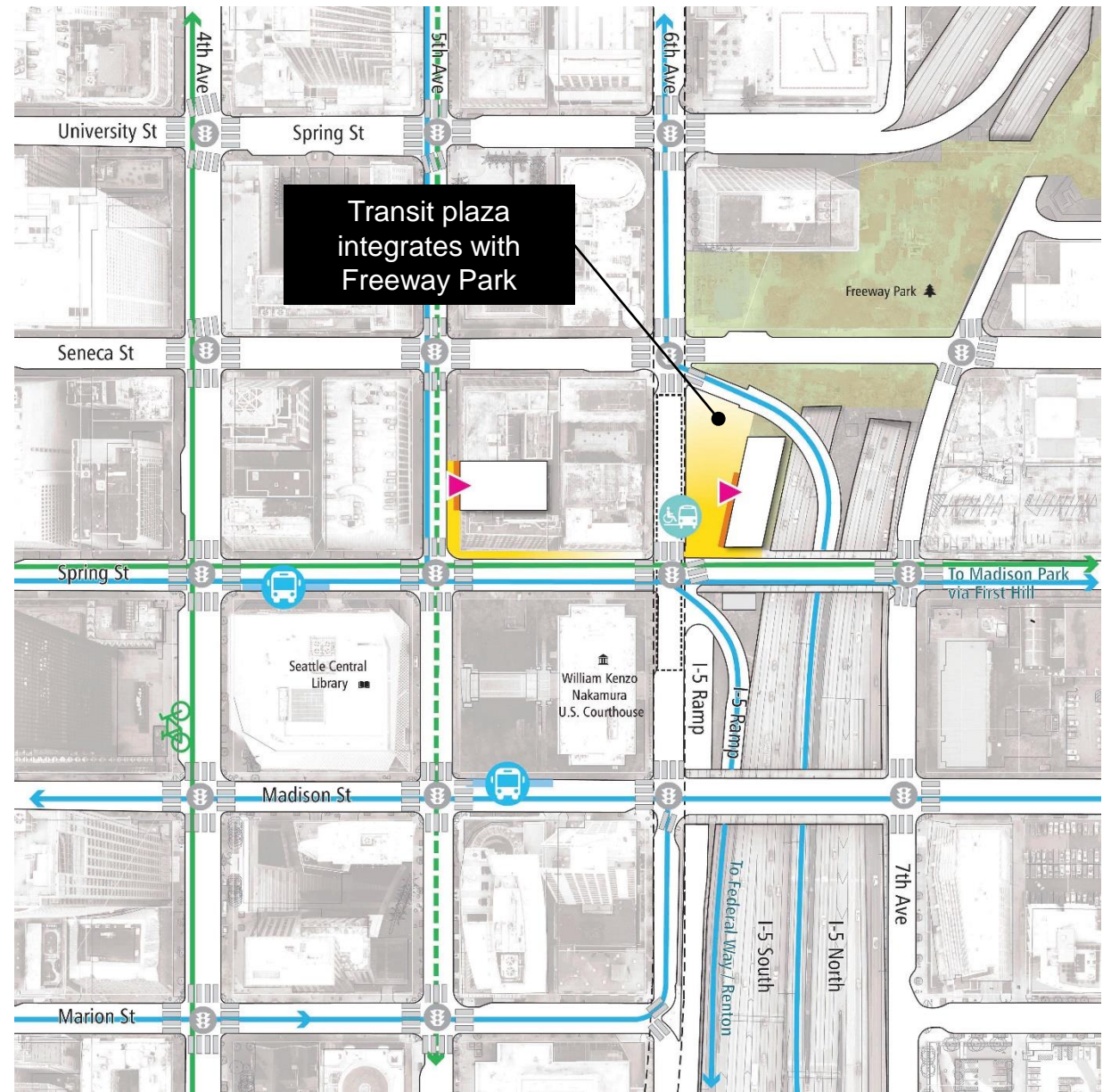
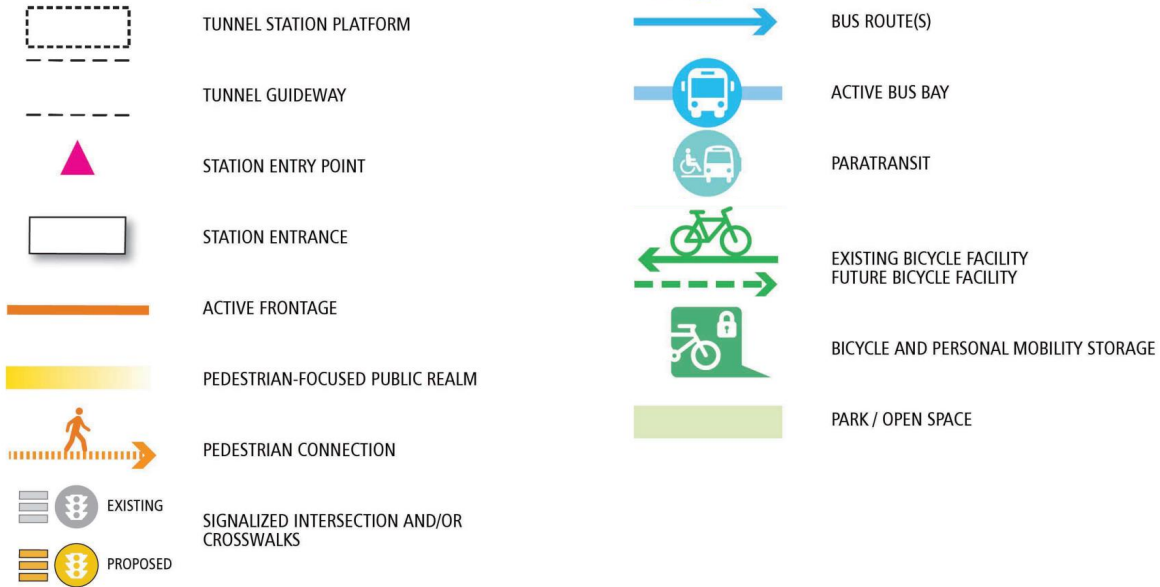
# Tunnel 6<sup>th</sup> Ave Station



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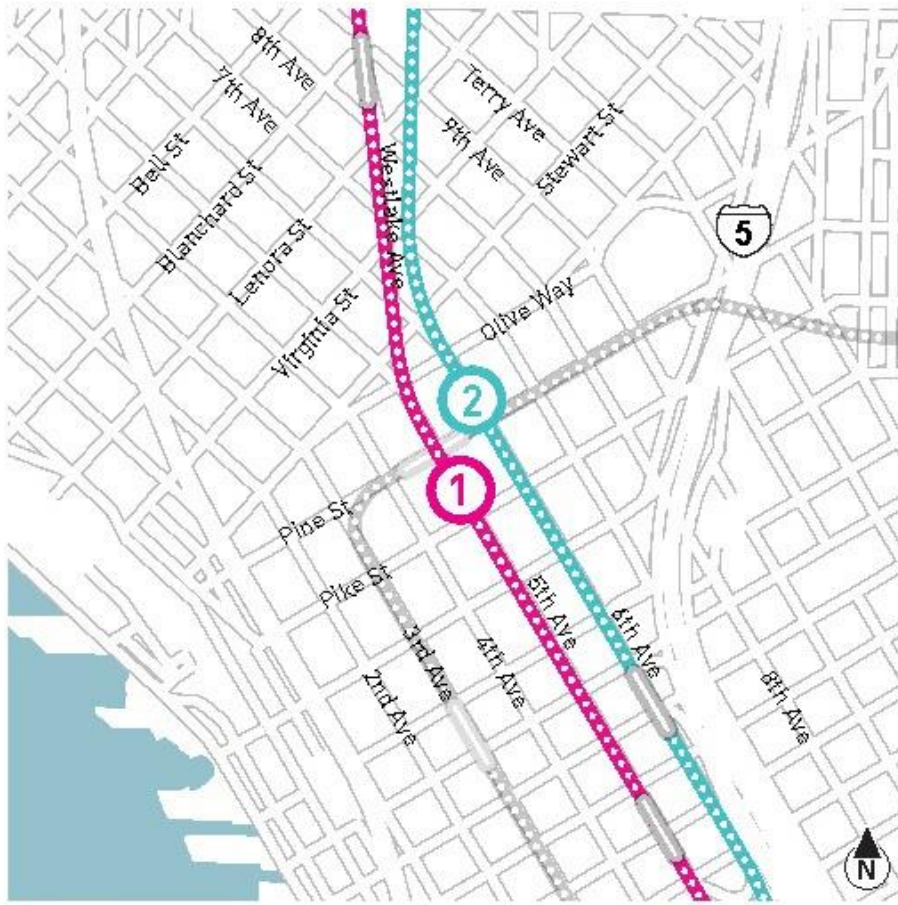
# Tunnel 6<sup>th</sup> Ave Station




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***Westlake Station***



**Draft EIS Alternatives**

 Preferred alternative

 Other alternatives and design options

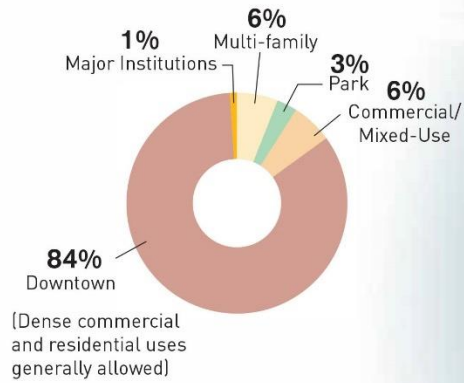
**Route and Station Profiles**

 /  Tunnel

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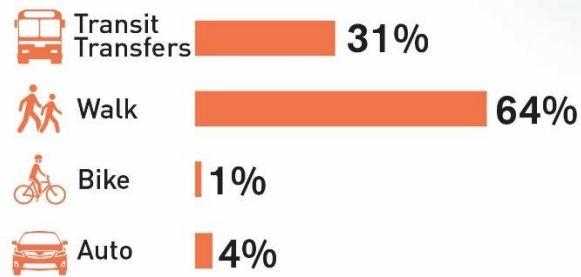
**Existing land use in the station area** <sup>(1)</sup>



**Ridership/daily boardings** <sup>(2)</sup>



**How people will travel to the station** <sup>(2)</sup>



**Bike facilities within 10-minute bikeshed** <sup>(3)</sup>



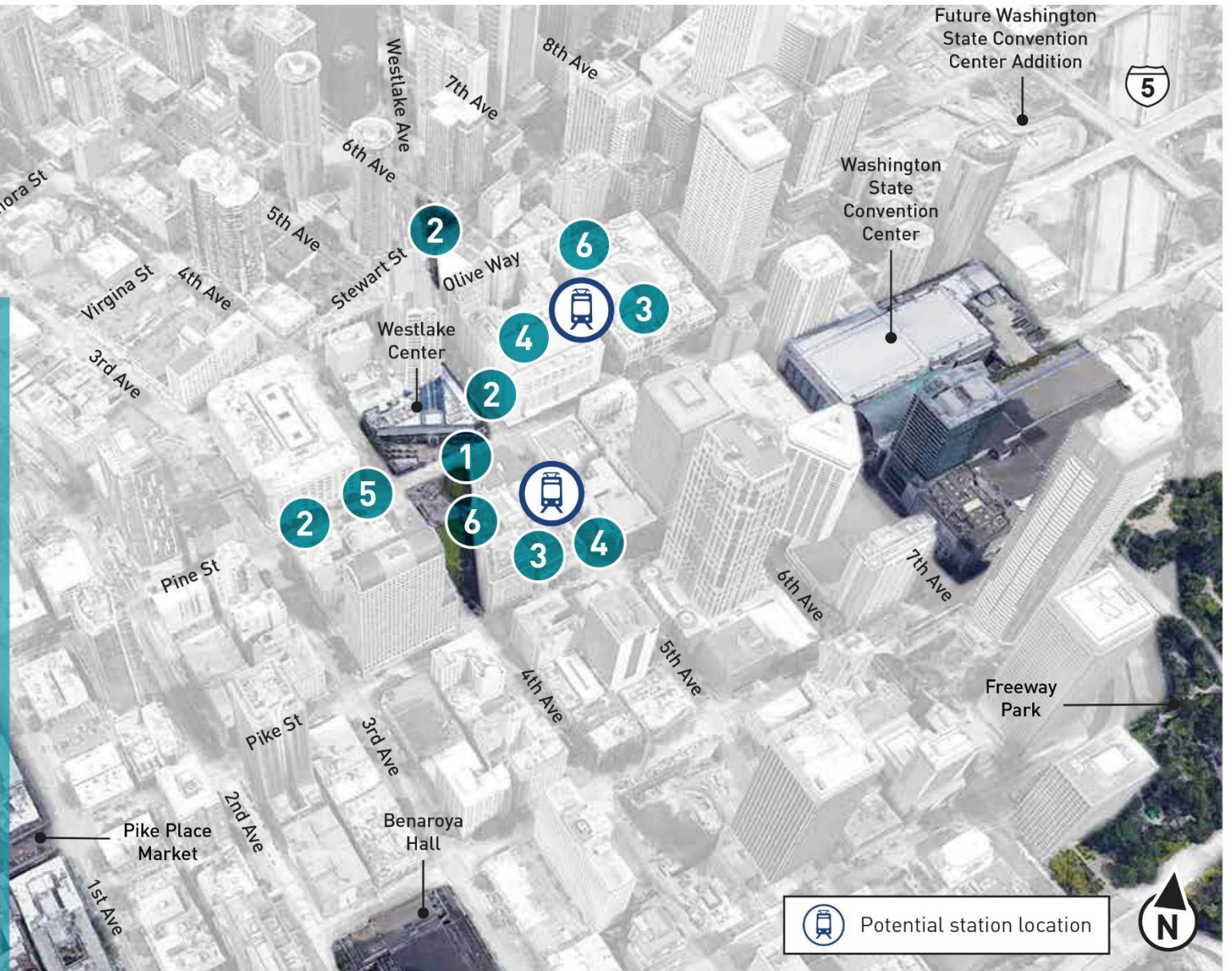
**Living and working in the station area** <sup>(1,4)</sup>



What we heard so far

## 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

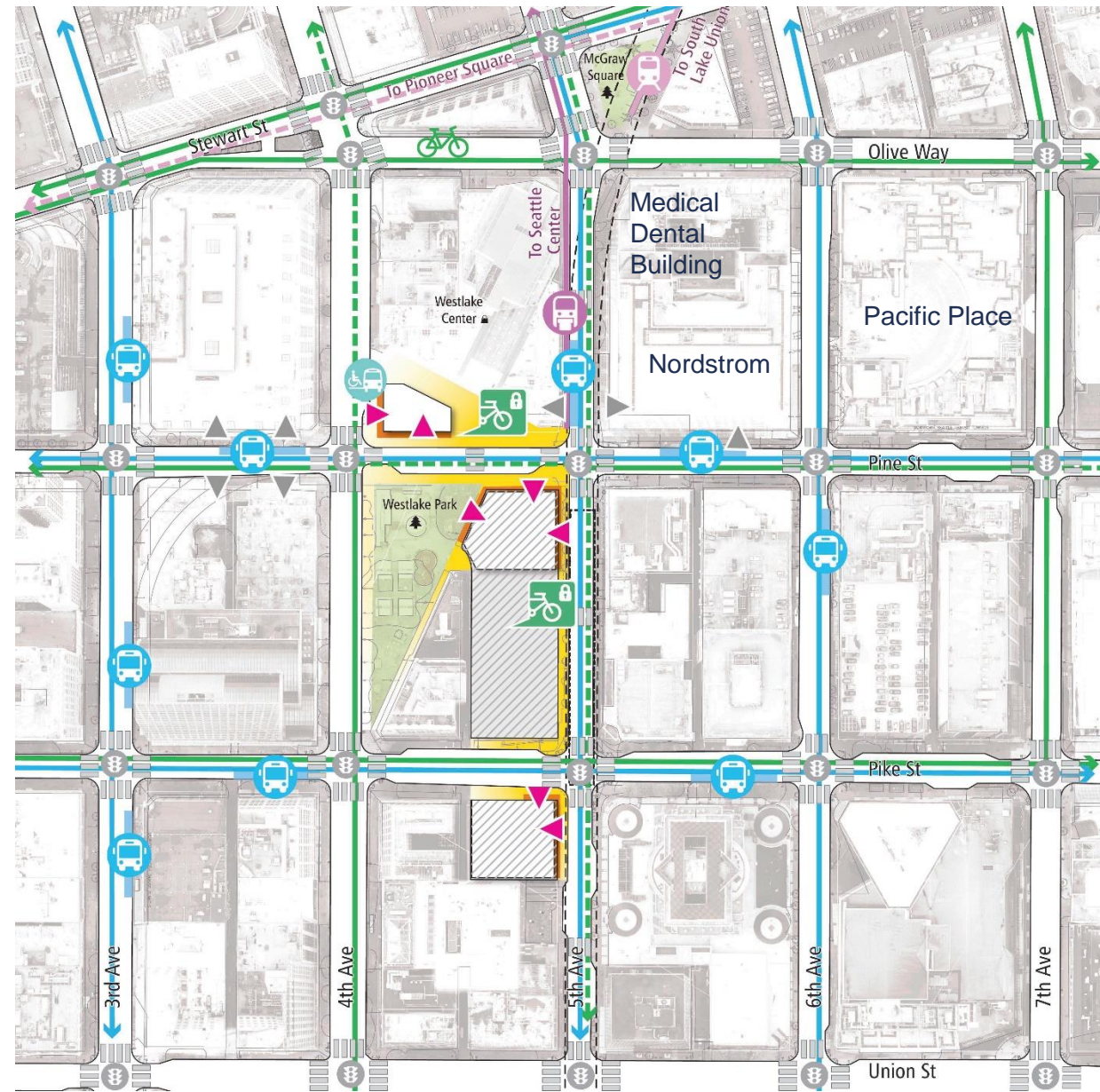
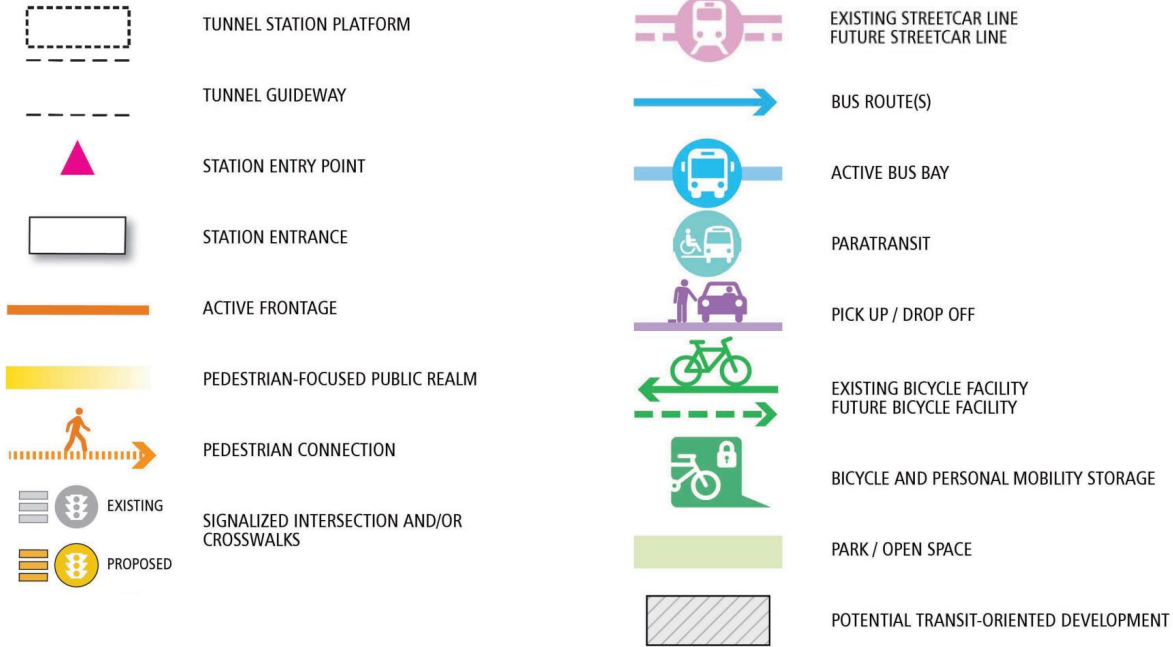


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



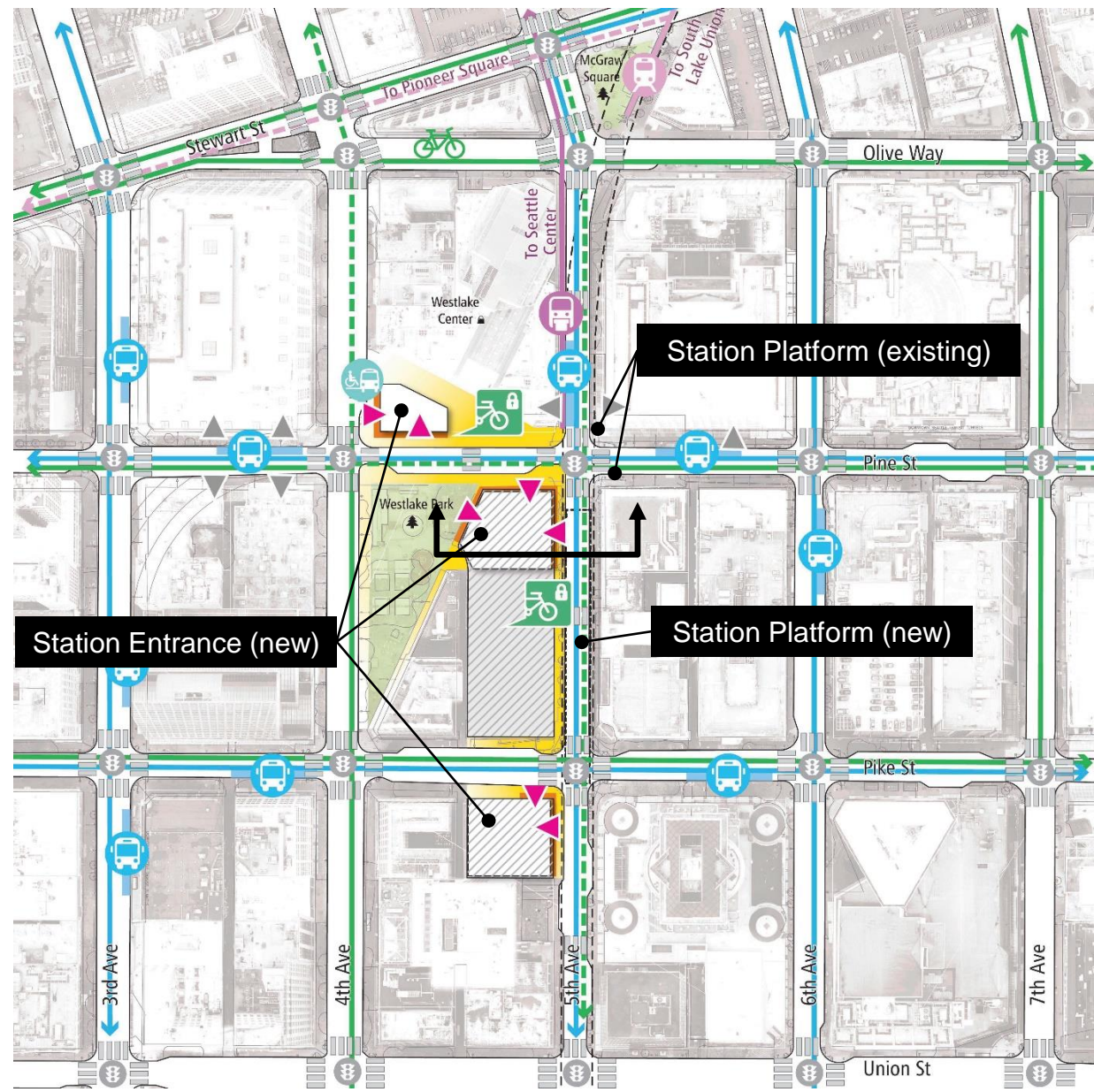
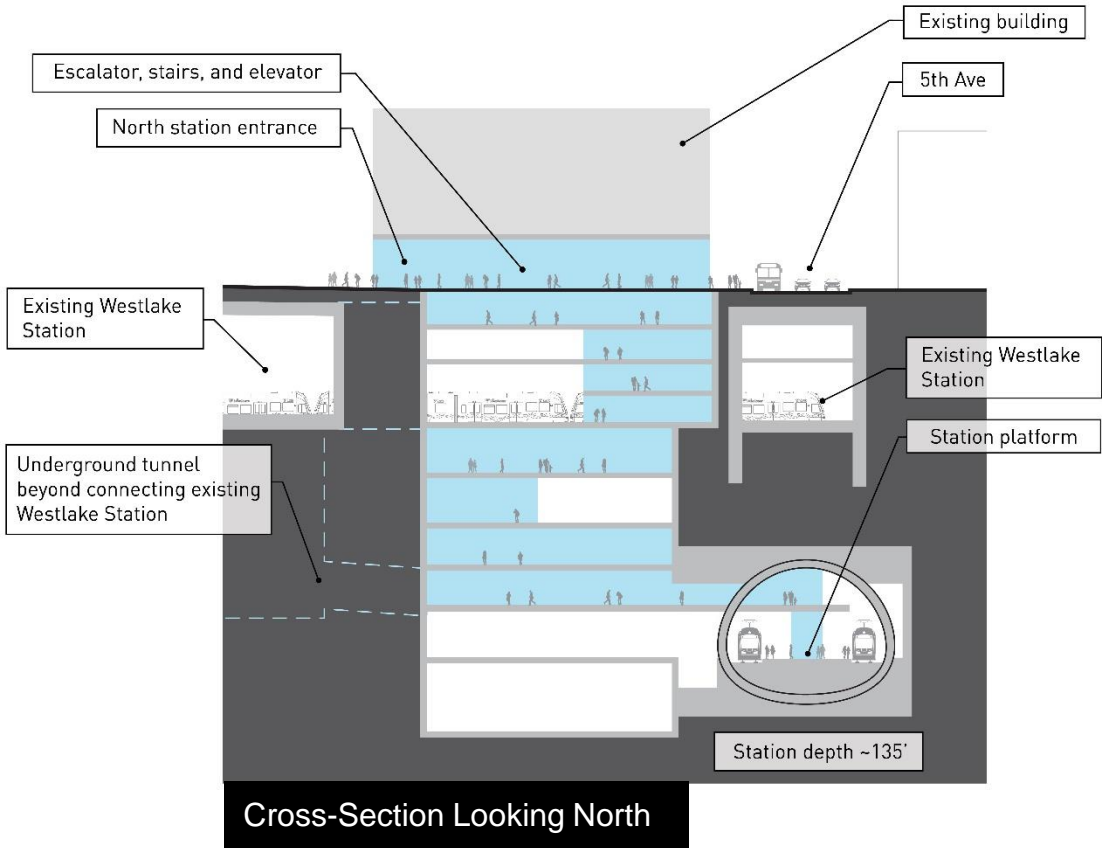
***Preferred alternative***

# Tunnel 5th Ave Station



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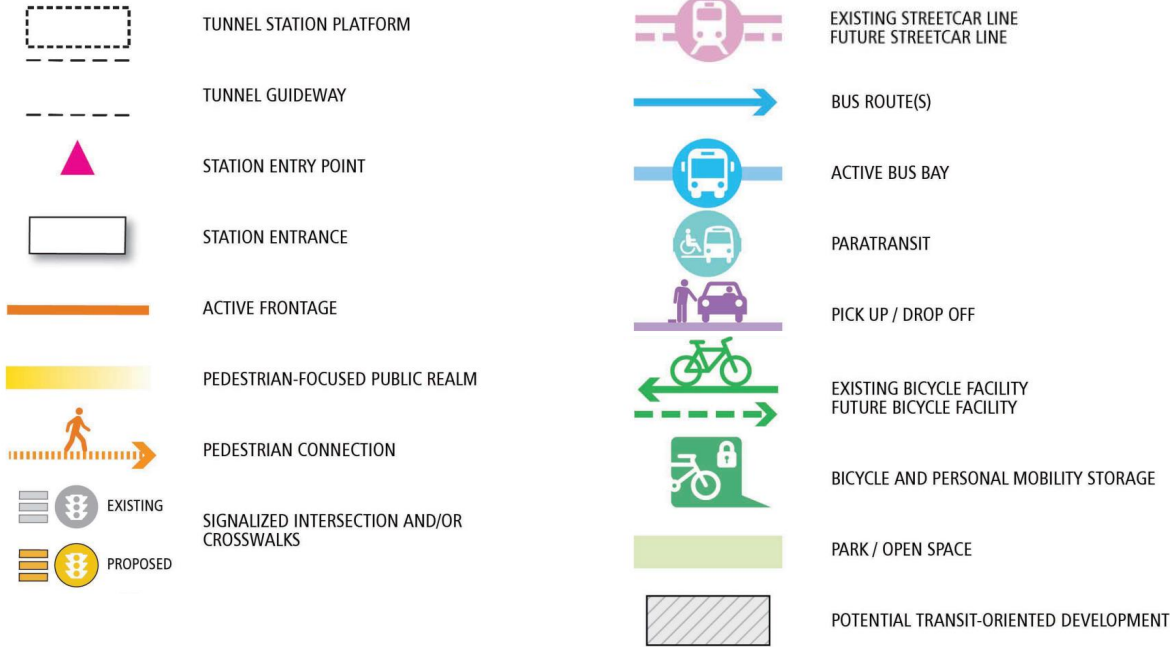
# Tunnel 5th Ave Station



