West Seattle and Ballard Link Extensions

West Seattle/ Duwamish Community Advisory Group

January 11, 2022
Agenda

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- Alaska Junction 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.
Mute/Unmute
Raise Hand
Chat
Agenda

- Welcome and introductions
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- Delridge Station
- Avalon Station
- Alaska Junction 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
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
Alternatives development screening process

1. Broad range of initial alternatives
2. Refine remaining alternatives
3. Preferred alternative(s) and other EIS alternatives
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 Public Meetings</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.
West Seattle/ Duwamish CAG members

Alex Williams
Charlie Able
Daniela Lopez
David Bestock
Deb Barker
Ella McRae
Emily Strom
Inaki Longa
Kim Schwarzkopf
Lauren Lundberg
Lyssa Moon
M Miller
Nicole Perry
Pete Spalding
Willard Brown
Agenda

- Welcome and introductions
- Station Planning: Background
- Delridge Station
- Avalon Station
- Alaska Junction Station
- Next steps and next meeting
The goal: integrated station areas

Transit integration

Public spaces

Integration with development

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)

WE ARE HERE

PLANNING
2017-2023

PUBL& INVOLVEMENT

2016

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

PUBL& INVOLVEMENT

CONSTRUCTION
2026 to 2037-2039

PUBL& INVOLVEMENT

SERVICE STARTS

West Seattle: 2032
Ballard: 2037-2039*

2026 to 2037

2027

2028

2029

2030

2031

2032

2033

2034

2035

2036

2037

2038

2039

2040
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
- Delridge Station
- Avalon Station
- Alaska Junction Station
- Next steps and next meeting
• **Excellent bus and rail integration** to enhance mobility and access for communities of color and low-income populations

• **Opportunities for equitable development** serving the community, including expanded affordable housing and food access
Delridge Station By the numbers

Existing land use in the station area

- 25% Manufacturing/Industrial
- 22% Multifamily
- 6% Commercial/Mixed-Use
- 14% Park
- 33% Single Family

How people will travel to the station

- Bus: 87%
- Walk: 10%
- Bike: 1%
- Auto: 2%

Ridership/daily boardings

- 5,800

Bike facilities within the 10-minute bikeshed

- 15 miles of planned

Living and working in the station area 2040

- Population: 2,400
- Households: 1,100
- Employment: 1,600
NEIGHBORHOOD FEEDBACK

1. Include mixed-use development with groceries and fresh food retail to serve the neighborhood.
2. Optimize the light rail experience and community amenities while minimizing displacement of existing uses.
3. Walking and biking connections are important, but bus transfers should be prioritized.
4. Strengthen connectivity to informal local trails off 26th Ave SW and provide traffic calming.
5. Preserve and protect the Longfellow Creek watershed.
6. Need better east-west connections.
7. Improve the walking and biking environment on Delridge Way SW, which currently feels unsafe.

Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Preferred alternative
Elevated Dakota Street Station

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

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

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

Bus Route(s)
- ACTIVE BUS BAY
- PARATRANSIT
- PICKUP / DROP OFF
- EXISTING BICYCLE FACILITY
- FUTURE BICYCLE FACILITY
- BICYCLE AND PERSONAL MOBILITY STORAGE
- PARK / OPEN SPACE
- POTENTIAL TRANSIT-ORIENTED DEVELOPMENT
- TRACTION POWER SUBSTATION (TPSS)

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

- New signal and crosswalk at Dakota
- Improved sidewalks
- Improved bicycle facilities on 26th
- Midblock crossing and potential thru connection

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

Opportunity for equitable TOD (approx. 400 homes/34,000 SF commercial)

Opportunity for creative public spaces under tracks

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Preferred alternative with third party funding
Elevated Dakota Street Station Lower Height

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Dakota Street Station Lower Height

Cross-Section Looking Northeast

Top of structure height ~60’
Station platform height ~35’
Elevator and stairs
Station platform
Mezzanine
Northeast station entrance

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Dakota Street Station Lower Height

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

**Taking transit to the station**

- **Bus Route(s)**
- **Active Bus Bay**
- **Paratransit**
- **Pickup/Drop Off**
- **Existing Bicycle Facility**
- **Future Bicycle Facility**
- **Bicycle and Personal Mobility Storage**
- **Park/Open Space**
- **Potential Transit-Oriented Development**
- **Traction Power Substation (TPSS)**

**N**

- **NB/EB bus stop**
- **SB/WB bus stop**
- **Paratransit stop**
- **Transit priority street on 26th**