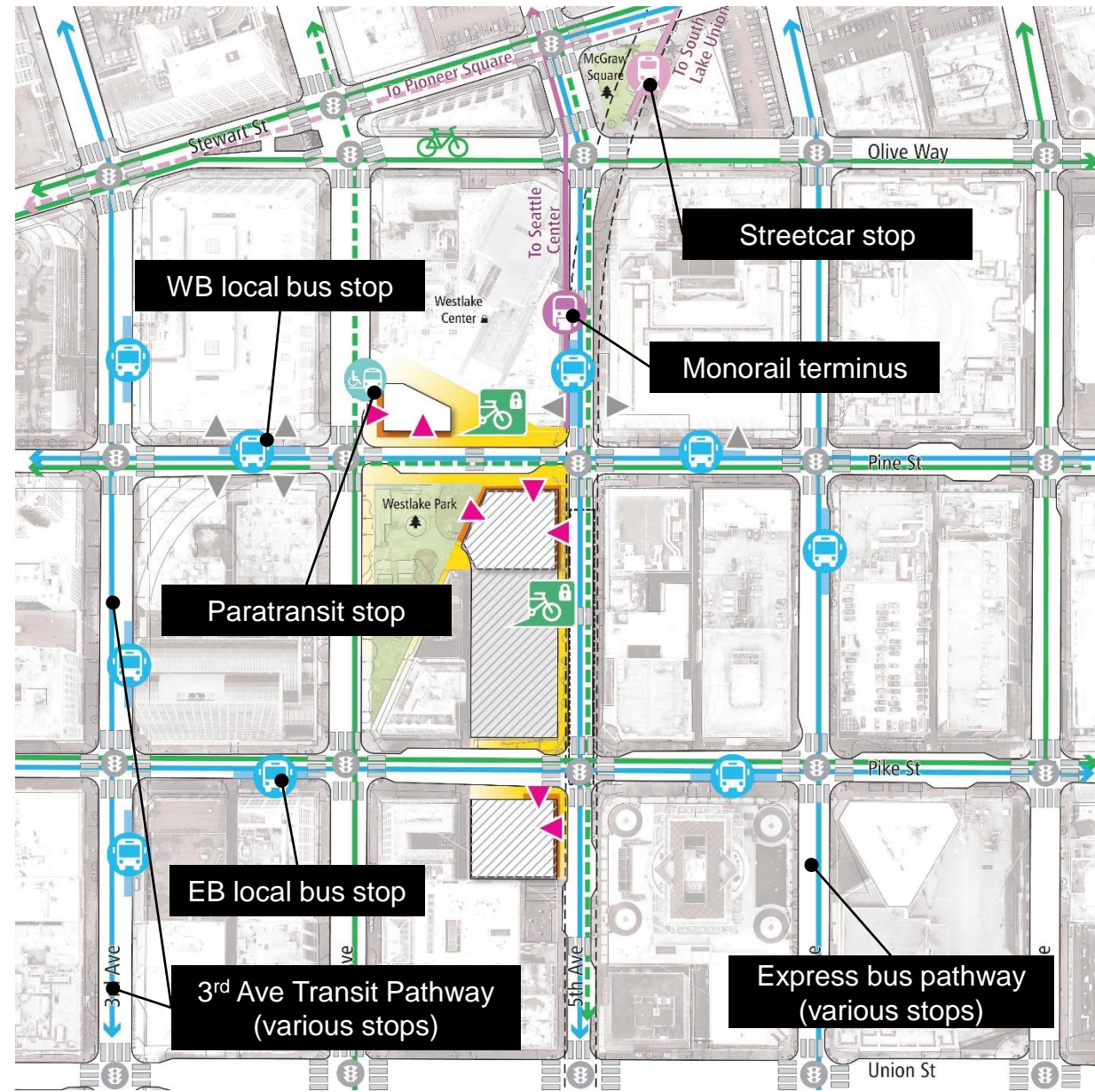
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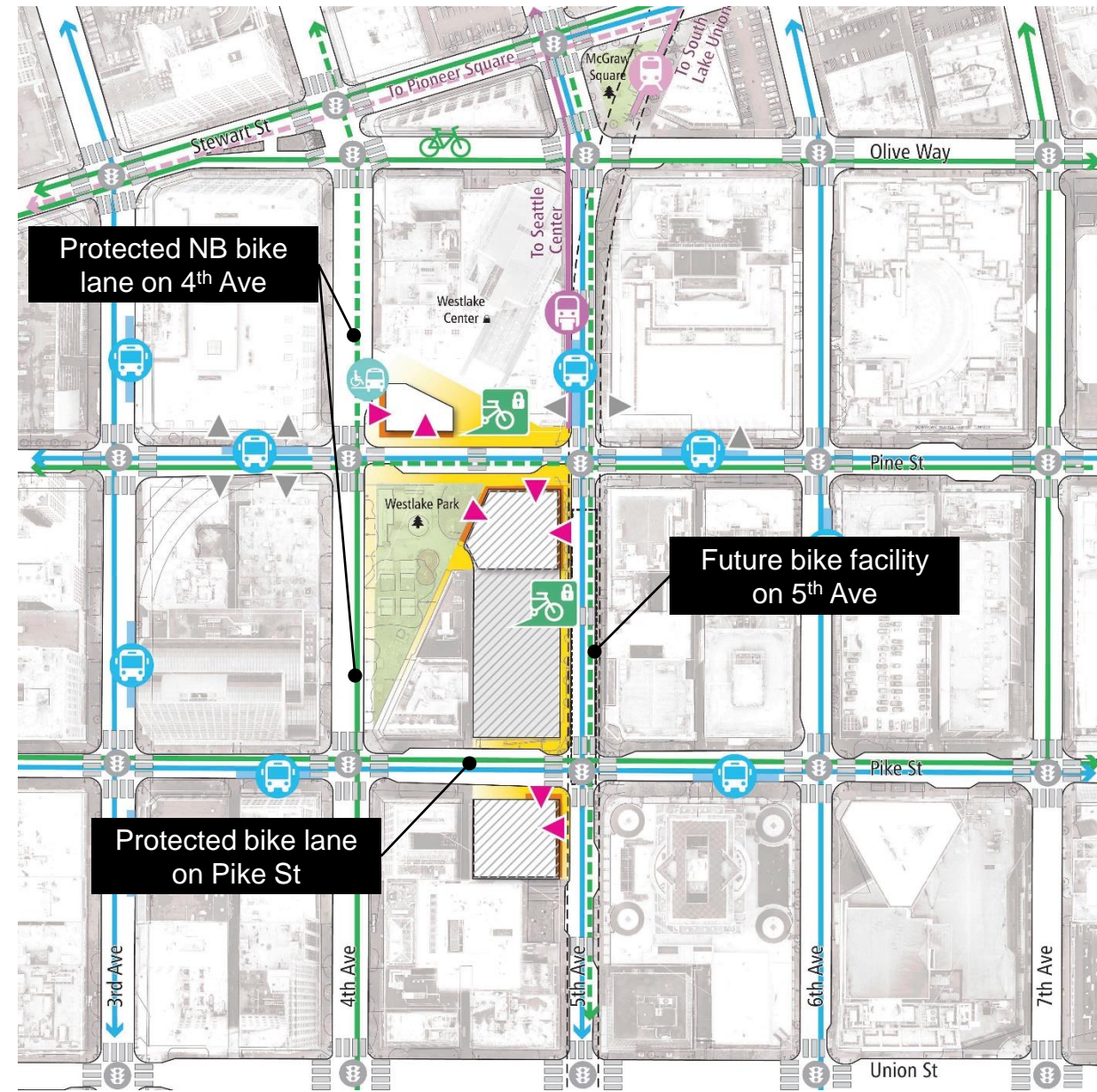
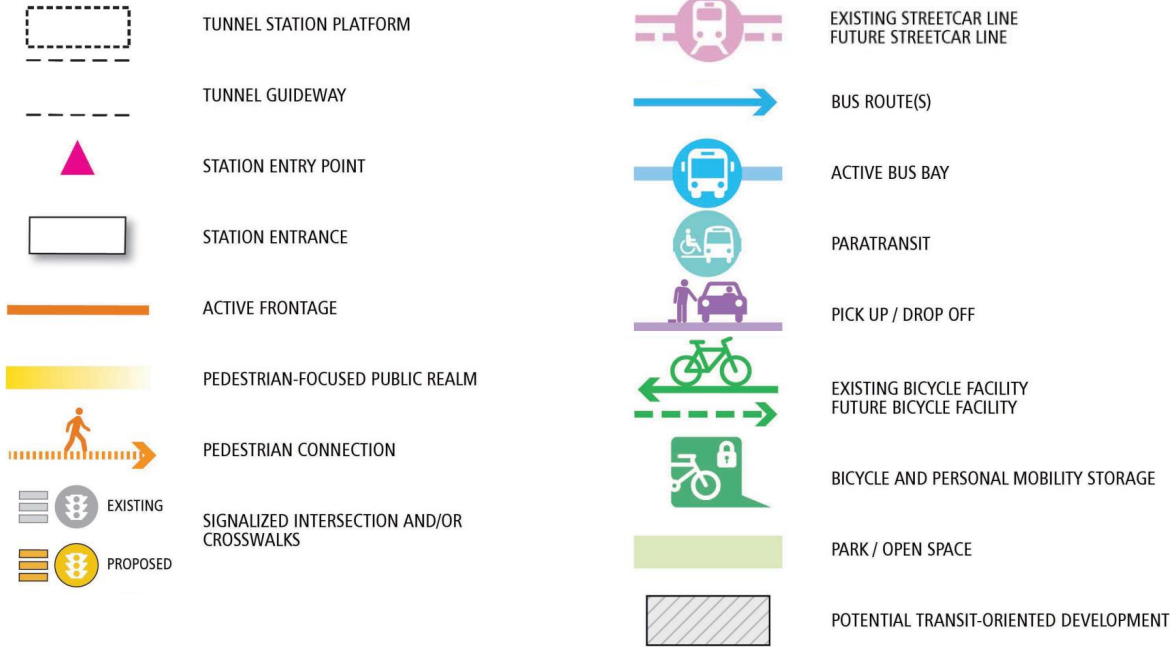
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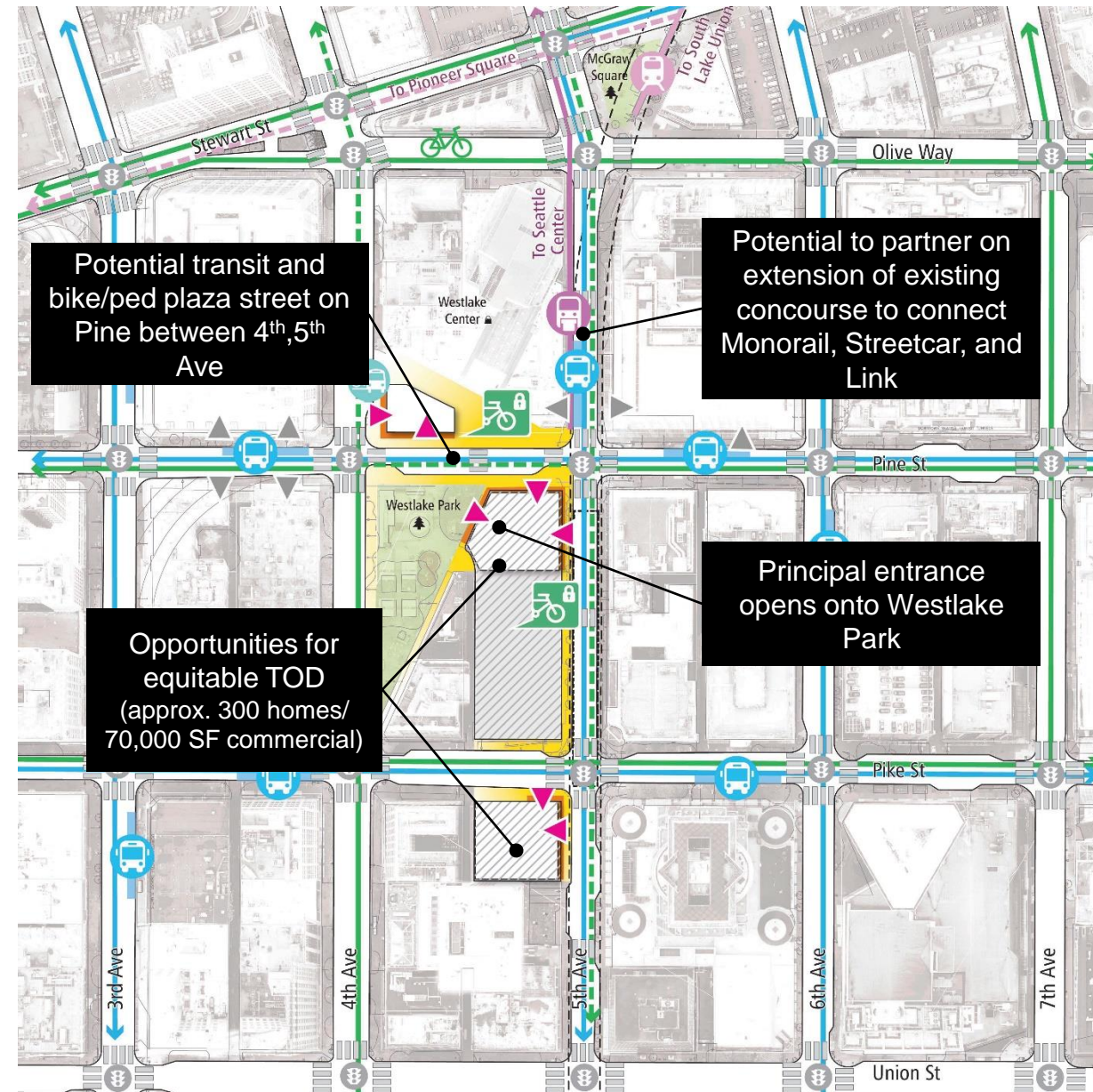
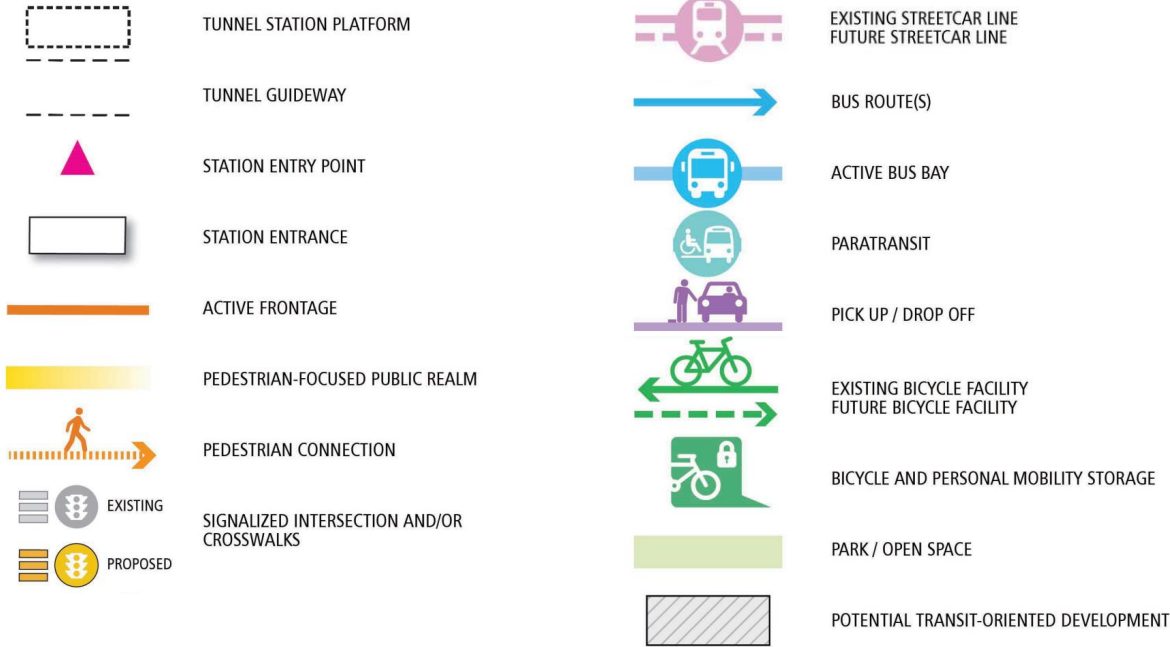
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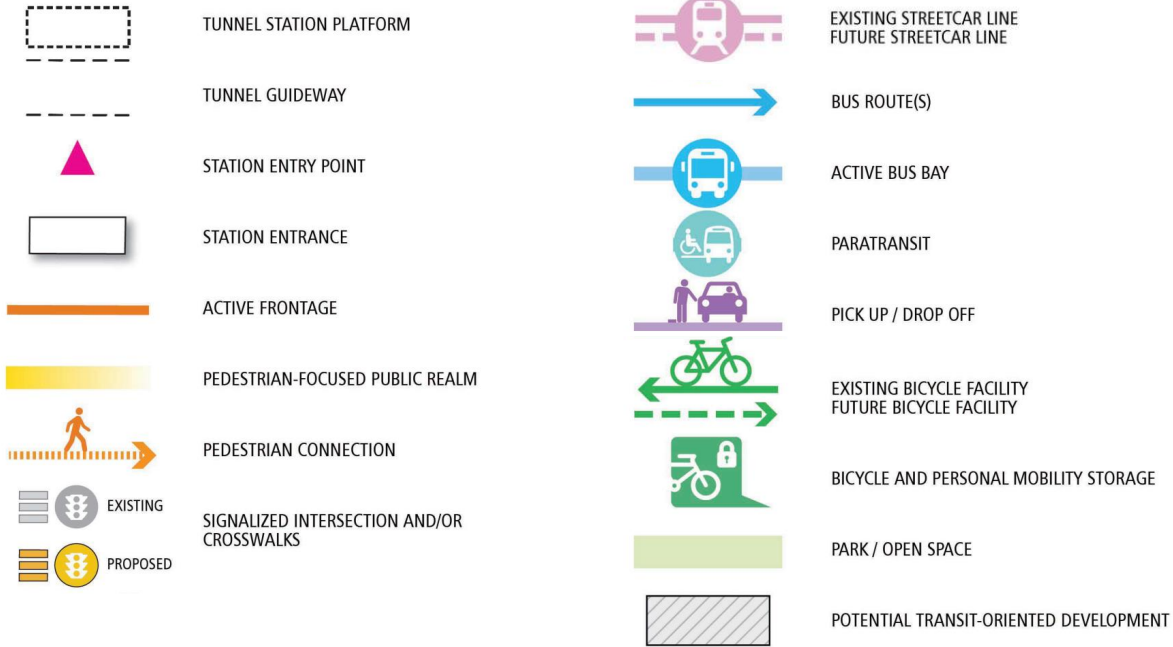


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***Other Draft EIS alternative***

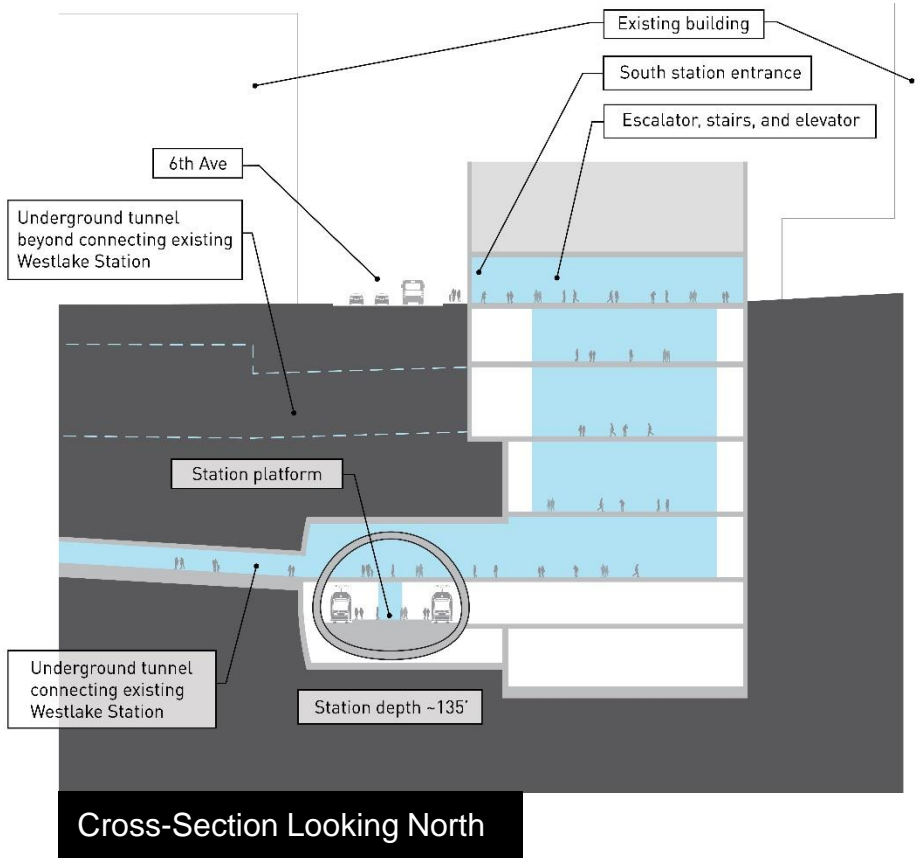
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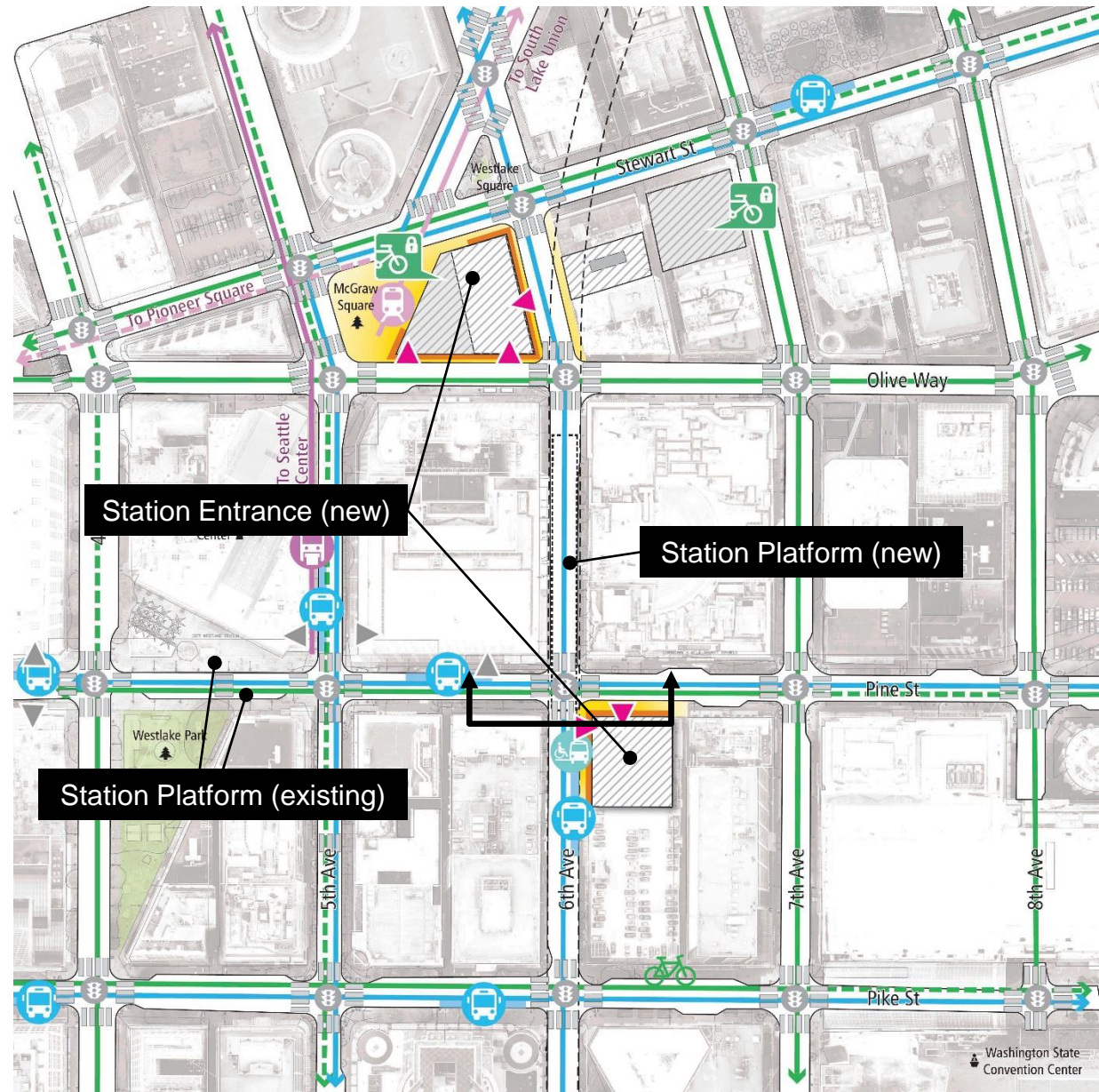
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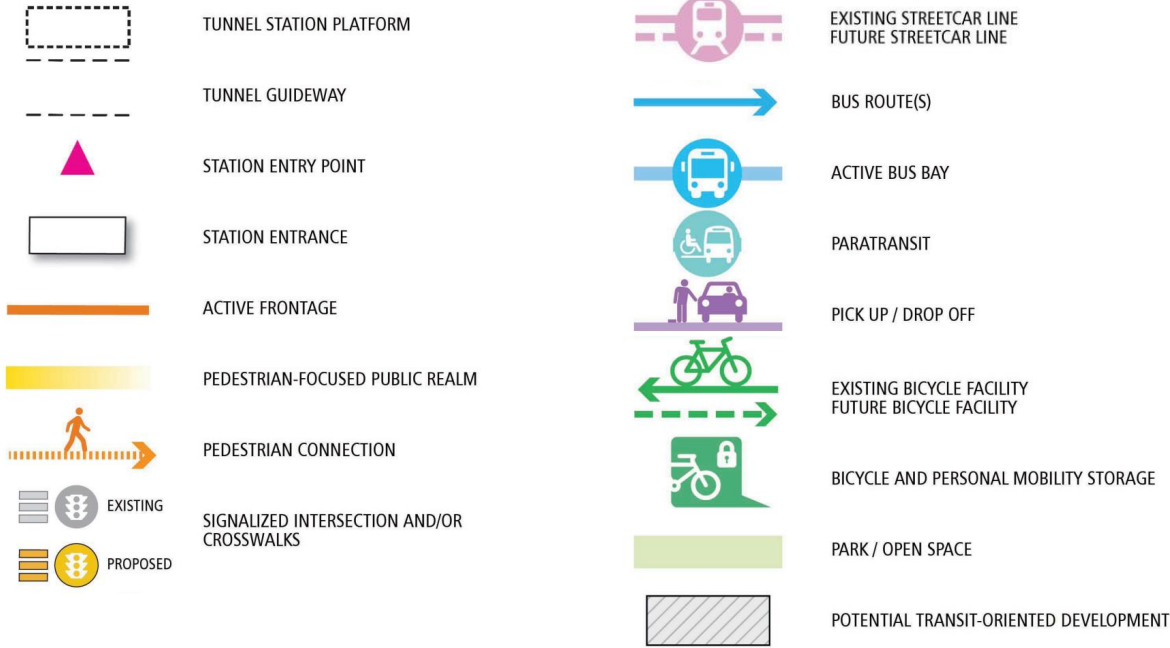
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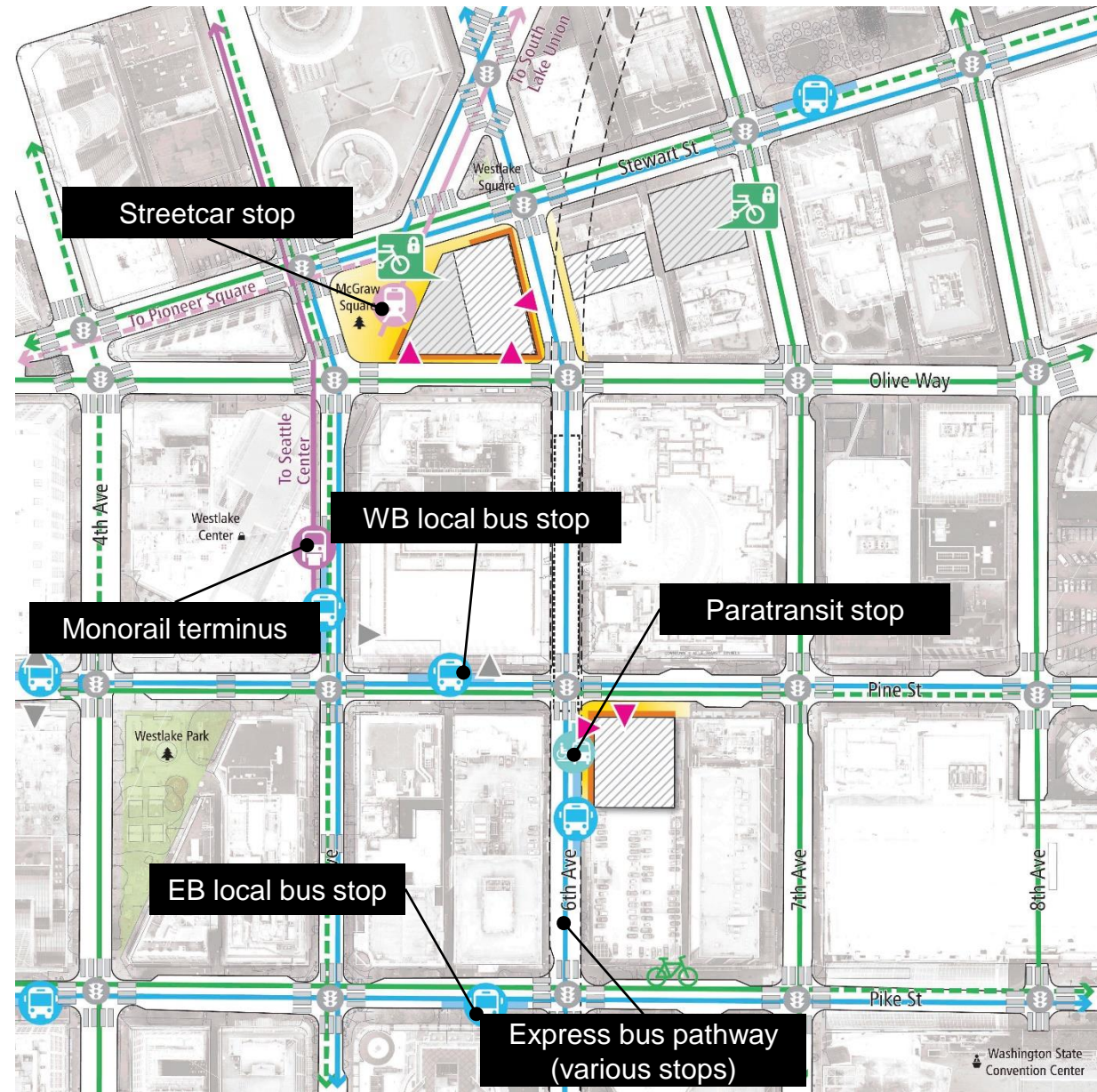
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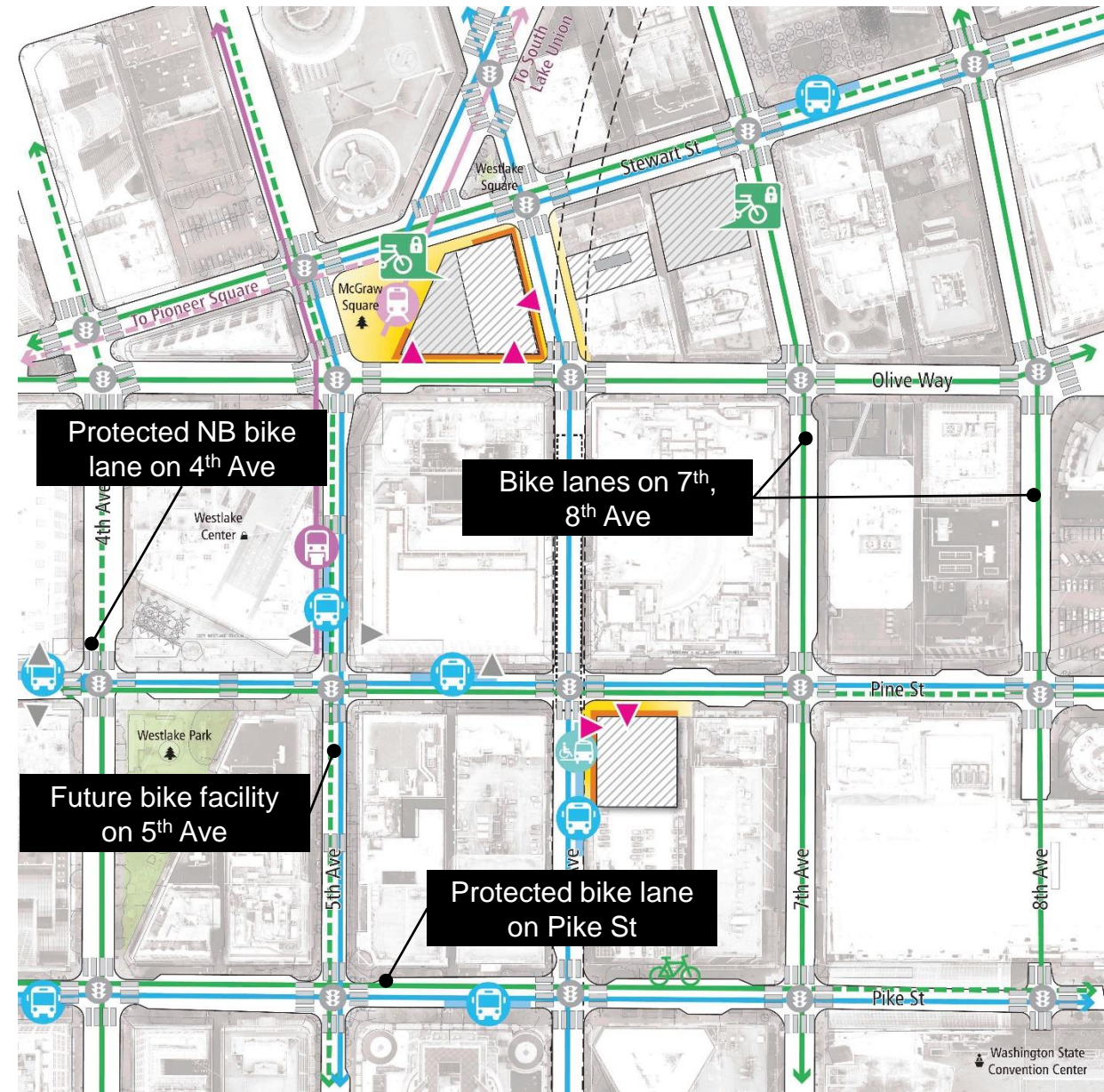
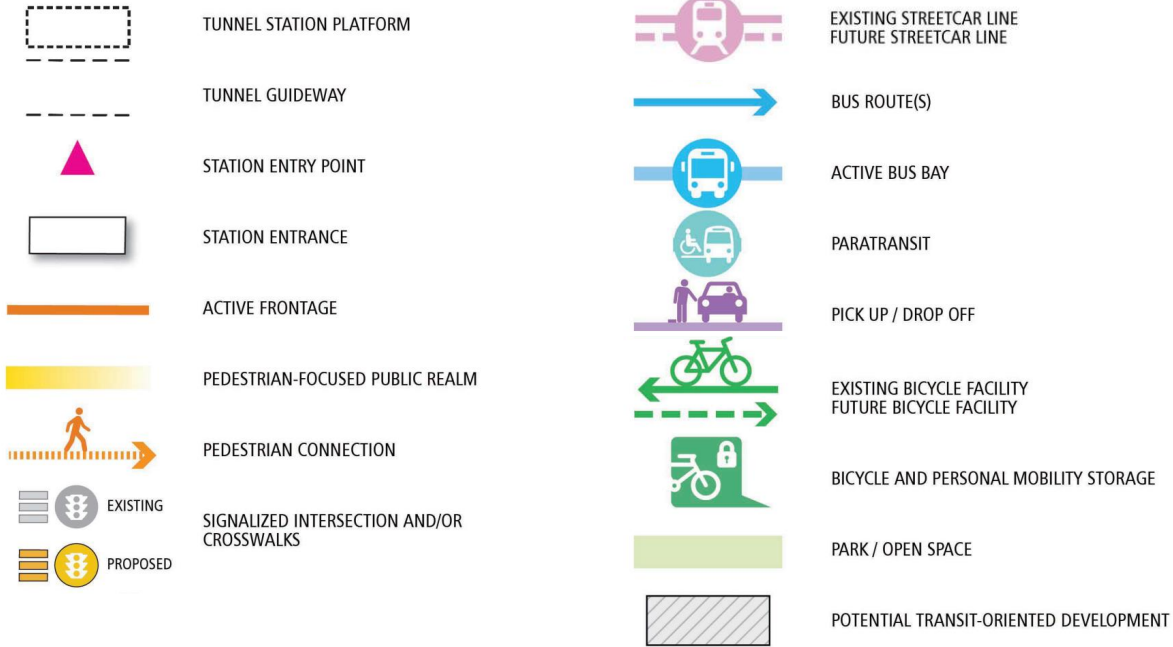
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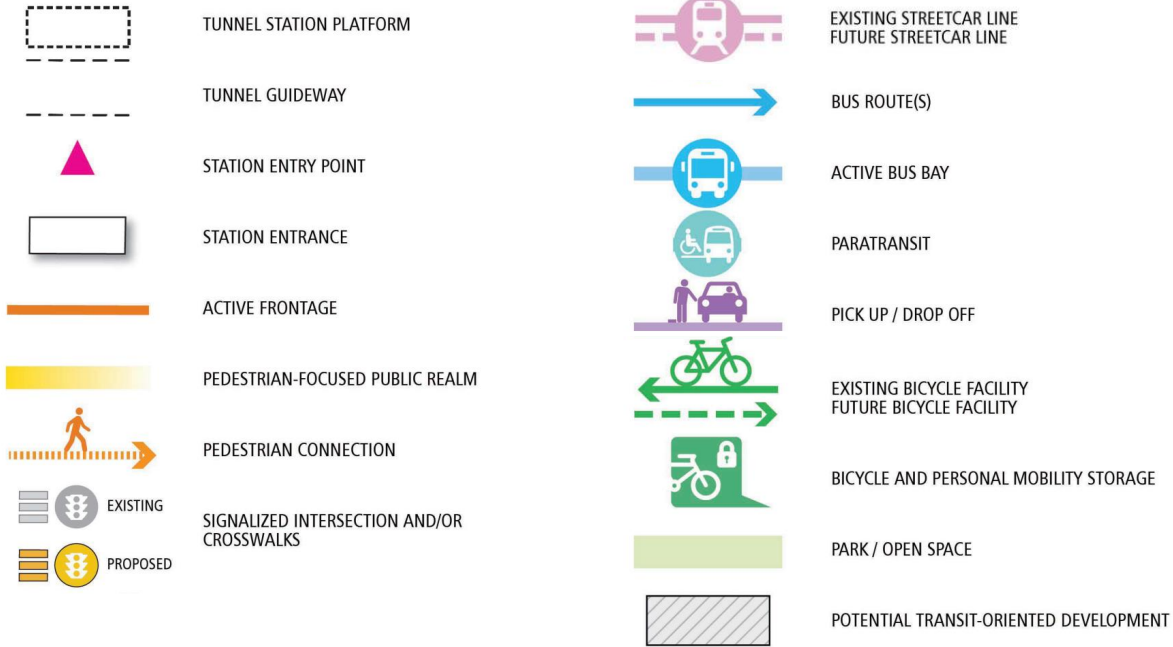
# Tunnel 6<sup>th</sup> Ave Station



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# Tunnel 6<sup>th</sup> Ave Station



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# *Questions for Discussion*

*What are your thoughts/questions about:*

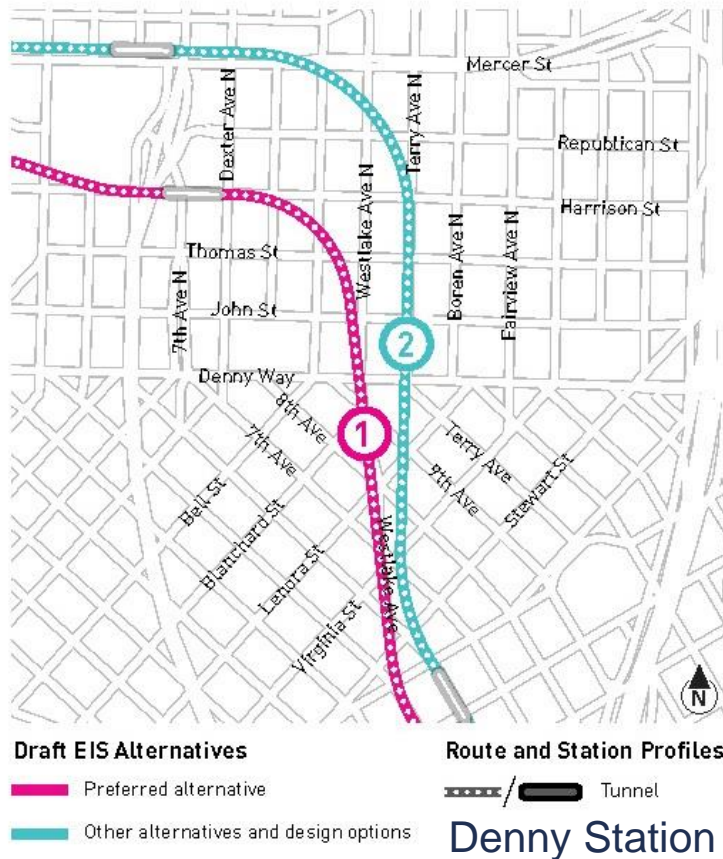
- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*



***Break for 5 min***

# *Agenda*

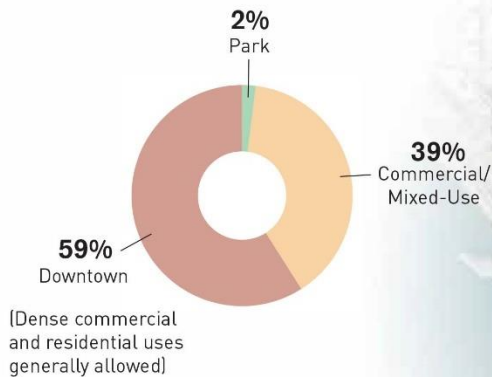
- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- ***Denny and South Lake Union Stations***
- Seattle Center Station
- Next steps and next meeting



- **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**



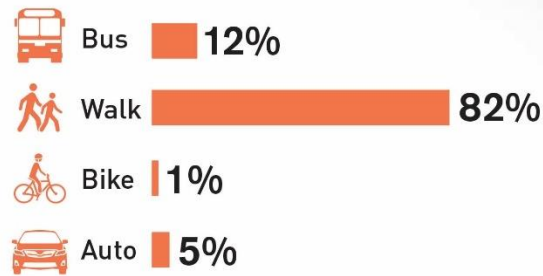
Existing land use in the station area <sup>(1)</sup>



Ridership/daily boardings <sup>(2)</sup>



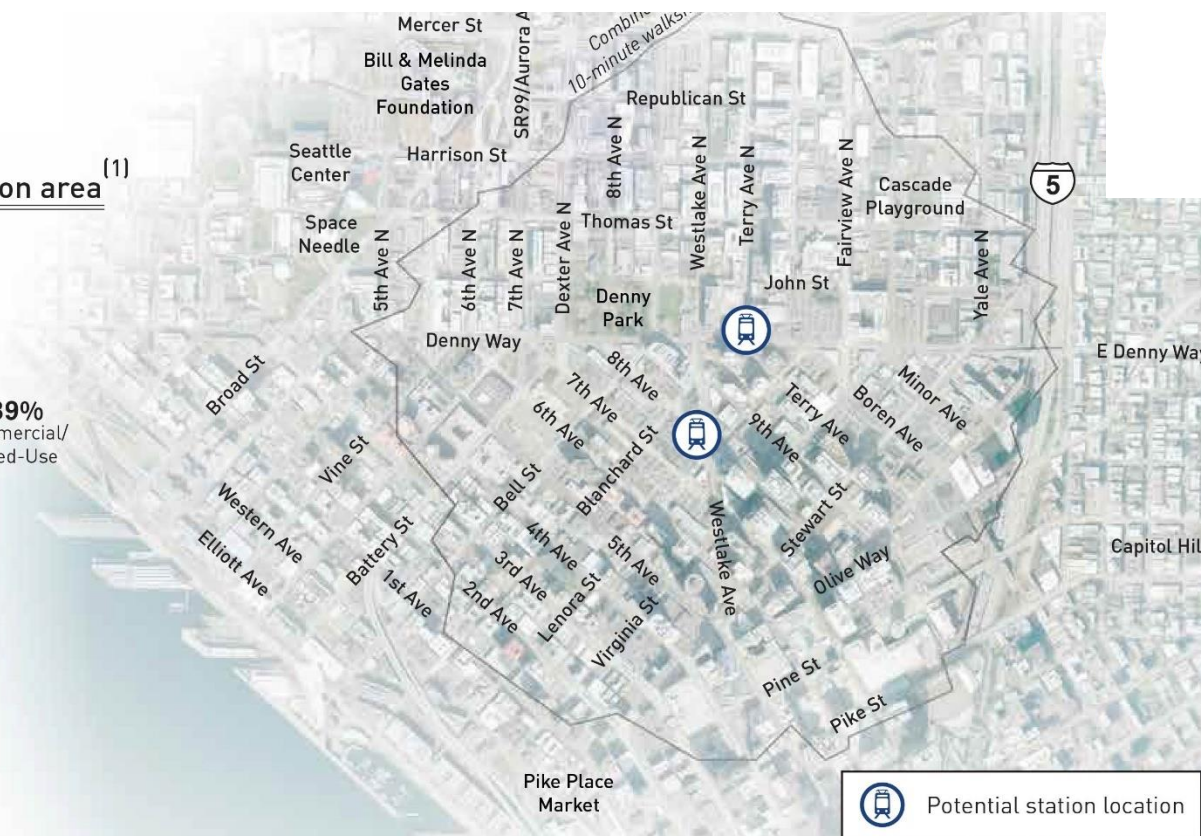
How people will travel to the station <sup>(2)</sup>



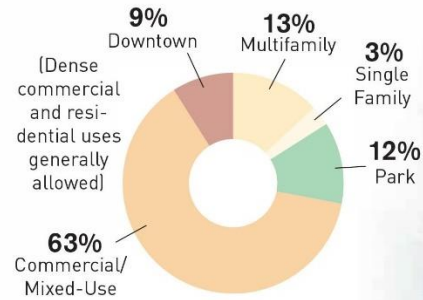
Bike facilities within 10-minute bikeshed <sup>(3)</sup>



Living and working in the station area <sup>(1,4)</sup>



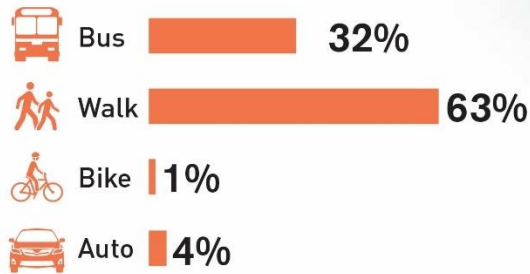
**Existing land use in the station area** <sup>(1)</sup>



**Ridership/daily boardings** <sup>(2)</sup>



**How people will travel to the station** <sup>(2)</sup>



**Bike facilities within 10-minute bikeshed** <sup>(3)</sup>



**Living and working in the station area** <sup>(1,4)</sup>



What we heard so far

### 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.

What we heard so far

## 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

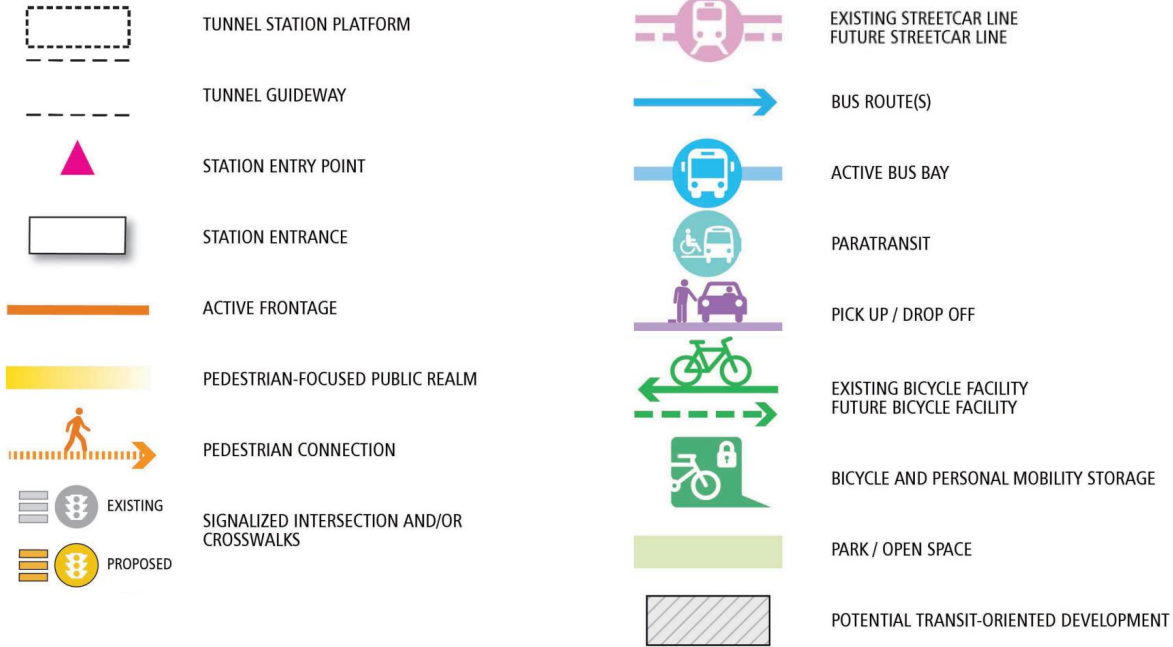


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

***Denny Station***

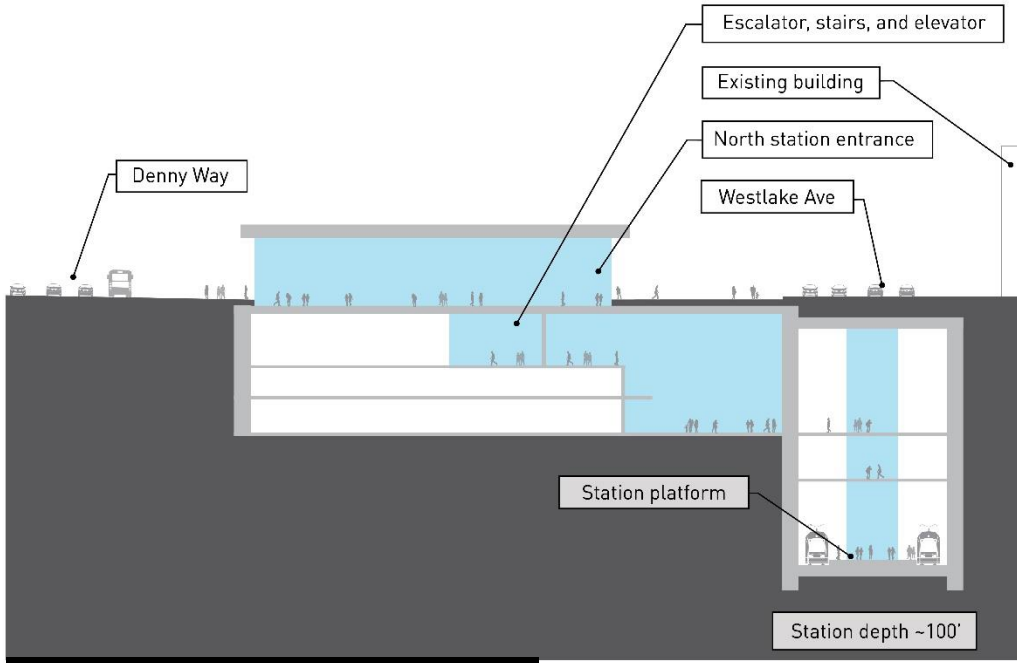
***Preferred alternative***

# Tunnel Westlake Ave Station



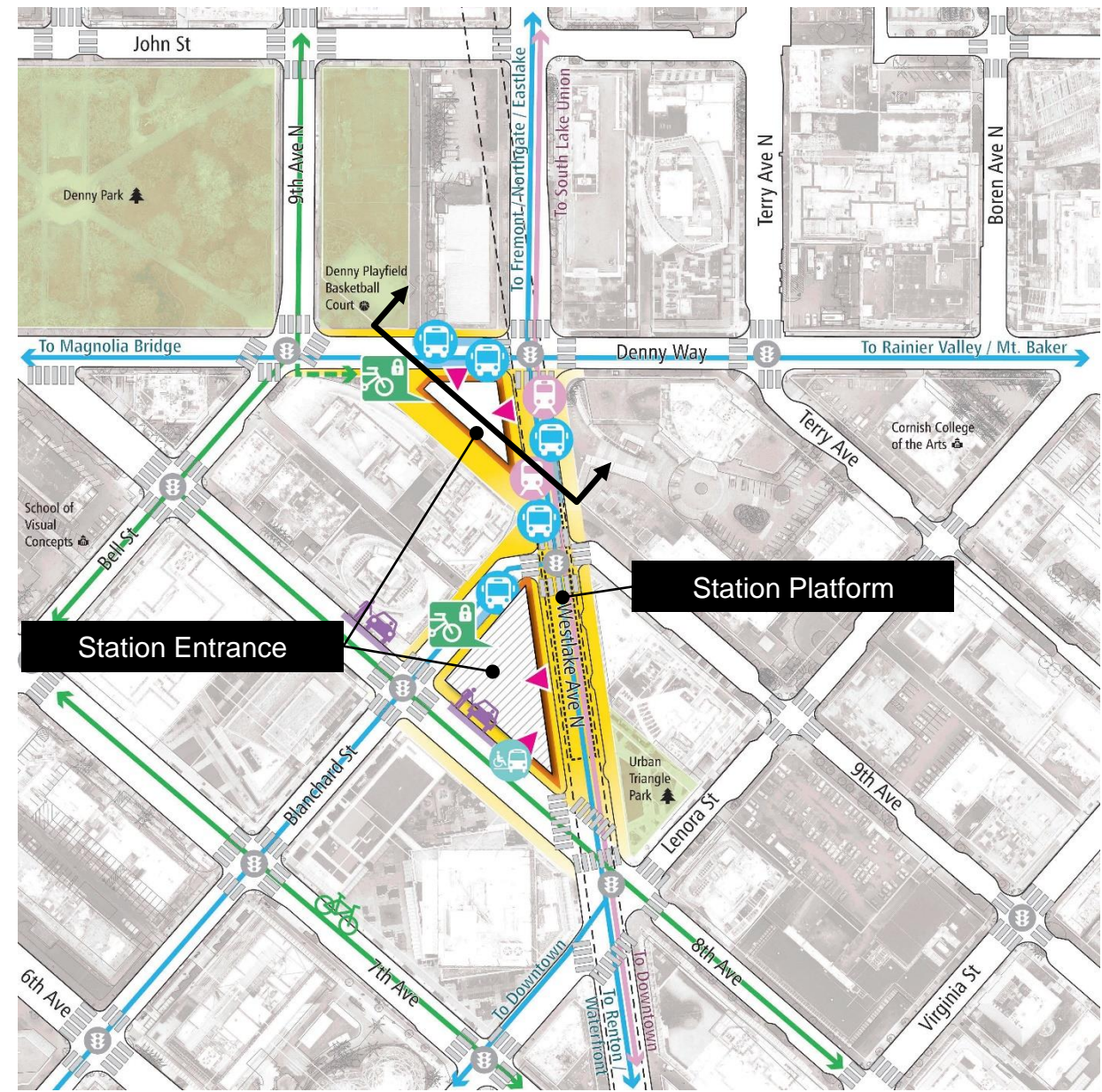
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

# Tunnel Westlake Ave Station



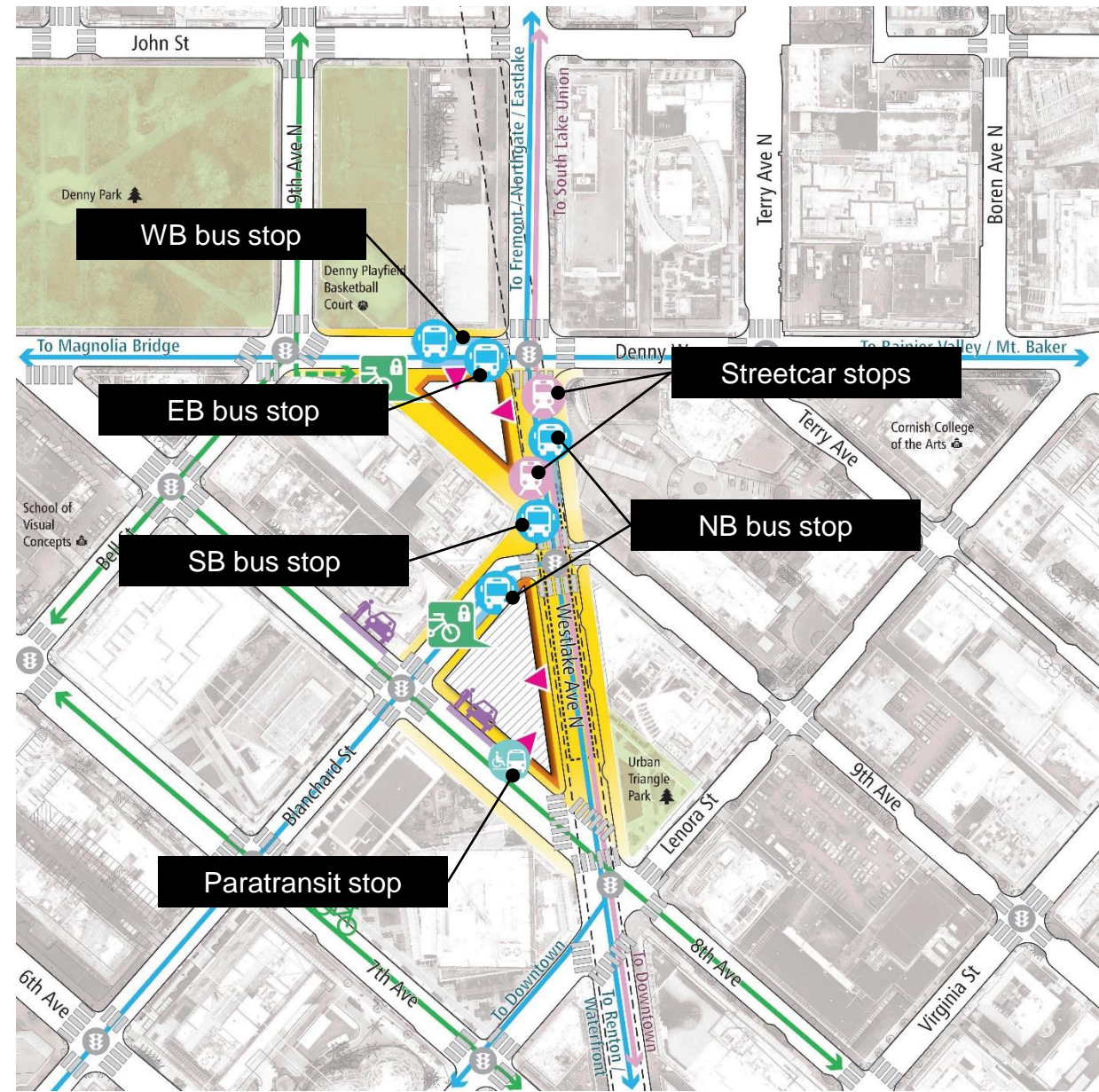
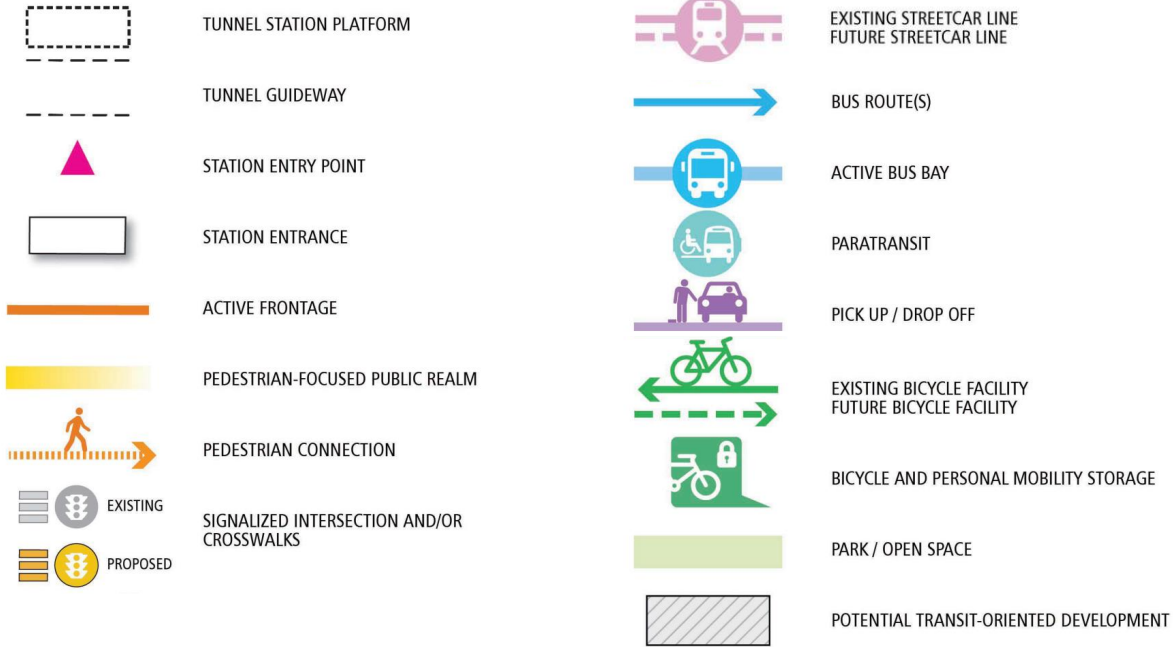
Cross-Section Looking Northeast

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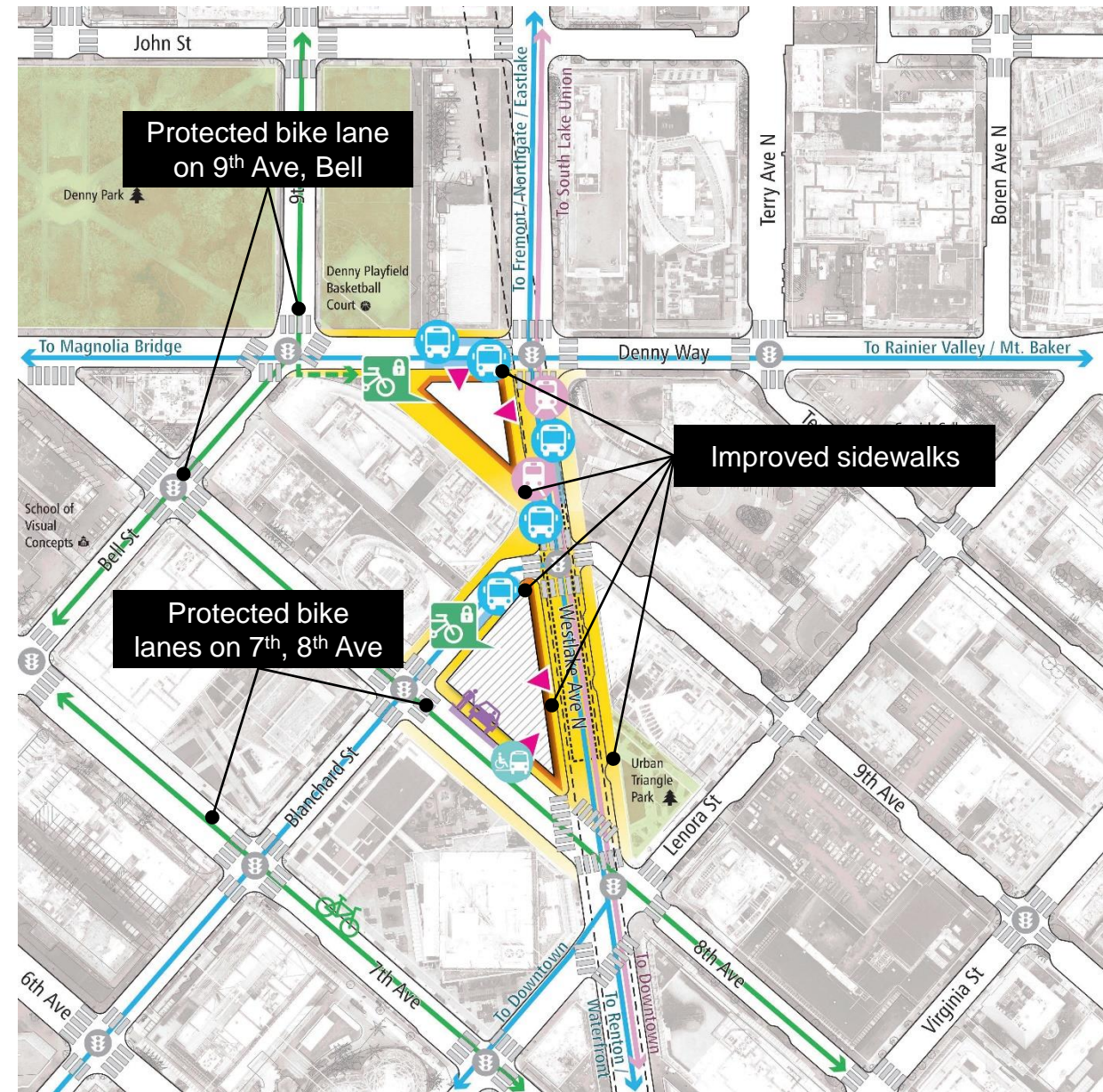
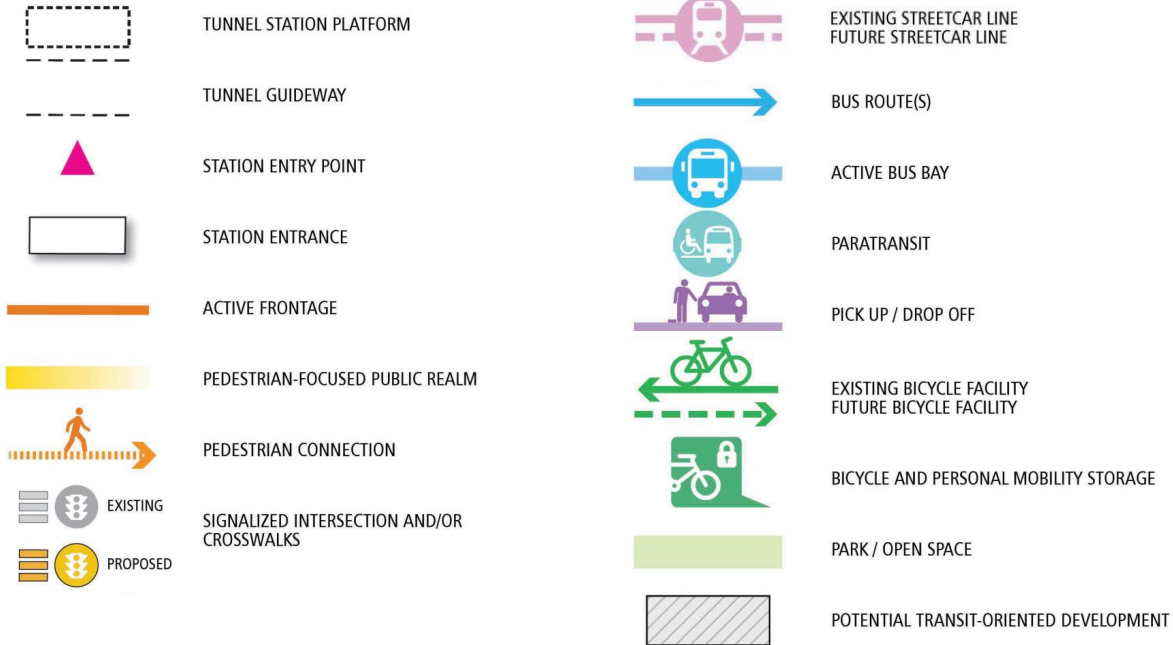
# Tunnel Westlake Ave Station