**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**

**To the Junction**
**SW Andover St**
**W 5000 S**
**SW Alaska St**
**SW Alaska St**
**W Alaska St**
**W Alaska St**
**SW Alaska St**
**3rd Ave SW**
**Intercity Transit Center**
**To White Center / Admiral**
**West Seattle Golf Course**
**West Seattle Golf Course**

**Diagrams for illustration only.**
Elevated Dakota Street Station Lower Height

- Improved sidewalks
- New signal and crosswalk at Dakota
- Improved bicycle facilities on 26th Avenue
- Midblock crossing and potential thru connection

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Dakota Street Station Lower Height

- Elevated station platform
- Elevated guideway
- Station entry point
- Station entrance
- Active frontage
- Pedestrian-focused public realm
- Pedestrian connection
- Signalized intersection and/or crosswalks
- Existing
- 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)

Opportunity for equitable TOD (approx. 400 homes/34,000 SF commercial)

Potential festival or plaza street design on 25th

Opportunity for creative public spaces under tracks

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

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

Cross-Section Looking Northeast

This diagram illustrates the station configuration for DEL-3, which connects to the elevated Avalon Station at Genesee WSJ-1/2

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

DEL-3/4 Key features and cross-section
Elevated Delridge Way Station

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

- **Walking and biking to the station**

- **Improved sidewalks**
- **Improved bicycle facilities on 23rd**
- **Potential hillclimb connection at midblock**

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

DEL-3/4 Walking and biking to the station
Enjoying places around the station

Opportunity for creative public spaces under tracks

Transit plaza

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

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
This diagram illustrates the station configuration for DEL-6, which connects to the Avalon retained cut station (WSJ-5)

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

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

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

54 DEL-5/6 Walking and biking to the station
Elevated Andover Station

Opportunity for equitable TOD (approx. 160 homes/260,000 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

• Welcome and introductions
• Station Planning: Background
• Delridge Station
• **Avalon Station**
• Alaska Junction 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

- 11% Park
- 49% Single Family
- 18% Multifamily
- 3% Manufacturing/Industrial
- 19% Commercial/Mixed-Use

Ridership/daily boardings

1,200

How people will travel to the station

- Bus: 32%
- Walk: 53%
- Bike: 4%
- Auto: 11%

Bike facilities within 10-minute bikeshed: 23 miles of planned

Living and working in the station area 2040

- Population: 5,400
- Households: 2,600
- Employment: 3,200
What we heard so far

**NEIGHBORHOOD FEEDBACK**

1. Consider the station as a gateway to West Seattle with public space, programming, space for art and improved wayfinding.
2. Create safe walking routes and minimize the number of crossings to reach a station entrance at the complex intersections of Avalon Way SW, Fauntleroy Way SW, and 35th Avenue SW.
3. Interest in denser development, more retail and housing near the station.
4. Consider equitable mixed-use development near the station, creating places for all people and providing affordable housing opportunities.
5. Facilitate easy bus transfers connecting to/from bus routes south of the station.

Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Preferred alternative
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Avalon - Elevated Station

Top of structure height ~80'
Station platform height ~55'

Escalator, stairs, and elevator
Station platform
West station entrance

Cross-Section Looking West

This diagram illustrates the station configuration for WSJ-1.

NOTE: A design option to WSJ-2 has a slight skew to the station platform to accommodate connection to the Delridge Elevated Andover St Station (DEL-5)

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

WSJ-1/2 Key features and cross-section
Avalon - Elevated Station

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

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

Opportunity for equitable TOD (approx. 325 homes/10,000 SF commercial)

Opportunity for creative public spaces under tracks

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Preferred alternative with third party funding
Avalon – Tunnel Station

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

WSJ-3a/3b Key features and cross-section
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Avalon – Tunnel Station

- Improved sidewalks
- Potential pedestrian concourse
- Neighborhood greenway

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

WSJ-3a/3b Walking and biking to the station
Avalon – Tunnel Station

Opportunity for equitable TOD (approx. 280 homes/13,500 SF commercial)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternatives
NOTE: This alternative has the same configurations and opportunities as the Preferred Alternative Avalon – Elevated Stations (WSJ-1/2)

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

Escalator, stairs, and elevator
Northwest station entrance

Cross-Section Looking Northeast

Station Platform

Station Entrance

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

WSJ-5 Key features and cross-section
Avalon – Retained Cut Station

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

- Below Grade Station Platform
- Below Grade Guideway
- Station Entry Point
- Station Entrance
- Active Frontage
- Pedestrian-Focused Public Realm
- Pedestrian Connection
- Existing Signalized 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)