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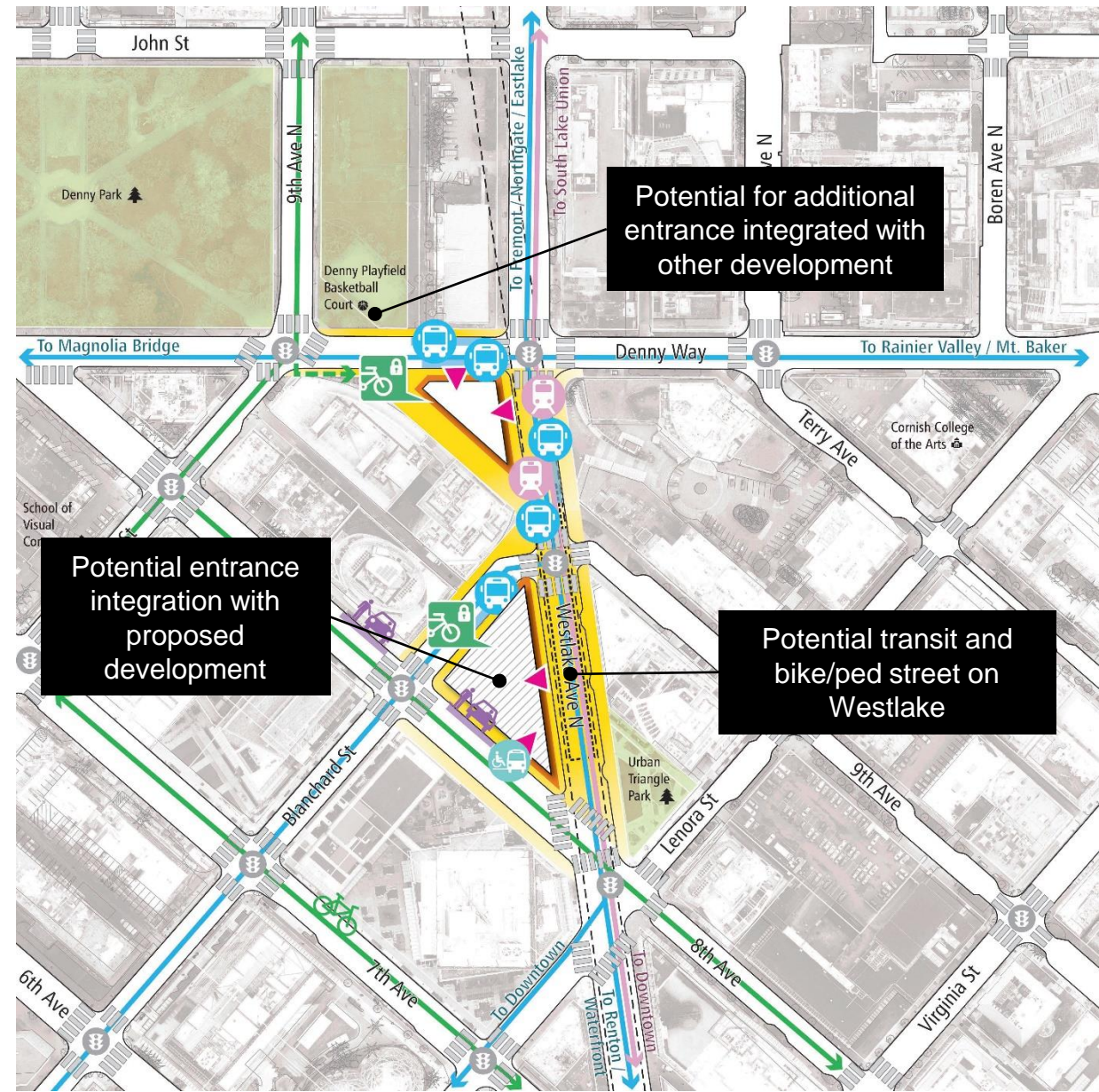
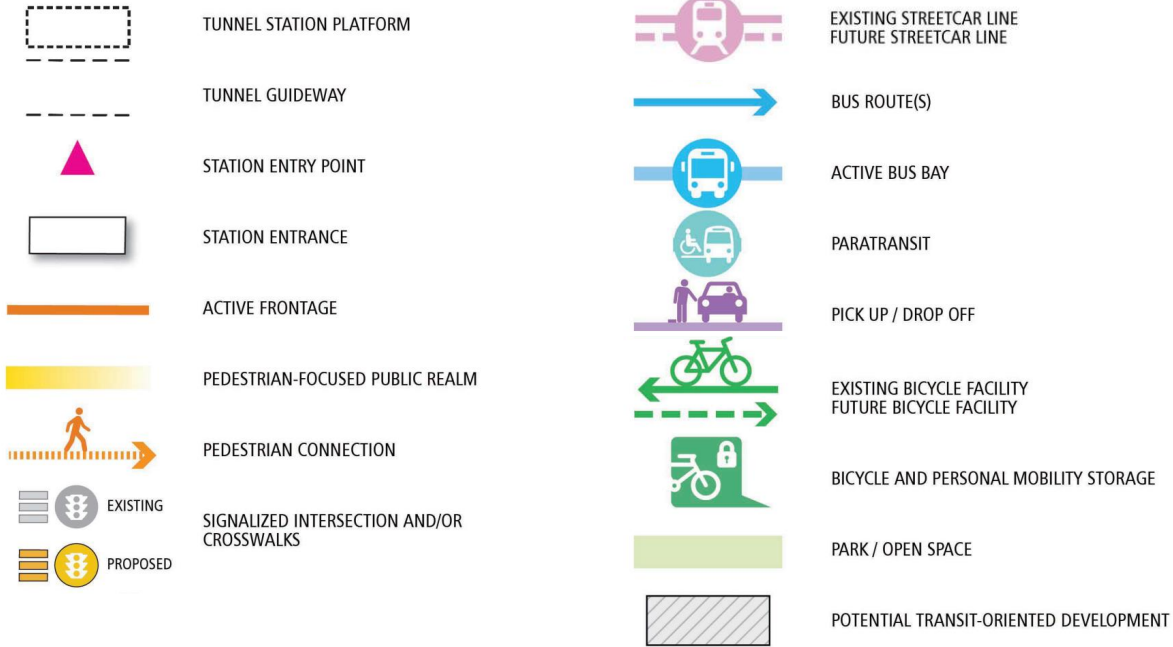
# Tunnel Westlake Ave Station



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# Tunnel Westlake Ave Station

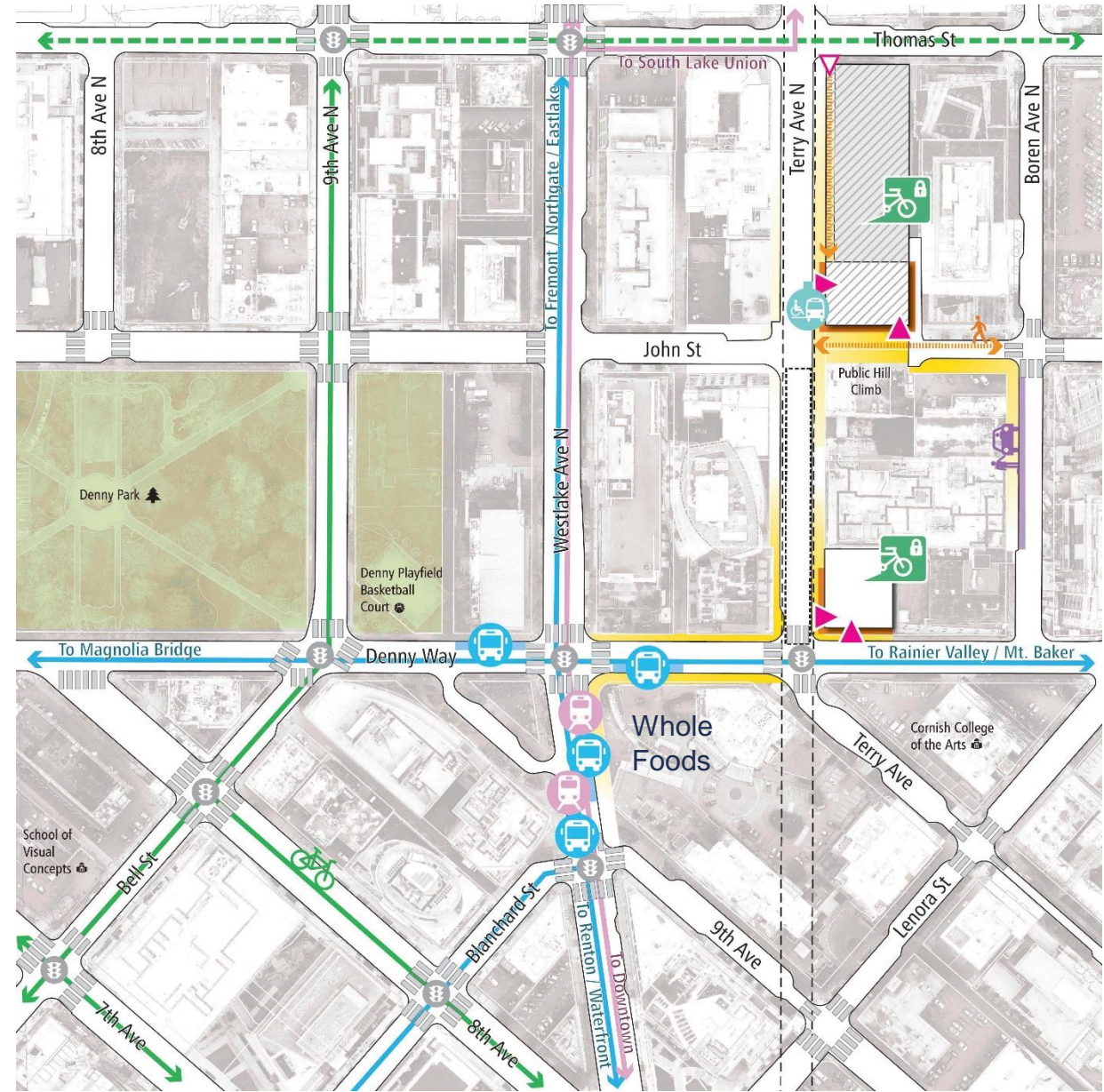
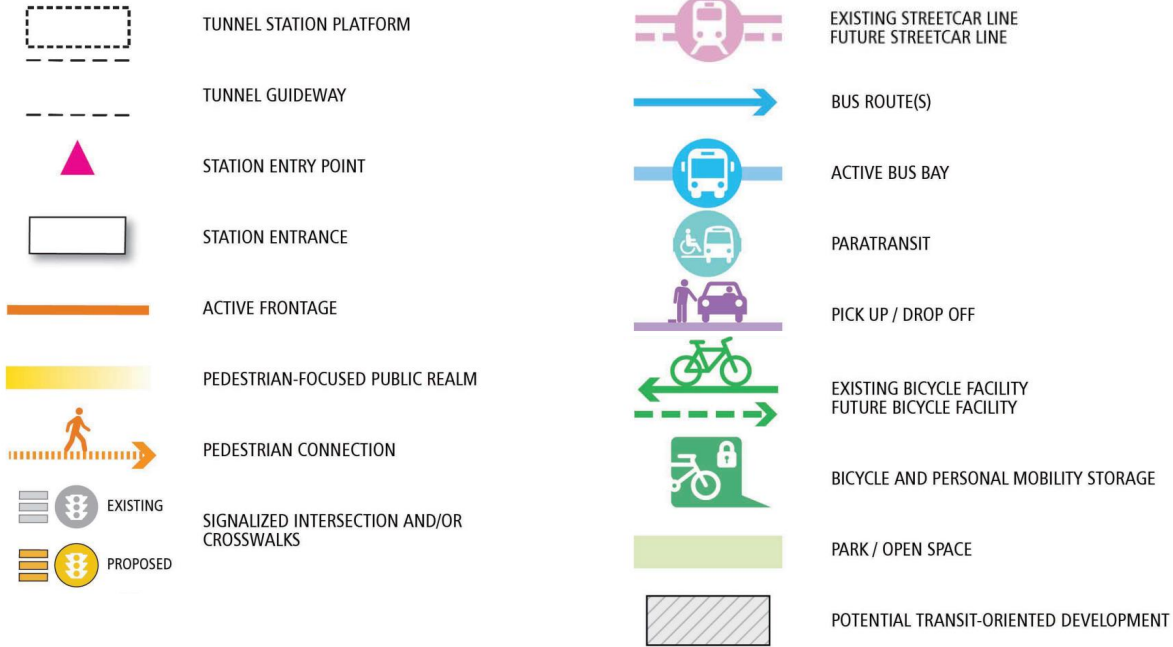


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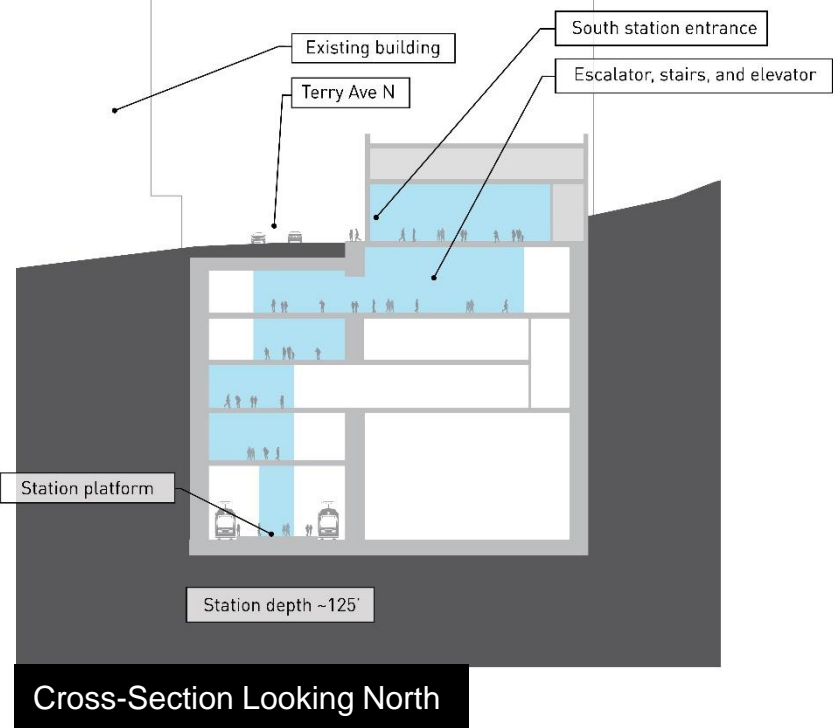
***Other Draft EIS alternative***

# Tunnel Terry Ave Station

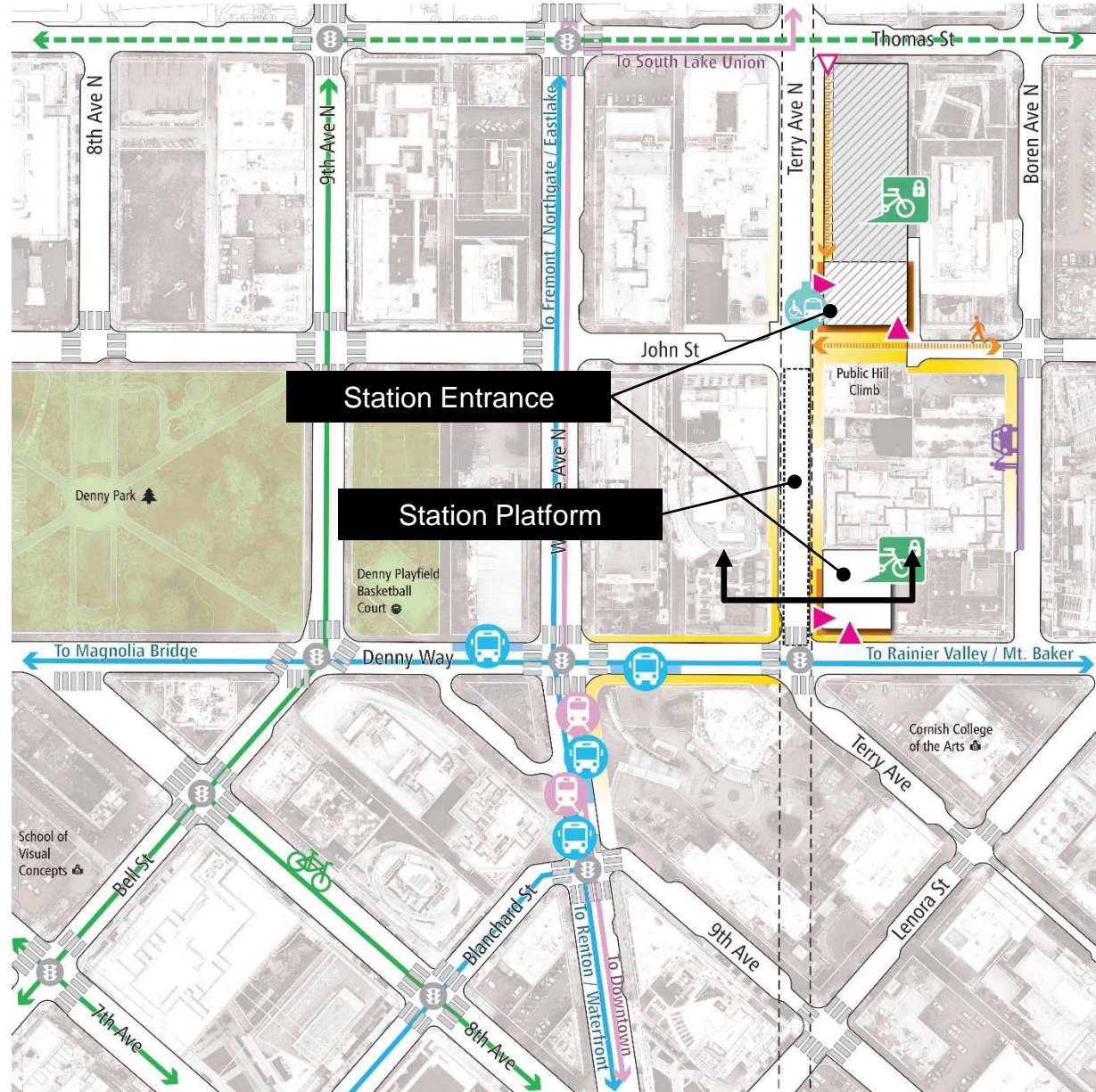


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

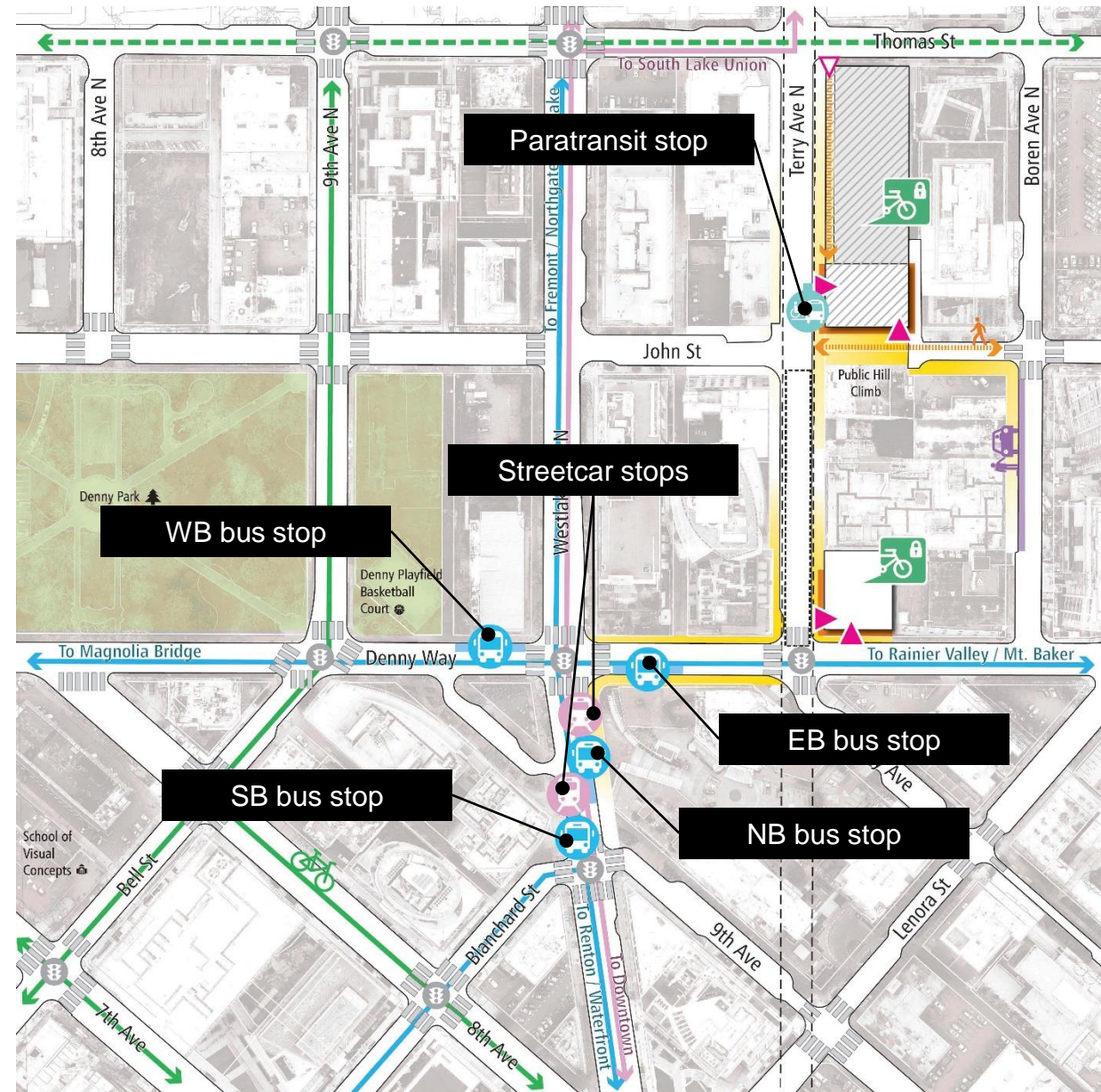
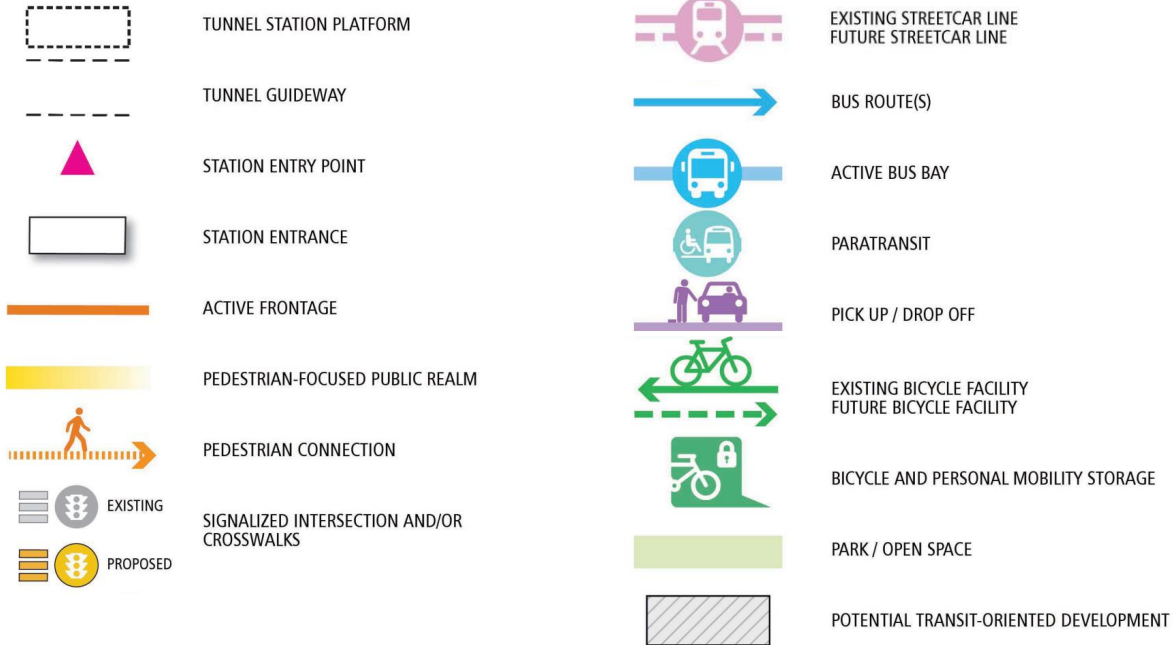
# Tunnel Terry Ave Station



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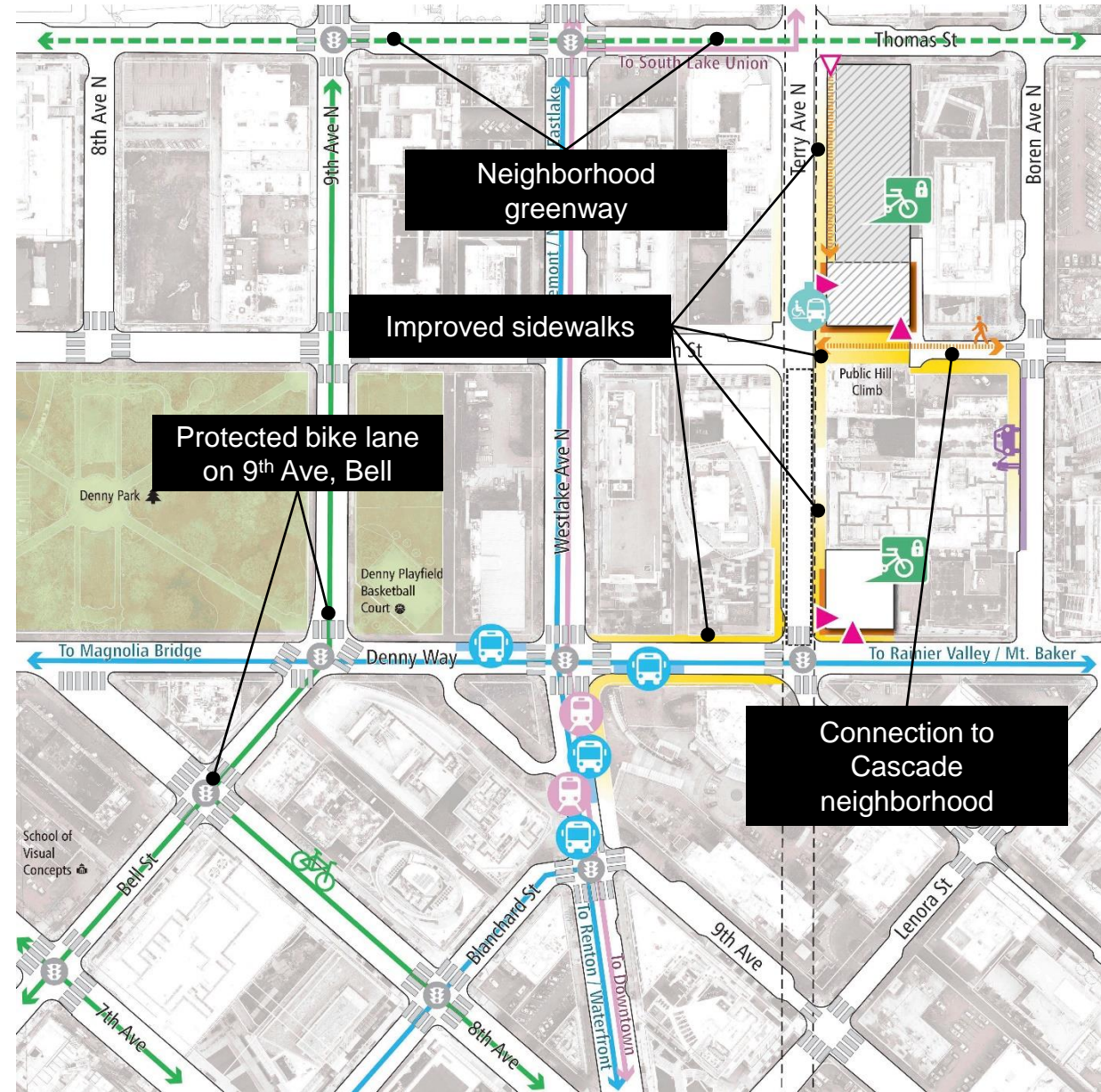
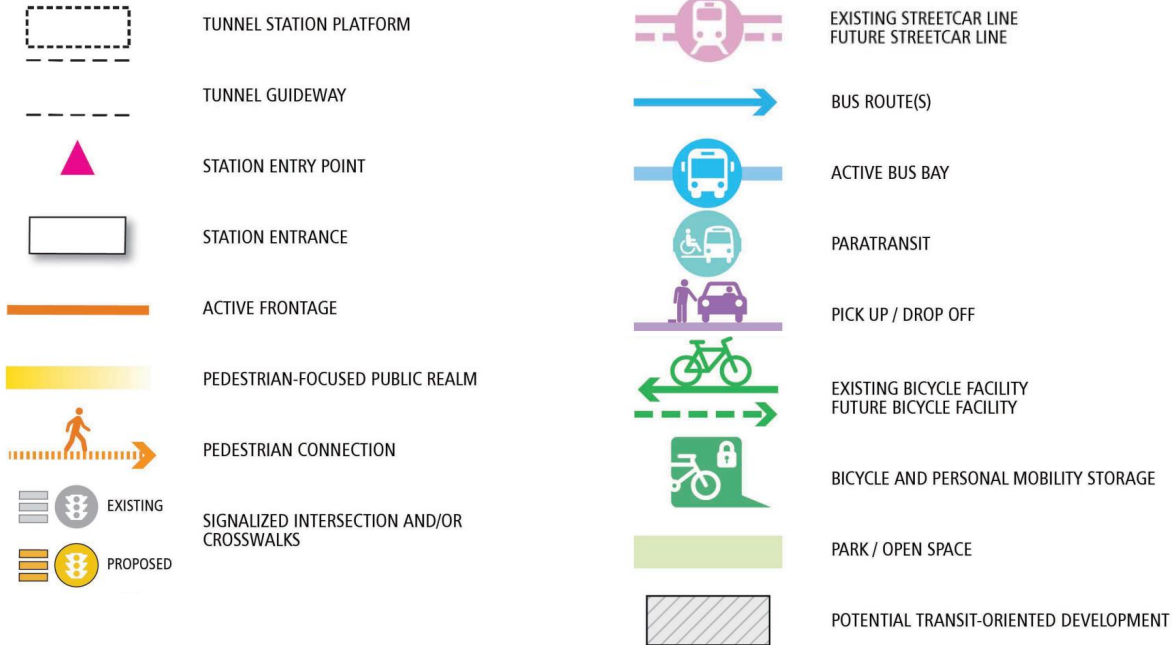
# Tunnel Terry Ave Station



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# Tunnel Terry Ave Station

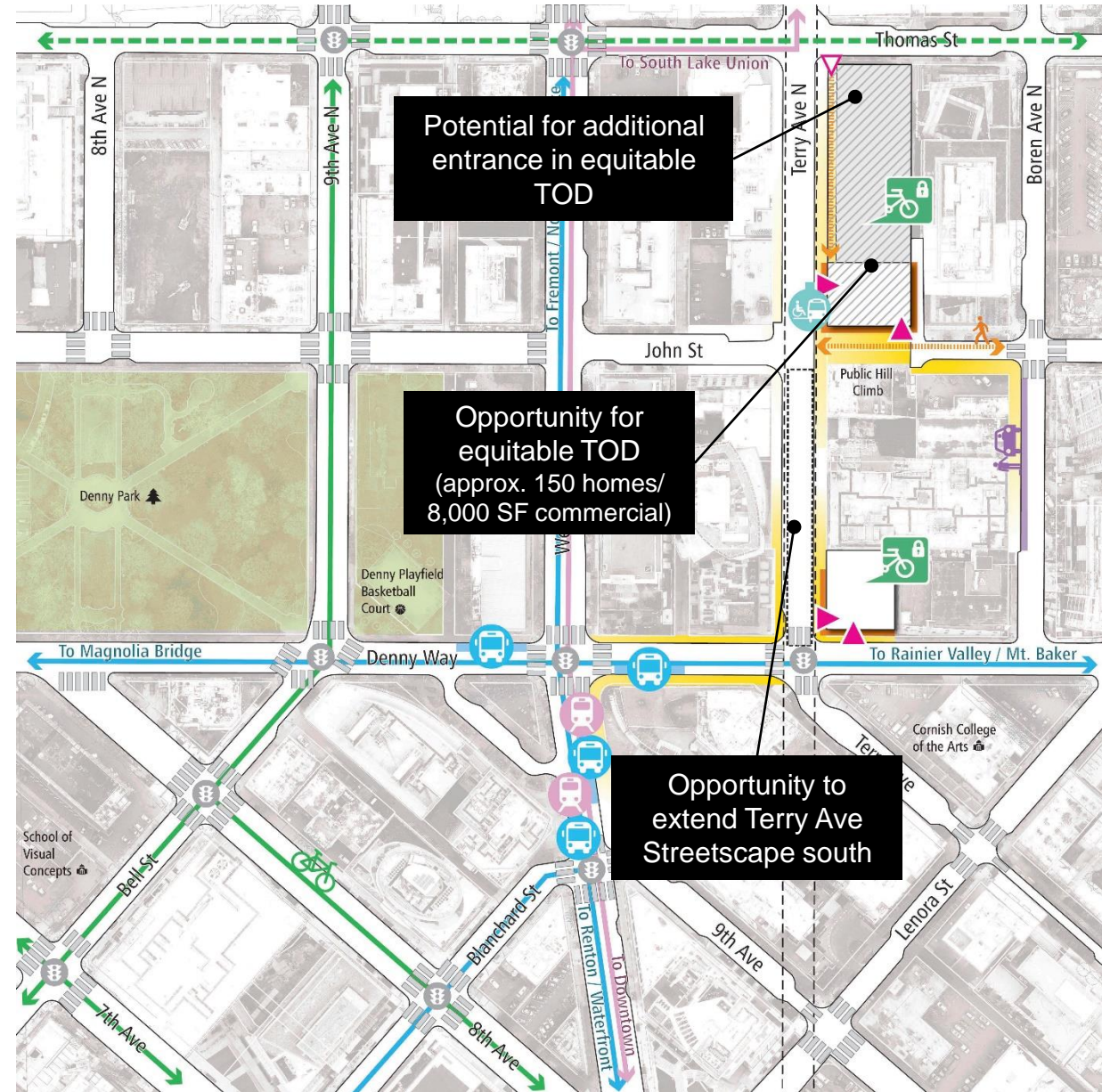
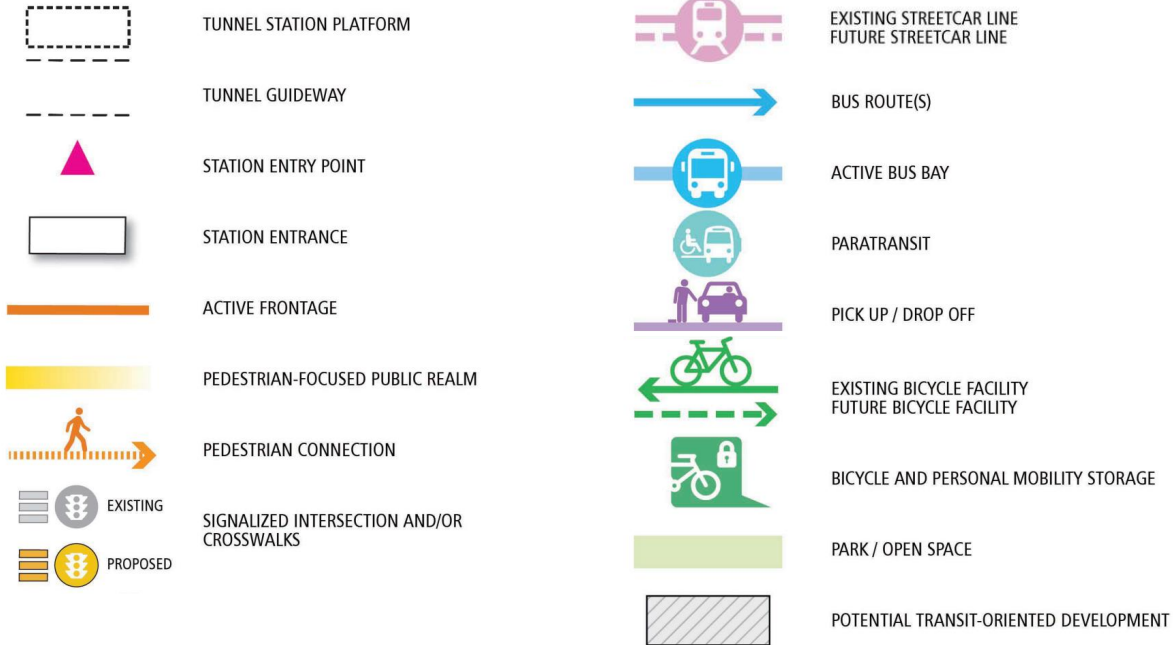


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# Tunnel Terry Ave Station



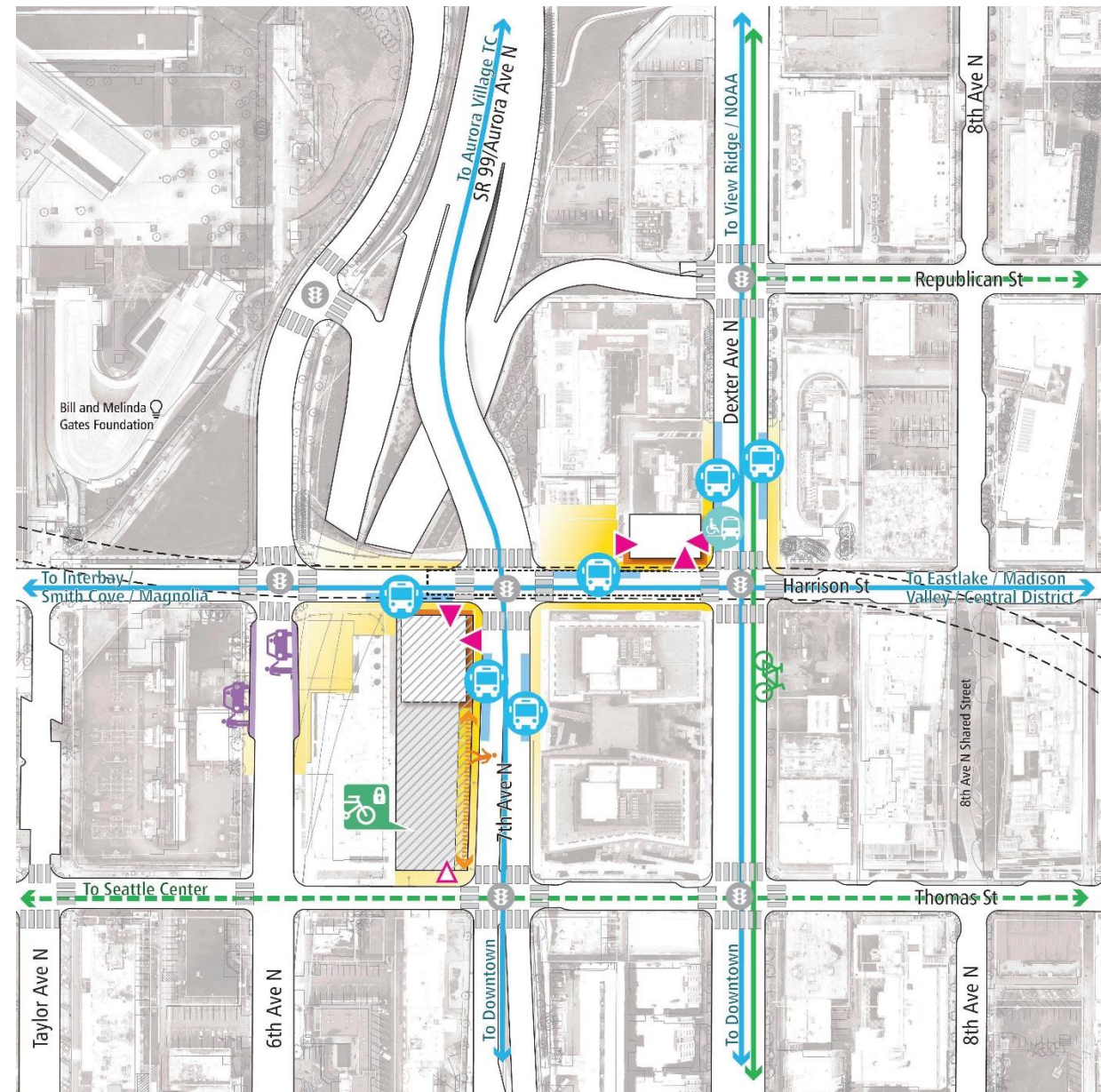
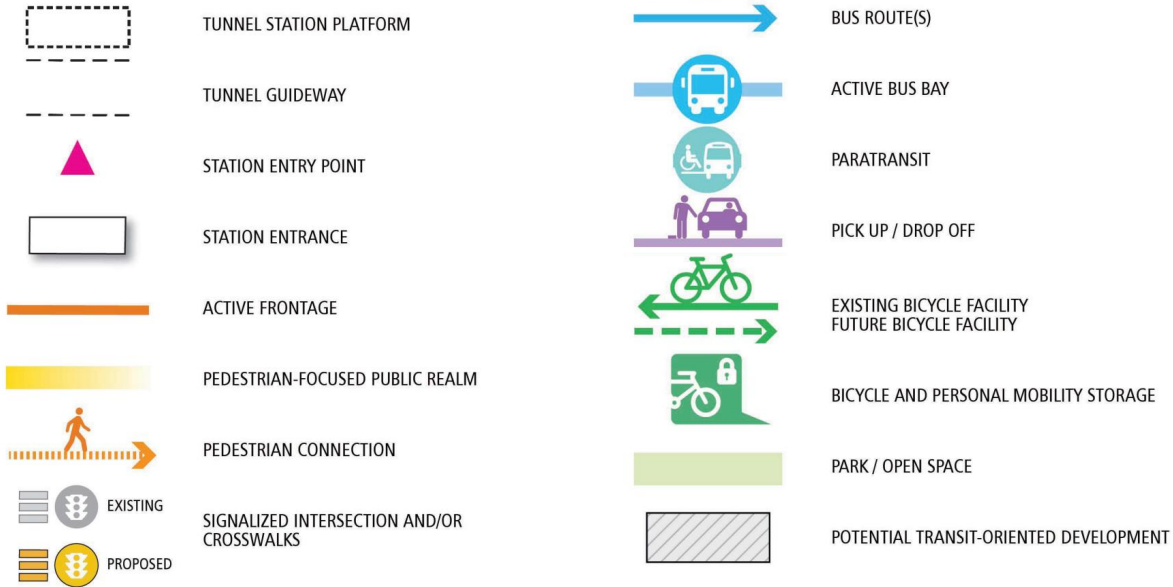
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***South Lake Union Station***

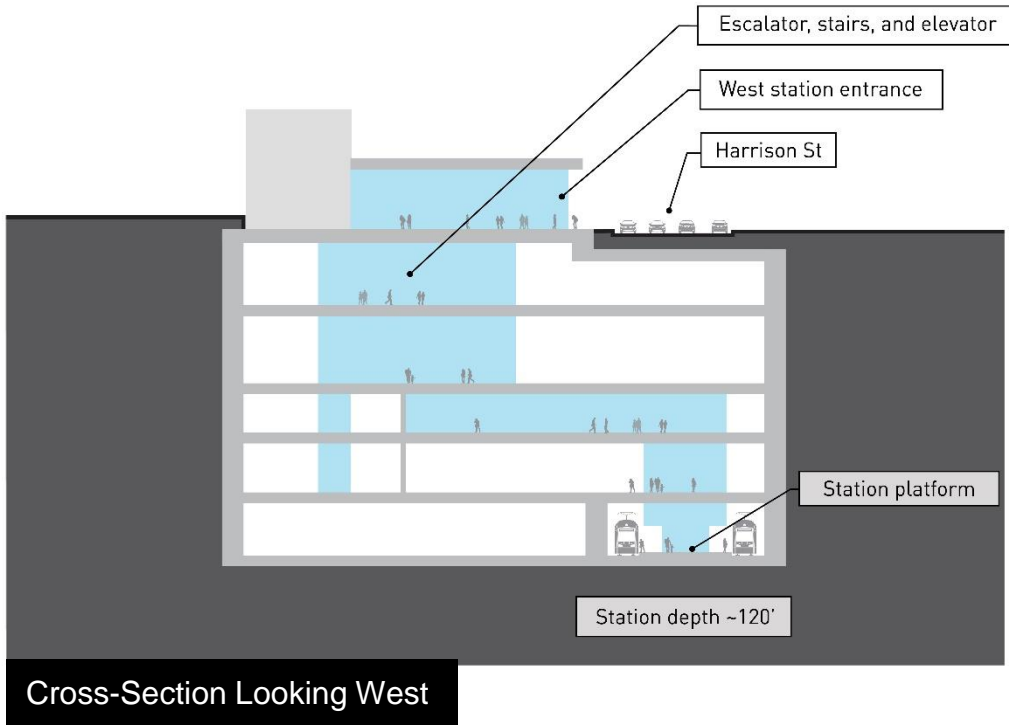
***Preferred alternative***

# Tunnel Harrison St Station

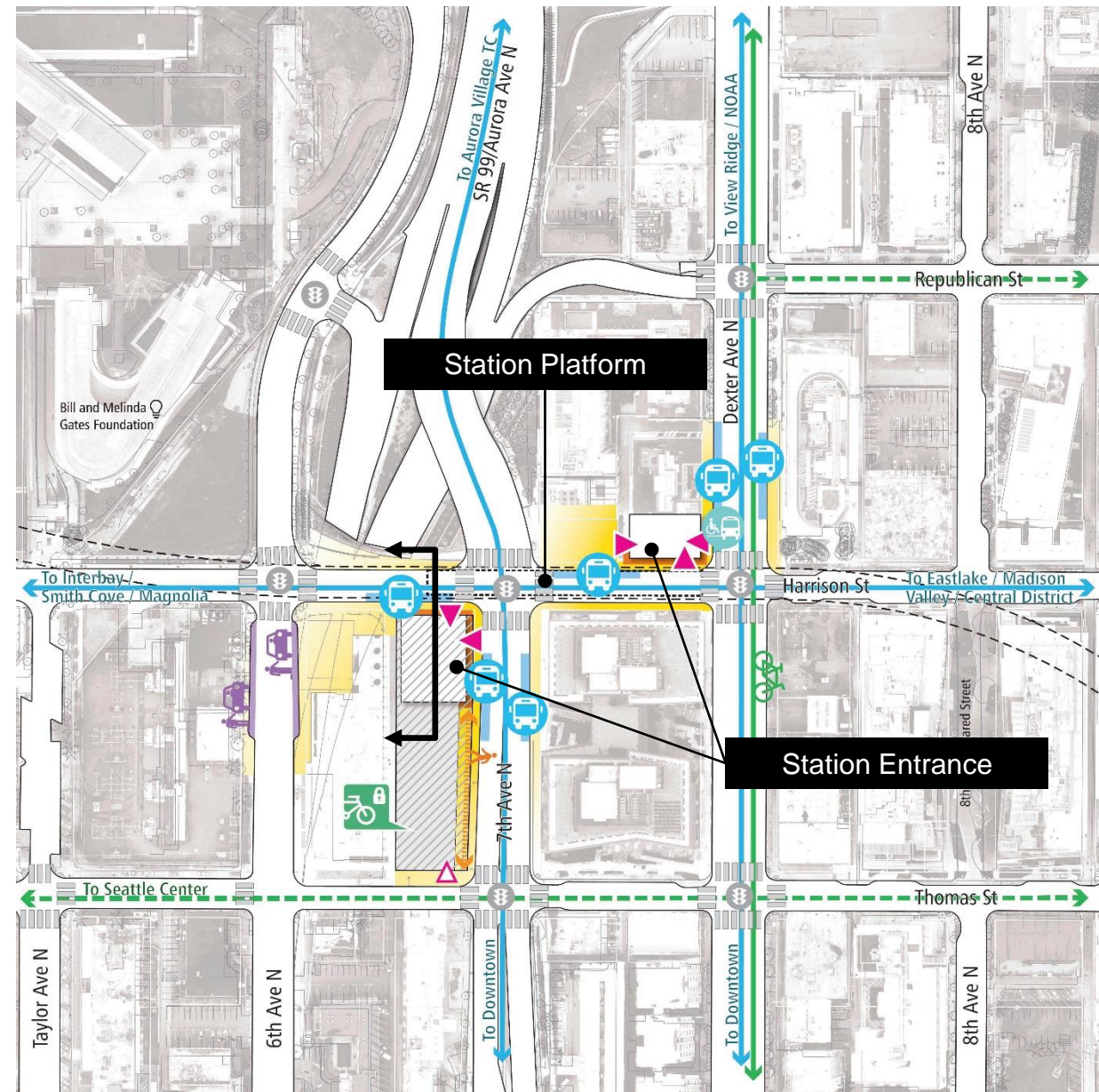


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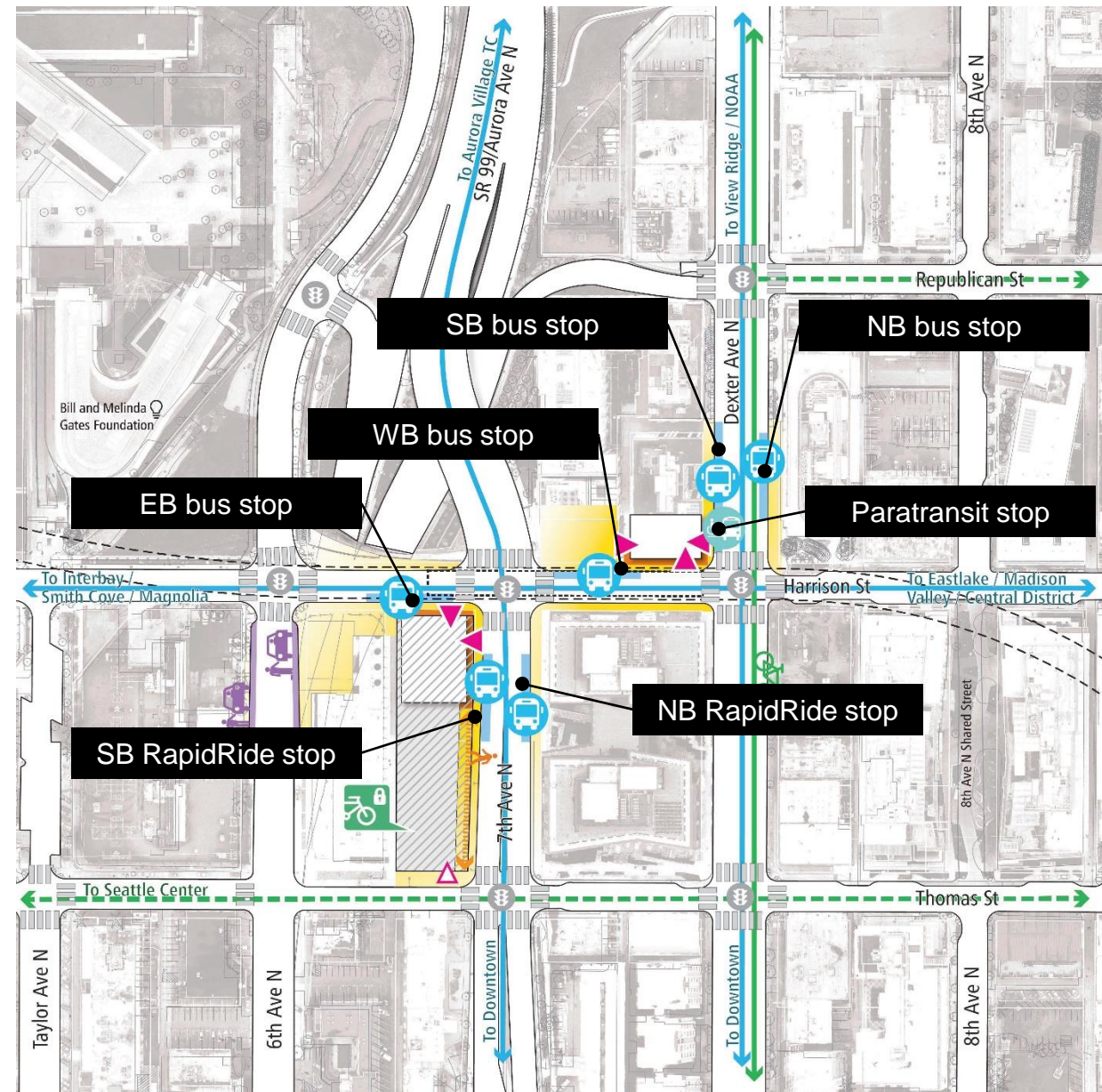
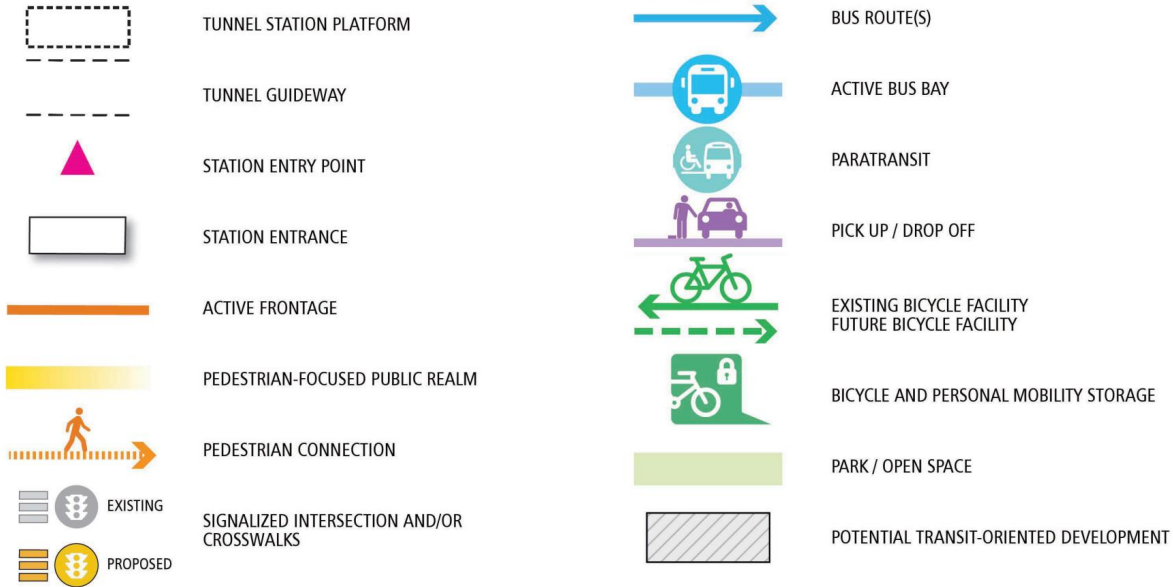
# Tunnel Harrison St Station



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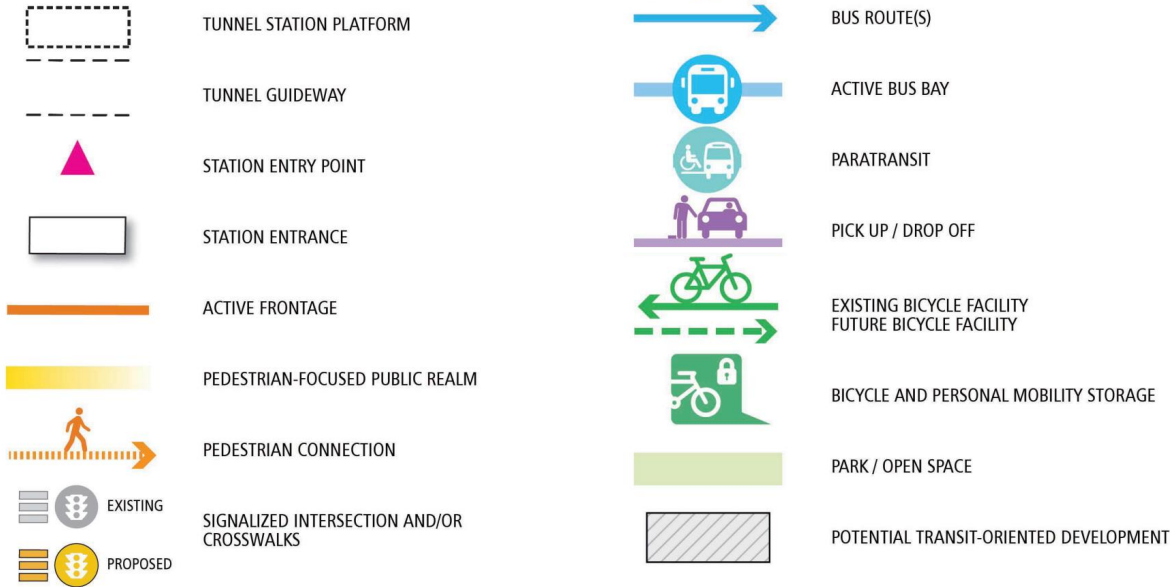
# Tunnel Harrison St Station



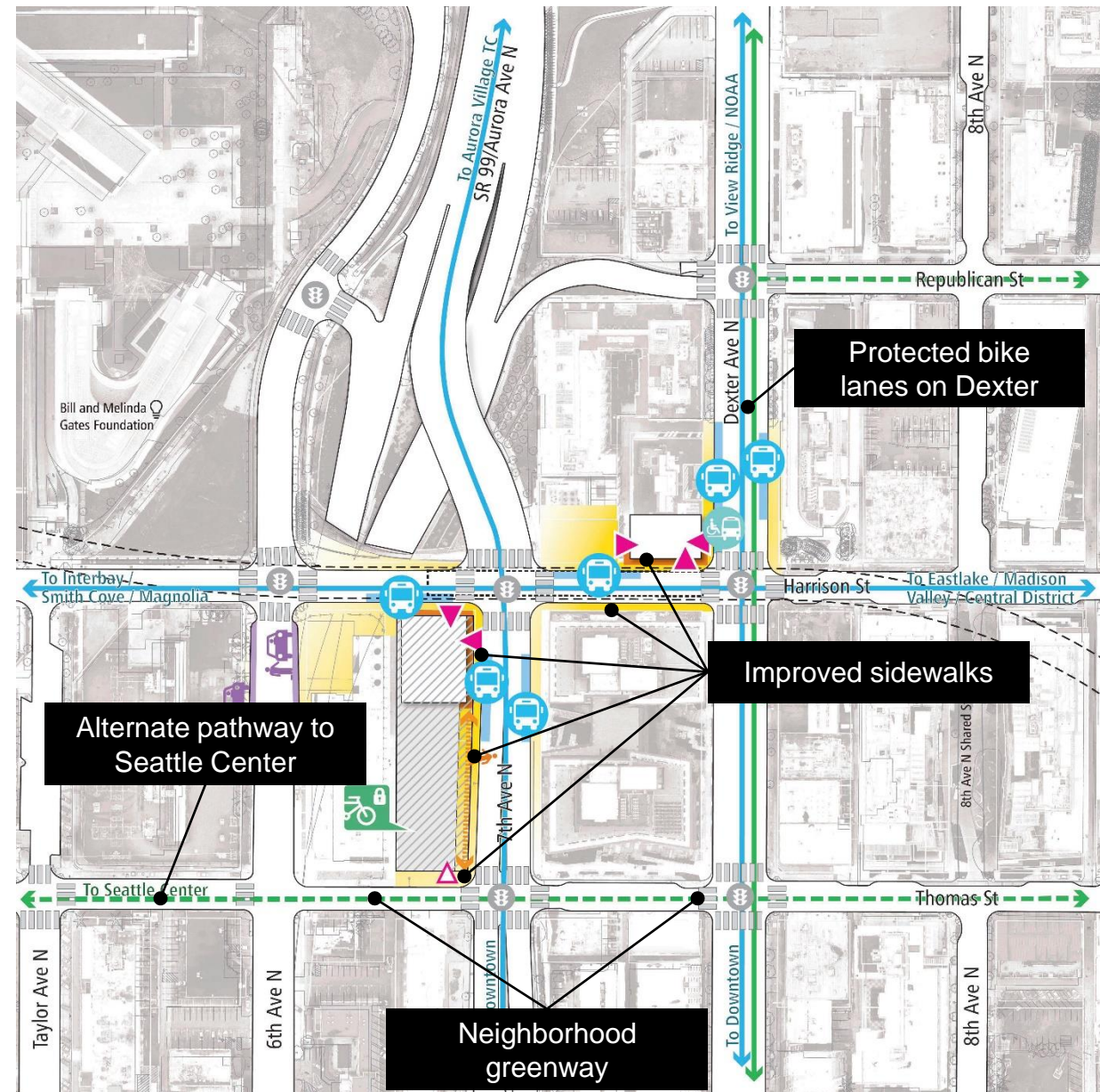
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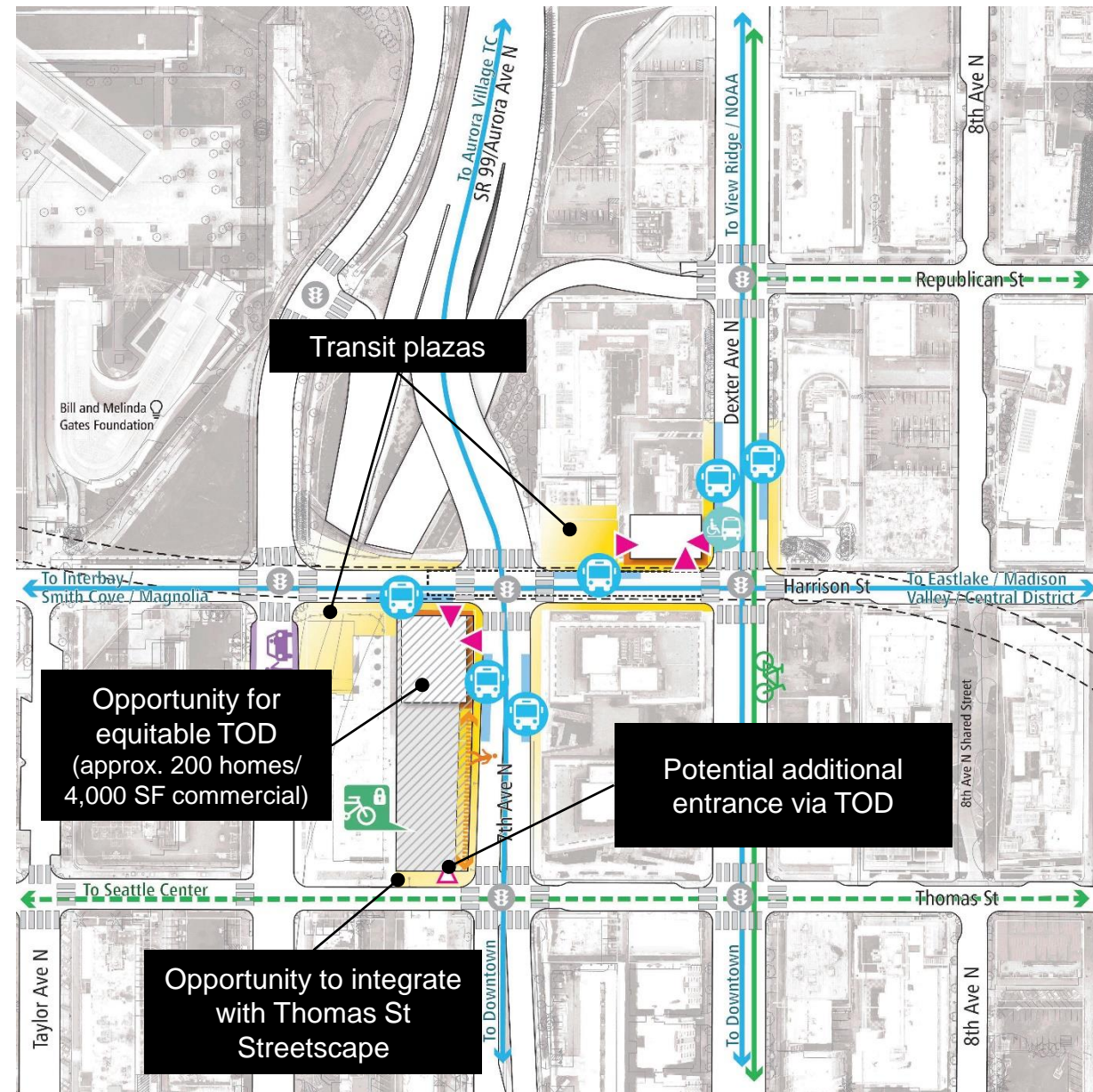
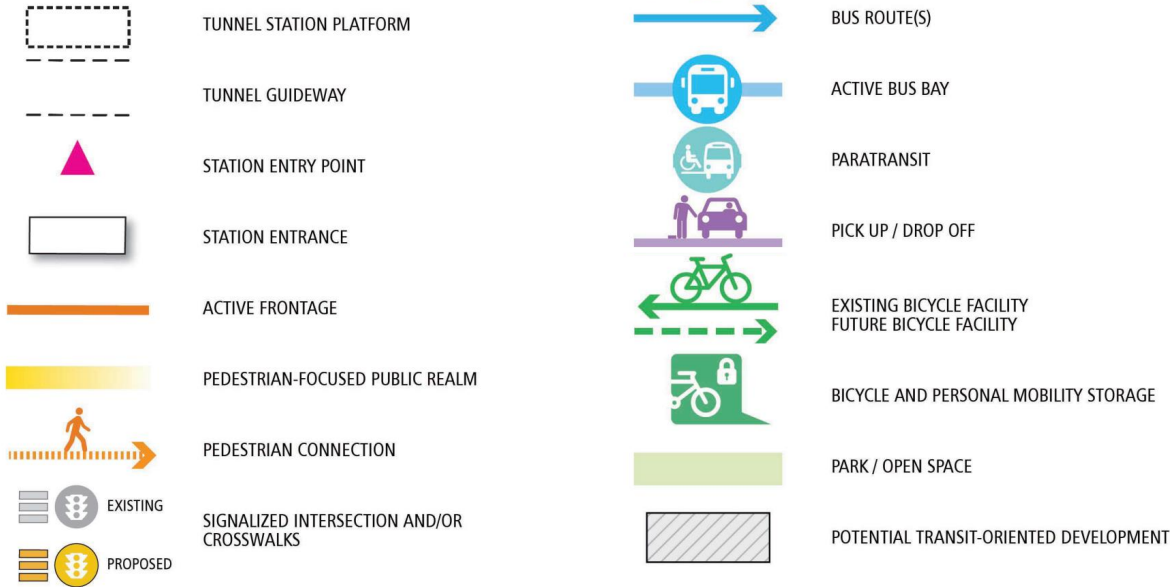
# Tunnel Harrison St Station