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

WSJ-5 Walking and biking to the station
Avalon – Retained Cut Station

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**
Break for 5 min
Agenda

• Welcome and introductions
• Station Planning: Background
• Delridge Station
• Avalon Station
• Alaska Junction 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
Alaska Junction Station

By the numbers

Existing land use in the station area

- 28% Commercial/Mixed-Use
- 15% Multifamily
- 5% Park
- 52% Single Family

Ridership/daily boardings

- 6,400

How people will travel to the station

- Bus: 52%
- Walk: 40%
- Bike: 2%
- Auto: 6%

Bike facilities within 10-minute bikeshed

- 27 miles of planned
- 12 miles of existing

Living and working in the station area 2040

- Population: 7,700
- Households: 4,000
- Employment: 4,700
NEIGHBORHOOD FEEDBACK

1. Create a destination that reinforces the character of the neighborhood and supports businesses on California Ave SW

2. Prioritize pedestrian connectivity and comfort with enhanced street crossings, wide sidewalks and pedestrian lighting

3. Complete bike connections to the station

4. Investigate ways to connect the station to the future public park on 40th Avenue SW with mid-block pathways

5. Integrate station and new development into the existing neighborhood character

6. Consider how the future light rail would continue to the south

7. Improve the five-way intersection at Fauntleroy Way SW and SW Alaska St so it is easier to cross

Neighborhood feedback gathered from in-person and online events during alternatives development 2018-2019.
Preferred alternatives
Elevated 41st/42nd Avenue Station

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

WSJ-1 Station context plan
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 41st/42nd Avenue Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 41st/42nd Avenue Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated 41st/42nd Avenue Station

Opportunity for equitable TOD (approx. 240 homes/10,000 SF commercial)

Opportunity for creative public spaces under tracks

Public plaza

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

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

Cross-Section Looking Northeast

- Escalator, stairs, and elevator
- Station platform
- North station entrance

Top of structure height ~45'
Station platform height ~45'

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

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

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

Opportunity for equitable TOD (approx. 330 homes/3,000 SF commercial)

Opportunity for creative public spaces under tracks

Transit plaza and festival street

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Preferred alternatives with third party funding
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 41st Ave Station

Cross-Section Looking North

- Station Platform
- Station Entrance
- 41st Ave SW
- Escalator, stairs, and elevator
- North station entrance

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 41st Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 41st Ave Station

- Improved sidewalks
- New signal and crossing on Alaska
- Midblock crossing and potential thru connection
- Neighborhood greenway

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 41st Ave Station

Opportunity for equitable TOD (approx. 400 homes/6,000 SF commercial)

Opportunity for direct connection to future park

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

WSJ-3a Enjoying places around the station
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 42nd Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 42nd Ave Station

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

WSJ-3b Taking transit to the station
Tunnel 42nd Ave Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 42nd Ave Station

Opportunity for equitable TOD (approx. 500 homes/6,000 SF commercial)

Potential for replacement park or civic space in TOD

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternatives
Short Tunnel 41st Ave Station

NOTE: This alternative has similar transit integration, walk/roll/bike, and TOD opportunities as the Preferred Alternative with Third Party Funding Tunnel 41st Ave Station (WSJ-3a)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Short Tunnel 41st Ave Station

Cross-Section Looking North

41st Ave SW

Station platform

Station depth ~55'

South station entrance

Escalator, stairs, and elevator

Station platform shifted farther south

Shifted paratransit stop

Station platform shifted farther south

Station Entrance

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Medium Tunnel 41st Ave Station

NOTE: This alternative has similar transit integration, walk/roll/bike, and TOD opportunities as the Preferred Alternative with Third Party Funding Tunnel 41st Ave Station (WSJ-3a).

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Medium Tunnel 41st Ave Station

Cross-Section Looking North

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
• Station Planning: Background
• Delridge Station
• Avalon Station
• Alaska Junction 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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**PUBLIC COMMENT PERIOD**

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

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<td>CID/ SODO CAG Station Planning</td>
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<td>Draft EIS Publication</td>
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<td>Wed. Feb 2</td>
<td>Interbay/ Ballard CAG Draft EIS results overview</td>
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Questions?
Contact Leda Chahim:
leda.chahim@soundtransit.org

wsblink.participate.online