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# Tunnel Harrison St Station



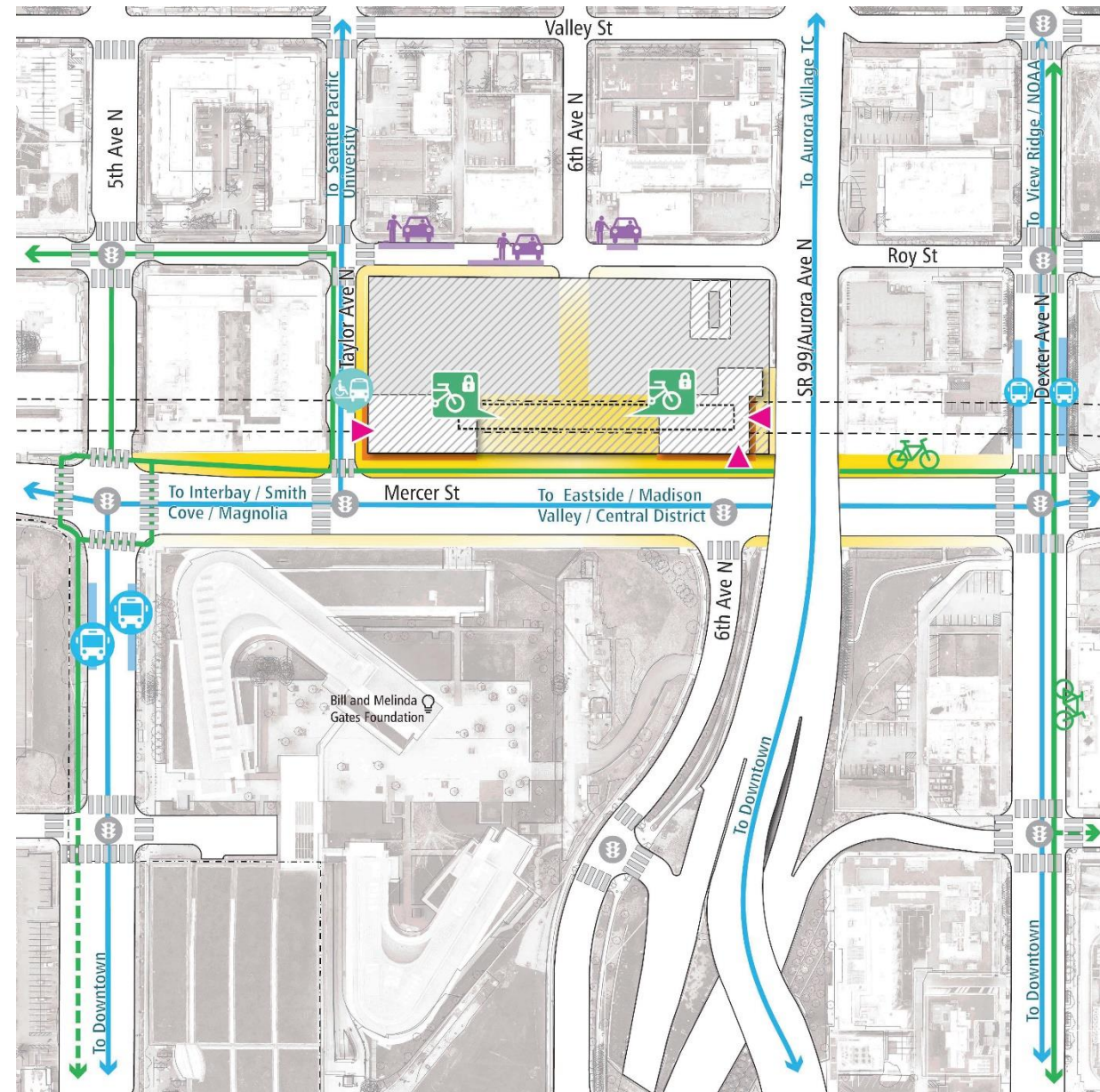
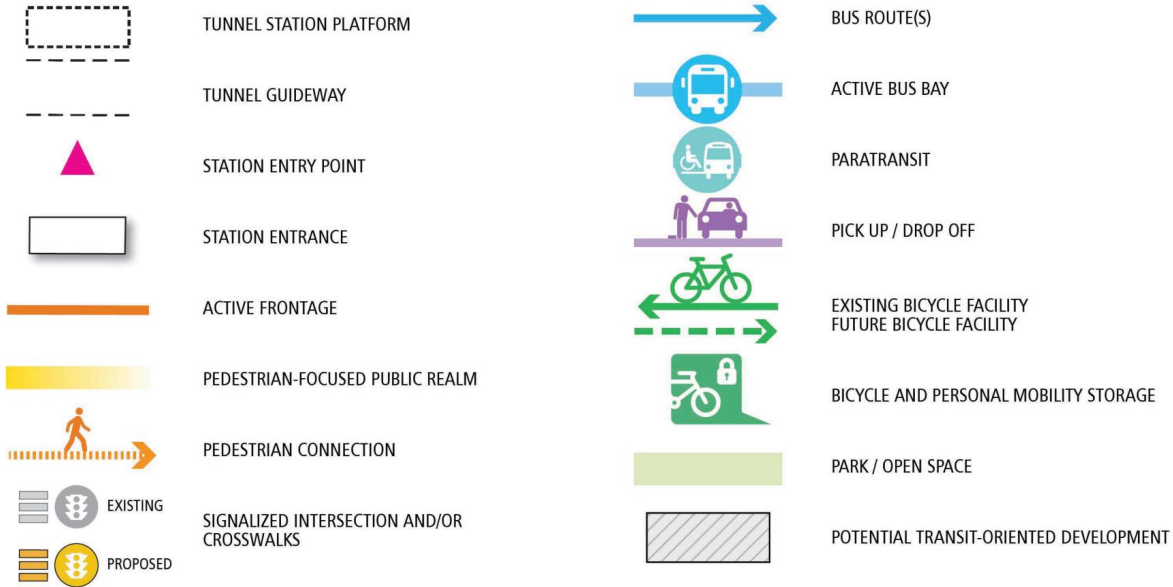
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***Other Draft EIS alternative***

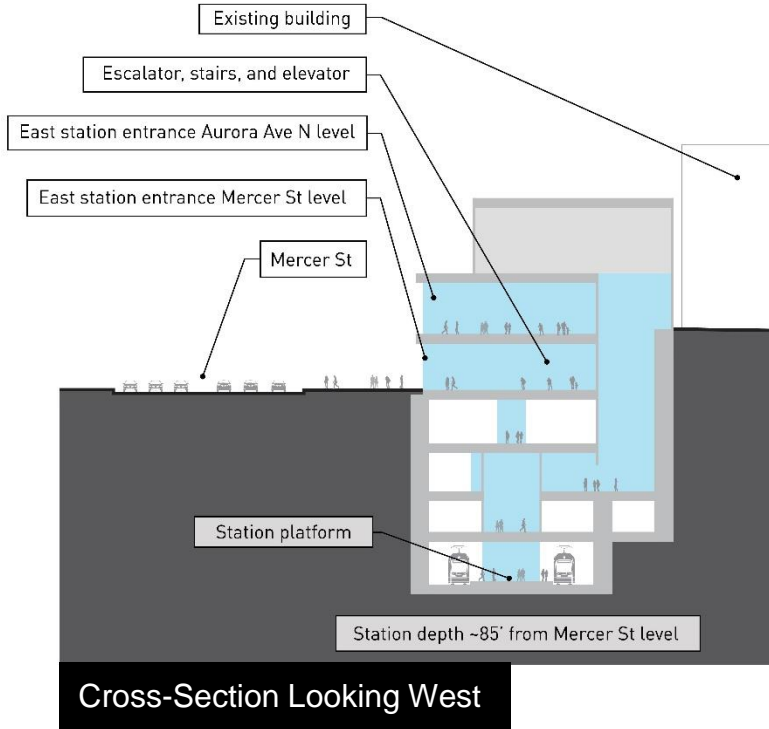
# Tunnel Mercer St Station



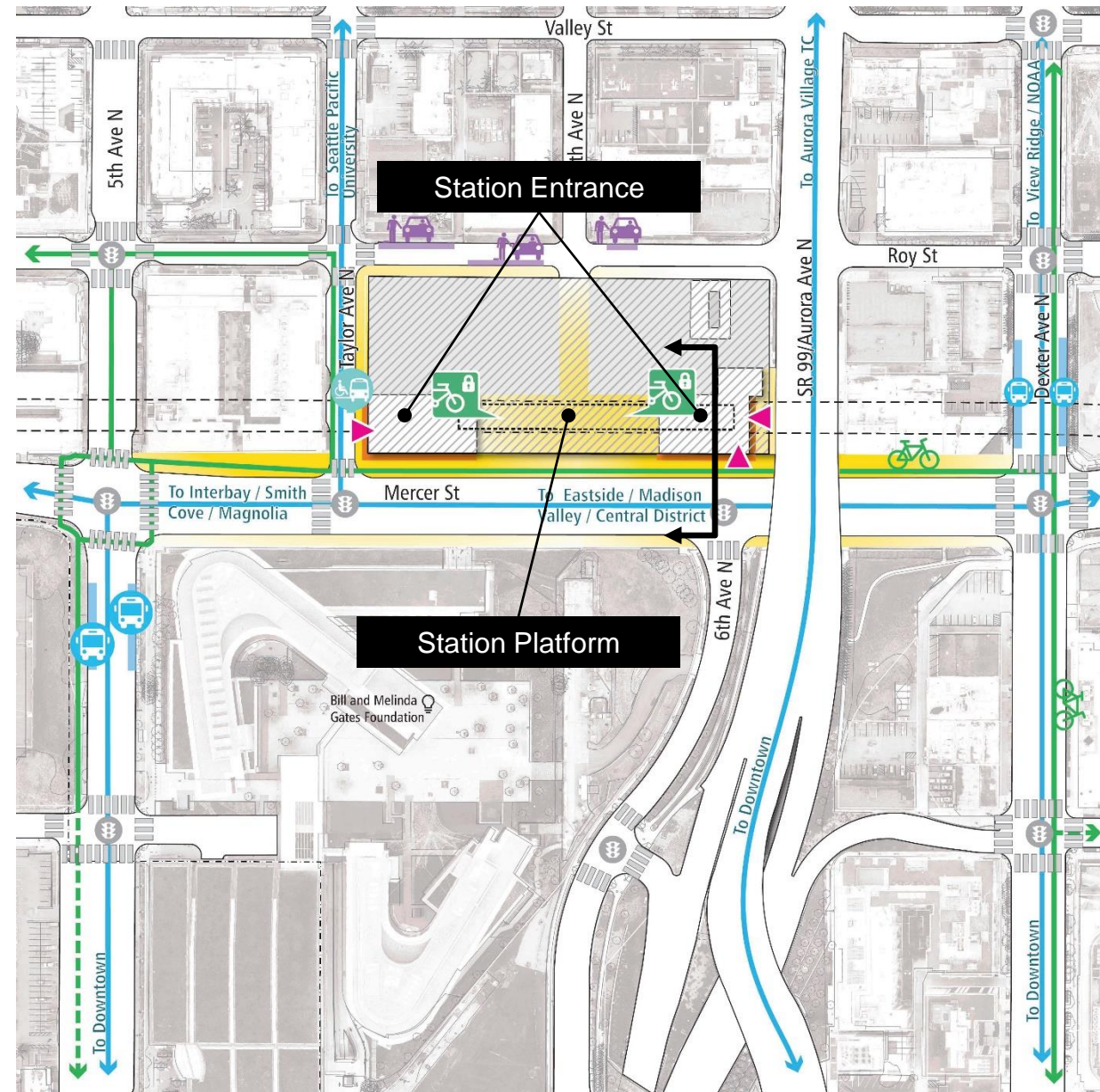
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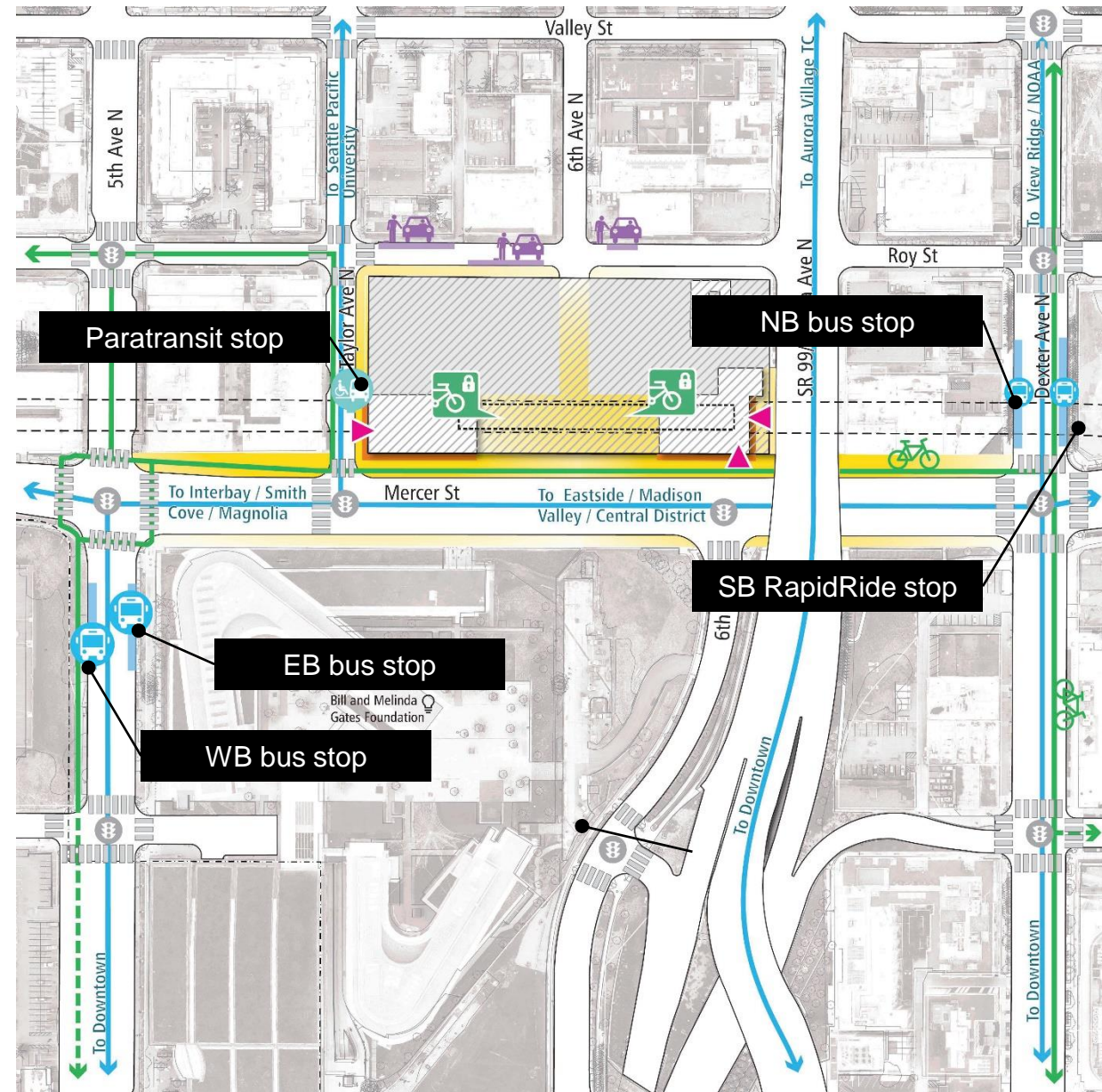
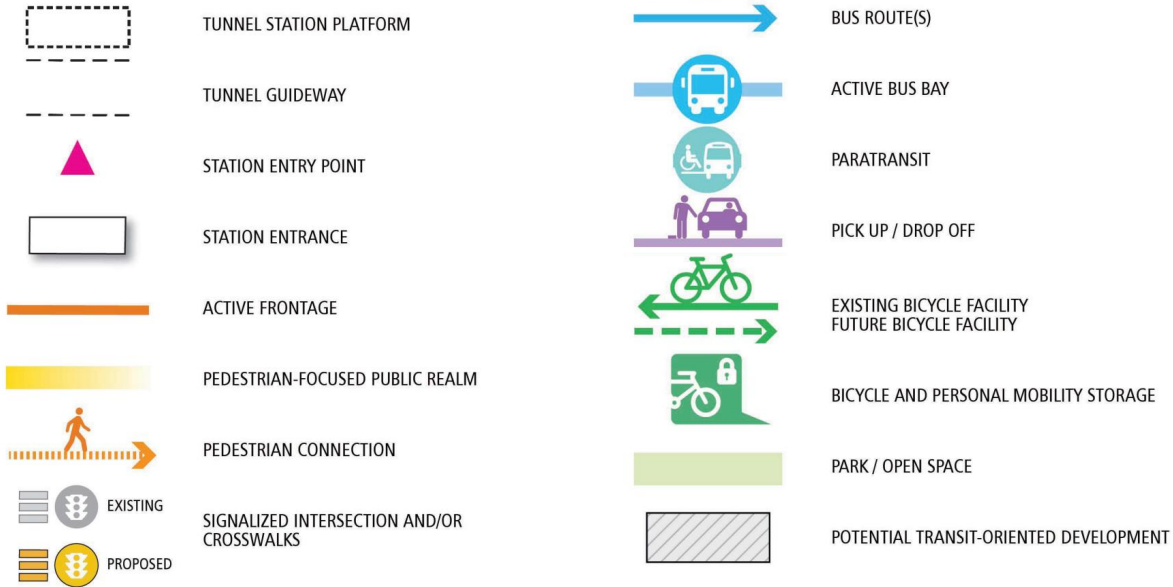
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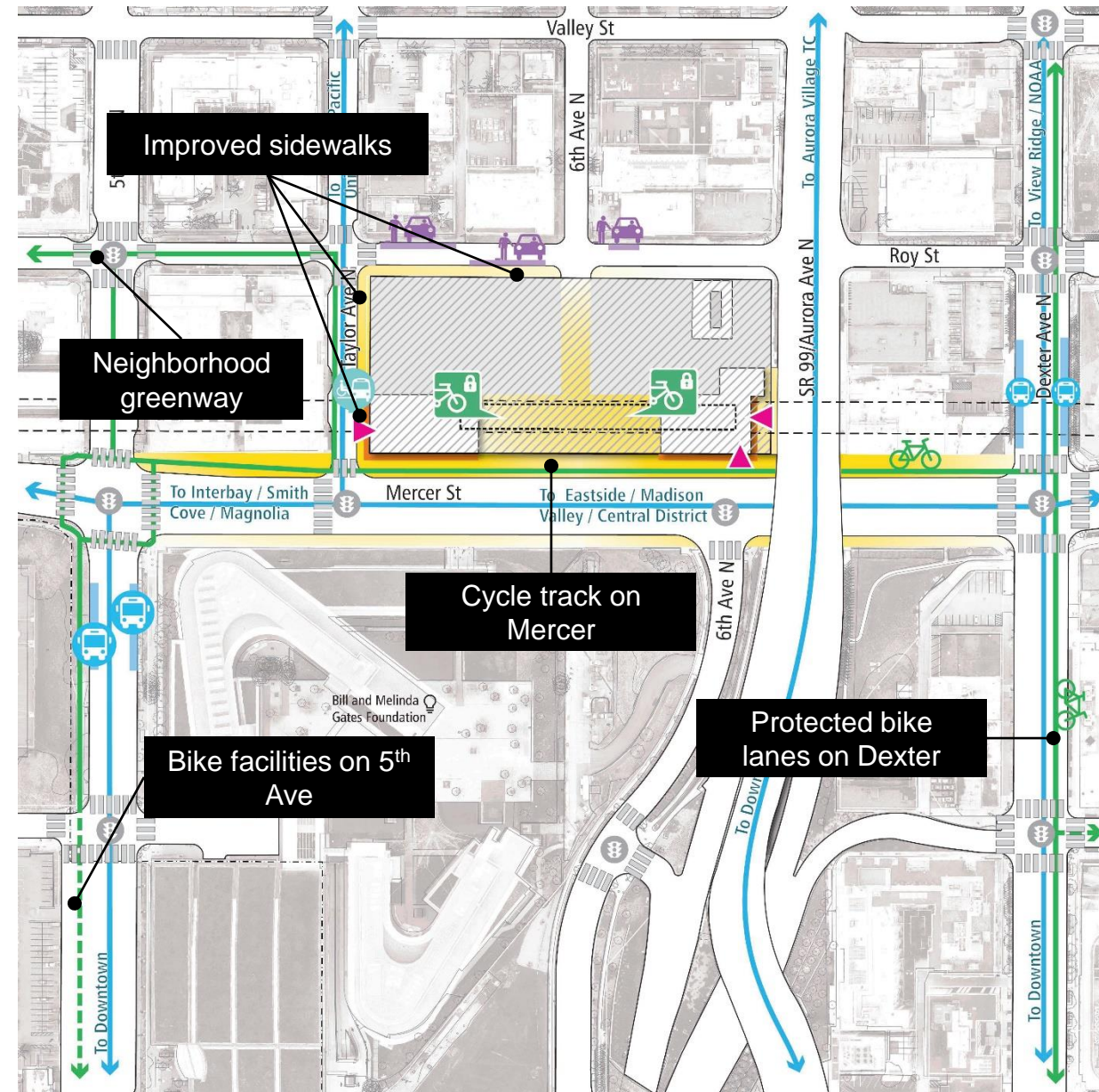
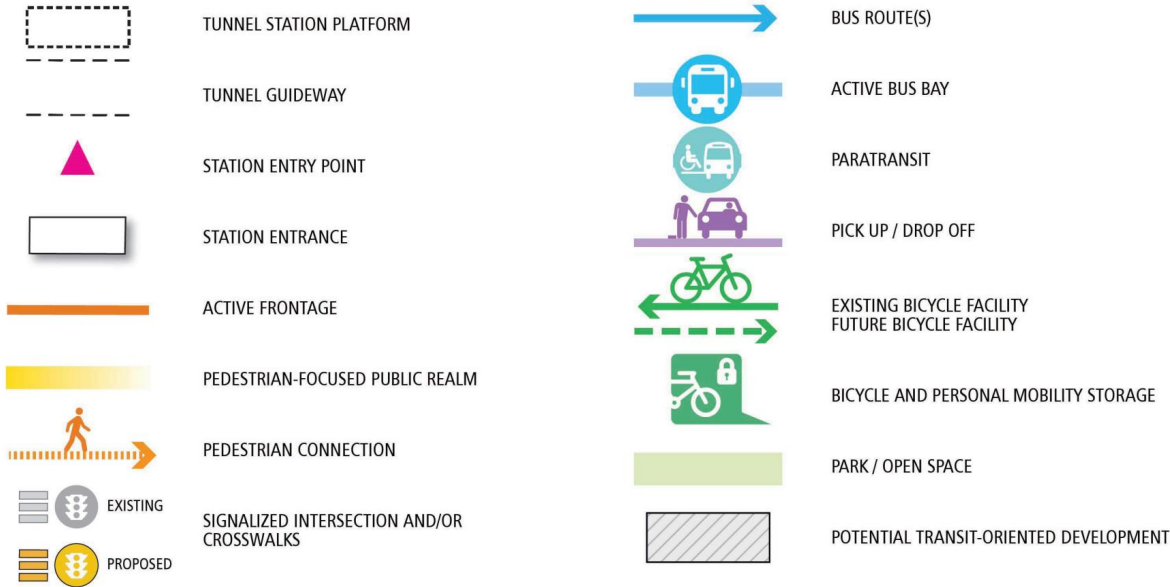
# Tunnel Mercer St Station



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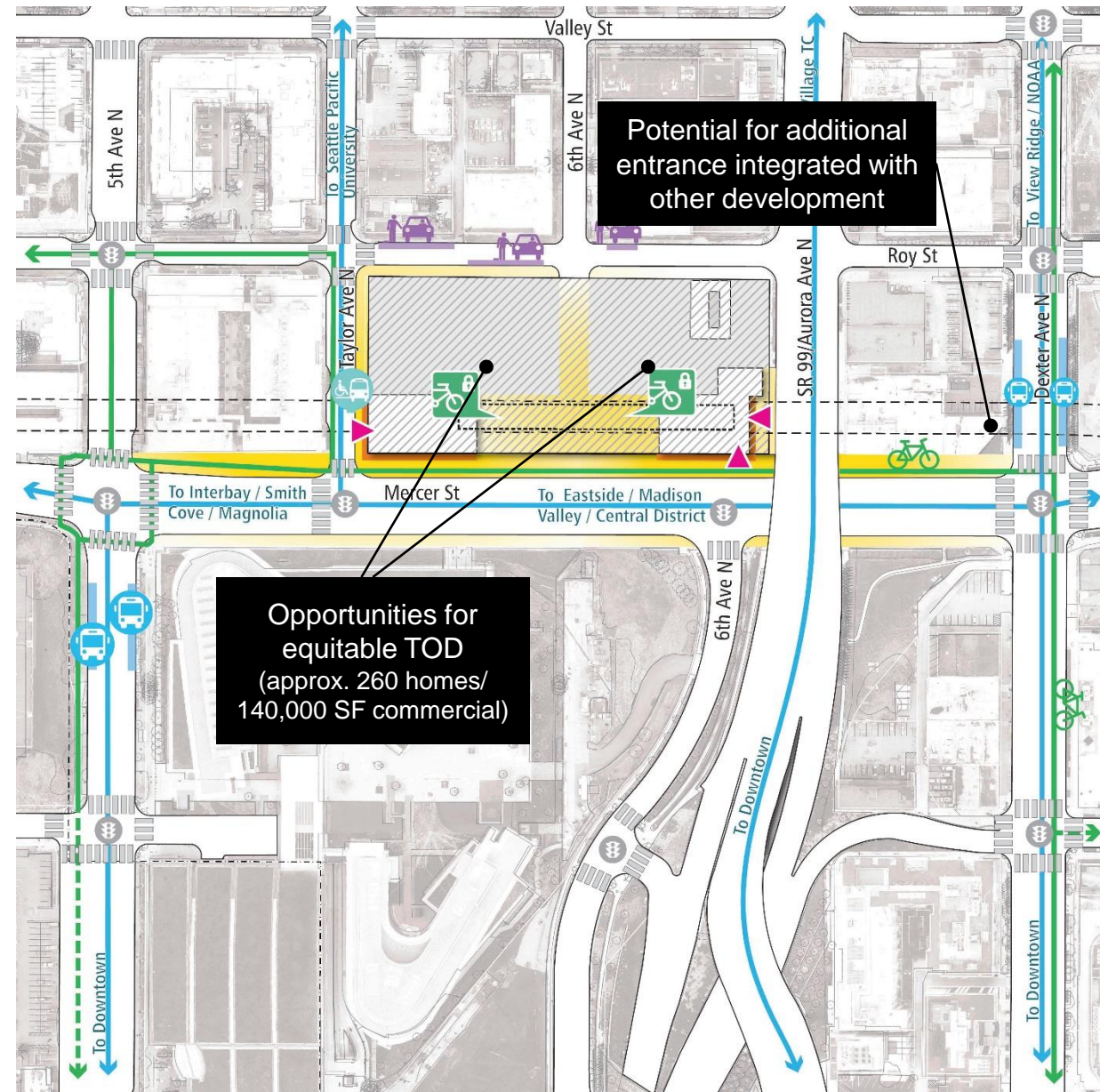
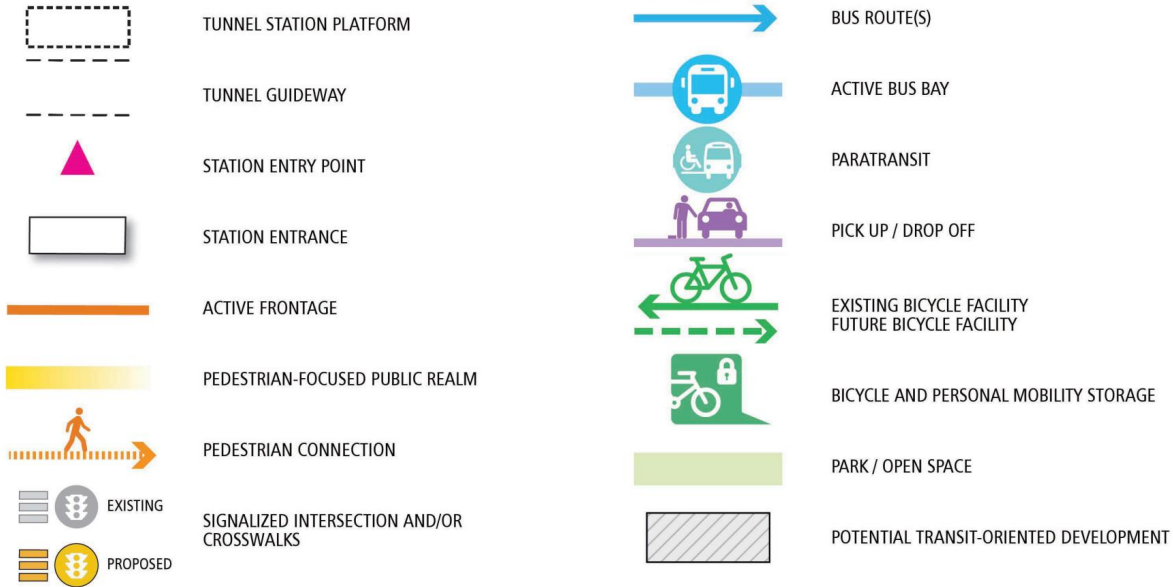
# Tunnel Mercer St Station



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# Tunnel Mercer St Station



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# *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
- Station Planning: Background
- Midtown and Westlake Stations
- Denny and South Lake Union Stations
- ***Seattle Center Station***
- Next steps and next meeting





**Draft EIS Alternatives**


 Preferred alternative

 Other alternatives and design options

**Route and Station Profiles**

 Elevated

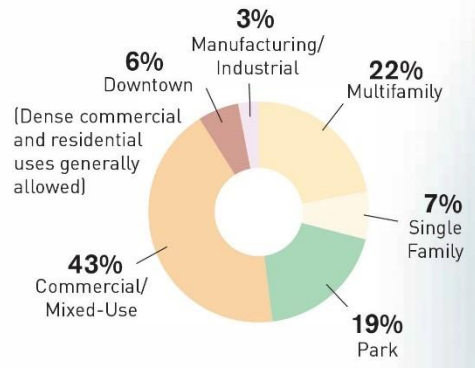
 Tunnel

 Tunnel portal

- ***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***



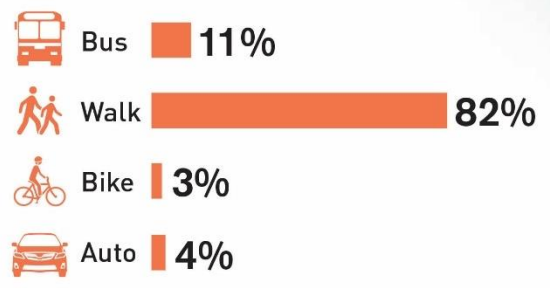
Existing land use in the station area <sup>(1)</sup>



Ridership/daily boardings <sup>(2)</sup>



How people will travel to the station <sup>(2)</sup>



Bike facilities within 10-minute bikeshed <sup>(3)</sup>



Living and working in the station area (2040) <sup>(1,4)</sup>



What we heard so far

## NEIGHBORHOOD FEEDBACK

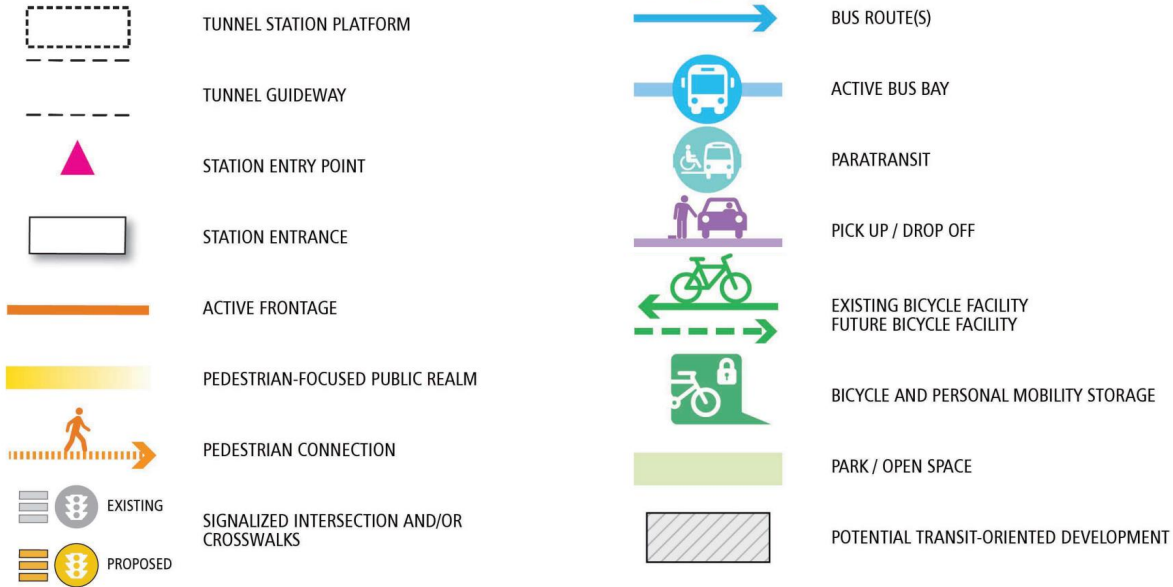
- 1 Desire to have safe connections to the station, particularly crossing Mercer St
- 2 Riders need to have easy access with clear wayfinding to and from the station before and after events
- 3 Desire to have weather protected bike storage and presence of transit security
- 4 Connection through Seattle 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



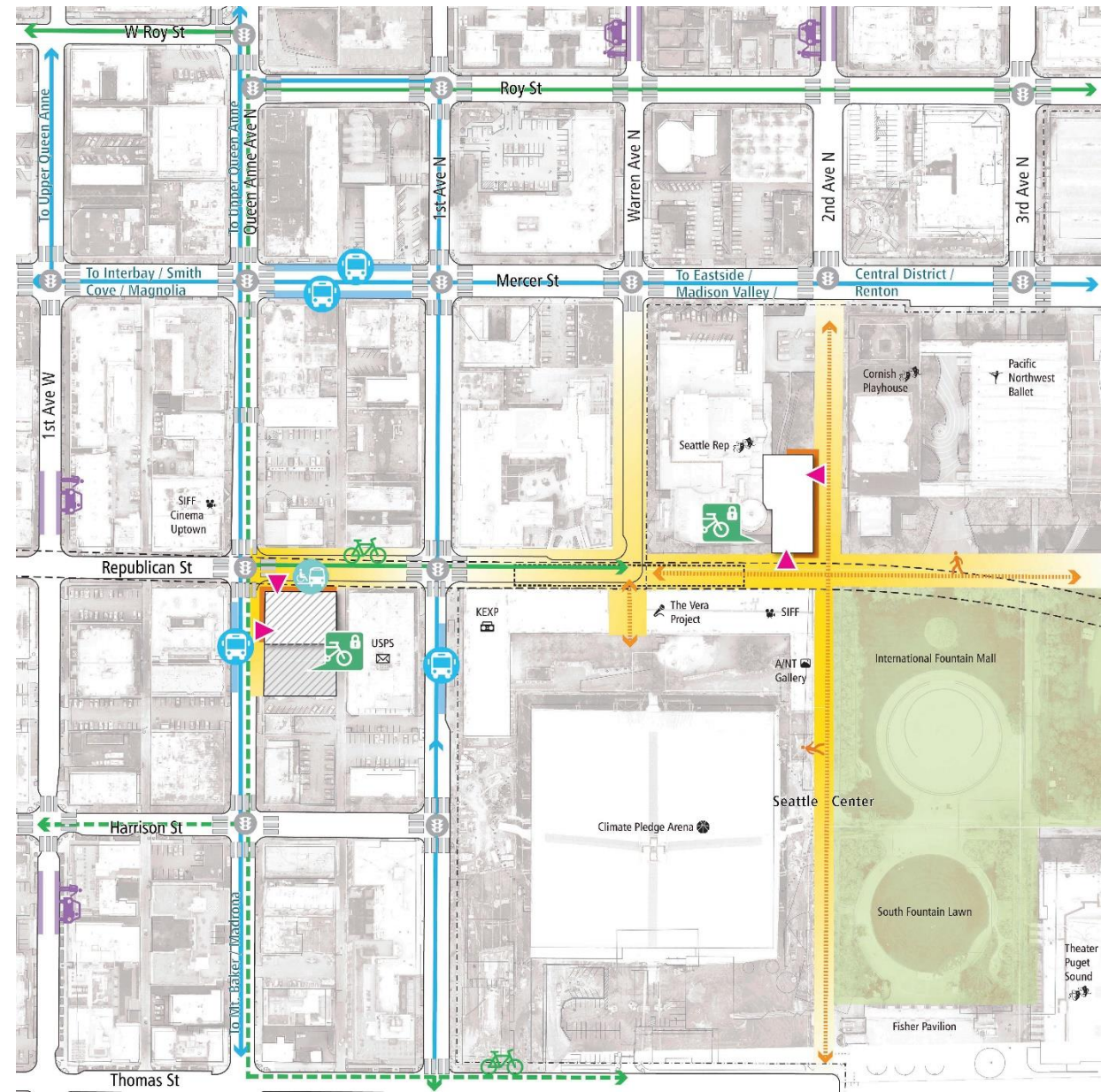
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

***Preferred alternative***

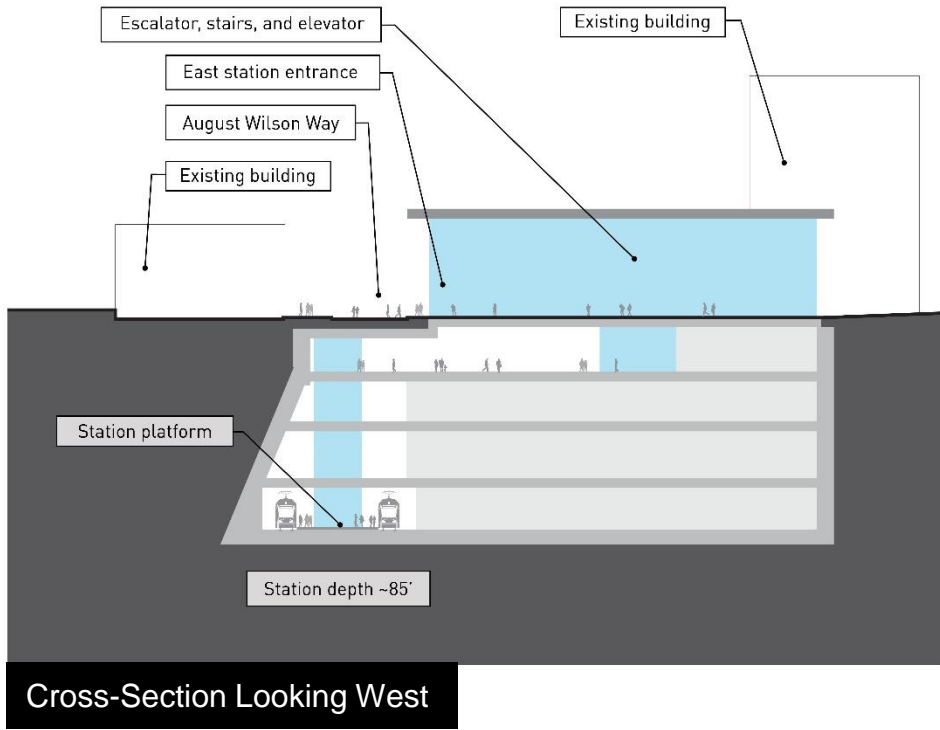
# Tunnel Republican St Station



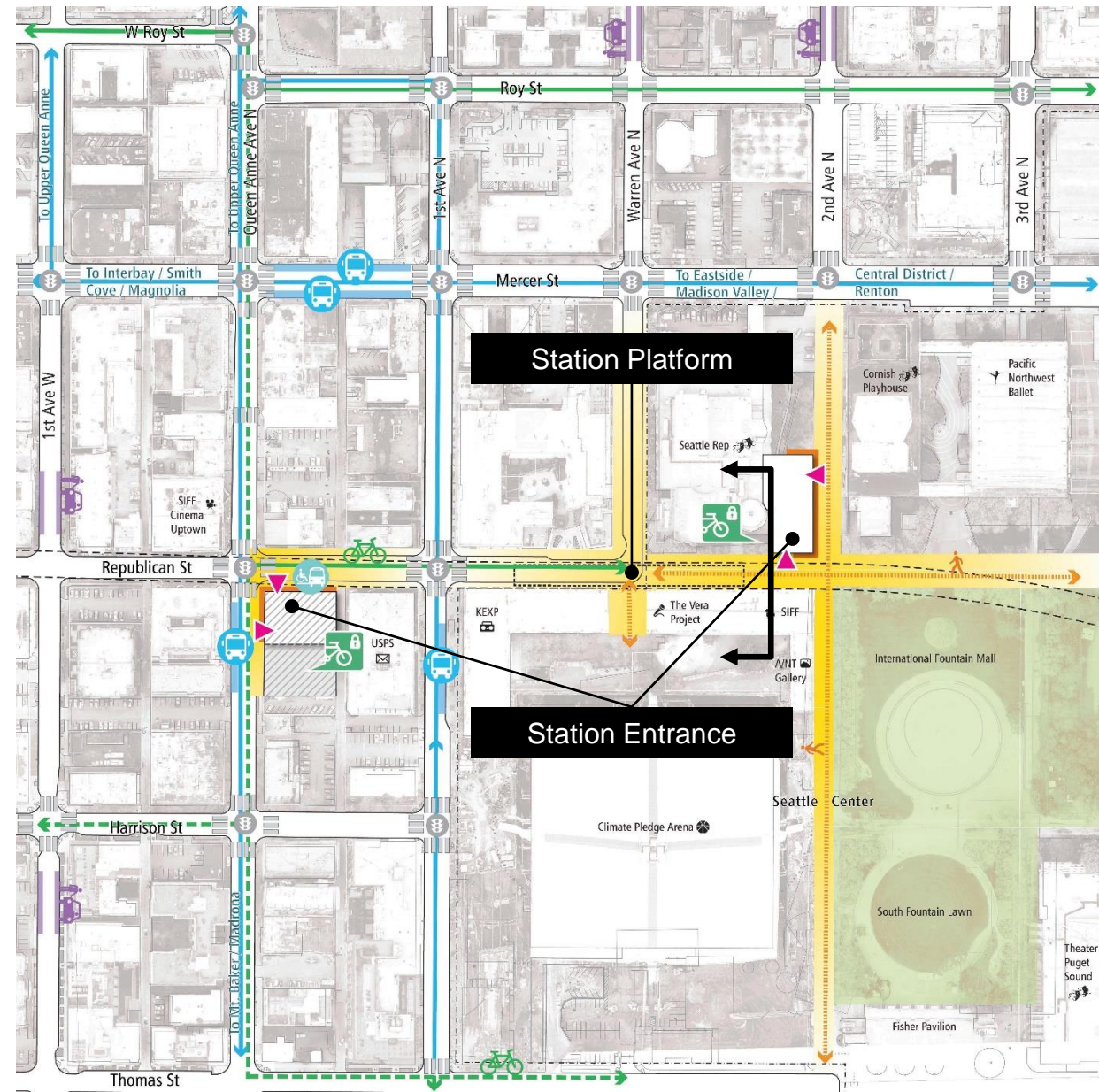
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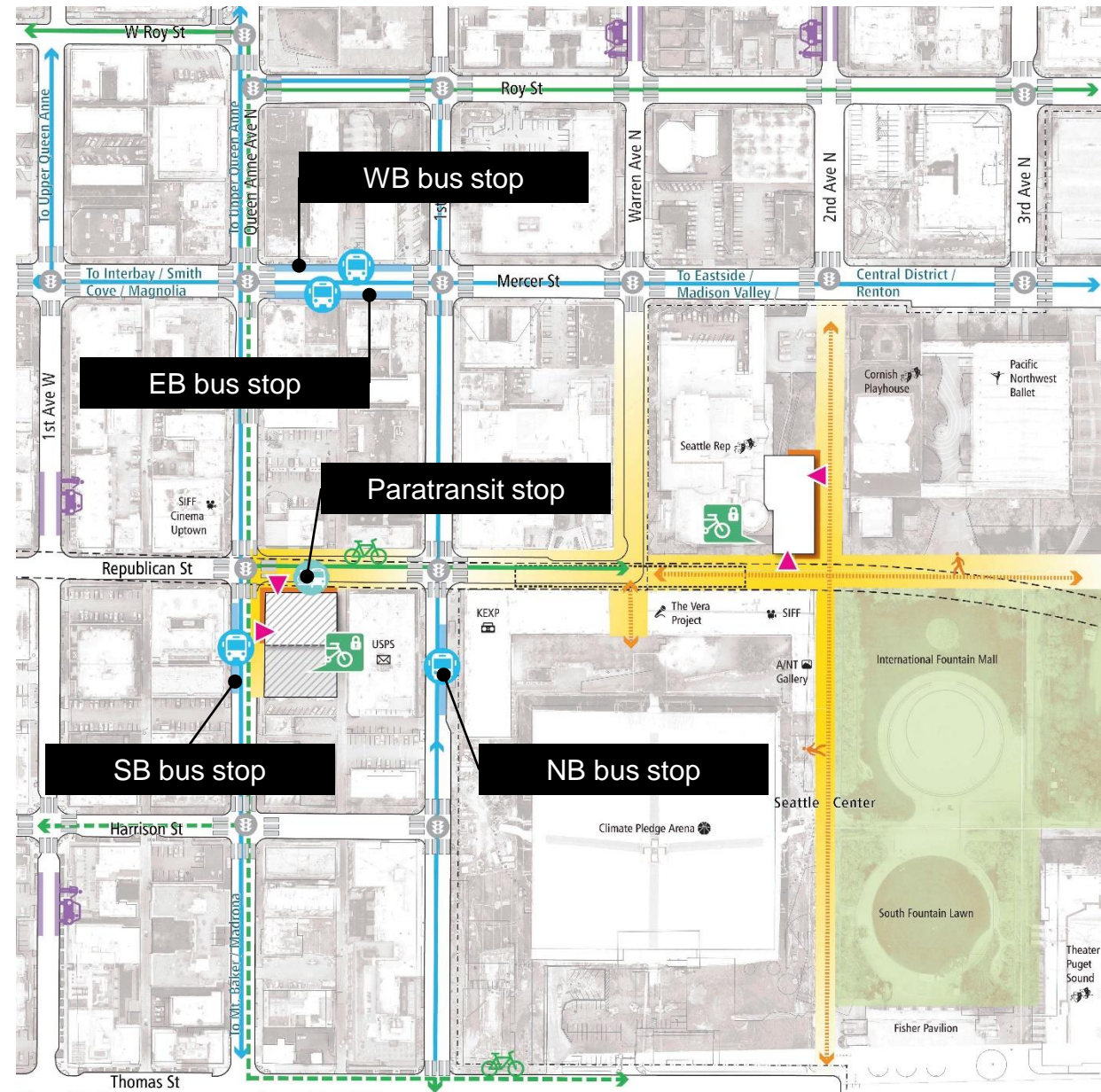
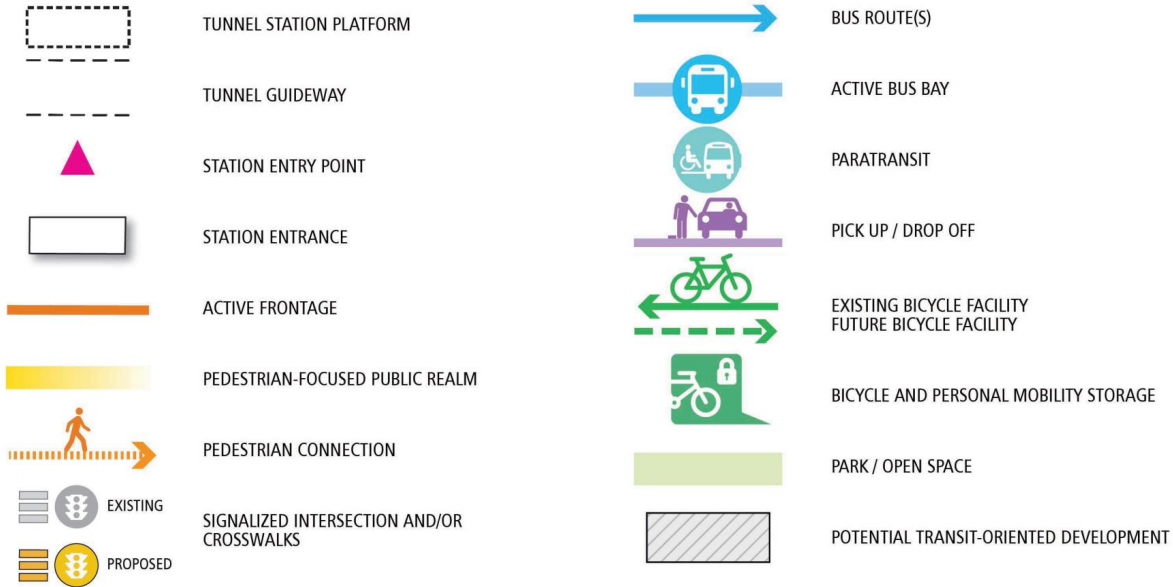
# Tunnel Republican St Station



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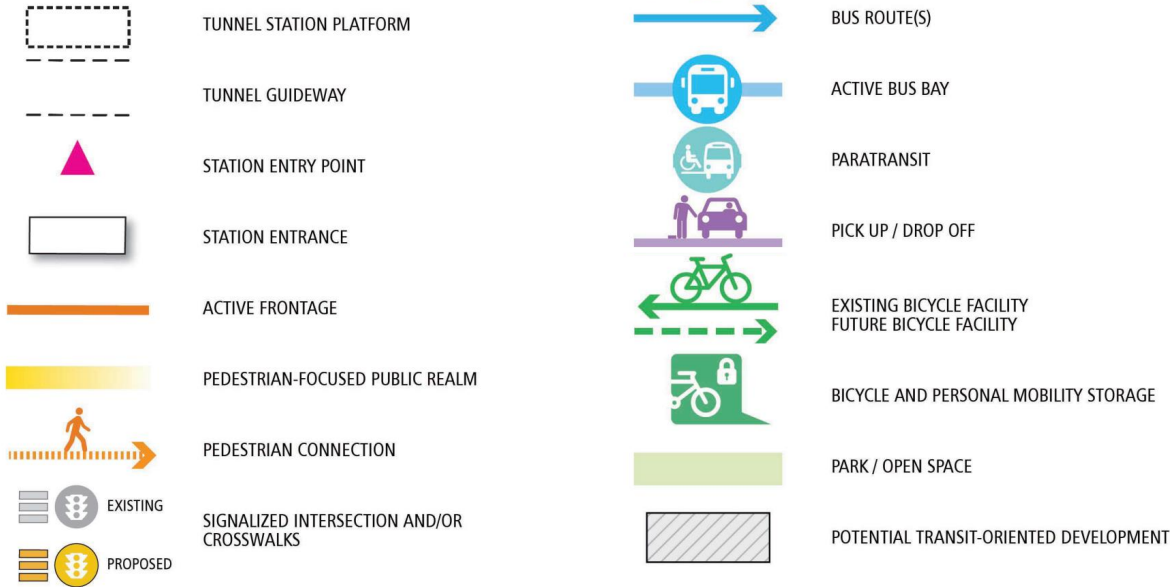
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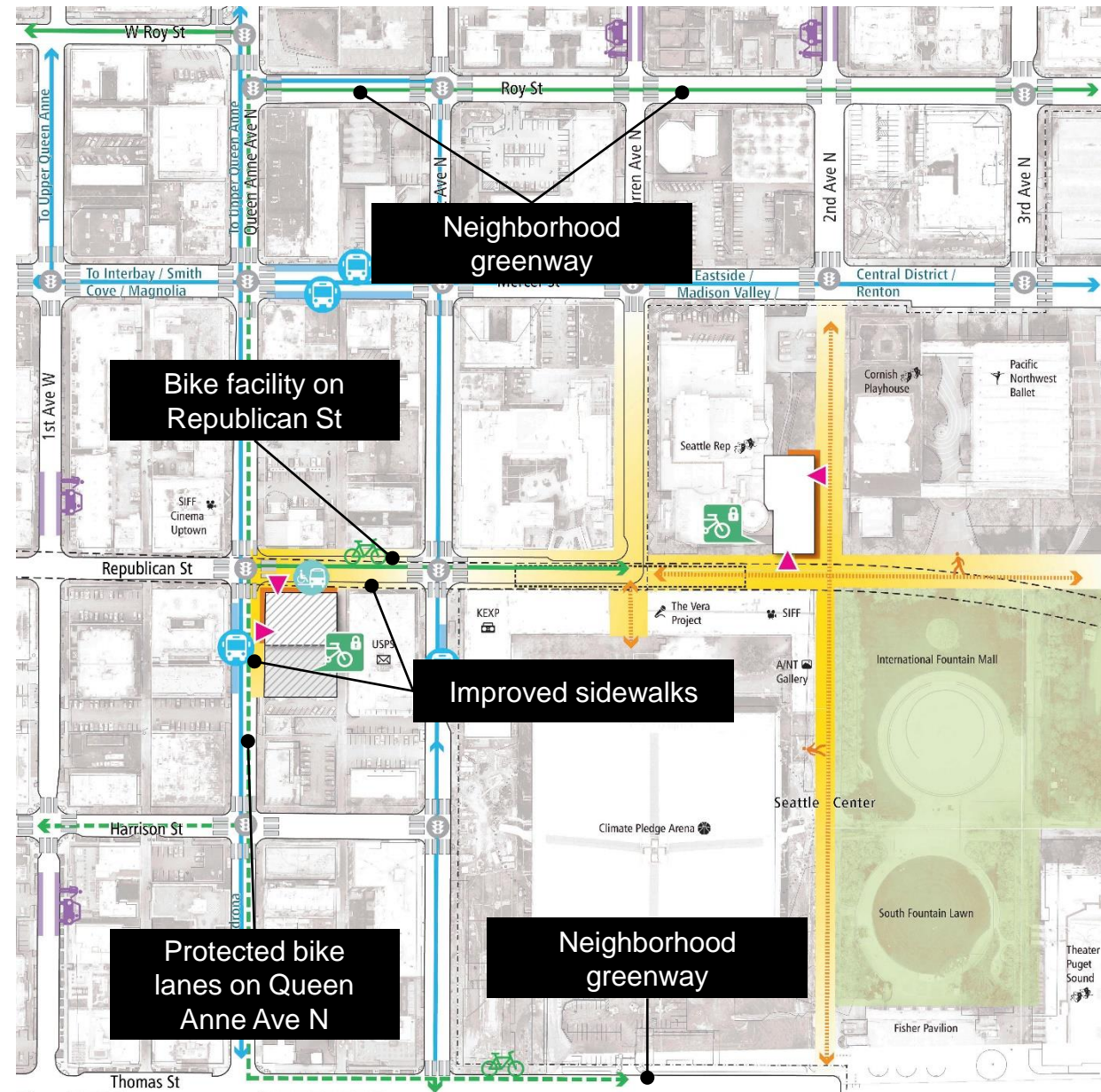
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# Tunnel Republican St Station

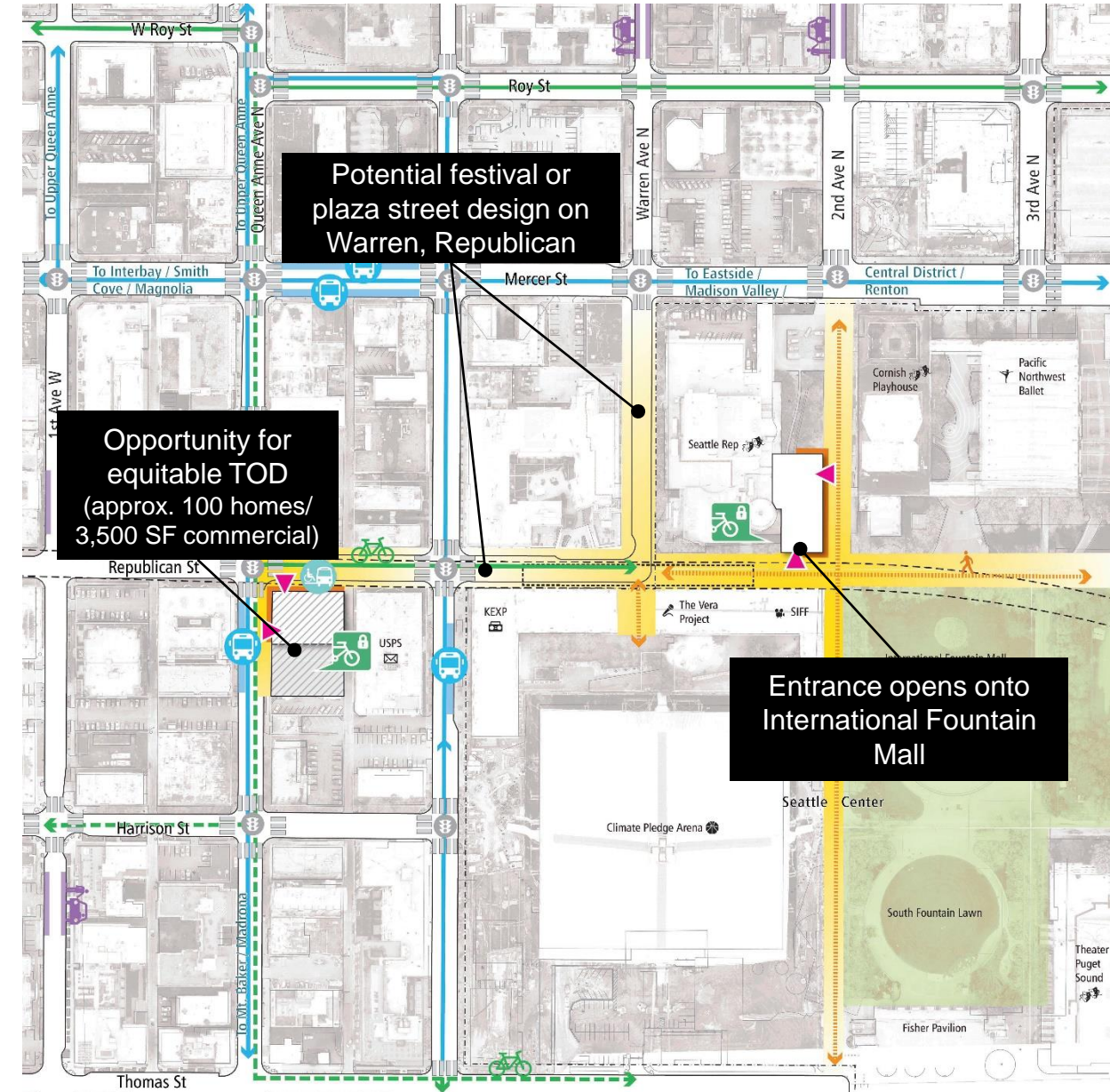
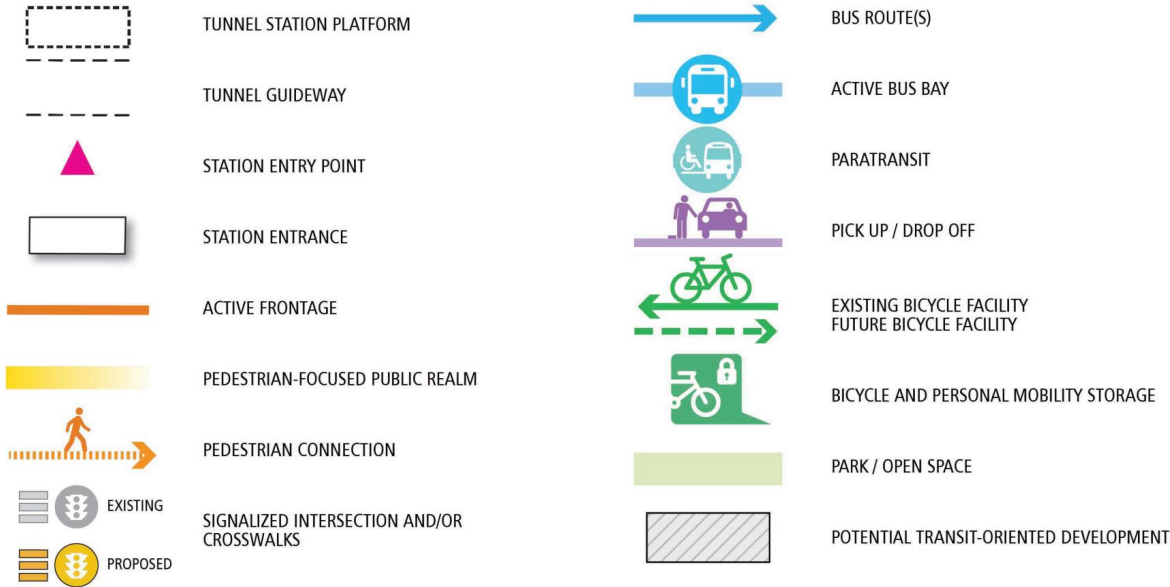


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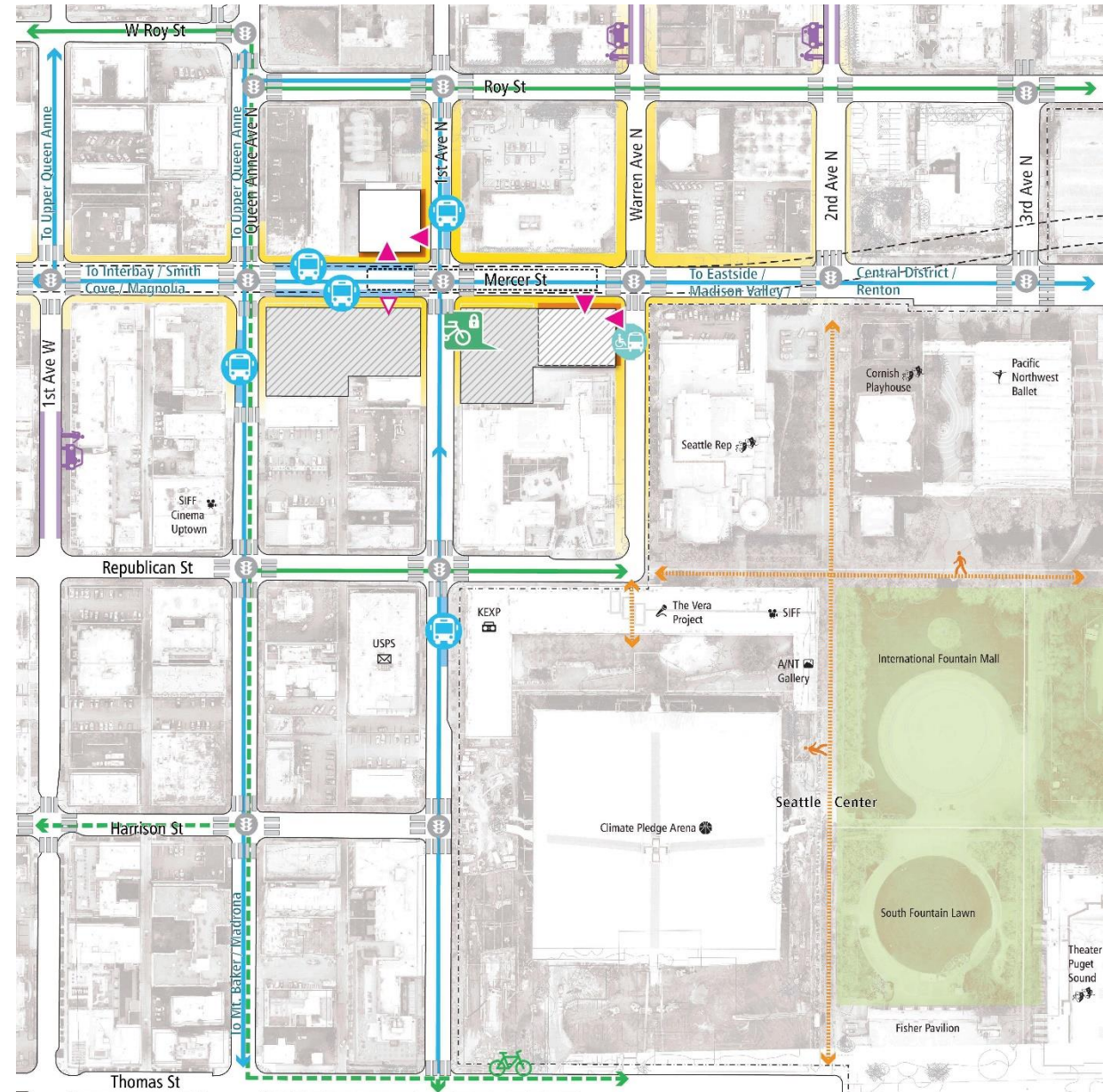
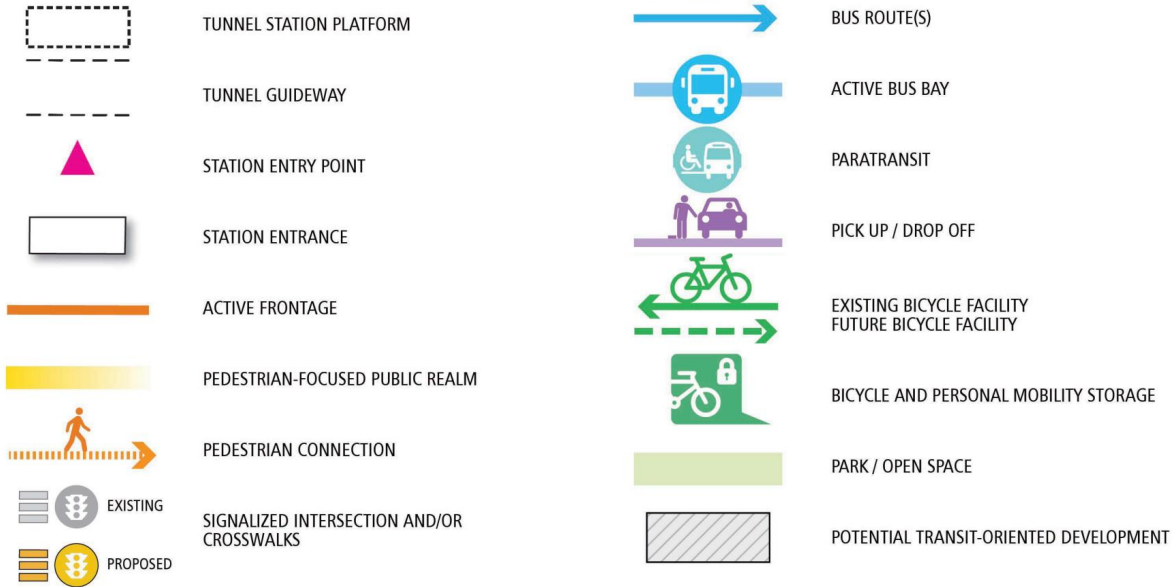
# Tunnel Republican St Station



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***Other Draft EIS alternative***

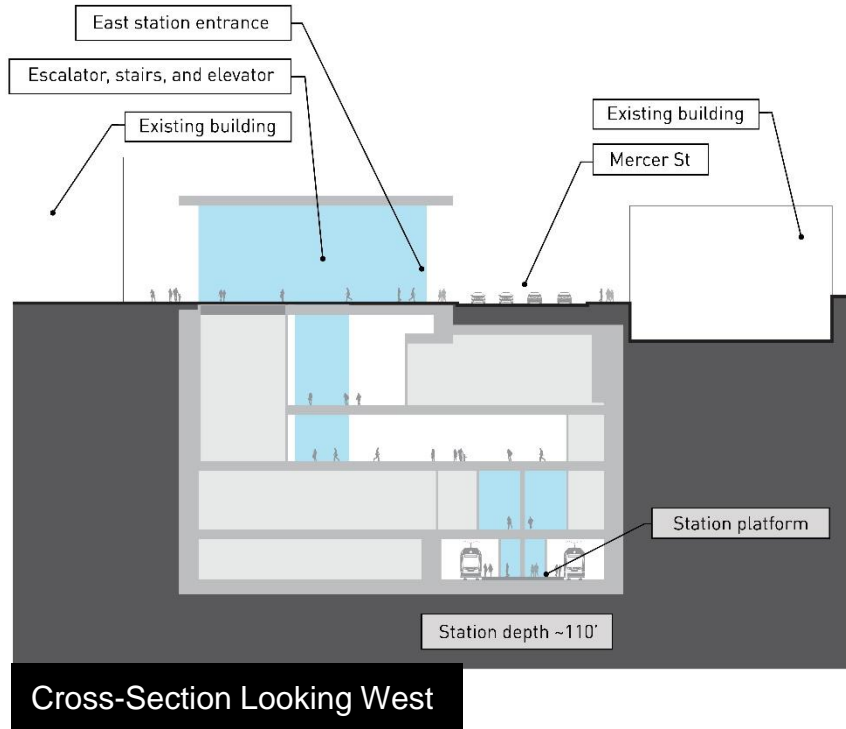
# Tunnel Mercer St Station



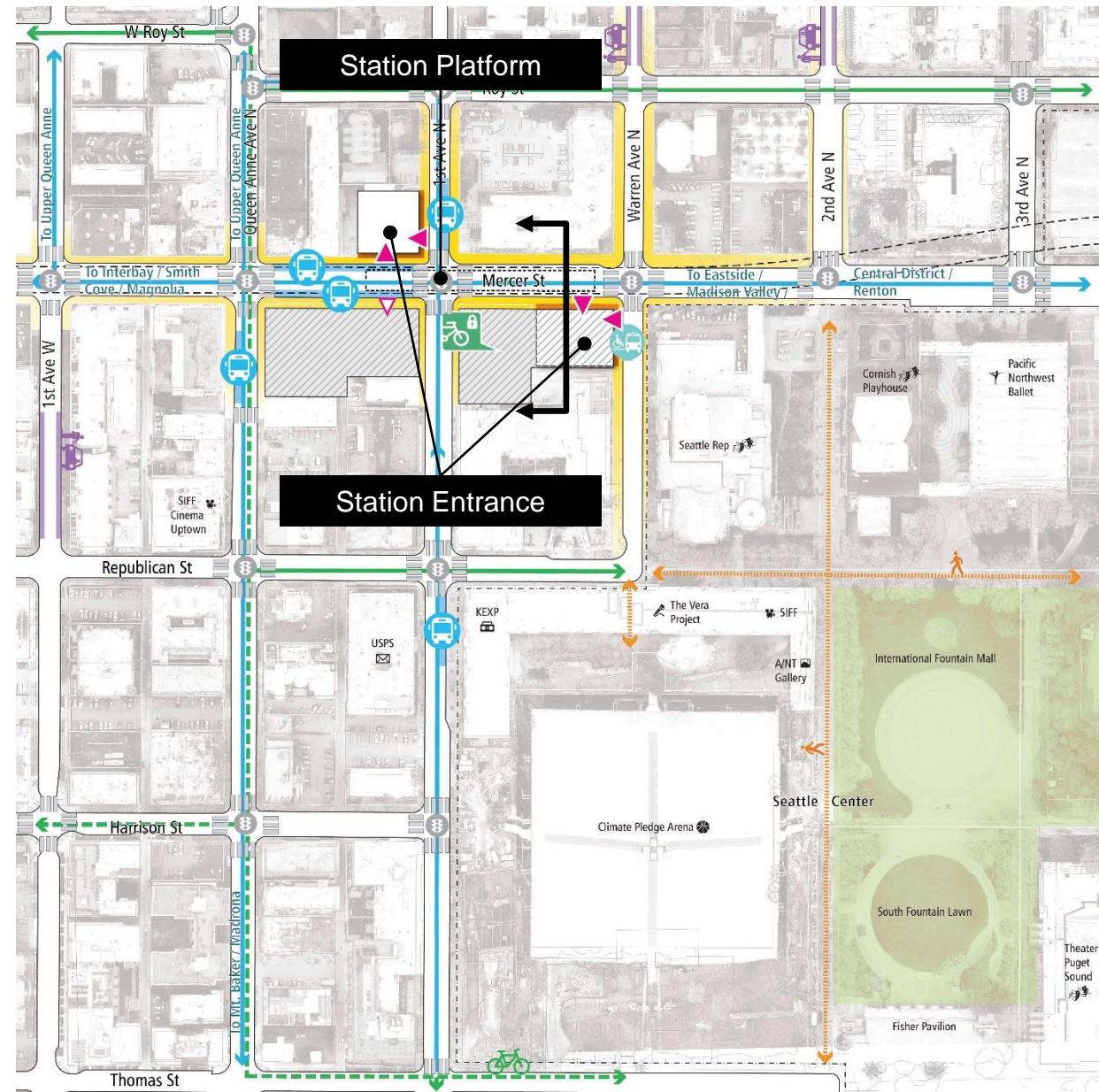
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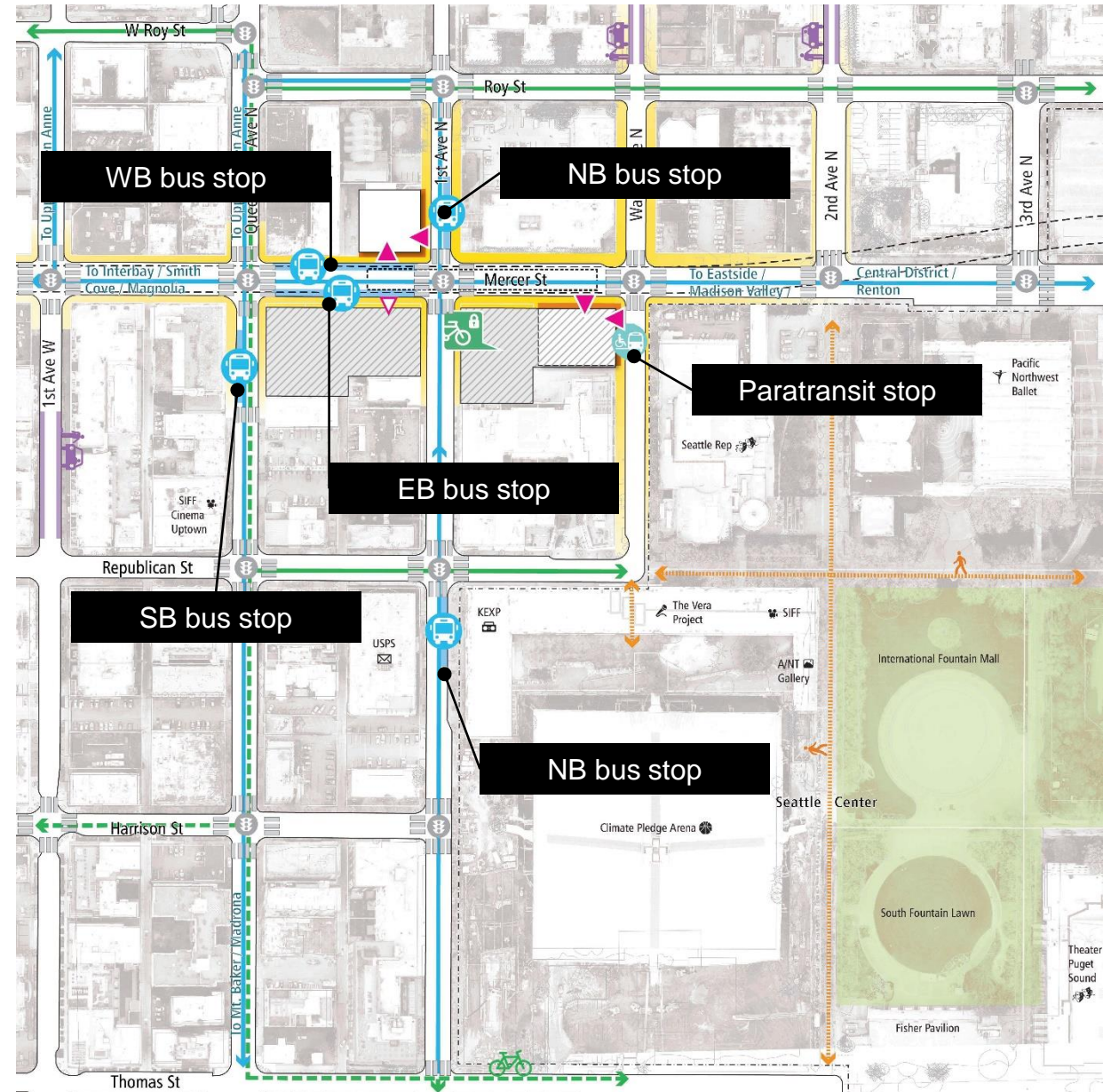
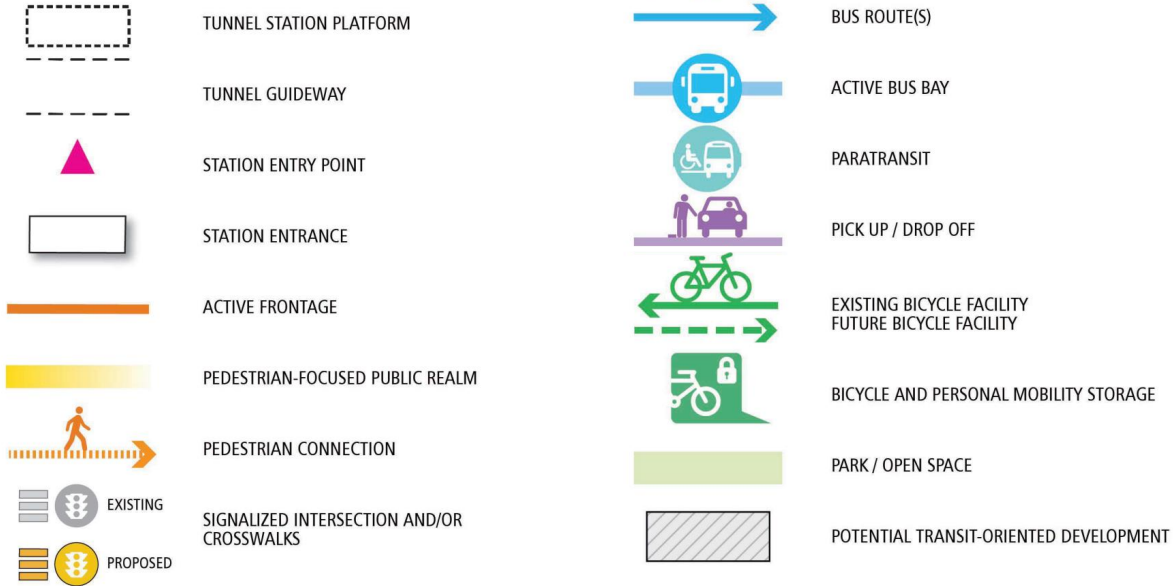
# Tunnel Mercer St Station



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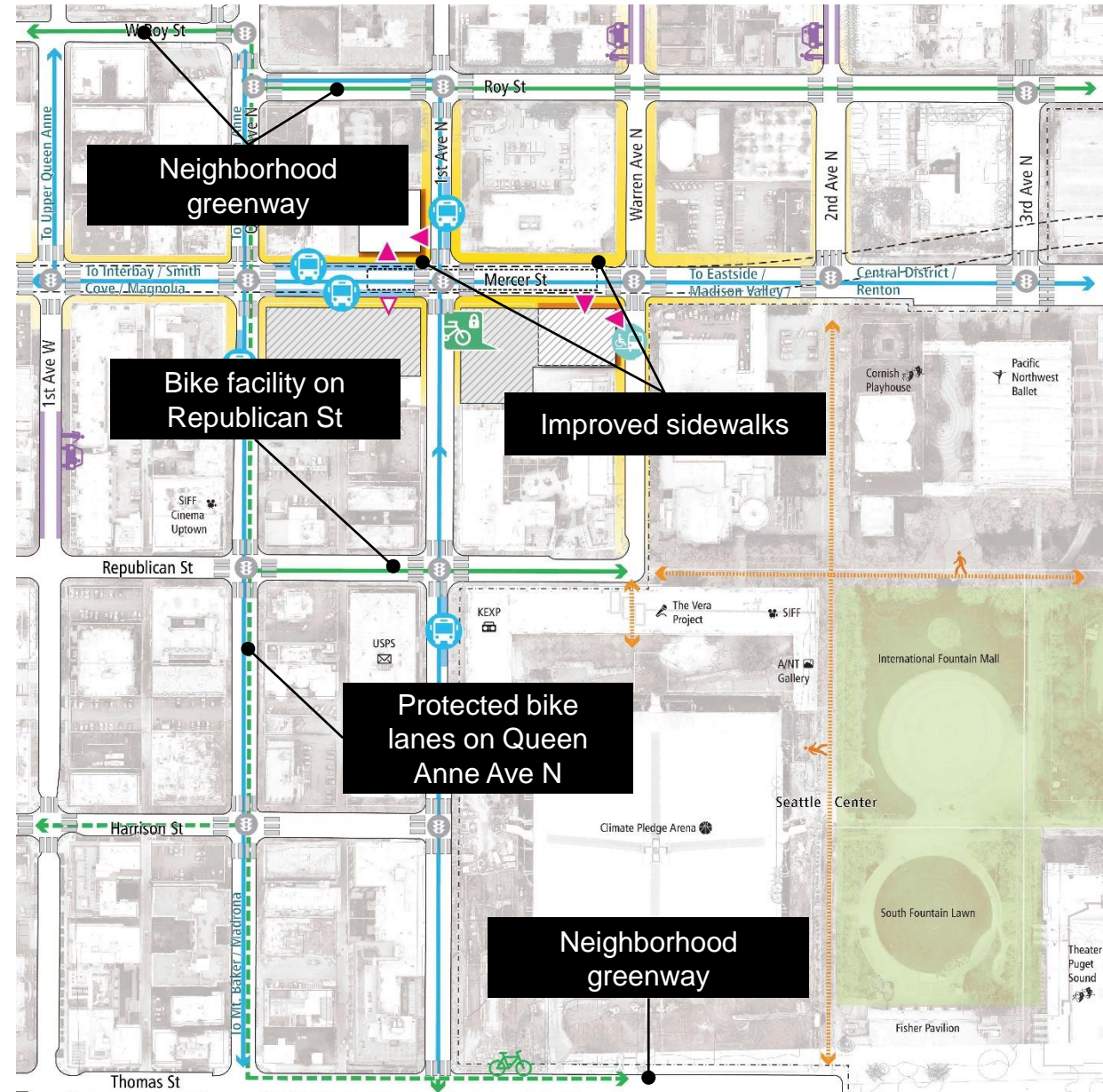
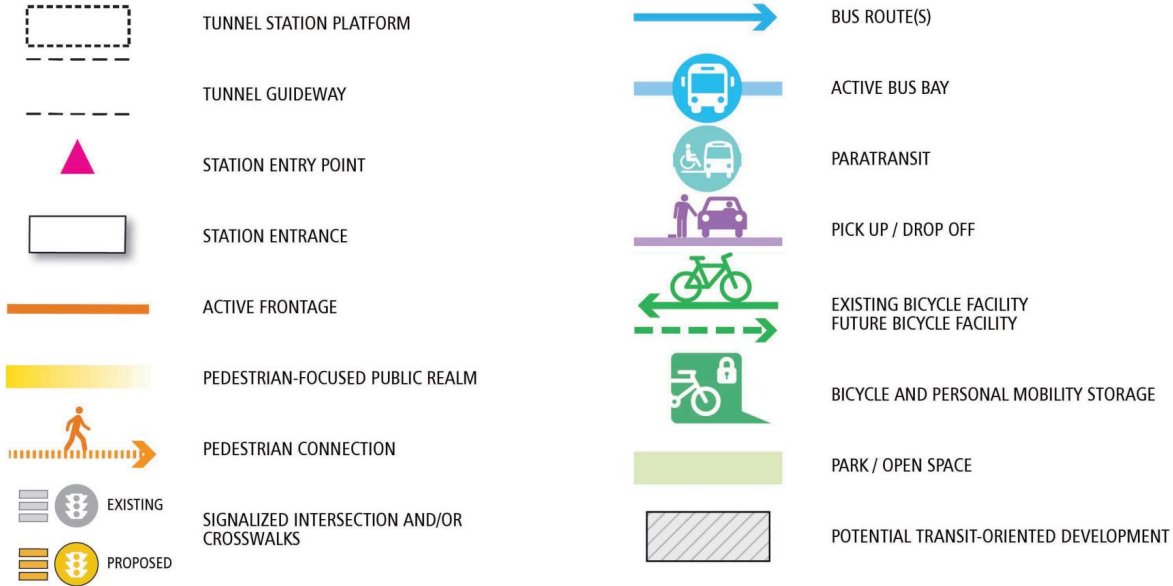
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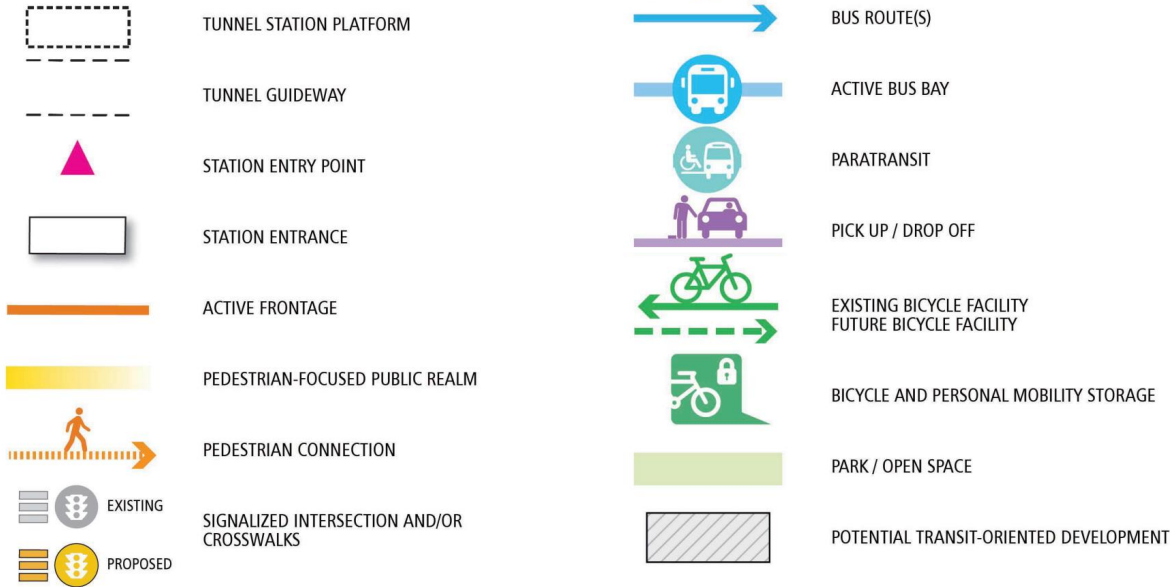
# Tunnel Mercer St Station



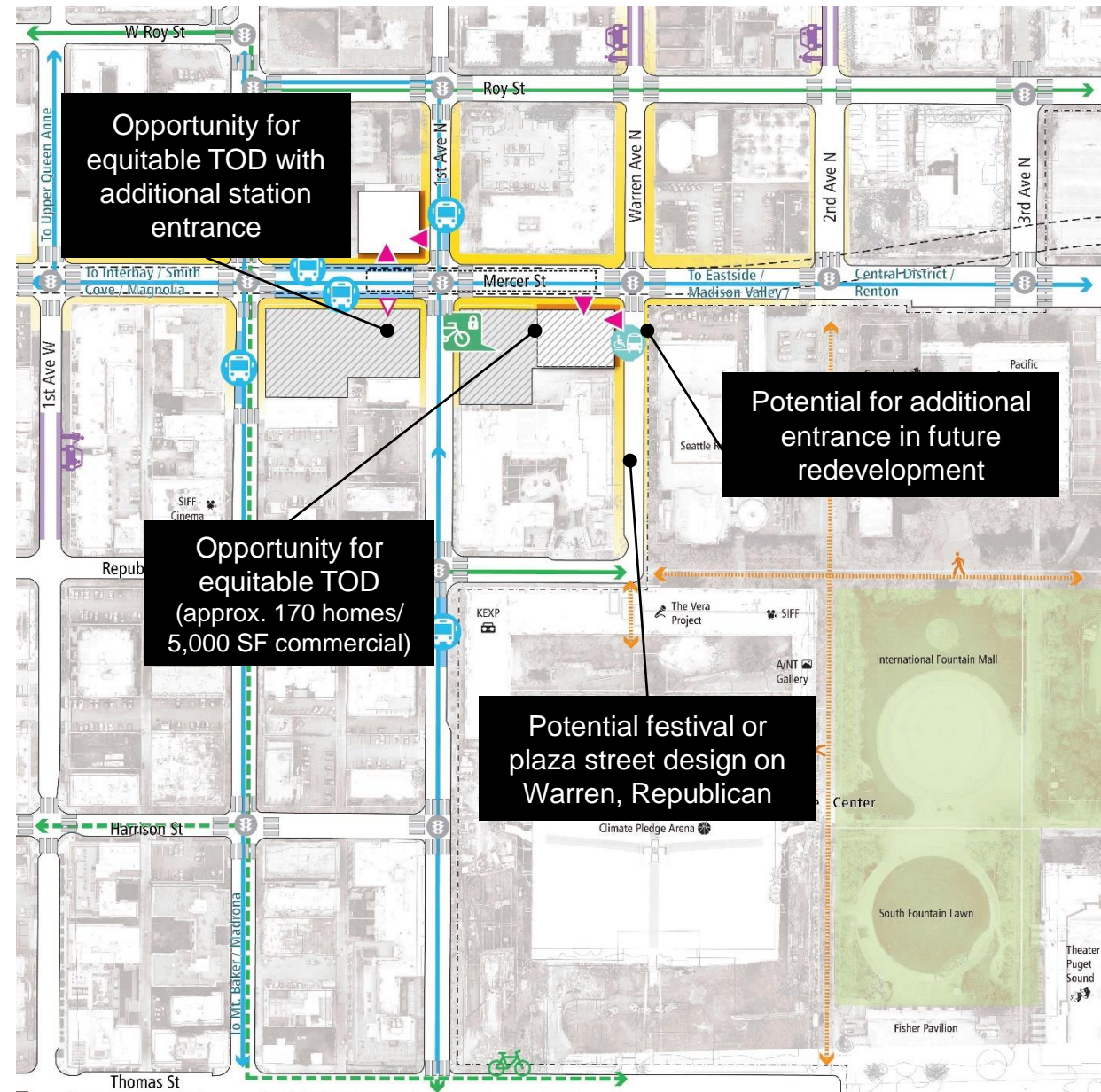
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# Tunnel Mercer St Station



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# *Questions for Discussion*

*What are your thoughts/questions about:*

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- *Walking, rolling, biking to the station*
- *Enjoying places around the station*



# *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***

# *Upcoming engagement*



## *Publish Draft EIS*

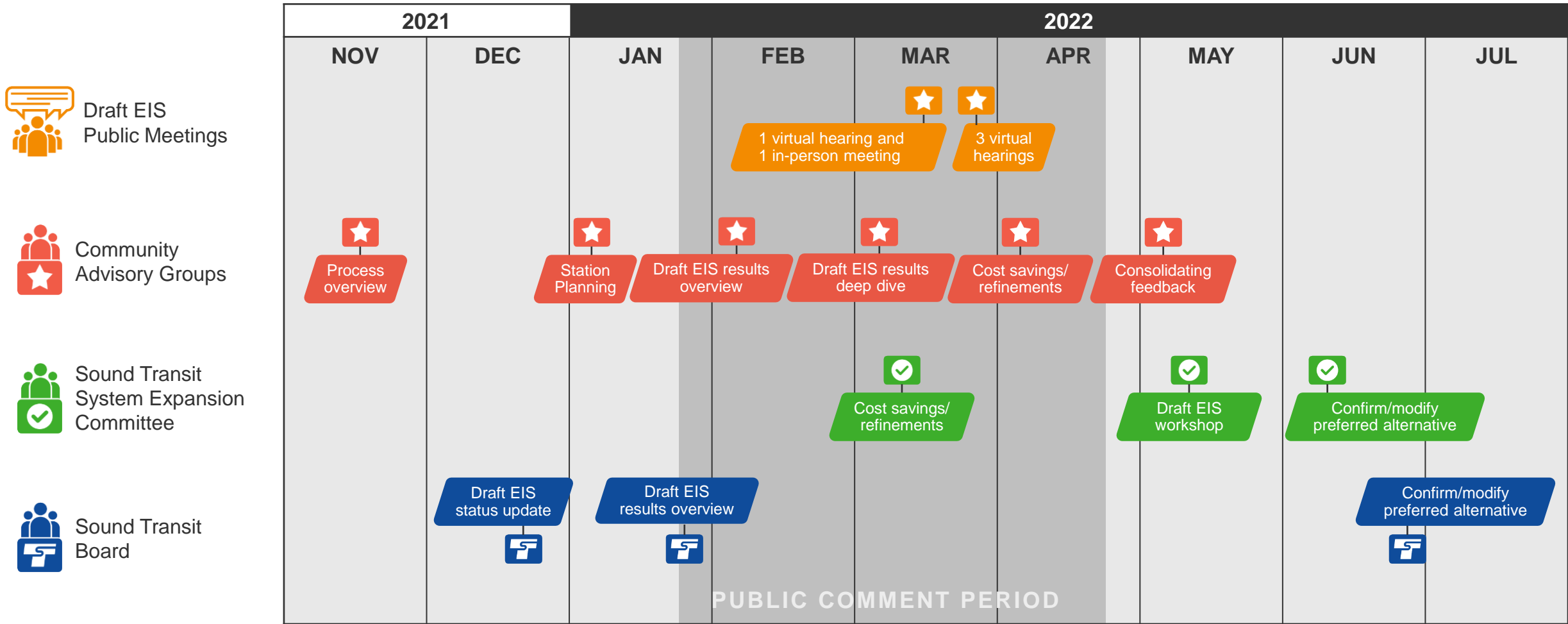
➤ *Friday, January 28th*



## *Collect public feedback*

# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)



# What's next?

Date	Meeting	Time
Tues. Jan. 11	West Seattle/ Duwamish CAG <i>Station Planning</i>	5pm – 7pm
Thurs. Jan. 13	CID/ SODO CAG <i>Station Planning</i>	5pm – 7pm
Fri. Jan. 28	<b>Draft EIS Publication</b>	
Wed. Feb 2	Interbay/ Ballard CAG <i>Draft EIS results overview</i>	5pm – 7pm
Thurs. Feb. 3	Downtown CAG <i>Draft EIS results overview</i>	5pm – 7pm

# *Questions?*

Contact Leda Chahim:

[leda.chahim@soundtransit.org](mailto:leda.chahim@soundtransit.org)

 ***[wsblink.participate.online](https://wsblink.participate.online)***

 *wsblink@soundtransit.org*  
*(206) 903-7229*



*soundtransit.org/wsblink*

